SUBMISSIONS REPORT

PROPOSED RECREATIONAL FLIGHT SCHOOL

1070 PRINCES HIGHWAY, FROGS HOLLOW

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1 INTRODUCTION

This Submissions Report has been prepared in support of DA2017.445, the proposed recreational flight school at the Princes Highway, Frogs Hollow.

This Submissions Report has been prepared to address submissions raised at the Public Briefing Meeting convened by the Southern Joint Regional Planning Panel (SJRPP) on 29 August 2018 and submissions made during the notification period for DA2017.445. It also responds to additional information requests from Bega Valley Shire Council made in the period since all previous additional information was formally submitted on 7 May 2018.

2 SUBMISSIONS

On 19 September 2018, Bega Valley Shire Council officers provided a written summary of all submissions that were received by Council during the notification period from 27 June to 1 August 2018.

The following sections outline the summary of submissions as provided to the proponent and NGH and respond to the matters raised.

2.1 NOISE IMPACTS

The following information has been prepared in consultation with our expert acoustic consultant, Renzo Tonin & Associates. Renzo Tonin & Associates are a member of the Australian Association of Acoustical Consultants.

Table 2-1 Consideration of submissions regarding noise

Consideration of submissions relating to noise
Concern about exposure to any noise above 55dBA citing World Health Organisation Guidelines.
References to 55dB(A) are understood to relate to the sleep disturbance noise criteria. The proposed development would not operate during night time hours and thus not result in sleep disturbance for residents during night time hours. Sleep disturbance criteria are not triggered for consideration in a noise impact assessment where a proposed development would not operate during night time hours (defined as 10pm to 7am).
The aircraft noise from the airfield will be seven days a week, which will result in offensive noise as defined under the Protection of the Environment and Operations Act.
As indicated in the DA supporting information, it is proposed that flight training would be limited to 15 suitable weather business days per flight training month (10th of month to 10th of following month), with limited additional remedial flying on some Saturdays. This provides a period where there would be no impacts from flight training associated with the proposed development. Further, on the limited days of training, flights would be conducted according to standard operational hours 7am to 6pm. This is in accordance with Civil Aviation Orders and RAA regulations for recreational aviation. These hours are referred to as day time only hours, meaning there would be no impacts during the evening and night time periods. Flight training times would be controlled by way of Civil Aviation Orders and RAA regulations. The findings of the acoustic assessment, prepared the expert acoustic consultant, indicate that the proposed development would not generate offensive noise as defined under the provisions of the *Protection of Environment Operations Act.*
Leq is a logarithmic scale measuring equivalent continuous sound level. A doubling of a sound level results in a measured increase of 3dB. Thus, in the country with relatively low ambient noise, increasing from one plane to two would add 3dB. To have 4 planes overhead adds 6dB and 8 planes 12dB. It has been shown that a 3dB increase in sound is noticeable.
The expert acoustic consultant has provided the following response in this regard. The doubling of sound level equates to an increase in noise of 3dB(A), which is correct as stated in the submission. However, the noise sources would have to be at same height and distance with regard to the receiver in order for a 3dB increase to be experienced. It should be noted that the noise at a receiver would be unlikely to double where two aircraft are flying as the aircraft would most likely be at different distances from the receiver. Therefore, while LAeq,24h noise level (the averaged noise level) would increase as the number of aircraft increases, the LASmax noise level (maximum noise level of a flyby) would not be affected by a number of aircraft. The Noise Impact Assessment considers the expected cumulative aircraft scenarios and concludes that the intended operations would comply with the relevant averaged and maximum noise level criteria.

The second Noise Report used the same data as in the first report and calculated a Leq24 from the original Leq15min. In measuring the Leq15, only one plane was flown in one circuit as I read it. Therein lies the problem of compounding error. One plane completes the circuit in 6 minutes or less than half the 15 time measured. Thus, the time of actual activity was half of the stated and 3dB should have been added to the registered level. They do not do this that I can see but the calculations are not provided. Then, to compound this error the same principle is ignored when calculating the Leq24 from the Leq15 (without adjustment?). Here again, the actual flying time is 11 hours or less than half of the 24hr used and so an additional 3dB should be added.

The expert acoustic consultant advises that this statement is incorrect. If the measurements were measured over 6 minutes, then to represent a noise level of 15 minutes, a 3dB(A) should be subtracted from the measured noise level, not added.

The assessment records an unacceptable level at 200' as measured at M4. Thus, a large part of the neighbouring properties' land would be lost to them as the landings/take-offs would be below this level while traversing their property.

It is firstly noted that noise criteria should be modelled, and the results considered in relation to the most-affected point within 30 metres of a dwelling.

One of the requirements of CASA under Civil Aviation Order 95.55 is a minimum vertical separation of 500 ft is to be maintained if overflying a dwelling. Therefore, no dwellings would be overflown at a distance of 200 ft above ground level. The Noise Impact Assessment found that the single-event maximum noise level criteria (LASmax) would be complied with given the CASA requirements for minimum vertical separation.

It is also noted that exceedance of the LASmax noise criteria at 200 ft above ground level is only relevant to take-offs (where maximum power is applied) and not to landing (where the engine is idle).

Acoustic measurements were only taken from the east side of the development site and not the western or southern side

The expert acoustic consultant has provided the following response in this regard. Noise monitoring locations were on the eastern and southern side of the site. The noise source is mobile; therefore, the monitoring locations were chosen based on their reference to the aircraft within the circuit, not their distance to the airfield boundaries. There were noise monitoring locations provided in several locations to record the noise levels at various altitudes and positions within the circuit and these are used to model the impact on receptors around the airfield.

The first report noted test measurements were "disrupted" and consequently weren't provided/used. The second report however did use these measurements. I question the integrity of the report writer given that the first report had a more stringent noise criteria.

The expert acoustic consultant has provided the following response in this regard. Several recordings were taken as a precaution against the recordings being disrupted, which is a common occurrence. The disrupted measurements were not able to be used for the first report or for the updates/revisions made to the report. Simply, the updated report removed this information for simplicity and clarity. The valid measurements from the first report were also utilised and considered in the preparation of the updates/revisions made.

The updated Noise Impact Assessment clearly outlines why the methodology was adopted. This was based on advice provided by EPA.

The NPI lists the types of premises that are dealt with by the Policy (p.4) including industrial premises, extractive industries, intensive agriculture and the like. The NPI states "When there is question as to whether the policy is to be applied to a particular land use or premises, the relevant consent or regulatory authority should be consulted.". In this regard, the EPA (administrator of the Noise Policy for Industry) advised in their correspondence of 6 December 2017 to BVSC that the NPI was not appropriate for the assessment of aircraft activities in flight.

The character of the noise is not addressed in the NIA
The expert acoustic consultant has provided the following response in this regard. The expert acoustic consultant has provided the following further advice in this regard. Aircraft-specific noise criteria account for the specific noise properties generated by aircraft. In addition, the Noise Policy for Industry (NPI) can be consulted for reference to annoying noise as it outlines the properties or characteristics that are defined as "annoying". The aircraft noise does not meet the criteria that define a noise source as annoying.
The noise assessment report relies upon a set of base levels which may be applicable to an area where proximity to industrial areas is part of life, but it is not relevant for remote rural or wilderness areas.
The most conservative background noise levels that can be used (35dB(A)), according to the NPI methodology, have been adopted instead of using the measured background noise levels.
Given the audibility levels laid out in the noise assessment, the fact that the airfield will be in use 7 days a week creating an unacceptable duration of noise exposure to residents, and the inherently offensive characteristics of aircraft noise, there is no doubt the residents will be subjected to offensive noise. 'Offensive noise' is defined in the Protection of the Environment Act 1997 as noise: ***(a) that, by reason of its level, nature, character or quality, or the time at which it is made, or any other circumstances: (i) is harmful to (or is likely to be harmful to) a person who is outside the premises from which it is emitted, or (ii) interferes unreasonably with (or is likely to interfere unreasonably with) the comfort or repose of a person who is outside the premises from which it is emitted'.***
As indicated in the DA supporting information, it is proposed that flight training would be limited to 15 suitable weather business days per flight training month (10th of month to 10th of following month), with limited additional remedial flying on some Saturdays. This gives a significant period where there would be no impacts from flight training associated with the proposed development. Further, on the limited days of training, flights would be conducted according to standard operational hours 7am to 6pm. This is strictly controlled by Civil Aviation Orders and RAA regulations for recreational aviation. The proposed development would not generate offensive noise as defined under the provisions of the Protection of Environment Operations Act.
The Noise Assessment Report was not titled as to indicate that it had been amended.
The Noise Impact Assessment is titled to indicate it is R3 (revision 3) dated 11 May 2018, distinct from R2 submitted to Council in November 2017. The updated Noise Impact Assessment was prepared based on advice provided by EPA. The EPA (administrator of the Noise Policy for Industry) advised in their correspondence of 6 December 2017 to BVSC that the NPI was not appropriate for the assessment of aircraft activities in flight.
The sound of airplanes has been found to be more annoying than automobiles and can travel 10km due to its low frequency components. At 4000', or 1.2km (even 10000' or 3km) the sound will be heard, and it will be annoying. If SAFCA intends to have one plane for every 11km2 the entire valley would be blanketed with noise.
The expert acoustic consultant has provided the following response in this regard. Aircraft-specific noise criteria account for the specific noise properties generated by aircraft. In addition, the Noise Policy for Industry (NPI) can be consulted for reference to annoying noise as it outlines the properties or characteristics that are defined as "annoying". The aircraft noise does not meet the criteria that define a noise source as annoying. Given the size of the designated training area around Frogs Hollow, there would be one aircraft per 160sq km. on average, which is considerably scarcer than one per 11sqm km.

Continuity of noise across the day

The expert acoustic consultant has provided the following response in this regard. The noise criteria considered in the Noise Impact Assessment account for the impact of noise levels across the day. The LAeq,24hr descriptor considers continuity, while LASMax takes into account intermittent noise from the aircraft.

In order to minimise the impacts of the proposed development, a number of measures have been incorporated into the proposed operations:

1. The proposed training school would use light recreational aircraft only with a MTOW of 650kg, which have a lower noise level than larger aircraft. As an example, Cessna general aviation aircraft utilise the Frogs Hollow airfield currently and this aircraft has a MTOW of 1,500kg.
2. The proposed aircraft would each be fitted with a 4-cylinder engine. The recreational aircraft cannot support a large, more powerful engine as they would then be unable to comply with the MTOW limits under RAA regulations.
3. It is proposed that flight training would be limited to 165 flight training hours across 15 suitable weather business days per flight training month (10th of month to 10th of following month). There would only be limited additional remedial flying on some Saturdays for an estimated 12 percent of the student pilots. This provides a period where there would be no impacts from flight training associated with the proposed development. This is unique to this proposal, compared with other flight training colleges operationally nationally.
4. On the limited days of training, flights would be conducted according to standard operational hours 7am to 6pm. This is controlled by Civil Aviation Orders and RAA regulation for recreational aviation. These hours are referred to as day time only hours, meaning there would be no impacts during the evening and night time periods.
5. There would be no night flying under any circumstance. This is not permitted for recreational aircraft according to Civil Aviation Orders and RAA regulations.
6. There would be no flight training conducted on a Sunday or on public holidays.
7. There would be no flight training conducted between early-December and early-February.

It is proposed to conduct flight training dispersed throughout the wider region and not concentrated to circuit training at Frogs Hollow or to any other location. At ultimate capacity (Stage 9 of the development), the density of aircraft would be one per 160sq. km on average within the designated training area. The first stage of the development would commence at only 20 percent of the ultimate capacity levels and progress incrementally, ideally at 6-12 month intervals for each of the nine stages of progress.

No explanation has been provided for the change in methodology

The updated Noise Impact Assessment clearly outlines why the methodology was adopted. This was based on advice provided by EPA.

The NPI lists the types of premises that are dealt with by the Policy (p.4) including industrial premises, extractive industries, intensive agriculture and the like. The NPI states “When there is question as to whether the policy is to be applied to a particular land use or premises, the relevant consent or regulatory authority should be consulted.”. In this regard, the EPA (administrator of the Noise Policy for Industry) advised in their correspondence of 6 December 2017 to BVSC that the NPI was not appropriate for the assessment of aircraft activities in flight.

Given the type of development, a criterion of RBL plus 5dB applying to the LAeq,15min should be adopted.

The expert acoustic consultant has provided the following response in this regard. The NPI has been used to assess the potential noise generated by mechanical plant and equipment associated with the proposal, which is an appropriate use of the NPI. The correct methodology for the assessment of aircraft noise is not the Noise Policy for Industry (NPI) or the Industrial Noise Policy (INP) (now superseded). The NPI lists the types of premises that are dealt with by the Policy (p.4) including industrial premises, extractive industries, intensive agriculture and the like.

The NPI states "When there is question as to whether the policy is to be applied to a particular land use or premises, the relevant consent or regulatory authority should be consulted.". In this regard, the EPA (administrator of the Noise Policy for Industry) advised in their correspondence of 6 December 2017 to BVSC that the NPI was not appropriate for the assessment of aircraft activities in flight.

The EPA states that the Noise Policy for Industry should not be used for "air corridors". I do not believe that this proposal is for an "air corridor". A circuit is not transporting a pilot or passenger from one point to another and the flying training within the Designated Training Area is not in an air corridor. Therefore I believe that the noise criteria should be set at 5dBA in accordance with an industry. Further, the Australian government considers that aircraft activity is an industry; ie. "The Australian Airline Industry". RAA also state that they are an industry, which is evidenced in their mission statement.

The correct methodology for the assessment of aircraft noise is not the Noise Policy for Industry (NPI) or the Industrial Noise Policy (INP) (now superseded). The NPI lists the types of premises that are dealt with by the Policy (p.4) including industrial premises, extractive industries, intensive agriculture and the like.

