

COUNCIL ASSESSMENT REPORT

Panel Reference	2017NTH008
DA Number	DA 2017/149
LGA	Ballina Shire
Proposed Development	Staged Alterations and Additions to the Ballina Byron Gateway Airport Terminal Building and Associated Works
Street Address	Lot 264 DP 1195313 and Lot 7 DP 793980, Southern Cross Drive, Ballina (Ballina Byron Gateway Airport)
Applicant/Owner	Ardill Payne & Partners on behalf of Ballina Shire Council
Date of DA lodgement	28 March 2017
Number of Submissions	Nil
Recommendation	Conditional Approval
Regional Development Criteria (Schedule 4A of the EP&A Act)	Council Related Development (Council Owned and Operated Airport) with a Capital Investment Value greater than \$5 million
List of all relevant s79C(1)(a) matters	<ul style="list-style-type: none"> • State Environmental Planning Policy No's. 55, 71, (Infrastructure) 2007, Ballina Local Environmental Plan 2012 • The proposed development was publically advertised under Section 79A of the Environmental Planning and Assessment Act 1979 • Ballina Development Control Plan 2012 • No planning agreement has been entered into under Section 93F, nor has any draft planning agreement been offered or entered into under Section 93F • Southern Cross Master Plan • Clauses 92, 93 and 94 of the Environmental Planning and Assessment Regulation 2000
List all documents submitted with this report for the Panel's consideration	<ul style="list-style-type: none"> • Locality Plan • Architectural Plans (including Civil Plans) • Concept/Intent Landscape Plans
Report prepared by	Anthony Peters Senior Town Planner Ballina Council
Report date	July 2017

Summary of s79C matters

Have all recommendations in relation to relevant s79C matters been summarised in the Executive Summary of the assessment report?

Yes

Legislative clauses requiring consent authority satisfaction

Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report?

Yes

e.g. Clause 7 of SEPP 55 - Remediation of Land, Clause 4.6(4) of the relevant LEP

Clause 4.6 Exceptions to development standards

If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?

Not Applicable

Special Infrastructure Contributions

Does the DA require Special Infrastructure Contributions conditions (\$94EF)?

Not Applicable

Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions

Conditions

Have draft conditions been provided to the applicant for comment?

Yes

Note: in order to reduce delays in determinations, the Panel prefer that draft conditions, notwithstanding Council's recommendation, be provided to the applicant to enable any comments to be considered as part of the assessment report

1.0 Executive Summary

- 1.1 Ballina Shire Council's Development and Environmental Health Group received a Development Application (DA) from Ardill Payne and Partners (on behalf of Mr Neil Weatherson Airport Manager) for the staged construction of alterations and additions to the existing approved Ballina Byron Gateway Airport Terminal Building and Car park and associated works.
- 1.2 The proposed development constitutes "regional development" requiring referral to the Northern Joint Regional Planning Panel (JRPP) for determination as it has a Capital Investment Value of over \$5 million (estimated at \$5,873,428.00) and is owned and operated by Ballina Shire Council (refer Schedule 4A Section 4 of the EP & A Act 1979). While Council officers are responsible for the assessment of the DA, the JRPP is the determining authority.
- 1.3 The proposed development is not listed in Schedules 1, 2 or 3 of State Environmental Planning Policy (State and Regional Development) 2011 and therefore is not State significant development or State significant infrastructure.
- 1.4 The proposal (if approved) is proposed to be predominately funded under the State Government Restart NSW Regional Tourism Infrastructure Funding announced in mid-2016 based on the infrastructure importance to the region. The proposal is considered to be a positive contribution to the economic and employment opportunities of the region (particularly tourism).
- 1.5 The subject site where the works are proposed is zoned SP2 Infrastructure under the Ballina Local Environmental Plan 2012 (BLEP). The proposed staged works to the existing "airport" terminal building and to the car parking areas and driveway/access roads are considered to be consistent with the objectives of the zone and permissible with development consent in the zone.
- 1.6 The proposed development does not comprise designated development (under Schedule 3 of the EP & A Regulation 2000 for aircraft facilities) or integrated development pursuant to Section 91 of the EP & A Act 1979 and does not require concurrence. No referrals to Government Agencies (or Civil Aviation Safety Authority) other than the NSW Roads and Maritime Service were considered necessary based on the proposal.
- 1.7 A detailed assessment has been undertaken against the relevant provisions of State Environmental Planning Policies (SEPP), the BLEP, Ballina Development Control Plan 2012 (DCP) and Southern Cross Precinct Master Plan. The development is considered to satisfy and comply with all the relevant provisions inclusive of numerical development standards. A detailed assessment is at Section 5 of this report.

