

COUNCIL ASSESSMENT REPORT

HUNTER AND CENTRAL COAST REGIONAL PLANNING PANEL

PANEL REFERENCE & DA NUMBER	PPSHCC-135 - 16-2022-428-1
PROPOSAL	Alterations and additions to existing short stay car park and associated road network at Newcastle Airport – including demolition of existing car park, staged construction of new car park including 161 spaces and associated roof structures, road network and pedestrian paths, installation of electric vehicle charging, landscaping and storm water infrastructure
ADDRESS	LOT: 43 DP: 1045602 55 Slades Road WILLIAMTOWN
APPLICANT	Barr Property and Planning Pty Ltd
OWNER	Commonwealth Government – Department of Defence/ Newcastle Airport Pty Limited
DA LODGEMENT DATE	9/06/2022
APPLICATION TYPE	Regionally Significant Development
REGIONALLY SIGNIFICANT CRITERIA	Clause 3(d), Schedule 6 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> : Council related development over \$5 million; Clause 5(a), Schedule 6 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> : Private Infrastructure and Community Facilities – Air Transport Facilities
CIV	\$9,757,413 (excluding GST)
CLAUSE 4.6 REQUESTS	Nil
KEY SEPP/LEP	<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> <i>State Environmental Planning Policy (Precincts - Regional) 2021</i> <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> <i>State Environmental Planning Policy (Planning Systems) 2021</i> <i>Port Stephens Local Environmental Plan 2013</i>
TOTAL & UNIQUE SUBMISSIONS KEY ISSUES IN SUBMISSIONS	Nil
DOCUMENTS SUBMITTED FOR CONSIDERATION	Attachment 1: Recommended Conditions of consent Attachment 2: Architectural Plans Attachment 3: Staging Plan

	Attachment 4: Landscape Plan Attachment 5: Stormwater Management Plan Attachment 6: Owners Consent Attachment 7: Statement of Environmental Effects Attachment 8: Cost Estimate Report Attachment 9: Transport Assessment Attachment 10: Arborists Report Attachment 11: Waste Management Plan Attachment 12: Summary of Site Conditions – Contamination and ASS Attachment 13: Acid Sulfate Soils Attachment 14: Accessibility Report Attachment 15: Construction Management Plan Attachment 16: Security Treatments Advice Note Attachment 17: Lighting Advice Note Attachment 18: Flood Certificate Attachment 19: AHIMS Search Result Attachment 20: Barr P & P RFI Response Letter – 8 August Attachment 21: HATCH Letter 5 August 22
SPECIAL INFRASTRUCTURE CONTRIBUTIONS (\$7.24)	N/A
RECOMMENDATION	Approval with conditions
DRAFT CONDITIONS TO APPLICANT	No
SCHEDULED MEETING DATE	15 September 2022
PLAN VERSION	5 August 2022
PREPARED BY	Dylan Mitchell – Principal Development Planner
DATE OF REPORT	8 September 2022

EXECUTIVE SUMMARY

The development application (DA) seeks consent for alterations and additions to the existing Short Stay 1 Car Park at the Newcastle Airport. The development is proposed to be constructed in six stages to minimise disruption to airport operations.

The proposal includes the following key elements:

- Demolition of existing car park surface, entry and exit gates, kerbs;
- Removal of trees and existing landscaping;
- Reconfiguration of existing car park layout and resurfacing with new asphalt resulting in a reduction in the total number of spaces from 233 to 161;
- Reconfiguration of connecting roads and associated alterations to kerbs and forecourt depth;
- Construction of roof structures over car parks and walkways with rooftop solar panels;
- New pole mounted pathway and street lighting;

- Installation of 4 Electric Vehicle (EV) charging stations;
- Associated stormwater and civil works, excavation and trenching for new service installation.

The proposed staging of the development is as follows:

- Stage 1a: Construction of the western side of the car park, including 58 car parks, roof structures, pedestrian walkway and crossing to the terminal building.
- Stage 1b: Construction of the remaining eastern side of the car park, including 103 car parks, roof structures, pedestrian walkways and new road.
- Stage 2: Widen existing footpath in directly in front of the terminal building.
- Stage 3a: Construct a covered pedestrian walkway linking the terminal building and existing short stay car park located further south.
- Stage 3b: Construct a covered pedestrian walkway from Long Stay Car park 1 to the terminal building.
- Stage 4: New entry exit road to the existing short stay car park located further south and Long Stay Car Park 1.