The NPI states "When there is question as to whether the policy is to be applied to a particular land use or premises, the relevant consent or regulatory authority should be consulted.". In this regard, the EPA (administrator of the Noise Policy for Industry) advised in their correspondence of 6 December 2017 to BVSC that the NPI was not appropriate for the assessment of aircraft activities in flight.

The statement above in relation to the Australian Airline Industry is a reference to an employment industry, not an industrial activity.

The ANEF framework takes into account the public benefits of the airport in the acceptability of the noise

The expert acoustic consultant has provided the following response in this regard. The Noise Impact Assessment did not include modelling of ANEF contours for the proposed development and does not make this claim. The merits of the ANEF framework are largely irrelevant to the NIA prepared as this was based on the consideration of LAeq24hr criteria and LASmax criteria.

The noise levels for the proposed development were converted to an equivalent ANEF level in order to provide Council and the community with additional information to aid in understanding the anticipated noise impacts. Understanding the noise levels in comparison to ANEF levels can be useful, as the ANEF levels can be considered against the suitable and unsuitable land use types outlined in the Australian Standard AS2021.

All noise descriptors have various drawbacks; however, the combination of assessment against the LAeq24hr criteria and LASmax criteria is generally accepted as the most technically complete means of representing aircraft noise exposure. It most closely relates community reaction to noise exposure by considering both averaged noise levels and single-event noise levels.

The Australian Department of Industry states that "The ANEF system was developed as a land use planning tool aimed at controlling encroachment on airports by noise sensitive buildings". It was not developed to assess the establishment of a new enterprise, like the proposed flight school, being developed amongst established noise sensitive buildings, or more importantly, the residents.

The ANEF system has many relevant land use planning applications; controlling encroachments is one of them. As discussed above, the Noise Impact Assessment did not include modelling of ANEF contours for the proposed development and does not make this claim.

The Noise Impact Assessment was based on the consideration of LAeq24hr criteria and LASmax criteria.

The ANEF uses averages and does not take into account the fluctuation of louder sounds. 'References to the 'ANEF' can make it seem as though the noise is acceptable, but the experience of noise is such a subjective and personal matter that there can be no standard of 'acceptable' (other than silence) that will meet every individual's notion of acceptable. The experience of my office bears this out.' Ron Brent pg3 "The Truth about Aircraft Noise".

The expert acoustic consultant has provided the following response in this regard. The Noise Impact Assessment did not include modelling of ANEF contours for the proposed development and does not make this claim. The merits of the ANEF framework are largely irrelevant to the NIA prepared as this was based on the consideration of LAeq24hr criteria and LASmax criteria.

However, as an *averaged* noise criterion, the LAeq inherently accounts for the fluctuation of louder sounds. *It takes into account all of the noise recorded during the selected period.*

Additionally, the NIA also includes an assessment against the LASmax noise criteria which considers the number of single noise events above 70db(A) at any receptor. In this regard, there would be no receptors affected by any loud single noise events.

As indicated above, all noise descriptors have various drawbacks; however, the combination of the criteria utilised in the NIA is generally accepted as the most technically complete means of portraying aircraft noise exposure. This is also supplemented with an outline of an equivalent ANEF noise level, for comparison and aid of understanding.

In section 6.4 Using relational indicators in noise forecasts it states, 'ANEF contours do not generally portray current or near term noise exposure patterns—they broadly reflect what the noise exposure patterns are likely to be at some time in the future when for example one or more new runways may be in operation. Therefore in many cases ANEFs are solely planning lines which even if they could be understood by the layperson have little or no relevance to current noise exposure patterns.' and 'By the same token it would be very misleading to use the indicators in circumstances where such detailed flight path modelling has not taken place or there is great uncertainty in traffic forecasts.' The Appendix A—The Australian Noise Exposure Forecast (ANEF) System Last Updated: 9 July, 2014

By the applicant's own admission, the Noise Impact Assessment in the DA states that there is no ANEF for the Frogs Hollow airfield.

The expert acoustic consultant has provided the following response in this regard. The Noise Impact Assessment did not include modelling of ANEF contours for the proposed development and does not make this claim. The merits of the ANEF framework are largely irrelevant to the NIA prepared as this was based on the consideration of LAeq24hr criteria and LASmax criteria.

Confirmation that the hours of operation identified in the RTA 2018 report can be complied with and that no night time flying would occur

An indicative flight schedule is provided for Council's reference in the draft SAFCA Operations Summary and supplemented in this report. NGH notes that considerable planning has been conducted by SAFCA in the development of the project and all operational aspects have been considered. The proposed flight training can be accommodated within the schedule. This is quite evident given the considerable flexibility in the schedule and the number of non-flying days that are intended.

More importantly, recreational aviation is required to be undertaken using Visual Flight Rules (VFR), that is, flying by sight, not relying on instrumentation only. As such, no flying after last light is permitted by Civil Aviation Orders issued by CASA and under RAA regulations. Further, to fly an aircraft at night, a pilot must have a night time rating (an additional competency awarded by CASA). The student pilots would not have this competency, nor would they be able to work towards this competency. This would not be offered at the proposed flight school; it does not fall within the competencies that can be offered under RAA regulations.

Should provide a Plan of Management identifying the method of ensuring that the maximum number of movements identified to comply with the criteria will not be exceeded; and

An indicative flight schedule is provided for Council's reference in the draft SAFCA Operations Summary and supplemented in this report. NGH notes that considerable planning has been conducted by SAFCA in the development of the project and all operational aspects have been considered. The proposed flight training can be accommodated within the schedule. This is evident given the considerable flexibility in the schedule and the number of non-flying days that are intended.

If the development proposal is approved, it would be expected that Council would apply a condition of consent for the submission and approval of an Operations Management Plan prior to the issue of a Construction Certificate..

An assessment of the noise impact of traffic to and from the development for the night period when social activity may occur.

According to the Traffic Impact Assessment Addendum, prepared by Tasman Engineering, there would be approximately 4 mini bus movements associated with social activities during evening hours (not later than 9pm). Between 7 and 9pm, there are 33 movements per hour for the northbound lane and 39 movements per hour for the southbound land. The mini bus movements would not be expected to cause any noticeable impact to the traffic movements and traffic noise.

The noise from the flight school will severely impact the broader Bega Valley.

There is no evidence to suggest that noise from the flight school would severely impact the broader Bega Valley. The Noise Impact Assessment concluded that receptors surrounding Frogs Hollow (where the greatest flight activity is concentrated) would be exposed to acceptable average and maximum noise levels. Accordingly, other receptors in the wider area would be expected to be exposed to lower noise levels. Therefore, it is considered that the proposed development would not severely impact the broader Bega Valley

Attention is drawn to the relative density of aircraft movements in the region. At ultimate capacity at Stage 9 of the proposed development, the density of aircraft would be one aircraft per 160sq. km on average. Conversely, the first stage of the development would commence at an estimated 20 percent of the ultimate capacity levels. The proposed development would progress incrementally, expected to be 6-12 month intervals for each of the nine stages of progress.

It is also noted that a number of mitigation measures are incorporated into the proposed operations:

1. The proposed training school would use light recreational aircraft only with a MTOW of 600kg, which have a lower noise level than larger aircraft. As an example, Cessna general aviation aircraft utilise the Frogs Hollow airfield currently and this aircraft has a MTOW of 1,500kg.
2. The proposed aircraft would each be fitted with a 4-cylinder engine. The recreational aircraft cannot support a large, powerful engine as they would then be unable to comply with the MTOW limits under RAA regulations.
3. It is proposed that flight training would be limited to 165 flight training hours across 15 suitable weather business days per flight training month (10th of month to 10th of following month). There would be limited additional remedial flying on some Saturdays for an estimated 12 percent of the student pilots. This provides a period where there would be no impacts from flight training associated with the proposed development. This is unique to this proposal, compared with other flight training colleges operationally nationally.
4. On the limited days of training, flights would be conducted according to standard operational hours 7am to 6pm. This is controlled by Civil Aviation Orders and RAA regulation for recreational aviation. These hours are referred to as day time only hours, meaning there would be no impacts during the evening and night time periods.
5. There would be no night flying under any circumstance. This is not permitted for recreational aircraft according to Civil Aviation Orders and RAA regulations.
6. There would be no flight training conducted on a Sunday or on public holidays.
7. There would be no flight training conducted between early-December and early-February.

The site plan indicates that the development seeks approval for use of "single engine and Centre-Line Thrust Aeroplanes up to 2000kg MTOW", which is very different to the aircraft detailed in the other documentation. Such a difference in aircraft size and subsequent noise output renders the noise report invalid.

This assumption is incorrect. The Site Plan reproduces a diagram from CAAP92-1 for the purposes of indicating the proposed runway maintenance configuration only.

The documentation supporting the development application is evident regarding the maximum aircraft size proposed to be used (600kg). A 650kg MTOW for recreational aircraft is also regulated under Civil Aviation Orders and RAA regulations.

Inability to determine who is the regulator of noise from aircraft associated with the development

The regulatory authority responsible for noise issues from aircraft during flight is Airservices Australia. This refers to all aircraft during taking off, landing and taxiing at any airport or airfield (from the point of commencing take-off to the cessation of movement upon landing).

The regulatory authority for potential noise issues from all other aspects of the proposed use of the site is the local Council,in this instance, the Bega Valley Shire Council.

It is not possible to create an adequate buffer between surrounding land users and the flight school impacts.

As can be seen with any aerodrome, a receptor may not be close the aerodrome but may still be impacted if a particular corridor is heavily utilised. Therefore, a combination of measures is typically more appropriate and effective than separation from the airfield.

In this regard, the proposed development includes a combination of measures to reduce its potential impacts:

1. The proposed training school would use light recreational aircraft only with a MTOW of 600kg, which have a lower noise level than larger aircraft. As an example, Cessna general aviation aircraft utilise the Frogs Hollow airfield currently and this aircraft has a MTOW of 1,500kg.
2. The proposed aircraft would each be fitted with a 4-cylinder engine. The recreational aircraft cannot support a large, powerful engine as they would then be unable to comply with the MTOW limits under RAA regulations.
3. It is proposed that flight training would be limited to 165 flight training hours across 15 suitable weather business days per flight training month (10th of month to 10th of following month). There would only be limited additional remedial flying on some Saturdays for an estimated 12 percent of the student pilots. This gives a significant period where there would be no impacts from flight training associated with the proposed development. This is unique to this proposal, compared with all other flight training colleges.
4. On the limited days of training, flights would be conducted according to standard operational hours 7am to 6pm. This is controlled by Civil Aviation Orders and RAA regulation for recreational aviation. These hours are referred to as day time only hours, meaning there would be no impacts during the evening and night time periods.
5. There would be no night flying under any circumstance. This is not permitted for recreational aircraft according to Civil Aviation Orders and RAA regulations.
6. There would be no flight training conducted on a Sunday or on public holidays.
7. There would be no flight training conducted between early-December and early-February.

It is proposed to conduct flight training dispersed throughout the wider region and not concentrated to circuit training at Frogs Hollow or to any other location. At ultimate capacity (Stage 9 of the development), the density of aircraft would be one aircraft per 160sq. km on average. The first stage of the development would commence at an estimated 20 percent of the ultimate capacity levels and progress incrementally, at 6-12 month intervals for each of the nine stages of progress.

The report does not adequately consider the impacts of noise upon the flora and fauna in the broader region and noise in National Parks from overflying aircraft would be unacceptable.

Noise is not considered to have any impact on flora.

There is no conclusive evidence that animals are adversely affected by the noise levels that are predicted for the proposed development. Consultation with the Department of Primary Industries indicated that the evidence there is suggests that animals are less sensitive to noise than humans. The predicted noise levels are at a level that would not have an adverse impact on nearby receptors. Therefore, it can be considered that animals would be unlikely to be adversely affected also.

Overflying of National Parks would not be considered to have unacceptable noise impacts. Overflying of National Parks by turboprop aircraft for passenger transport services and by helicopters occurs frequently for tourism purposes along the South Coast area. The proposed aircraft would be considerably quieter than such aircraft. It is also proposed to generally maintain a vertical distance of 4,000 ft for flight training.

Concerns regarding the impact of noise from aircraft on agricultural productivity and animal husbandry.

It is unclear how aircraft noise would have an impact on agricultural productivity.

In relation to potential impacts on animal husbandry, there is no evidence that animals are adversely affected by the noise levels that are predicted for the proposed development. What evidence there is suggests that animals are less sensitive to noise than humans. The predicted noise levels are at a level that would not have an adverse impact on nearby receptors. Therefore, it can be considered that animals would be unlikely to be adversely affected also.

Information supplied by the Department of Primary Industries to Council advised that farm animals are considered to adjust to most noise sources, unless at an unreasonable level (ie. cows kept within the airport site).

The student accommodation will be located adjacent to the runway, and the amenity will be significantly affected by noise and pollution.

A person who attends a particular site for a particular noise-generating purpose is not considered to be adversely affected by the noise generated by that purpose. Such a person is an informed receiver of noise and is considered to be cognisant of any typical impacts on amenity at that location.

The student accommodation will enjoy a reasonable level of amenity with regard to the purpose of the visit/stay of the students. Students would not be adversely affected as flight training would only occur on 15 suitable weather business days of any given month and would only occur during standard operation hours of 7am to 6pm.

Noise would reduce tourist numbers in the region

As shown in the Noise Impact Assessment, the noise surrounding the development site would comply with relevant noise criteria. The Socio-Economic Impact Assessment found no evidence of tourism industries operating in the immediate locality of Frogs Hollow.

The off-site noise impacts in the wider region would be an order of magnitude lower compared with receptors surrounding the development site. Given that the noise impacts would be low for other locations in the wider region, it is considered that there would be little nuisance caused to tourists in the region. There is no evidence to suggest the proposed development would be likely to deter tourists from travelling to the region.