- 1.8 The DA was publically notified, inclusive of adjoining and nearby property owners and operators, between 19 April and 5 May 2017. No submissions had been received at the time of writing this report.
- 1.9 Overall, both the internal and external presentation of the building and associated works, comprising approximately 820m² of additional floor area under the existing roof and on existing paved areas immediately south of the existing terminal building, is considered satisfactory with regard to key issues, including built form presentation and design, stormwater drainage, car parking, accessibility, social and economic impacts, subject to the imposition of suitable conditions of consent to satisfactorily control and enhance the development.
- 1.10 The proposed development has been assessed against the relevant matters for consideration pursuant to Section 79C of the EP & A Act 1979, including the suitability of the site and the public interest and is considered satisfactory.
- 1.11 A BASIX certificate is not required for commercial buildings as the BASIX assessment system is only suitable for single and multi-residential projects. The intention of BASIX is to reduce energy and water consumption. The provisions of Section J of the Building Code of Australia have similar goals to BASIX and are applicable to commercial buildings. The terminal expansion will need to include design features to improve the energy and water efficiency of the building and can be appropriately conditioned (if approved).
- 1.12 It is recommended that the proposed development be approved subject to the conditions documented at **Attachment 1** to this report (which have been provided to and accepted by the applicant).

2.0 Proposal

Development Application 2017/149 seeks staged construction consent (via separate Construction Certificates) for alterations and additions to the existing terminal building and upgraded car park/access. The existing terminal building has a floor area of approximately 2067m² with 532m² covered by an existing curved awning over the front of the building (on the southern elevation).

The proposed buildings and improvements of the total development comprise:

- A proposed increase in floor area (generally extending southwards or landside under the existing roof/awning) to approximately 2887m² (or an increase of 820m²).
- Relocation of airline offices (and increased area for future offices) resulting in an increase in floor area of the departure lounge by 60m².
- Relocation of the security screening area.
- New centrally located secure departure lounge with associated kitchen, bar, café and retail/shop areas.
- Two new sanitary amenity facilities.
- Seating layout for 360 passengers.
- Extension of the baggage claim area to provide a second carousel.
- Relocation of car rental desks.

- Provision of a landscaped and paved plaza immediately in front of the terminal building and along entrance roads/ car parking areas.
- New car park layout which will increase the number of constructed car spaces from 535 to 560. Of the 560 spaces, 336 will be for general use (including six disabled spaces adjacent to the terminal building), 224 for car rental and staff parking.
- Provision of boom gates to the entry/exits of the three formal car parking areas for paid parking (but not for the looped pick-up and set-down area).
- Parking for six shuttle buses.
- Bus stop/parking for two public buses.
- Taxi rank for up to approximately 13 taxis.

Stage 1 works are shown on Drawing No. SP A 3-01 (March 2017) and Stage 2 works shown on Drawing No SP A 3-01 (January 2017). The Architectural, Landscaping intent plans and car park works are all provided at **Attachment 2** of this report. It should be noted that the future roundabout shown on the plans does not form part of this application.

The only significant difference between Stage 1 and 2 construction works/layout is the provision of the additional baggage carousel, additional car rental floor area, additional airline offices and deletion of some retail area for additional seating area.

All car parking upgrade and layout changes are proposed at Stage 1.

No clearing of vegetation (other than introduced landscaping) is required for the proposed works.

Although not specifically addressed in the application, it is assumed the staged construction of the terminal expansion will be managed to minimise disruption and disturbance to airport patrons and that the airport will remain fully operational throughout the construction phase. A series of hoardings to protect the public from the construction works would therefore be required.

It is also expected that many of the major aspects of the construction would need to be conducted after hours to avoid impacting on flight schedules. Having regard for the location of terminal building and distances to surrounding sensitive land uses, it is considered that this would not cause an unreasonable impact if desired by the applicant.

3.0 Site Description

The existing terminal building, car park and associated facilities are primarily contained on Lot 264 DP 1195313, with part of the car park also located on Lot 7 DP 793980, No. 210 Southern Cross Drive, Ballina.