Noise would threaten Four Winds outdoor performances

Four Winds outdoor performances appear to be predominantly held on a Sunday, according to the published information on their website. There is also a large festival held at Easter. The proposed development does not propose flight training occur on a Sunday or on public holidays and thus, would not conflict with the majority of outdoor performances.

Four Winds is located south of Bermagui – which is about 8km east of the flight track between Frogs Hollow and Moruya, so is not a location that the training aircraft would transit frequently and/or regularly. It is noted that any flight in the Bermagui area would need to be conducted at 1,000 ft minimum according to Civil Aviation Orders and RAA regulations. It is proposed that flight training would predominantly occur at a minimum of 4,000 ft above ground level as this provides the greatest flexibility in returning to the airfield.

It is proposed to conduct flight training dispersed throughout the wider region. At ultimate capacity (Stage 9 of the development), the density of aircraft would be one per 160sq. km on average. The first stage of the development would commence at only 20 percent of the ultimate capacity levels and progress incrementally, ideally at 6-12 month intervals for each of the nine stages of progress.

2.2 SOCIO ECONOMIC CONSIDERATIONS

Table 2-2 Consideration of submissions regarding the Socio-Economic Impact Assessment (SEIA)

Consideration of submissions relating to the Socio-Economic Impact Assessment (SEIA)
SEIA consultation and analysis
Consultation was inadequate ***The sample size interviewed for the Socio Economic Impact Assessment is statistically insignificant and should be dismissed.*** ***A large majority of the population will be affected by this proposal, why was the door knock survey undertaken in the Socio Economic Impact Assessment limited to just residents around Frogs Hollow given the impact to the wider community?***
The SEIA was prepared according to industry-standard approaches. The consultation undertaken by the SEIA consultants is not intended as "consultation" on the project. It is not for the purpose of actively engaging and informing residents. It is consultation for the purpose of preparing the SEIA, strictly for the purpose of scoping the SEIA and ensuring those who are potentially most-affected by the project are considered by the author. In the preparation of the SEIA, the consultant read all 462 submissions that Council received as part of the first notification period. The second period of notification did not occur until end of June, post the preparation of the SEIA. The 29 houses door knocked by the consultant included the majority of inhabited dwellings within 3km of the site.
Mallacoota residents have not been consulted, although they stand to be greatly impacted by this proposal.
The expert socio-economic consultant has provided the following response in this regard. It is acknowledged that the residents of Mallacoota, Merimbula and Bombala were not directly consulted in the preparation of the SEIA. However, the submissions that Council received as part of the first notification period were reviewed in the preparation of the SEIA. Both Mallacoota and Bombala airfields are in isolated rural areas, with no immediately surrounding residents at Mallacoota and four residential properties within two kilometres of Bombala. As such, amenity impacts such as those likely to be experienced at Frogs Hollow are likely to be minimal in the immediate locality of Mallacoota and Bombala airfields. Where possible, relevant local agencies were approached and interviewed where they agreed. As outlined above, the large number of public submissions were also considered so as to understand and take into account the wider impacts of the proposal. Further submissions from National Parks and Wildlife Services were sought in the preparation of the SEIA. Moreover, the number and nature of opposing submissions provided valuable insight into resident and agency concerns and were carefully considered in the preparation of the SEIA and relevant mitigations. Consultation with residents in the immediate locality of Frogs Hollow likewise provided important insights into amenity impacts and concerns about noise and local character and are likely to be quite similar to those in the Mallacoota, and in accordance with submissions about very localised matters. While it may have been preferable to also interview residents in the immediate locality of Mallacoota (noting that there are no dwellings within 4km of the airport), the SEIA has considered the likely impacts. The expert socio-economic consultant does not consider that the SEIA is inadequate as a result, particularly given the nature of initial and subsequent community responses validate the consultant's thoughts on what matters are of greatest concern for Mallacoota residents.

The Socio Economic Impact Assessment has not considered the impacts upon the developing cruise ship tourist industry at Eden Harbour. People will not want to visit Eden only to be inconvenienced by the noise of light aircraft every day.

The expert socio-economic consultant has provided the following response in this regard. Neither of these matters were considered in the SEIA as they were raised in only a few submissions to the development application. It is also noted that the specific issues highlighted in relation to Eden harbour are subject to more general considerations.

With respect to the impacts on Eden as a growing cruise ship harbour, Port of Eden data[1] shows 11 cruise ships expected in 2019, 16 expected in 2020 and 7 expected in 2021. Stays are typically for daylight hours over one day e.g. 8 am to 5 pm, providing some opportunities for shorter day trips.

There is likely to be significant tourist visitation, with visiting craft such as the Viking Sun having 930 guests and the Noordam having 1,924 guests as an example[2]. Domestic day trip visitors are reported to spend $91 per trip[3] so potential expenditure in 2019 from cruise ships is estimated at $1.9 million and expanding to $2.8 million in 2020.

Impacts on this tourist visitation are expected to be similar to impacts on tourism more generally and possible mitigation measures were outlined in the SEIA.

It is also noted that Eden is about 10km east of the flight track between Frogs Hollow and Mallacoota, so is not a location that would be transited frequently and/or regularly. It is noted that any flight in the Eden area would need to be conducted at 1,000 ft minimum according to Civil Aviation Orders and RAA regulations. It is proposed that flight training would predominantly occur at a minimum of 4,000 ft above ground level as this provides the greatest flexibility in returning to the airfield. Adverse impacts on Eden are considered unlikely.

The Socio Economic Impact Assessment does not examine the potential for outward migration that will occur as a result of amenity impacts.

The expert socio-economic consultant has provided the following response in this regard. The SEI analysis found no evidence in support of the proposition that there will be increased outward migration as a result of amenity impacts arising from the operation of the flight school.

What evidence there is suggests that such pressures will be small, and any potential outward migration would be offset by inward migration in response to the direct and indirect creation of new jobs in Bega Valley LGA.

Some relevant considerations include the following;

- Currently, high levels of outward migration in the locality are associated with young adults. Between 2001 and 2016, 727 people aged 20-29 years left in net terms, likely moving to seek further education or employment opportunities. This is the case in most regional areas, where jobs growth is lower than the State average, and the jobs to population ratio is likewise relatively low. The main driver of such outmigration is lack of appropriate employment and tertiary training opportunities.
- Increasing employment in an area is expected to result in increases in population as people move into an area to take up employment opportunities, as well as the retention of younger people currently leaving the area, despite any localised impacts upon amenity. The provision of increased employment and training opportunities associated with the flying school (estimated at around 200 local jobs at full operation) will thus be a significant benefit to the LGA and support a more balanced residential and workforce profile.

It is also noted that the operator proposes to provide scholarships to high school students in the region to become recreational flight instructors.

[1] https://www.portauthoritynsw.com.au/port-of-eden/port-services-facilities/eden-cruise-schedule/

accessed 12 October 2018.

[2] https://www.vikingcruises.com.au/oceans/ships/viking-sun.html accessed 12 October 2018, https://www.hollandamerica.com/en_US/cruise-ships/ms-noordam/5.html accessed 12 October 2018.

[3] Destination NSW, *Travel to South Coast sub-region Year ended March 2016*

The Socio-Economic Report is dishonest and misleading. For example, the report assumes the figure of 200 jobs even though this is not guaranteed

The SEIA relies, in part, on other specialist information that supports the development application. The draft Operations Summary prepared by the proponent is quite detailed in the number and nature of employment positions that would be necessary to operate the proposed flight school at each progressive stage of the proposed development. At ultimate capacity in Stage 9, this is expected to be 200 FTE positions.

Unlike other flight training schools, recreational flight training is labour intensive as the use of flight simulators in training is not permitted. The students would also be accompanied by a flight instructor for the majority of their flight training, until competent to complete a solo flight towards the end of the program. The flight training therefore necessitates a large number of flight instructors.

The flight training is just one component of the overall operations. English instructors, squadron leaders and assistants, aircraft maintenance engineers and labourers, management, administration staff and kitchen staff would all be required to enable the operation of the proposed flight school.

The range of positions created includes both skilled and unskilled positions and advanced and entry level positions. There are no reasons why such positions could not be filled by local people.

However, should SAFCA be unsuccessful in filling these positions locally, then people from other areas may be qualified or suitable for these positions. Inward migration would also benefit the local community through additional expenditure and investments. Inward migration is not considered a negative aspect.

The Report, on the other hand, claims a 'ten-year downward trend' in tourism jobs based on one data set which reveals a decrease in jobs of 38 over 10 years and overall tourism jobs just under 3000.

The Report then discounts that same data set as unreliable and introduces other data estimating tourism jobs to be 1000. They conveniently use this lower number to calculate the 20% growth from SAFCA (200/1000=20% v 200/3000=6% and 200/5000=4%) which is a dishonest manipulation of the data.

The expert socio-economic consultant has provided the following response in this regard. The estimates of employment by Sapphire Coast Tourism are considered unreliable for the reasons set out below.

The statement is based on the use of Sapphire Coast Tourism estimates of employment in tourist industries in Bega Valley LGA. The figure of 3,000 appears to relate to estimates of direct jobs and the figure of 5,000 appears to relate to estimates direct and indirect jobs. The estimate of 3,000 jobs is at odds with other data as set out below, and consequently was not relied upon in the SEIA. Estimates of indirect jobs are unreliable are they are based on assumptions about multipliers and suffer from double counting. For these reasons ABS no longer publishes multiplier data.

Tourism is discussed in Section 8 of the SEIA. It is noted that there are no direct measures of tourism employment, and that estimates of tourism employment must be derived from Census data by ascribing particular subcategories to tourism and making allowances for employment attributable to demand from permanent residents. Other estimates of tourism employment can be made based on estimates of tourism expenditure based on surveys of visitors. These approaches will have significant margins of error.

Three estimates of tourism employment were considered in the SEIA.

- The first estimate was based on a JSA methodology (set out in the SEIA) and gave estimates of 891 jobs for 2016 and 963 jobs for 2006, a decrease of 7.5% or 0.8% per year.
- The second estimate was sourced from .IDcommunity data, showing 945 jobs for 2015/16 and 1,122 jobs for 2006/07, a decrease of 16% or 1.8% per year.
- The third estimate was that of Sapphire Coast Tourism at 3,309 jobs. This estimate was considered to be an overestimate for the following reasons:
    - It was three times the number expected on a pro rata allocation of South Coast Region employment by population (1,088 jobs)
    - The estimate exceeded total employment in 2016 in Bega Valley in the key tourism employment sectors of 'Retail and Accommodation' and 'Food Services' in Bega Valley in 2016 of 2,879. This is considered to be unlikely, as there will be employment in these sectors to service people working in other major employers in Bega Valley such as agriculture and manufacturing.

Three of the figures (the JSA estimate, the .IDcommunity estimate and the pro-rata estimate) are of the order of 1,000 jobs and this was the figure adopted in the SEIA. Two sources (the JSA estimate and the .IDcommunity

estimate) show a downward trend in employment over ten years. As such, the consultant adheres to the analysis and conclusions in the SEIA.

In the Cost Benefit Analysis, the Report uses a weekly wage of $770 (community teaching) for all 200 positions, despite the majority on offer being for maintenance, cleaners, cooks and gift shop workers, to arise at $8million job benefit (JB) + construction job benefit (CJB) of $0.7mil less a casual $1.4million for the cost of the 3 crashes (CoC) expected per year less externality (E) gives $7mil. Conveniently, they use the lesser paying category of general tourism jobs paying $575/wk to calculate the overall tourism $ wage value AND the lower number of jobs in their analysis as follows:

- ***200x770x52=$8M+CBJ-CoC-E=$7M and 1000x575x52=$29.9M for a 23% increase. This is inaccurate and misleading.***

A more accurate analysis reveals

- ***200x575x52=$5.9M+CBJ-CoC-E=$4.2M and 3000x575x52=$89.7M for a 4.6% increase OR using Tourism NSW figure of 5000 tourism jobs***
- ***200x575x52=$5.9M+CBJ-CoC-E=$4.2M and 5000x575x52=$149.5M for a 2.8% increase ONLY***

It is very likely, therefore, that the tourism jobs lost, as they admit will occur, will actually be greater than the ambitious top of 200.

The expert socio-economic consultant has provided the following response in this regard.

The consultant does not agree that a lower income rate is applicable to the flying school, and analysis and conclusions in the SEIA for the reasons set out below. Data provided by the flying school applicant shows a total of 200 staff to be employed. Of these, the majority will be aviation related staff, with 40 administrative positions and ten positions in kitchen/café/gift shop, according to the draft Operations Summary. The maintenance staff will be aircraft mechanics and the like and these are skilled professions, rather than labouring jobs such as grounds maintenance. Consequently 95% of employment will be in positions typically associated with flying schools.

The median individual income for people employed in the industry of Adult Community and Other Education n.e.c was $770 per week in 2016 and this is the correct category for flying schools. A higher rate could be used, for example the median individual income for people employed in the industry of Air and Space Transport was $1,350 per week in 2016.

Median income for people employed in the categories of Retail and Accommodation and Food Services in Bega Valley LGA was $575 per week. As these are the major components of 'tourism industries' this is the appropriate category.

The difference between the two categories appears to be because of higher wages in the Adult Community and Other Education n.e.c. category by comparison with Retail and Accommodation and Food Services rather than part time work as posited in the SEIA, as median working hours in the two categories for 2016 Census data were similar (27 hours compared to 30 hours respectively).

The first dot point in the comment above appears to reflect the SEIA methodology however it uses the lower estimate for the cost of externalities rather than the range. The 23% increase refers to the degree to which the college operation would need to affect other tourism industries so that the costs and benefits were equal. In other words, if the effect of the flying school was to reduce other tourist industries by 23% then costs would exceed benefits. This approach was adopted in the SEIA as a form of sensitivity analysis as there is no data to rely upon to estimate the likely effect of the flying school on other industries.

The second dot point in the comment uses the weekly rate of $575 (the median rate for people working in Retail and Accommodation and Food Services in Bega Valley LGA) as the appropriate rate for people working in the flying school. This is based on the view of the author of the comment that most employment will be as "maintenance, cleaners, cooks and gift shop workers". In fact, 95% of employment will be in positions typically associated with flying schools, as discussed above.

When calculating the value of tourism, the second dot point uses the figure of 3,000 tourism jobs in Bega Valley LGA. As discussed in the previously, this is an estimate by Sapphire Coast Tourism and is at odds with three other methods of deriving the same figure. In addition, the estimate exceeds the total employment in the categories of Retail and Accommodation and Food Services in Bega Valley LGA. Consequently, it is likely the figure is an overestimate. Consequently, the consultant does not agree with the calculation set out in the second dot point above and maintains the valuation put forward in the SEIA.

The third dot point in the above comment is similar to the second in the use of the rate of $575 per week but adopts a figure of 5,000 tourist jobs in Bega Valley LGA. This is the Sapphire Coast estimate for direct and indirect tourism jobs. Consideration of indirect jobs is at odds with the principles set out in State Government Guidelines. The treasury guidelines state "As a general practice secondary benefits are not included in a CBA". The reason is because the alternative expenditure will also have secondary benefits such as indirect jobs and these would need to be considered. The author of the comment should have increased the 200 jobs for the flying school and the construction jobs by the same multiplier used for tourism jobs. Consequently, the consultant does not agree with the calculation set out in the third dot point and maintains the valuation put forward in the SEIA.

"Manufacturing is a significant employer in Bega Valley LGA, at levels well above those for NSW, so it is evident that the wilderness coast branding is compatible with a range of uses and there is no reason to believe it will not be compatible with the proposed flying school as a specific land use."

This statement displays a misunderstanding of wilderness values and the attraction of National Parks and wilderness areas to tourist and locals alike. Solitude and enjoyment of the wilderness coast is not impacted by land based commercial activities in the same way that overhead aircraft impact the character of the pristine natural landscapes in particular relation to noise and the visibility of aircraft.

The expert socio-economic consultant has provided the following response in this regard.

The SEIA considers "Wilderness Coast Branding" and the effect on wilderness in two ways. The first is to consider whether the branding is compatible with the presence of industrial uses in a general way. The high level of manufacturing in Bega Valley LGA shows that the branding is in reality compatible with being in the same LGA as industrial uses.

The second way is to consider the impacts on wilderness areas from overflying. The SEIA accepted that overflying wilderness areas will be an adverse impact and addressed this by proposing mitigation of impacts through negotiating with National Parks to agree appropriate operational areas which will minimise impacts on wilderness areas.

No methodology, data or information has been provided as to how the assessment has been conducted that resulted in the following statement:

"The Socio-Economic Impact Assessment found there to be no evidence of impact on agriculture from operation of the proposed flight school in the immediate locality."

This statement is extracted from the Statement of Environmental Effects Addendum report, which broadly summarises the findings of the SEIA itself. The basis for the SEIA conclusions in relation to impacts on agriculture are detailed in the SEIA.

The applicant claims that the major unquantified negative impact of the development would be on the local tourism industry. The document states that tourism to the local Shire is in the vicinity of $30million. In the report it states that if all the tourism disappeared overnight because of the introduction of the flight school, then the value of the flight school 'industry' would be twice that of the tourism value we had just lost.

The expert socio-economic consultant has provided the following further advice in this regard.

The statement appears to be referring to section 1.5 of the SEIA; however, this is only a summary statement contained in the introduction of the SEIA. The analysis is located on page 111 of the report.

To elaborate, the SEIA found that tourism employment in Bega Valley LGA was clustered in a few areas. By conducting flight operations in such a way as to minimise impacts on these key areas and tourism assets, the value of tourism to the community in the remaining areas is about half that of the value of the flight school to the community. Taking a sensitivity analysis approach, in the unlikely event that all tourism industry in the remaining areas of the shire were lost as a result of the flying school operations, the economic benefits would still exceed the costs.

The loss of all tourism as a result of the proposal is a highly unlikely outcome.

Claims that the SEIA is not a robust document

The independent SEIA was prepared by Judith Stubbs & Associates who are highly regarded in the industry and who regularly provide expert witness evidence in Land & Environment Court matters. The SEIA was prepared using industry-standard approaches.

Specifically, the cost benefit analysis was conducted in accordance with NSW Treasury Guidelines and taking into account methodology and values set out in Transport for NSW Guidelines for Economic Appraisal of Transport Investment and Initiatives.

Based on the detailed rebuttal put forward by the consultant in the previous sections, it can be seen that the analysis contained in the SEIA are well-drawn and defendable.

The proposal fails fundamental "Net Community Benefit" planning principles.

There is no evidence to support this statement and it is unclear what the "Net Community Benefit" planning principles are that the author considers the proposal to fail on.

The SEIA follows best practice methodologies and published assessment guidelines to arrive at the conclusions. The analysis found community benefits would far outweigh community costs and therefore the proposal was considered to represent a net benefit for the community.

Potential for crashes, deaths and injury is unacceptable

Private development would increase reliance on public emergency services and place emergency services personnel at risk of injury or death

The incidence of crashes is very low in aviation, which is acknowledged in the SEIA. The potential for crashes, injury and death is lower than other forms of transport.

The use of aviation crash statistics in the SEIA doesn't take into account the specific state of the art equipment that would be used for the proposed training. The aircraft to be used at the proposed recreational flight school would be fitted with ballistic safety parachutes manufactured by BRS Aerospace, as outlined in the draft SAFCA Operations Summary. The safety parachutes are a proven safety measures for light aircraft. When the safety parachute is deployed, the aircraft does not crash land. Therefore, the potential for injury or death would be extremely low.

Given these safety measures, the proposed development is likely to place no greater burden on public emergency services and resources compared with any other commercial/industrial activity.

Potential for bushfires from crashes is unacceptable.

The statistics do not consider that an emergency landing could be a situation that could be considered as potentially causing a fire. Accidents caused on the airfield are not considered as potentially causing a fire. I doubt the credibility of this analysis.

Bushfires resulting from an aircraft crash are a low probability occurrence. As outlined above, the proposed aircraft to be used would be fitted with ballistic safety parachutes that prevent crash landings. Given that the aircraft would safely "touch down", a crash sparking a bushfire would be prevented from occurring.

It is also noted that fuel spills can be prevented, given that the aircraft would not crash land, instead "touching down".

Tourism

Not a tourism industry, claims are misleading

According to Australia Bureau of Statistics Publications and discussed in the Socio-economic Impact Assessment (SIA), tourism is defined by expenditure and consumption, according to international and Australian statistical standards. Employment industries are defined by the goods and services which they produce. Tourism is not an industry specifically but underlies a range of industries. This is because it is not the range of goods and services that define something as tourism, but rather, the nature of the consumer of those goods and services. The proposed development would offer goods and services to visitors to the region and thus, would be considered a tourism activity.

According to Council's Tourism Policy (Policy 2.05 dated 29 November 2017), a tourist is defined as "An individual who is travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business or other purposes.". It is clear that the proposed development's primary purpose is to cater for tourists.

According to the Policy, tourism is defined as "Visitation for recreational, leisure or business purposes". It is again clear that the proposed development serves a tourism market, in the same way that many varied activities throughout the region also serve the tourism market.

The proposal will undermine the region's reputation for rich biodiversity and natural areas, which is a key tourism drawcard, and will have negative economic impacts.

There is no evidence to suggest that the proposed development would have adverse offsite impacts on biodiversity.

A Biodiversity Assessment was completed for the proposed development and adverse impacts on biodiversity were not considered to be likely to occur. The findings and proposed mitigation measures were reviewed by the Office of Environment & Heritage (OEH) at the request of BVSC and were supported by OEH.

As shown in the Noise Impact Assessment, the noise surrounding the development site would comply with relevant noise criteria. The Socio-Economic Impact Assessment found no evidence of tourism industries operating in the immediate locality of Frogs Hollow.

The off-site noise impacts in the wider region would be an order of magnitude lower compared with receptors surrounding the development site. Given that the noise impacts would be low for other locations in the wider region, it is considered that there would be little nuisance caused to tourists in the region. There is no evidence to suggest the proposed development would be likely to deter tourists from travelling to the region.

The SEIA found that the proposed development was likely to have economic benefits that would substantially outweigh economic costs.

The Bega Valley is changing. Primary industries such as logging, fishing, farming have been in decline for many years. These industries are being replaced by creative industries of which Four Winds has been a leading light for many years, along with the Cobargo Folk Festival (held outdoors) and Sculpture Bermagui (held on the main headland in Bermagui as well as the Community Centre). These industries are at the heart of cultural and eco-tourism, that is the fastest growing industry in our region. The proposed Flight School is completely incompatible with these outdoor creative endeavours on the Sapphire Coast.

As outlined above, Bermagui is approximately 8km east of the flight track between Frogs Hollow and Moruya, so is not a location that would be transited frequently and/or regularly.

These outdoor festivals and events are typically hosted on weekends (although we note some are three-day festivals). The flight training would not occur in the peak tourist period over early-December to early-February. It would not be conducted on a Sunday or public holiday and only limited flights would occur on a Saturday. Flight training Monday to Friday would only occur on 15 suitable weather business days of any given training month. It would be conducted on those days during day time hours only and is dispersed throughout the region.

Any flight in the Bermagui area would need to be conducted at 1,000 ft minimum according to RAA/CASA regulations. It is proposed that flight training would predominantly occur at a minimum of 4,000 ft above ground level and aircraft noise would be similar to background noise levels at a receptor. Aircraft would be unlikely to exceed the event noise levels experienced at those events and would therefore not disrupt enjoyment of those events.

"SAFCA claims it is an 'edu-tourism opportunity' and thus aligns with the National Strategy for International Education 2025. Apparently the applicant did not read the definition of edu-tourism that they cited. Edu-tourism refers to a job matching program that seeks to help students find employment while addressing skills shortages during the peak summer tourist season.

Edu-tourism is an emerging term recognised by tourism providers and agencies. It refers to education-based activities that cater for tourists. The proposal clearly aligns with this.

Nearly all local businesses rely on tourism and the reduction of tourist numbers would threaten the local economy

As shown in the Noise Impact Assessment, the noise surrounding the development site would comply with relevant noise criteria. The Socio-Economic Impact Assessment found no evidence of tourism industries operating in the immediate locality of Frogs Hollow.

The off-site noise impacts in the wider region would be an order of magnitude lower compared with receptors surrounding the development site. Given that the noise impacts would be low for other locations in the wider region, it is considered that there would be little nuisance caused to tourists in the region. There is no evidence to suggest the proposed development would be likely to deter tourists from travelling to the region.

Further, the SEIA found that peak tourist season for the Shire is the summer holiday period. As outlined in the supporting documentation, there would be no flight training conducted from early-December to early-February, thereby avoiding impacts to tourism for the most part of high season.

Chinese are not free and independent travellers and therefore the exposure of the South Coast region to the Chinese market is of no benefit

Historically, the Chinese have not been Free Independent Travellers (FITs) but this is rapidly changing. According to Destination NSW, in the three years to 2013, 45 percent of Chinese visitors to Australia for holiday were FITs[4]. It is also noted that 56 percent of inbound Chinese tourists to Australia are repeat visitors, according to Tourism Australia[5]

The proposal to refrain from flight operations from 10 December to 10 February in order to minimise the impact upon the peak tourism visitation period would be ineffective. Tourism to the Bega Valley is a year-round activity which has grown in intensity year upon year.

The expert socio-economic consultant has provided the following further advice in this regard.

The evidence does not support the above statements and shows that there is a peak period of tourist visitation over the summer months, and lesser peaks for October school holidays and Easter. There is also no evidence of growth in tourism in recent years. The Australian Bureau of Statistics publishes monthly data for room occupancy at the SA2 level for:

- hotels and resorts with 15 or more rooms
- motels, private hotels and guest houses with 15 or more rooms
- serviced apartments with 15 or more units.

The data is of good quality as it is a census of establishments and so shows actual room usage. The graph below shows aggregated room occupancy (room nights occupied) for the following SA2s which make up Bega Valley LGA for the period July 2015 to June 2016, the most recent data available (the number of establishments is shown in brackets):

- Narooma Bermagui (5)2
- Bega Tathra (4)
- Merimbula Tura Beach (16)
- Eden (7)
- Bega Eden Hinterland (0)

[4] Destination NSW, *China Market Toolkit*, www.destinationnsw.com.au/wp-content/uploads/2015/06/China-Market-Toolkit.pdf

[5] Tourism Australia, *China Market Profile 2017, www.tourism.australia.com/content/dam/assets/document/1/6/x/g/p/2002921.pdf*

The graph below prepared by Judith Stubbs & Associates shows peak visitation in January, with lesser peaks in October and March, with these times associated with school holidays. The lowest level of visitation is over the winter months. The period between mid-December and mid-February contains 21% of total annual tourist visitation to the selected areas. The seasonality of visitation is also apparent, with a major drop off during the winter months.

There is limited good quality time series data available. However, ABS Room Night Occupation for small areas is available for the years 2013-14, 2014-15 and 2015-16, and this data is a census, so is of good quality.

The table below shows total room nights occupied for the selected SA2s over this period. Using this small data set, there is no evidence of a trend of increasing visitation from 'year to year', with the overall trend a 0.2% annual decrease in visitation, and considerable year on year variation.