The lots are irregular in shape and have a combined area of 63.095 hectares. As the site is contained on the coastal floodplain, the topography of the locality, inclusive of the immediate curtilage of the terminal building is relatively flat, with a slight fall from the terminal building to the apron.

Airport terminal buildings provide a service to the public, and by their nature require a degree of isolation from other buildings/uses. The Ballina Byron Gateway Airport is located to the north-west of Ballina and adjoins the Southern Cross Industrial Estate.

The existing terminal is a brick building with a curved metal sheet roof. The existing terminal building is accessed via Southern Cross Drive through the established industrial estate. Existing car parks are located to the south and south east of the terminal building.

The northern part of the site (or airside) incorporates the runway and apron. Immediately surrounding the runway to the north, east and west are coastal wetlands (Ballina Nature Reserve) and the previously utilised Ballina Airport Sandpit Quarry and North Creek.

Consequently, the site is not considered to be visually prominent.

This site has an extensive site history pertaining to the airport operations as passenger numbers have continued to grow.

More recent improvements to the existing terminal building include alterations and additions; the construction of a baggage breakdown shed at the eastern end of the terminal, reconfiguration of the baggage claim carousel to increase its presentation length and upgraded checked baggage security.

The old terminal building located to the west of the existing terminal currently contains hire car offices and airport management offices. The old terminal building is not required to be demolished to accommodate the proposed redevelopment of the existing terminal. Hangers and other associated buildings/structures are located further to the west.

A locality plan is located at **Attachment 3** of this report.

4.0 Consultation

The application was placed on public exhibition from 19 April and 5 May 2017. No submissions either objecting to or supporting the proposal were received either during this period or at the time of writing this report.

4.1 External Referrals

As the overall height of the existing building was not increasing (i.e. within obstacle limitation surfaces) and the alterations and additions were landside (rather than airside) on existing hardstand areas associated with the Airport, the application was not referred to any external Government agencies/authorities other than the NSW Roads and Maritime Service. Refer to SEPP (Infrastructure) 2007 for further comments in this regard.

5.0 Assessment - Environmental Planning and Assessment Act 1979

The application has been assessed under Section 79C of the Environmental Planning and Assessment Act 1979 as follows.

5.1 State Environmental Planning Policies (SEPP)

The following State Environmental Planning Policies are applicable to the proposed terminal expansion:

5.1.1 SEPP 55 – Remediation of Land

The closest dip site is located approximately 700 metres from the proposed development site.

Council's contaminated land mapping layer or register does not contain information relating to the relevant properties.

There is an EPA licenced sand quarry to the north of the airport terminal. This is in excess of 440 metres from the proposed development site.

The properties are not listed on the NSW EPA Contaminated Land Record or list of contaminated sites.

Given there will be no change of use and the proposal will involve minimal disturbance of soil it is considered the proposed works pose a minimal risk to human health or the environment. General conditions will, however, be recommended should works uncover material that may impact on this conclusion.

5.1.2 SEPP 64 – Advertising and Signage

Details of proposed signage (other than on perspective drawings) are not included with this development application. A separate development application will be submitted for signage if any new signage is required (unless consistent with the relevant terms and conditions of exempt development). It is anticipated that the provisions of SEPP 64 will be able to be satisfied and further details will be provided as part of the signage application.

5.1.3 SEPP 71 – Coastal Protection

SEPP 71 applies to this proposal as the land is situated within the “coastal zone” (Clause 4).

One very small section in the north-western corner of the subject land is mapped on Council’s SEPP 71 Sensitive Coastal Locations – Northern Section of Ballina Shire Map as a “sensitive coastal location”.

The proposed works are physically removed from the mapped “sensitive coastal location” by approximately 500 metres and will therefore have minimal impact.