Table 2.1: Room Night Occupation over time

	Room nights occupied
2013-14	140,849
2014-15	135,090
2015-16	140,208

Source: ABS Quickstats and JSA calculation

Would be detrimental to the Wilderness Coast branding

The density of flight operations will negatively impact the National Parks and wilderness areas experience.

There is no evidence to suggest this would be the case. Airports do not characterise their respective towns, cities or regions. A flight training school at Frogs Hollow would not characterise the South Coast region, nor would it be expected to have a severe impact so as to be detrimental to the Wilderness Coast branding of the wider region.

The off-site noise impacts in the wider region would be an order of magnitude lower compared with receptors surrounding the development site. Given that the noise impacts would be low for other locations in the wider region, it is considered that there would be little nuisance caused to tourists in the region. There is no evidence to suggest the proposed development would be likely to deter tourists from travelling to the region.

Further, the SEIA found that peak tourist season for the Shire is the summer holiday period. As outlined in the supporting documentation, there would be no flight training conducted from early-December to early-February, thereby avoiding impacts to tourism for the most part of high season.

Economics
Employment and expenditure is grossly inflated ***Any claims in relation to employment in particular should be treated as highly aspirational, and not in any way reliable. Should they not eventuate, there is no remedy available to the community.***
The expert socio-economic consultant has responded to concerns about over inflation of figures in the economic analysis contained within the SEIA. This is included on page 17/18 of this Submissions Report. The consultant stands by the analysis presented in the SEIA. The staffing requirements for the recreational flight school are outlined the in draft Operations Summary. This outlines the number and nature of staff that would be necessary to operate the proposed flight school at each progressive stage of the proposed development. At ultimate capacity in Stage 9, this is expected to be 200 FTE positions. Unlike other flight training schools, recreational flight training is labour intensive as the use of flight simulators in training is not permitted. The students would also be accompanied by a flight instructor for the majority of their flight training, until competent to complete a solo flight towards the end of the program. The flight training therefore necessitates a large number of flight instructors. Further, improvements in technology would be unlikely to be able to replace roles within the operations of the flight training school, as the flight training is labour intensive. The flight training is just one component of the overall operations. English instructors, squadron leaders and assistants, aircraft maintenance engineers and labourers, management, administration staff and kitchen staff would all be required to enable the operation of the proposed flight school. The range of positions created includes both skilled and unskilled positions and advanced and entry level positions. There are no reasons why such positions could not be filled by local people.
Economic benefits would be enjoyed only by the proponent ***While it is a certainty that the flight school will impact negatively upon the community in the form of noise, it is not as certain that the economic impacts will be felt by the community. We have sufficient evidence to now know that the "trickle-down effect" is often illusory.*** ***The development will be self-sufficient and therefore there will be no broader economic benefits to the local community.***
The expert socio-economic consultant has responded to concerns about the economic analysis contained within the SEIA. This is included on page 17/18 of this Submissions Report. The consultant stands by the analysis presented in the SEIA. The SEIA found that the proposed development was likely to have economic benefits that would substantially outweigh economic costs.
The report has attempted to quantify the potential economic impacts. The actual impact is, of course, impossible to quantify at this point in time.
Documentation provided in support of any application can only predict impacts based on the available information. The expert socio-economic consultant has responded to concerns about over inflation of figures in the economic analysis contained within the SEIA. This is included on page 17/18 of this Submissions Report. The consultant stands by the analysis presented in the SEIA.
The proposed development does not address any local needs
This is not a valid objection. Many different activities do not directly satisfy a local need but provide benefits like employment for local residents. For example, many of the submissions argue that tourism is the most important aspect of the South Coast. Tourism doesn't service any local need, as it directly caters for people that are visiting the region and do not live in the region. Yet tourism provides local employment and economic benefits through expenditure. The same can be said about the proposed development.

The need for staff to be brought in from other areas will increase demand for rental housing (which is already very limited in the Bega Valley), and will drive rental prices up in a devastating way for local residents.
As outlined above, there are no reasons why the identified employment positions could not be filled by local people. It is hoped by SAFCA that they would, as the proponents are also residents of the local community. However, should SAFCA be unsuccessful in filling these positions locally, then people from other areas may be qualified or suitable for these positions. Inward migration would benefit the local community through additional expenditure and investments. The submission identifies that the inward migration would place pressure on limited rental housing. However, the rental market and housing markets are subject to market forces. Theoretically, increased demand for housing would put upward pressure on rental prices, which would stimulate an increase in rental housing to match this.
The proposal does not intend to "develop" the Frogs Hollow for the benefit of Australian citizens. Instead they will push the locals out from using the airstrip recreationally to benefit China.
Whilst the Chinese student pilots would "enjoy" the recreational flight school experience, they pay fees for this enjoyment. These fees are a monetary inflow into Australia, and the local economy as tourism income. Local residents would benefit from the proposal in many ways: through creation of new employment positions, demand for local goods and services, potential inward migration and local population growth.
Catering would need to be put in the hands of Chinese Nationals given the immense differences in cultural differences in food preferences.
It would be extremely restrictive to only seek out Chinese Nationals located in the Bega region to cater for and provide the necessary food supplies for the students. Qualified and experienced chefs from the Bega region would be employed to prepare all meals on-site, using ingredients sourced from local suppliers.
Jobs for locals will be limited to low paying ancillary staff that does not require Chinese language. ***The claim that friends and relatives of the students will come to visit the Bega Valley may well be true, however it does not mean that the jobs related to that tourism would be held by Australians as they would need to speak Chinese, and there are not many local people with that skill.*** ***The claim that the development will provide full time employment for an estimated 200 people is not backed up by any evidence. Given the Australian Government Skills Shortage List and the specialist requirements of the required staff (ie. Bi-lingual Mandarin Chinese/English speaking professionals with Aviation qualifications), it is highly improbable that local people could fulfil the highly specialised job requirements.***
The employment positions and structure necessary to operate the proposed flight school is clearly indicated in the supporting documentation. There is no requirement that these staff speak Mandarin. There is also a substantial proportion of the staff that do not require background in aviation.

2.3 ENVIRONMENTAL IMPACTS

Table 2-3 Consideration of submissions regarding environmental matters

Consideration of submissions relating to environmental matters
The report does not adequately consider the impacts of air pollution from emissions ***There will be a significant increase in unwanted air pollution and emissions***
An air quality assessment was prepared by expert consultant GHD for the proposed development, in response to the air quality matters raised at the Public Briefing Meeting and in submissions during the notification period. The air quality assessment found that a worst case scenario, with conservative inputs, would not exceed the relevant air quality criteria contained in the EPA Approved Methods. The EPA criteria relate to human exposure levels. The air quality assessment concluded that there would not be an adverse or detectable effect on humans as a result of the proposal.
Aircraft would cause pollution that would cause indirect air quality impacts to threatened vegetation communities
There is no firm evidence of the impact on airborne pollutants on vegetation, as many different factors can influence vegetation growth and therefore pollution is difficult to isolate as an impact. However, what evidence there is suggests that minor growth deformities may occur with high concentrations of airborne pollutants. The air quality assessment found that the proposed development was not a significant source of pollutants and would not cause high concentrations of pollutants. Human exposure levels are considered to be more sensitive than those of vegetation. Accordingly, the proposed development is not expected to have an adverse effect on vegetation.
Also threatened would be waterways collecting high levels of pollution from constant injections of fuel particulates, albeit unleaded petrol not aviation fuel ***Particulate pollution of drinking water supplies***
The air quality assessment considered the impact of particulate pollution associated with the proposed development. The air quality assessment found that a worst case scenario, with conservative inputs, would not exceed the particulate matter criteria contained in the EPA Approved Methods for ground level concentrations. The air quality expert considers the particulate matters levels to be low. Pollution of waterways by particulates would not be expected in connection with the proposed development.
It is not reasonable to put the responsibility for clean water onto residents by suggesting they should have first flush diverters. Not only does this not deal with the wider contamination issues, it makes cleaning up after the proposed flight school the responsibility of the community.
The development application does not suggest this in connection with the proposed development. NSW Health provided this advice to BVSC as a standard public health requirement for all dwellings relying on harvested rainwater. As outlined above, the air quality assessment considered the impact of particulate pollution associated with the proposed development. The air quality assessment found that a worst case scenario, with conservative inputs, would not exceed the particulate matter criteria contained in the EPA Approved Methods for ground level concentrations. The air quality expert considers the particulate matters levels to be low. Accordingly, adverse impacts on drinking water supplies are not expected.

Waste management has not been adequately addressed by the applicant. The proposed use 4 x 500ml bottles per person per day will result in a significant amount of plastic waste. The location of bins has not been shown on the plans or details of how waste will be managed at the site. This will put unanticipated demand on Council's Central Waste Facility at Wolumla.

The likely amount of waste the proposal will generate is unacceptable.

The proposed development would not generate a disproportionate amount of waste per person. The waste generated would be collected by a licensed waste company, funded directly by the operators and not collected by Council waste collection services. The necessary user charges would be levied on waste disposed of from the facility.

There are opportunities for diversion of green wastes and recycling waste streams within the facility. A waste management plan is a standard condition of consent for such a proposal.

The DA notes one of the potential dangers from increased flights at the site is the increased risk of collisions between birds and aircraft, noting that these strikes can be a significant threat to aircraft safety. Ongoing collisions or collisions with flocks can also be significant for bird populations. This danger is not addressed at all in the proposal, save for a personal communication to the assessor by the applicant of the proposal that 'there have been no previously known issues with bird collision from the current Frogs Hollow aviation club'. (Reported pers. comm. N. Boyle, Sept 25,2017).

A heightened risk of bird strike from increased flight traffic is a serious safety issue, yet the Statement of Environmental Effects makes no effort to validate or investigate this claim, and should be dismissed as 'anecdotal' commentary, not evidence. Moreover, consulting solely with members of the current aviation club is not evidence; historic and verified data on bird strikes, and a projection of their likelihood, is essential. Given that the percentage increase in aviation hours as opposed to current usage is huge, this reassurance from the applicant is untested and therefore has no validity.

A notable omission from the Flora and Fauna report is the absence of Wedge Tailed Eagles known to inhabit and nest in the Frogs Hollow and surrounding areas. Wedge Tails are protected species and given their habits and size, any collision with a plane would be disastrous for both parties.

The Biodiversity Addendum report, prepared by NGH Environmental, considers the potential for impacts to avifauna generally and specifically the potential for bird strike associated with the proposed development. The habitat values and disturbance regimes occurring at the site indicate the site would not be a high risk for ongoing bird strike.

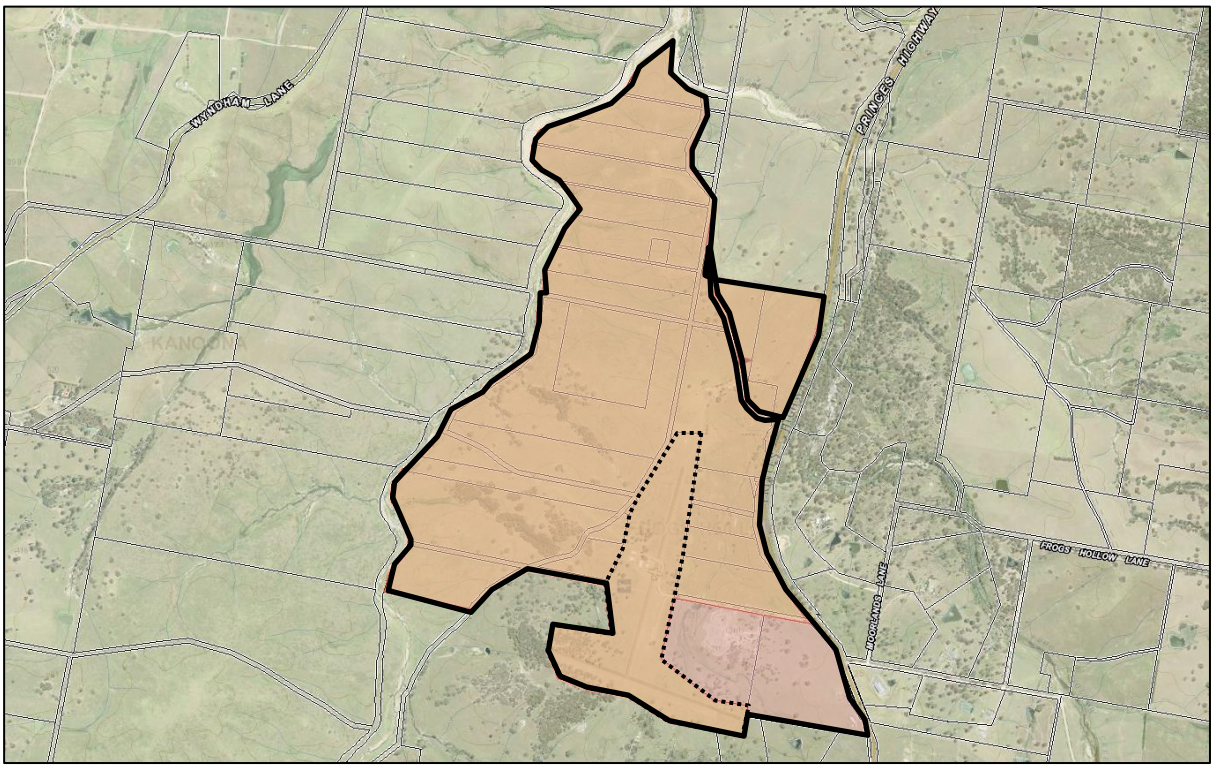
Research found the occurrence of bird strike to be reasonably low in comparison to the millions of flight hours that occur annually in Australia. A study was conducted by the Australian Transport Safety Bureau (ATSB) that found almost 1,400 bird strike incidents were reported in the 10 years to 2001. For general aviation (which is 'other' aviation not involving scheduled passenger transport), the rate of bird strike from 2006-2015 was less than 0.53 incidents per 10,000 movements. Based on these rates, less than 1 bird strike incident per year would be likely to occur in association with the proposed flight school.

The Biodiversity Assessment found that one threatened species had the potential to occur at the site (the Grey Falcon) based on records for the area. The Grey Falcon was not observed during either of the site surveys that were conducted. The Biodiversity Assessment considered the potential for impacts to all native avifauna that had been recorded within 10km of the subject site, which is the standard approach required by OEH. The Wedge Tailed Eagle was not a species that was identified in these background searches and was not raised by OEH as a species of concern.

As an added precaution, a collision risk mitigation strategy has been recommended in the Biodiversity Assessment Addendum report for implementation. This strategy would be consistent with the Airport Practice Note 6 'Managing Bird Strike Risk' (Australian Airports Association, 2015) and include a range of construction and operation phase measures to protect local bird populations, particularly threatened species, and protect the students, pilot and training aircraft.

2.4 AGRICULTURE CONSIDERATIONS

Table 2-4 Consideration of submissions regarding agriculture considerations

Consideration of submissions relating to agriculture considerations
Our concerns around milk quality and milk production are not unfounded and come from first-hand experience. Our farm is currently ranked by Dairy Australia in the top 100 farms in Australia for milk quality in 2018 (2). We know through years of hard work to obtain this award that stress on dairy cattle is a huge factor in milk quality and milk production. Our aim with our herd is always to provide low-stress environments for our cattle, both on farm and in the diary, particularly as they have to be handled twice daily for milking. Continual aircraft noise, or any low-flying aircraft, or unexpected noise would be an outside influence that we would have no control over and see this as having the potential to have a huge impact on our business.
In relation to potential impacts on animal husbandry, there is no conclusive evidence to support that animals are adversely affected by the noise levels that are predicted for the proposed development. Information available is not definitive and suggests that animals are less sensitive to noise than humans. The predicted noise levels are at a level that would not have an adverse impact on nearby receptors. Therefore, it could be considered that animals would be unlikely to be adversely affected also. Information supplied by the Department of Primary Industries to Council concurs with the above. The information outlines that farm animals are considered to adjust to most noise sources, unless within immediate proximity (ie. cattle kept within the airport site). Given the proposed acquisition of the airport site and surrounding land (reproduced below from Figure 3-2 of the SEE Addendum), farm animals would not be in proximity to the airfield operations. DPI also advised that the noise of planes should not result in elevated cell counts in milk. 
Aircraft would increase pollution and detrimentally affect the productive capacity of land
An air quality assessment was prepared by expert consultant GHD for the proposed development, in response to the air quality matters raised at the Public Briefing Meeting and in submissions during the notification period. The air quality assessment found that a worst case scenario, with conservative inputs, would not exceed the relevant air quality criteria contained in the EPA Approved Methods. The EPA criteria relate to human exposure levels; however, humans are considered to be more sensitive to pollutant exposure than agricultural crops.

The air quality assessment found that a worst case scenario, with conservative inputs, would not exceed the criteria contained in the EPA Approved Methods for ground level concentrations. The air quality expert considers the pollutant levels to be low. Accordingly, the proposed development would not be expected to have an adverse effect on agricultural crops. .

If this proposal goes ahead, no one within the Designated Training Area will be able to obtain organic certification.

The proposal will result in negative impacts upon organic farmers and reduce the potential for an increase in organic farming operations

Advice from SCPA South East Producers Association reveals that there are 12 organic producers certified through SCPA Organics. There is another large producer on West Kameruka Road with a 20ha Australian Certified Organic fruit/horticulture farm, as well as several other organic farmers within a few kilometres of Frogs Hollow. The nearest organic farm is on Old Mill Road, Wolumla, less than 2km from Frogs Hollow..

The 'National Standard for Organic and Bio-Dynamic Produce' is the relevant standard to which organic certification must comply, as overseen by the Department of Agriculture and Water Resources.

Organic produce is primary production products that are produced and managed in a way that is strictly consistent with a set of principles outlined in the National Standard. The National Standard acknowledges potential contaminants that have occurred due to historical processes. Organic certification requires that producers strictly comply with the requirements to avoid the application of artificial fertilisers or chemicals, to conserve resources and meet livestock welfare needs.

Many of the submissions raise concerns about the potential for airborne pollutants to contaminate organic produce. NGH investigated this concern with the Department of Agriculture and Water Resources and Organic Certifiers, who advised that there are no means to consider ambient air quality under the National Standard.

However, it is also noted that an air quality assessment determined that ground level concentrations of pollutants would be at acceptable levels for worst-case impacts and were below the criteria contained in the EPA Approved Methods.

The Department of Agriculture and Water Resources and the Organic Certifiers consulted advised that contamination of organic produce from outside sources may typically occur through soil contamination, which can be tested under the provisions of the National Standard.

Submissions have raised concerns that aircraft crashes have the potential to cause such contamination. As outlined previously in this report, the instances of aviation crashes are low. Further, the aircraft to be used in connection with the proposed flight school would be fitted with ballistic safety parachutes. These prevent crash landings and instead allow for touch down of the aircraft safely. This would prevent fuel spills from occurring by avoiding crash impacts.

The proposed development would not be permitted to cause environmental harm, as provided for under the *Protection of the Environment Operations Act*. Additional operational controls would prevent other environmental concerns such as groundwater and runoff water pollution.

It is considered that the potential for impacts to organic produce is low.

2.5 VISUAL IMPACTS

Table 2-5 Consideration of submissions relating to visual and landscape impacts

Consideration of submissions relating to visual and landscape impacts
The proposal is inconsistent with Council's DCP – Desired Future Character of the Landscape
A visual impact assessment was prepared by expert consultant Urbaine Architecture for the proposed development, primarily in response to concerns raised by Council about impacts on the rural landscape and visibility from public lookout points. Visual concerns were also raised at the Public Briefing Meeting and in submissions during the notification period. The consultant considered the visual impacts of the proposal against the requirements contained in Section 4.6 Rural Landscapes in the Bega Valley Development Control Plan 2013. The DCP cites a number of high value scenic and cultural landscapes. The subject site is not located within these areas. The closest landscape cited under this section of the DCP is the Black Range which is referred to as a north-south coastal range. The Black Range is located further east of the subject site. The visual assessment consultant did not find publicly accessible areas from this nearby section of the Black Range. The proposed development was not considered to have a landscape impact from the Black Range. The consultant also found that the proposed development would not impact on views towards the Black Range due to the low scale building forms, position of the site within the landscape and the extent of existing native vegetation around the site. The visual consultant also considered the matters under Section 4.6.2 of the BVDCP including: • New buildings in the rural landscape must be in a style (design, height, scale, bulk, materials and external colours) sympathetic to the landscape character. • Buildings must be constructed from a non-reflective material and must blend in with locality landscape. • Visibility of new buildings from regionally or locally significant public roads and vantage points must be minimised by planting trees and shrubs between the view sites and the structure and immediately adjacent to the structure. Landscape planting must reflect existing landform and natural vegetation. Buildings can be partly set into the natural surface on slopes and/or be split level. • Roads, driveways and other excavations visible from regionally or locally significant public roads and vantage points must follow contours and natural vegetation lines and not be at right angles to contours. Excessive cut and fill is to be avoided. • The erection of a building on a ridgeline is discouraged if the building would be visible from a regionally or locally significant public road or vantage point and appears as a skyline structure from that location. • The following strategies are considered appropriate to reduce negative impacts of development on scenic values: - Design modification following the above requirements - Increasing the distance between the development and significant public roads or vantage points - Locating the structure on a site that is partly or fully hidden from significant public roads or vantage points - Siting development in less prominent areas such as on the side slopes and in the natural depressions - Reducing the height and width of the structure that presents to the public road or vantage points - Planting and maintaining screening vegetation as ongoing performance conditions of consent The visual impact assessment concluded the following: *"The buildings have been carefully designed to comply with the recommendations contained with the Council's DCP:* *1. The scale and location of the buildings have been determined in response to the natural contours of the land, in addition to maximising their concealment through existing landscape. The proposed building heights vary, between 2900mm and 5900mm, ensuring minimal impact on the existing land profile .*

2. The use of non reflective materials, coloured in natural hues, is intended to minimise any visual impact from the main vantage points around the site, particularly to the East, along Princes Highway, which is closest to the new buildings.

3. The images contained in Appendix A show photomontaged views from the eastern side of the development (Viewpoints 2, 5 and 6), as well as supplementary views from the eastern side of the site, with additional landscaping shown. From assessment of these images, landscaping is not considered essential, given the

distance from public vantage points and the extent of existing vegetation. However, should additional landscaping be proposed, this will serve to further soften the edges of the new structures. Over time, this landscaping would mature and further conceal the impact of any new buildings.

4. All access roads to the new buildings have also been positioned to follow the existing site contours."

It is evident from the accompanying visual impact assessment report and photomontages from the various vantage points, the proposed development would be sympathetic to the landscape character by way of building height, material, external colours and the like. The subject site is also not highly exposed to public vantage points and would not be visually dominant within the landscape.

It is considered that the proposed development would have an acceptable visual impact.

The proposal will result in an unacceptable visual impact from the Princes Highway

Viewpoint 6 illustrates the visual impact of the proposed as viewed from the Princes Highway. It is noted that this viewshed is not directly in line with the sight lines of people travelling along the highway.

Visual impact of new buildings shown in red

According to the visual impact assessment, Viewpoint 21 represents the clearest observation of the proposed development for those travelling along the highway. This view is in a northerly direction. Viewpoint 21 is adjacent to an existing dwelling that falls within the wider property that would be acquired by SAFCA.

Visual impact of new buildings shown in red

The flight school will detract from the natural beauty of the Bega Valley

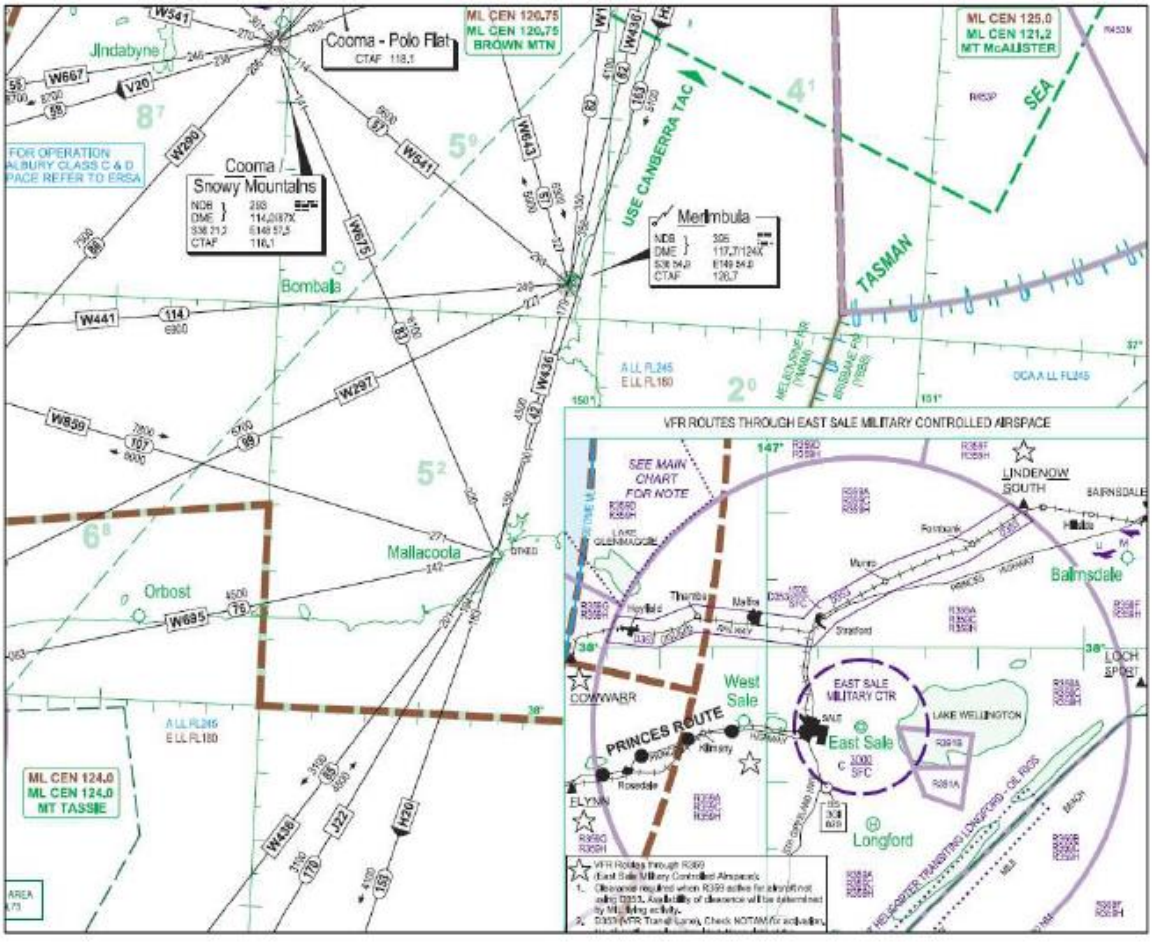
This opinion is not supported by the findings of the visual impact assessment.

The accompanying visual impact assessment report and photomontages from various vantage points illustrate that the proposed development would be sympathetic to the landscape character by way of building height, material, external colours and the like. The subject site is not highly exposed to public vantage points and would not be visually dominant within the landscape.

It is considered that the proposed development would have an acceptable visual impact.