Clause 8 provides matters for consideration by a consent authority when it determines a development application to carry out development to which SEPP 71 applies. The following is a brief précis of these Clause 8 matters:

- the proposed works are physically separated from the foreshore of any waterway or waterbody – the works will not impair or be able to improve any public foreshore access;
- the proposed works will not have any impacts upon the scenic qualities of the locality and will not impact upon the environment of any coastal foreshore;
- the proposed works will not impact animals and their habitats;
- the proposed works will not impact fish and marine vegetation and their habitats or wildlife corridors;
- the proposed works will not impact land-based and water-based coastal activities or the water quality of coastal waterbodies;
- no clearing of land is proposed to be undertaken as part of the proposed development. A small area of landscaping (approximately 15m²) is required to be removed; however, this was planted by the operators of the airport;
- the proposed works will not impact cultural places, values, customs, beliefs and traditional knowledge of Aboriginals; and
- the subject and surrounding land is not mapped as an item of heritage.

Clause 13 - the proposed development does not rely on flexible zone boundary provisions.

Clause 14 - the proposed development will not impede or diminish in any way, the physical land-based right of access of the public to or along any coastal foreshore.

Clause 15 - the subject land (and existing buildings) are connected to a reticulated sewerage system.

Clause 16 - the existing building is connected to an existing reticulated stormwater system that services the airport.

Under the circumstances, the proposal is considered to be consistent with the aims and objectives of the Policy.

5.1.4 SEPP (Infrastructure) 2007

Part 3 Development controls, Division 1 Air transport facilities

Clause 23 provides that development for any of the following purposes may be carried out with consent on land within the boundaries of an existing air transport facility, if the development is ancillary to the air transport facility:

- (a) passenger terminals,
- (b) facilities for the receipt, forwarding or storage of freight,
- (c) hangars for aircraft storage, maintenance and repair,
- (d) premises for retail, business, recreational, residential or industrial uses.

The proposed development is permissible with consent under the provisions of the SEPP. Reliance on clause 23 of the SEPP is not required as the development is also permissible with consent under the BLEP as outlined later in this report.

Clause 104 relating to traffic generating developments (including enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity) is also relevant to any size or capacity of an airport.

Consequently, consultation with the Roads and Maritime Authority (RMS) was required. At the time of writing this report the RMS had provided no response and therefore it can be assumed no objection to the proposed alterations and additions are raised due to the existing use and the access.

5.2 Ballina Local Environmental Plan 2012 (BLEP)

Clauses 1.2 - Objectives, 1.4 – Definition and 2.3 – Zoning and Permissibility

The application is consistent with the objectives of the BLEP listed under clause 1.2.

The site is zoned SP2 Infrastructure. The objectives of the zone are:

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

The purpose shown on the Land Zoning Map is an “Air Transport Facility” including any development that is ordinarily incidental or ancillary to development for that purpose are permissible in the zone with consent.

An “air transport facility” is defined as:

“means an airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures”.

An “airport” is defined as:

“means a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes, and includes associated buildings, installations, facilities and movement areas and any heliport that is part of the airport.”

The proposed alterations and additions to the terminal building (inclusive of the ancillary car parking) is considered to be consistent with the objectives of the zone and permissible with consent, and are directly related to the growth of the airport activities and facilities.

Clause 4.3 - Building Height

The proposed works to the terminal building roof has a height of approximately 7.5 metres which is well below the permitted 10 metre maximum under the BLEP and is well below the highest point of the existing terminal building. The overall building height is well below the building height restrictions of 17.5m AHD that the Civil Aviation Safety Authority have placed on buildings in the vicinity of the runway.

The carpark lighting, apron lighting poles and telecommunications poles are not included in this height provision.

Clause 5.5 – Development within the coastal zone

As previously discussed within the SEPP 71 section of this report, the proposed development is considered to be consistent with the aims and objectives of SEPP 71 and therefore Clause 5.5 of the BLEP.

Clause 7.1 – Acid Sulfate Soils

The land is identified as Class 2 acid sulfate soils on the Acid Sulfate Soil Planning Maps. An Acid Sulfate Soil Management Plan has been submitted with the application and is sufficient to adequately manage any acid sulfate soils impacted as a result of the proposed works. A condition of consent will be recommended for works to be carried out in accordance with the submitted Acid Sulfate Soil Management Plan (if approved).

Clause 7.3 – Flood planning

Although the site and locality is flood affected, the proposed works will not have any impacts on local flooding. Due to the flood contours passing through the development site, Council's Civil Services Group utilised the higher value and are satisfied with the proposed floor height of 2.25 metres (which is the same height as the existing terminal building). Existing ground levels are approximately 1.8 to 1.9 metres and the current minimum required fill and floor levels are 1.9 metres and 2.2 metres respectively.

Building components must be flood compatible up to the level of 2.5 metres AHD

Clause 7.5 – Air Space Operations

As previously outlined in the report, the existing terminal building and proposed additions building height (which is below that of existing) complies with the relevant Obstacle Limitation Surface restrictions.

Clause 7.6 – Aircraft Noise

The proposal is located in an area impacted by ANEF contours greater than 20. However, the development does not involve noise sensitive buildings and is not considered a noise sensitive receiver.

The existing and proposed continued use of the site is for an airport related use which is fully aware of and sensitive to aircraft noise (particularly as the airport building use will generate and contribute to aircraft noise).

This building and associated carpark are integral to the continued operation of the airport.

Clause 7.7 - Infrastructure and Services

The Ballina airport and existing buildings are serviced with reticulated water, electricity, telecommunications, stormwater and sewerage systems and road access. The applicant is proposing suitable infrastructure and services for the proposed extension. The levying of monetary contributions for the development is discussed in Section 5.33.

5.3 Ballina Shire Development Control Plan 2012 (DCP)

It should be noted that Chapter 5 – Industrial Development has not been assessed as part of this report as it's not applicable to the SP2 Zone.

5.31 Chapter 2 – General and Environmental Controls

Section 3.3 – Natural Areas and Habitat

That part of the site mapped as being 50m buffer is in the order of 500 metres from the site of the proposed works and there will not be any impacts on any flora or fauna or habitats of such.

There will be minimal disturbance to the majority of the landscaping around the terminal building.

The area at the western end of the terminal building is predominantly lawn. Any damaged sections of landscape will be rectified or replaced upon completion of the building work (refer Attachment 2 Landscape Intent plans).

Section 3.4 – Potentially Contaminated Land

Refer to previous comments under SEPP 55 – Remediation of Land.

Section 3.5 – Land slip/Geotechnical Hazard

A geotechnical investigation report by a suitably qualified consultant has been provided by the applicant. There are no identified issues that would prevent the development and provides recommendations for footing designs for the new additions. These can be suitably conditioned and provided as part of Construction Certificate drawings (if approved).

Section 3.6 – Mosquito Management

The site is located in an area of high risk area on the coastal plains and lowlands as indicated on the Mosquito Management Maps.

The proposal does not involve buildings comprising residential accommodation, tourist and visitor accommodation, child care centres or respite day care centres, the subdivision of more than 10 lots or stormwater control ponds or water features designed or capable of holding water for a period in excess of 48 hours. Council's Civil Services Group have advised stormwater control ponds would not be required as part of this development.

As a result of the abovementioned information no mosquito management conditions or additional information is required.

Section 3.7 – Waste Management

Currently the terminal building has two large waste storage skips (generally emptied twice a week or upon request during peak periods such as a music festival taking place in the region), one for cardboard and one for mixed waste. No other recycling takes place except for cardboard, even though recycle bins for cans/glass are provided inside the terminal.

Organic waste generated by landscaping maintenance is currently loaded onto trailers and taken to Council's Waste Management Facility by Council staff, but future plans are to have this work carried out by contractors.

The objectives of this section of the DCP are to ensure that waste management practices are based on minimising waste and maximising reuse and recycling of materials. To achieve these objectives recycling of other recyclables such as bottles and cans would need to take place. This would include the provision of additional recycling bins in the terminal and individual uses such as café and sports bar.

Chapter 2 of Council's DCP does not give guidance on the waste storage volumes required for such an activity. However, conditions of consent will be recommended requiring sufficient waste storage for recycling and other wastes. This will also include management and collection processes and requirement to comply with relevant legislative requirements.

Conditions will also be recommended to ensure waste storage areas are located and managed to prevent stormwater pollution.

These matters can be suitably managed from the site both during construction and operation. The waste management facility is within close proximity to the site which will also assist in this regard.

Section 3.9 – Stormwater

There will be minimal increases in impervious areas due to the extensions predominately being under existing rooflines and on top of existing hardstand/paved areas. As the development is "infill" for the purposes of the DCP and will not increase impervious areas by more than 40% of the total area, further attenuation is not required.

The stormwater drainage for the additions will simply connect into the existing reticulated stormwater system. The roof water will be collected in roof gutters (many of which are extensions of the existing gutters).

Downpipes will be connected to the existing underground stormwater pipes.