2.6 OPERATIONS CONSIDERATIONS

Table 2-6 Consideration of submissions relating to operations

Consideration of submissions relating to operations
The flight paths have not been identified or defined ***As the subject airspace is unrestricted, it is outside Council's, the New South Wales State and Australian Federal government jurisdiction. This means there are no actual "flight paths" and as such SAFCA is not obligated to adhere to their own documentation. Once the application is approved, they are free to change the direction, aircraft, height of operation and frequency of aircraft movements.***
Flight paths are employed in controlled airspace for traffic control purposes. Controlled airspace relates to areas that are actively monitored and managed by air traffic controllers and generally relates to major airports (such as Sydney, Gold Coast, etc). Most of the Australian airspace is uncontrolled and movements are governed by Civil Aviation Regulations.
Flight movements pose a national security issue with the naval movements at Port of Eden
There is no evidence to support this claim. The Office of Airspace Regulation (OAR) exercises powers under the Airspace Regulations 2007 to regulate and administer Australian airspace, including prohibited, restricted and danger areas where certain types of activities take place that may present a risk to aviation activities. There are currently no prohibited areas shown on Australian Navigation Charts, with sensitive areas such as Pine Gap shown as a 24 hour restricted area with overflying allowed above 18,000 feet. The extract below shows an extract from the ERC Low centred on the Port of Eden. No restricted area is shown over the port suggesting that aerial espionage is not a concern of government in this location. 

All aircraft navigation work occurs between 500 and 1000 ft above ground level (AGL) and not at 4,000 ft AGL as suggested by SAFCA. SAFCA claim "the student pilots would reach a height of 500 ft prior to the turn crosswind and then typically extend the crosswind leg to exit the circuit once they had reached an altitude of 1,000 ft. From there, they would ascend to their flying altitude of between 4,000 ft and 10,000 ft". This is contrary to RAA regulations restricting recreational students to visual flight rules (VFR) flying between 500 ft. (AGL) and 1000 ft. (AGL).

The above statement is incorrect and appear to be a misinterpretation of Civil Aviation Orders relating to recreational aviation. All aircraft navigation is not conducted between 500 and 1,000 ft and recreational pilots are not restricted to these heights.

As an ex-RAAF pilot I am very well aware of the activities that take place at a flying school. Aircraft can be flying at any time during daylight hours and on occasions, either deliberately or because of misadventure, may also be flying at night.

All flight training would be undertaken in accordance with relevant Civil Aviation Orders. It is noted that no flights by recreational aircraft can be undertaken after last light.

I am concerned about night flying

Night time flying by recreational aircraft is not permitted under Civil Aviation Orders issued by CASA. The development application is also very clear that night time flight is not proposed.

There is no guarantee that this aircraft type will be used indefinitely into the future. Noisier aircraft could be used in future.

The development application has stated the type of aircraft (having a MTOW of 600kg) and Rotax four-stroke engines that would be used. It is expected that conditions of consent may be applied that would specify that the aircraft used are to comply with these parameters. If technological advancements are to be deployed these must be an equivalent aircraft/engine that produces less noise.

Tables informed by BOM weather (wind) data show the unsuitability of Frogs Hollow and the other nominated airports for a high intensity flight school. Every hour lost to adverse weather conditions must be made up. The wind and weather days are severe enough to put the viability of the applicant's training schedule into total disarray and the mooted timetable in total doubt in light of the high volume, high intensity schedule planned.

Given the 12 knot (22km p/h) wind restrictions on take-off of the proposed aircraft, it is quite likely that winds above this will 'trap' aircraft at these "nearby airfields". Given the exposed coastal locations and prominent winds at these airfields, this is a probably scenario. No examination of this situation has occurred, no contingency is in place and there are no facilities to cope with such a likely event.

Many of the submissions made statements about suitability of the site with regard to the wind conditions and the capacity of the aircraft intended to be used. An operational wind analysis is attached for Council's reference.

In considering take-off and landing capability, the effect of prevailing winds must be considered in the context of the wind direction to the aircraft body and runway/s. Wind will have one of the following effects on an aircraft when taking off or landing: a direct headwind, tailwind, crosswind or a partial headwind/crosswind (eg. 45 degree angle to the aircraft body).

All aircraft have a direct crosswind limitation specified by the manufacturer. For the Bantam aircraft, which would be used predominantly at the facility, the manufacturer specifies a direct crosswind limit of 15 knots (or 25.9km/h).

For Frogs Hollow, it is important to note that two perpendicular runways are available. If there was a direct crosswind for the primary runway (ie. a direct easterly or westerly wind), it would mean the secondary runway would instead be used. On the secondary runway, a direct easterly or westerly wind would instead be a headwind or tailwind, which is more beneficial than a crosswind.

Given the two perpendicular runways, a direct crosswind can be avoided by using the alternative runway. As the training aircraft would not be subjected to a direct crosswind, the worst-case direction in considering the crosswind limits would instead be at 45-degree to the aircraft body and runway/s. For example, for an aircraft using Runway 36 (taking off on the primary runway in a northerly direction) this would be either directly from the north-east or the north-west.

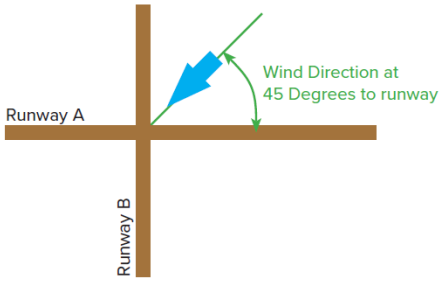


Image 1.9 **'Worst case wind direction"**

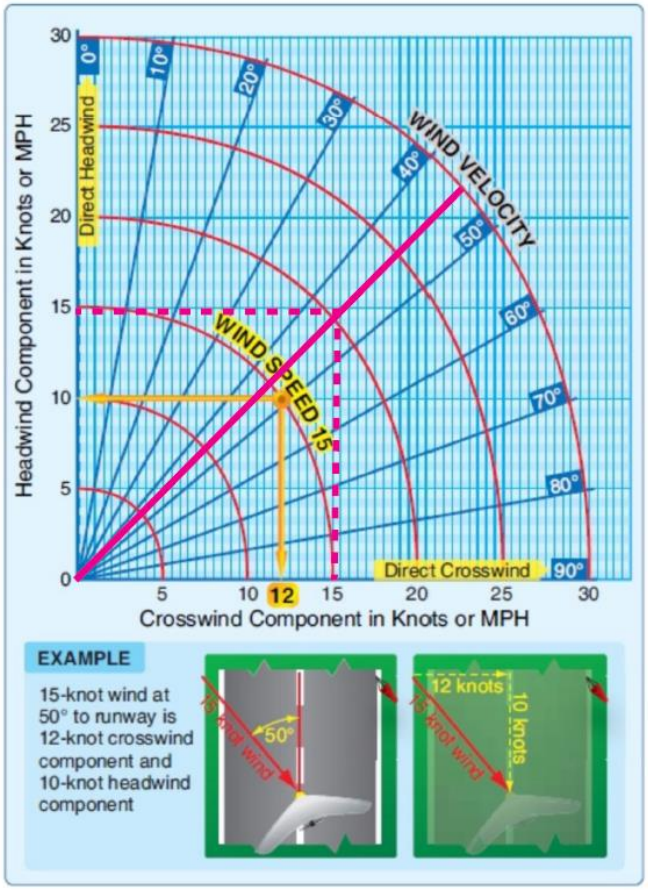
The image above shows the wind direction that will produce the highest level of crosswinds on either runway at any time.

- As this angle is split in between the two runways, changing runways does not make a difference to the crosswind component
- As this is not a direct crosswind (perpendicular to the operating runway), the effective crosswind speed is one component of the wind and can be calculated using the table on the following page.

As indicated previously, wind at a 45 degree angle to the aircraft body is characterised as a partial headwind/crosswind. According to the manufacturer, the Bantam has a crosswind limit of 15 knots (or 25.9km/h). Therefore, a standard headwind and crosswind chart (see figure on the following page) can be used to calculate the maximum wind velocity at 45-degrees that would produce a crosswind exceeding 15 knots. This would demonstrate the maximum wind velocity that the Bantam could perform safely within.

Using the standard headwind and crosswind chart, it is evident that a crosswind component of 15 knots would be produced by a wind of 20 knots (37km/h) at 45 degrees to the aircraft.

The relationship between direction of wind and the resulting headwind components and crosswind components can be seen in the table below.



Meteorological records were examined for 2017/18, which cited only five days where a wind velocity of 20 knots (37km/h)was exceeded during the 10 operational months of flight training.

Meteorological records and the attached analysis demonstrate that the wind would not be an impediment to the proposed operations. Wind can, in fact, be beneficial to reduce the distance needed for take-off and landing.

Unlike most flight training schools, there is considerable respite in the proposed flight training schedule to account for any days of inclement weather, including rare days of exceptional wind conditions. The degree of flexibility in the flight training schedule acknowledges the weather factors and provides for the flight training requirements to be achieved within the agreed parameters of operational times.

Conflicts at other airports with emergency services aircraft

The SOEE does not consider the likely impacts upon the certified and registered aerodromes, where potential impacts relate to use of the same airspace as commercial flights, resulting in potential delays or collisions.

The Office of Airspace Regulation (OAR), which is a division of the Civil Aviation Safety Authority (CASA). continuously monitors airspace for changes in use and residual risk. The OAR conducts airspace reviews to ensure airspace is safe, fit for purpose and all relevant published details are accurate for airspace stakeholders. Airspace reviews occur on a regular cycle, are triggered by a change proposal or in response to recommendations from an aeronautical study. Changes to airspace or airport use are generally supported only where there are risks to the safety of airport stakeholders.

For example, thus far in 2018 the OAR has published reviews of uncontrolled airspace at Bathurst, Dubbo, Mildura, Proserpine/Whitsunday Coast, Ayers Rock and Port Macquarie airports. These reviews found opportunities for operational improvements, but no airspace changes were required in these instances to mitigate safety impacts. Excepting Proserpine, each of these airports has a moderate level of aircraft movement (20,000-40,000 movements annually – Ayers Rock has a high level at over 300,000 movements). Each of these airports caters for a wide range of aviation activities including passenger transport, medical aviation, emergency services, flight training, general aviation, recreational aviation, FIFO charter flights, skydiving, hot air balloons, gliders and helicopters.

Submissions have noted that skydiving, emergency services, passenger transport and other users operate at such airports as Moruya, Merimbula and Mallacoota. However, cooperation with other types of airport users is not an issue that would be unique to the student pilots associated with the proposed flight school. It is a reality for all airport users, and similar to the use of public roads by road users who must give priority where required and cooperate with each other.

According to SAFCA (Bega District News, 27 Oct 2017, p.11), when fully operational this development will have 60 aircraft in total, with 40 operational aircraft and 40 flight instructors. Therefore, it is conceivable to have all 40 aircraft in the skies at any one time doing dual instruction, with the remaining 20 aircraft available to students who have progressed to solo flying.

Bega District News articles do not form part of the development application.

However, it is correct that at full capacity, there may be up to 60 aircraft located on the site. Forty aircraft of these would be operational and not more than 20 others other craft would be stored as back up aircraft. This would not be uncommon for a range of different uses, to have back up equipment.

There is a clear commitment in the development application that only 40 aircraft would be operational at any one time. This can be additionally controlled by conditions of consent.

The site is not serviced by reticulated water and sewer; is it proposed that Council will fund the works needed to allow this proposal to proceed?

No, any headworks would be entirely funded by the proponent.

No facilities for an on-site fire truck or on-site medic

The incidence of crashes is very low in aviation. As outlined earlier in this report, the aircraft to be used would be fitted with ballistic safety parachutes that prevent crashes and serious injuries.

It is also noted that fires would be a low probability occurrence given the fitting of the ballistic safety parachutes that prevent crash landings. Nonetheless, firefighting facilities would be provided onsite.

It is also expected that all flight instructors, squadron leaders and assistants would have a first aid certificate. A medical treatment room would also be provided onsite.

The DA claims that unleaded fuel is proposed, however there are no restrictions on the use of AVGAS fuel for training aircraft.

Avgas is presently used throughout the Shire local government area and wider region and is available as Merimbula airport.

It is noted that the development application states the use of Avgas is not proposed. Unleaded fuel is more readily available and is better for the Rotax engines that are proposed to be used.

I disagree with the conclusions in the SEPP 33 assessment. The development is potentially offensive

The SEPP 33 assessment was undertaken in accordance with a defined methodology that is specified for the purpose of the statutory instrument. There are numerical criteria and thresholds that were applied by a qualified consultant. There are no means to undertake an alternative or subject assessment of potential offensiveness and hazard.

The assessment concluded that the proposal is not defined as offensive or hazardous according to the relevant provisions of SEPP 33.

Safety issues resulting from English second language

All students receive approximately seven weeks of aviation English tutelage prior to conducting any flight training. Each student must pass an independently conducted Aviation English test.

Berlitz is the world's largest and most established language training provider and also one of only several officially licensed and approved operators of Aviation English programs that are accredited by IATA/ICAO for professional training services, including pilot and air crew aviation assessment and training services. ICAO English language proficiency standards outline the minimum level of English language proficiency required by Pilots and Air Traffic Controllers (ATCOs).

Aviation English Language training modules are tailored to reflect the working environment of the Pilots, who will learn how to communicate effectively in English in a variety of aviation-related situations such as regular operations, irregular operations, and emergencies. Standard ICAO phraseology is used.

All language instructors will be hired locally within the region and receive rigorous Berlitz Instructor Training, which is a global standard program that all Berlitz instructors must undergo.

So, according to the ICAO's expectations of language learners, many students who arrive with relatively high levels of English will still require more than a hundred hours further language learning than what will be provided. Virtually all who arrive with lower levels, say equivalent to the general English proficiency at ICAO Level 1 or 2, will be left floundering with much lower levels than that required for safe flying. They will have paid their money. Will they be denied flying lessons for another six months or a year (or two) until their English level is satisfactory?

All students receive approximately seven weeks of aviation English tutelage prior to conducting any flight training. Each student must pass an Aviation English test, which is conducted by an accredited company that is independent of the flight school.

Students would not be permitted to extend their stay in order to complete the aviation English component and progress to flight training. Student and SAFCA expectations and requirements are clear in the SAFCA contract.

The recreational pilots license/certificate is not recognised as a qualification in China. The training has no CRICOS code and is regulated by a hobby organisation. The proposal doesn't make sense and is strange enough to raise legitimate questions that should be considered by Interpol.

SAFCA claims it will provide a student visa. The RPC training does not carry a CRICOS code and therefore does not qualify for a student visa. Does SAFCA know of a loophole?

The RPC is not recognised in China. Selling false hope is not good for int'l relations

All student pilots would need to meet the relevant requirements for entry to Australia.

The proposed development would meet an identified market for recreational flight training and it is for the individual consumer to determine if the service fits with their needs.

The student pilots would be eligible to receive a Recreational Pilot Certificate if they satisfactorily complete the education and training provided by SAFCA. An Australian Recreational Pilot Certificate can be used in China to

fly a recreational aircraft. Subject to approval from Chinese aviation authorities, it can also be used in applying for a Chinese licence.

The flight training hours count towards further endorsements in China and other countries, such as a Private Pilot Licence or Commercial Pilots Licence should the student wish to take their training further.

Australia is considered one of the leading nations in aviation safety and is also a world leader in the provision of aviation training. Building on Australia's international reputation as an aviation leader, the proposed flight school at Frogs Hollow seeks to cater for this emerging niche market for recreational aviation in China.

Student accommodation is not consistent with the purpose of an air transport facility. The students should be accommodated within a residential zoning.

SAFCA hopes to house 360 students at one time onsite for short-term living as part of the training course. That would make the accommodation a dormitory, except that SAFCA is not an educational facility. Perhaps it is a very large boarding house? Or a large motel? None of these are permissible in SP2 or in the surrounding RU1.

The use of the airfield is currently recreational only and this proposal will change its use to commercial.

The proposal is not consistent with the planning legislation.

The permissibility of the proposed development has been addressed in considerable detail in Section 2 of the SEE Addendum report.

Council sought legal counsel on this matter which agreed with the permissibility of the land use.

The proposal is discriminating against Australians by not offering Australian citizens the same opportunities.

The proposed school would not discriminate against Australians. However, the proposed flight school package is a lump sum fee that includes 7 weeks of aviation English training, which would not be of value to an Australian student. There are other existing flight training schools that would better cater for an Australian student and offer better value for money given the aviation English training component would not be required.

Once trained, will the pilots then take jobs from Australian pilots?

The students of the proposed facility would be eligible to receive a Recreational Pilot Certificate if they satisfactorily complete the education and training provided by Sports Aviation Australia. Considerable further training would be required in order to become a commercial pilot

It is also noted that there is a shortage of Australian pilots, not an abundance in the industry.

The subject site is bushfire prone and there is only one road available for evacuation away from the threat, despite that over 360 students will be living on site. The evacuation time allowed for this development is 3 hours, which is too slow.

The proposed development would be required to achieve fire safety requirements contained in the National Construction Code (NCC). The proposed development was also referred to the Rural Fire Service by BVSC and has received General Terms of Approval from the RFS.

A draft Emergency Evacuations Plan has been prepared based on the General Terms of Approval received from the RFS. The Emergency Evacuations Plan would be submitted for the consideration of Council and the RFS with a construction certificate application.

The huge number of aircraft flying circuits and taking off and landing will pose a significant danger to surrounding residents and those in the Designated Training Area. The proposal to locate in a rural area is to avoid the costs of having to implement air traffic control.

This opinion is incorrect.

Airspace is broadly divided into two main categories: uncontrolled and controlled airspace, which is regulated by Airservices Australia. Controlled airspace relates to areas that are actively monitored and managed by air traffic controllers and generally relates to major airports (such as Sydney, Gold Coast, etc). Most of the Australian airspace is uncontrolled and does not have air traffic control services.

Movements in uncontrolled airspace are governed by Civil Aviation Regulations.

The application was referred to Bega Valley Shire Council's General Manager with respect to the proposed flight circuit training at Merimbula Airport, which is owned by Bega Valley Shire Council (BVSC). BVSC

forwarded the referral to Airport Agencies, Council's contracted operators of the airport. Advice from Airport Agencies follows:

The examples of issues cited for Merimbula airport are quite distinct from the proposed type of activity that it is not possible to draw a comparison.

It is noted that aerobatic joy flights have safety, visual and noise impact characteristics that generally aggravate communities. Therefore, the potential for such activities to generate complaints is markedly different to the type of flight activity proposed.

This is also confirmed by a number of the submissions made to DA2017.445 for the recreational flight school at Frogs Hollow which raised concerns about the potential for acrobatic flight training and manoeuvres (although, it is detailed in the application that this would not form part of any flight training conducted).

Further, the proposed aircraft to be used are light recreational aircraft with a MTOW of not more than 600kg and a four-stroke engine. Such aircraft generate noise that is significantly less compared with acrobatic aircraft and vintage aircraft, which have far more powerful engines, generating higher noise levels. Generally, vintage aircraft generally have a MTOW of several thousand kilograms (commonly 4,000kg).

The noise generated would also be an order to magnitude lower than the SAAB 340 turboprop aircraft used by Regional Express for regular passenger transport services (RPT). It is also noted that the sound levels of the turboprop aircraft taxiing on the runway at airports generates the highest level of noise. The proposed flight training at Merimbula airport would comprise circuit training and there would be no need for taxiing of the proposed aircraft when utilising this airport.

It is also cited that the community are concerned by the Regional Express passenger transport services that depart Merimbula at 6.30am. The proposed flight school would not result in any operations at Merimbula airport prior to 7.30am. Further, the flight schedule would be at a very low intensity. Any use of Merimbula airport would commence with an average of 60 circuits per day of use, conducted in 3 sessions of approximately 20 minutes length. There would be no use of the Merimbula airport until, at earliest, Stage 4 of the proposed development.

It is considered that the response provided by the Merimbula airport contract operator is based on a misinterpretation of the level of activity that would be proposed for Merimbula. As indicated above, there would be no use of the Merimbula airport until, at earliest, Stage 4 of the proposed development. At Stage 4 of the proposed development when use of Merimbula airport (and other nominated airports) would commence, flight training would not occur every day. The proposed flight school would not undertake flight training between early-December and early-February. The Socio-Economic Impact Assessment found these to be busier periods for Merimbula in terms of tourist visitation.

The proposed flight school would not conduct flight training on Sundays or public holidays. On Saturdays, there would only be limited remedial training that would not include use of the other surrounding airports including Merimbula.

The use of Merimbula airport would occur between Monday and Friday and generally occurring only 10 days per month. The use of Merimbula airport would commence with an average of 3 sessions of approximately 20 minutes length. At ultimate capacity in Stage 9 of the proposed development, activity would incrementally increase to approximately 3 sessions of 32 minutes, between the hours of 7.30am and 5.30pm. The impacts on Merimbula (and other nominated airports) are considered low.

The application was referred to Eurobodalla Shire Council's General Manager with respect to the proposed flight circuit training at Moruya Airport, which is owned by Eurobodalla Shire Council. Advice from Eurobodalla Shire Council's General Manager follows:

The response provided by ESC General Manager contradicts ESC Council's *adopted Moruya Airport Masterplan 2015.*

The Moruya Airport Masterplan 2015 refers to general aviation airports such as Bankstown, Sydney, Moorabbin, Parafield and Jandakot and their ability to "handle several hundred thousand aircraft movements per year, the majority of which are related to the training of commercial airline pilots" (Eurobodalla Shire Council, 2015, p.14). It goes on to say that Moruya would be unable to accommodate such activity but could support recreational and private pilot training as this would have a lower intensity of aircraft movements per year. The proposed development is consistent with this information in the adopted Masterplan.

The adopted Moruya Airport Masterplan 2015 states the following:

"*On the other hand [compared with general aviation pilot training], recreational and private pilot training, or independent training of individuals towards commercial licences, is generally a more relaxed affair. The location of Moruya Airport would make it extremely attractive to trainee pilots in these categories as a place to combine training activities with other pursuits and enjoyment of the local area. Given that there are also increasing pressures (both commercial and operationally) for non-intensive pilot training businesses to relocate from the major metropolitan GA airports, it is considered that there are significant opportunities for such businesses to establish or relocate their operations at Moruya*." (Eurobodalla Shire Council, 2015, p.14).

The adopted Airport Masterplan also states the following under Section 5.4 in respect of Aviation Tourism:

"*When combined with the existing tourism-focussed aviation businesses operating from the airport the prospects for future growth of these businesses, and the opportunities for attracting further tourism-related activity to the airport, it is considered that a significant opportunity exists to develop tourism facilities which are geared towards the aviation activity at the airport*" (Eurobodalla Shire Council, 2015, p.16).

The adopted Masterplan also references a possibility of accommodation for "customers of aviation businesses including skydiving and pilot training". This is consistent with the proposed development at Frogs Hollow.

Furthermore, the ERSA Sheet for Moruya Airport already notifies airport users that ultralight flight training occurs at the airport. Moruya Airport is relatively isolated on a headland on the northern side of where the Moruya River meets the coast. The Moruya Racecourse is located adjacent to the airport, but residential development is located further away on the southern side of the river and estuary.

It is considered that the response provided by ESC General Manager is also based on a misinterpretation of the level of activity that would be proposed for Moruya. Under no circumstances would flight training be proposed at Moruya every day. The proposed flight school would not undertake any flight training between mid-December and mid-February. In the adopted Airport Masterplan, December and January are notably busier periods at Moruya Airport.

The proposed flight school would not conduct flight training on Sundays or public holidays. On Saturdays, there would only be limited remedial training that would not include use of the other surrounding airports including Moruya.

The use of Moruya airport would occur between Monday and Friday and generally occurring only 10 days per month. Flight training would occur in approximately 3 sessions of 32 minutes, between the hours of 8am and 5pm. The impacts on Moruya (and other nominated airports) are considered low.

The proposed flight training would include an average of 96 circuits per day of use. This would occur at full capacity of the proposed flight training facility upon Stage 9. There would be no use of the Moruya Airport until Stage 4 of the proposed development and would commence with an average of 60 circuits per day of use, conducted in 3 sessions of 20 minutes length.

There is little potential for the proposed flight training to impact on the regular passenger transport services provided by Regional Express. These aircraft travel at much greater speeds and would have priority over the recreational aircraft under the Civil Aviation Regulation 1988 – 166 Operating on and in the vicinity of non–controlled aerodromes.

Council raises a concern that passenger transport services could be affected. It is also noted that passenger transport services operate compatibly with flight training activities at numerous other airports including Wagga Wagga and Port Macquarie. As an example, the Port Macquarie Airport Masterplan 2010 details that in 2008 there were over 6,000 passenger transport movements (around 19 per day) combined with 37,000 general aviation movements. These were accommodated by a Main Code 3C Runway 03/21 and a supplementary Code 1A grass runway 10/28. The facilities at Moruya (a Main Code 3C Runway 18/36 supplemented with a Code 1B runway 04/22) exceed these standards at Port Macquarie and would be subjected to comparatively less activity than Port Macquarie. Moruya currently supports eight passenger transport movements per day on average. Of these, only four would occur during the possible spread of flight training (8am to 5pm) and those times of arrival and departure of RPT services could be easily avoided.

Cooperation with other airport users is not an issue that would be unique to the student pilots associated with the proposed flight school. It is a reality for all airport users, and not unlike different road users who must cooperate with each other.

The application was referred to East Gippsland Shire Council's Chief Executive Officer with respect to the proposed flight circuit training at Mallacoota Airport, which is owned by East Gippsland Shire Council. Advice from East Gippsland Shire Council's Director Development, on behalf of the CEO, follows

The response from East Gippsland Shire Council's Director Development acknowledges that there is considerable capacity at Mallacoota Airport for the conduct of recreational flight training activities. We are not aware of an adopted Masterplan for Mallacoota Airport; however, Council's website page relating to the airports states "There are approximately 4,500 annual aircraft movements a year resulting in no air traffic congestion and a large amount of available capacity. The strategic site location of the Mallacoota Aerodrome offers uninterrupted flying days with no loss due to heat or fog. The area is known for its good flying weather, visibility and low surrounding terrain.". (East Gippsland Shire Council, n.d, https://www.eastgippsland.vic.gov.au/Services/Aerodromes/Mallacoota_Aerodrome_Pilot_Information)

The airport is isolated from other sensitive land uses. The nearest receptors are located at the southern fringe of the Mallacoota town, 4km to the north-east of the airport. There are no other sensitive receptors nearby. Residents of the town would be unlikely to be adversely impacted by noise given the significant separation from the airport to the township and the intended level of aircraft movements. By comparison, the intended operations at Frogs Hollow comply with the noise criteria, which use the minimum background noise levels of 35db(A) as the base criteria.

The Council identifies that some residents have concerns with pollution resulting from the proposed use of Mallacoota Airport. An air quality assessment based on activity at Frogs Hollow found that the intended operations would not exceed air pollution criteria under the EPA Approved Methods at any receptor surrounding the airfield. Given the lower intensity of activity at Mallacoota and the further distance to receptors, air quality would also comply for the proposed activity at Mallacoota.

It is acknowledged that standard landing fees are not imposed by East Gippsland Shire Council. According to Council's website, this is to "encourage business attraction to the region" (see reference above). It is anticipated that Council may wish to enter into an agreement with SAFCA directly. SAFCA would discuss this with Council officers should development consent for the proposal be forthcoming.