Stormwater runoff from car parking area is proposed to be discharged onto adjoining grassed/vegetated areas which will provide adequate stormwater treatment for the increased hardstand area.

Section 3.10 – Sediment and Erosion Control

Conditions will be recommended to ensure that appropriate erosion and sediment controls are installed (if approved). Having regard for the topography and location, this is capable of being achieved and managed.

Section 3.11 – Provision of Services

The subject land and existing building is connected to and serviced with reticulated water, sewerage, electricity and telecommunication infrastructure services. There will be additional loads as a result of the proposed works and these can be suitably provided. A separate Part 5 application is currently being considered for the sewer pump upgrade in this locality.

Section 3.15 – Crime Prevention through Environmental Design (CPTED)

Despite the Statement of Environmental Effects not specifically addressing this relevant matter (being a public use area/building), from the submitted architectural plan set and the architects expression, it is evident that the proposed extensions and modification to internal layouts will meet the objectives of CPTED being:

- Provide opportunity for surveillance of premises to enhance public safety;
- Provide clear delineation of property access points and the distinction between public and private space; and
- Minimise the use of building elements that create concealed or low visibility spaces.

The internal layout modifications will clearly distinguish between public, staff and secure areas and its open plan layout and security measures will ensure public safety both internally and external to the building.

No referral to the NSW Police was considered warranted on this basis and based on the history of the existing use.

Section 3.16 – Public Art

Despite the estimated cost of works being greater than \$1 million, as the site is not zoned B1 – Neighbourhood Centre, B2 – Local Centre or B3 – Commercial Core, although it would be desirable for the civic type nature of the building/additions, there is no public art required as part of the application.

The application does, however, outline that opportunity for the incorporation of artwork, local artefacts, memorabilia and tourist information on the region should be considered. The provision of a gallery area is considered positive.

Section 3.19 – Car Parking and Access

Vehicular access to and from the site and terminal building/car park will remain via the existing road network that services the airport from Southern Cross Drive from the south, however in addition to this a proposed link road from North Creek Road to the airport (i.e. from the east) is also being assessed separately via Development Application 2017/129.

For the purposes of this report, the current/existing access via Southern Cross Drive is of suitable standard if DA 2017/129 is refused or is delayed, however if DA 2017/129 is approved, the road access will be available from both the south and the east and is considered beneficial.

The proposed airport boulevard link road from the east (and associated pedestrian pathway from North Creek Road to the proposed roundabout) will provide entry to form a four way intersection and split traffic to set down/pick-up zone, car park and rental cars/taxis/buses areas. Please note that although the roundabout is shown on the plans, it does not form part of this report and will be separately assessed under DA 2017/129.

The internal driveways provide circulation for the proposed set down/pick-up zone which is separate from the car parking areas. If the roundabout as part of DA 2017/129 is not approved, the proposed car parking and layout will need to be modified to meet Australian Standard 2890. Based on the available land area in this locality, this should be capable of modification.

The SEE does not show or describe a pedestrian link from the roundabout to the terminal. This will be required and can be suitably conditioned should the application be approved.

Parking Numbers

Previous parking reports for regional airports (SKM Ballina Byron Gateway Airport Passenger Terminal Review Study Report) noted 1 space per 1000 passengers is an acceptable rate. There is no indication that the current level of parking provided is under capacity. Based on current passenger numbers of approximately 500,000 per annum, the required parking spaces would be 500. There are 560 spaces proposed and Council's Civil Services Group consider this to be adequate – refer table below.

Council Requirement - Chapter 4 Table 4.4			Required	Proposed
Use	Number	Rate		
Airport parking – latest figures for year ending 30 Nov 2016 was 481,150 passengers		1/1000 pax	Approx. 500	560

Section 3.21 – Bush fire Management

Sections of the land are mapped as being bush fire prone. The closest mapped bush fire source vegetation is approximately 150 to 160 metres to the south. The existing building and proposed expansion works are physically and spatially removed from the vegetation that is the bushfire source by large sealed roads/driveways and car parking areas.

Bush fire is not such that will constrain or adversely impact the proposed works.

By way of comment, the airport is now serviced by a permanent dedicated on-site fire station and service which would provide assistance in the remote event of a bush fire impacting the airport facilities.

5.32 Chapter 2B – Floodplain Management

This has previously been assessed under Section 5.2, Clause 7.3 of this report.

5.33 Section 94 and 64 Monetary Contributions

The airport has undergone various expansions over the past 25 plus years due to growth in passenger numbers. The original airport approval did not limit the size of the operation or anticipate the rate of growth that has occurred in the Shire or the region.

As a major infrastructure facility, the airport expansion has provided employment and growth in the Shire. This growth has also increased the demand on services and roads.

As the approval is for an airport and this expansion is consistent with that approval, the case for reviewing applicable contributions and charges is warranted.

The airport is considered an essential piece of public infrastructure and has been historically considered a community facility. In accordance with the Section 94 contributions plans and Section 68 development servicing plans (DSP'), community facilities provided by the Council can be considered exempt from contributions and charges.

With the growth in passenger numbers, resultant larger terminal facilities and increased commercial activities at the airport, the overall operation of the airport has shifted from a community facility to now having a significant commercial component. With development that generates increased demand on infrastructure, the Section 94 contribution plans and Section 68 DSP's could now be considered applicable to the airport. If so, this current development may be the suitable time to reassess where the airport is at from this perspective and plan for future upgrades to contribute towards the provision of Shire Wide infrastructure. The projected growth for the airport is somewhat unknown; however indications are that steady growth is anticipated in the short to medium term.

There is no specific trip rate in the Roads Plan for an airport, but a merit assessment reflecting passenger numbers and commercial floor space could be considered appropriate.

Examples or Options to calculate contributions are as follows:

1. Current trip analysis

481,150 pax last year = 1318 pax per day

All passengers arrive or leave the airport by road, either by car, taxi or bus, so an estimate of 1000 trips/day.

Many pax get dropped off/picked up by others, resulting in 2 trips per pax (as distinct from pax who drive and park at the airport).

Estimates are:

700 pax get private drop-off/pick-up = 1400 trips

300 pax drive and park = 300 trips (that would include rental car and bus)

Total = 1700 trips per day (this would equate to $1700/6.45 = 263$ ERA) or 1.3 trips/pax

2. Floor space assessment

Existing floor space 2067m²

New floor space 820m²

Total floor space 2887m²

The new floor space is a combination of passenger booking in and waiting areas, commercial shops and cafes and larger amenities. The contributions are applied to the new retail/commercial areas only.

Of the 820m² of additional floor space, there is approximately 340m² of new café/retail floor space. NEW: Adopt 100m² each of new café, bar & retail and 40m² gallery (the gallery is excluded for contributions calculation)
EXISTING: Credit 140m² existing café.

It is recommended that if the application is approved, monetary contributions be applied in accordance with Schedule 1 of **Attachment 1** which is calculated on the additional commercial floor space of 160m².

5.34 Accessibility

The application was referred to the Access Reference Group on 6 June 2017. No significant concerns to the proposed extensions were raised subject to the matters raised in Schedule 2 of the Draft Consent Conditions contained in **Attachment 1** being satisfied. It is recommended that these be incorporated in the consent notice should the application be approved.

5.35 Southern Cross Precinct Master Plan (SCPMP)

The subject land is mapped on the Detailed Masterplan - Illustration 4.2 of the SCPMP as part:

- *11 – Future airport related industry and infrastructure subject to airport specific master planning.*
- *12 – Existing airport related uses.*

The proposed development is expressly consistent with the relevant provisions of the SCPMP.

6.0 Conclusion

The application has been assessed having regard to the relevant matters for consideration prescribed by Section 79C(1) of the Environmental Planning and Assessment Act 1979.

The design of the proposed terminal expansion is considered to make a positive contribution to the surrounding area and will assist in addressing existing operational issues due to increased passenger numbers.

In relation to the pertinent issues relating to the proposed development the application has been assessed for possible negative impacts to the natural and built environments.

It is determined that through the application of the attached Notice of Determination with incorporated conditions, this regionally significant development can perform its purpose while providing a favourable environmental outcome.

7.0 Recommendation

That Development Application 2017/149 for Alterations and Additions to the Ballina Byron Gateway Airport Terminal Building and Associated Works at Lot 264 DP 1195313 and Lot 7 DP 793980, Southern Cross Drive, Ballina (Ballina Byron Gateway Airport) be **APPROVED** subject to conditions in **Attachment 1**.