The site is an irregular shaped lot that measures an area of approximately 20.7ha. The site consists of the Newcastle Airport Terminal and associated aircraft maintenance facilities and hangars, airport taxiway and other associated infrastructure including car parking.

The site is relatively flat and largely clear of vegetation. All existing vegetation includes landscape plantings installed as part of previous developments. Access to the site is from Williamtown Drive, which is in part, a private access road, connecting to Nelson Bay Road.

The area subject to the proposed works is located adjacent the Airport Terminal building currently used as the existing short-stay car park, which contains 233 parking spaces. The car park is accessed via a slip lane from Williamtown Drive with access restricted by a boom gate. The car park is enclosed by a low bollard style fence and landscaping comprising a number of mature trees. The car park is bisected by a pedestrian pathway, depicted with line marking.

The subject lot is subject to a number of historic development approvals. Of particular relevance, Development Consent No. 16-2008-940-4 was issued by Council on 13 August 2014 for the alterations and additions to the Airport Terminal. The consent provides for six stages of development. Stage 1 works of the Terminal Expansion were completed in 2016 and included enabling works for relocation of existing car parking, provision of additional car parking areas, relocation of services, road works, and extension of the public concourse.

Stages 2 to 4 of Development Consent No. 16-2008-940-4 propose a series of new car parking areas, linkages, roads and the relocation of services and utilities. These stages were predicated on the basis that the existing Department of Defence transpiration ponds and sewerage farm located on Lot 201, DP 1091749, would be removed prior to these Stages commencing. Works to facilitate removal of the transpiration ponds have not progressed, meaning that Stages 2 to 4 of Development Consent No. 16-2008-940-4, have not been able to be implemented. The Department of Defence have indicated that the removal of transpiration ponds and sewerage farm could occur in the next five to seven years, however, there is no planned program to this effect according to the applicant.

Another related Development Consent (DA 16-2021-1153-1) was approved by Port Stephens Council in April 2022 for the proposed car park extension on nearby land that would create 175 additional short stay car parks and 905 additional long stay car parks to service the airport. The car parks approved under this existing development consent will offset the 72 car parks lost under the current proposal. Construction of this development is currently underway.

The site is located within the Draft Williamtown Special Activation Precinct (SAP), which is implemented under *State Environmental Planning Policy (Precincts-Regional) 2021*

(Precincts Regional SEPP). The Masterplan is expected to be finalised in late 2022 and there are currently no draft SEPP provisions for consideration. Notwithstanding, the proposal is consistent with the draft Masterplan.

The key issues relating to the proposal include consistency with the approved consent for terminal expansion works and the management of traffic and car parking. These issues have been resolved and the proposal can be supported with conditions.

The proposal required referral the following external agencies:

- Hunter Water Corporation (S.51 of the Hunter Water Act 1991);
- Transport for NSW (S.2.121 of *SEPP (Transport and Infrastructure) 2021*);
- Department of Defence (S.7.4 – Airspace Operations *Port Stephens Local Environmental Plan 2014*);
- Ausgrid (S.2.48 of *(Transport and Infrastructure) 2021*);
- Environment Protection Authority (Williamstown PFAS Management Area); and

All external agencies, aside from Hunter Water Corporation (HWC) raised no objection to the proposal. HWC initially requested additional information including water quality modelling. Following further consultation with HWC it was concluded that further detailed design and modelling could occur prior to the issue of a Construction Certificate, on the basis that the proposed bioretention device is conceptually suitable from a water quality perspective. A condition to this effect has been recommended on the conditions provided at **Attachment 1**.

Jurisdictional prerequisites to the grant of consent imposed by the following controls have been satisfied including:

- Section 4.6 of the Resilience and Hazards SEPP for consideration of whether the land is contaminated;
- Section 2.48(2) of the Transport and Infrastructure SEPP in relation to electricity infrastructure;
- Section 2.122(4) of the Transport and Infrastructure SEPP In relation to Traffic-generating development.

The application was exhibited from 25 January 2022 – 8 February 2022 in accordance with the provisions of the Port Stephens Council Community Engagement Strategy. No submissions were received with relation to the subject development application.

The proposal is regionally significant development pursuant to Section 2.19(1) as it satisfies the criteria in Clause 3(d) of Schedule 6 of the Planning Systems SEPP being development for which Council is a party to an agreement or arrangement relating to the development which has a capital investment value (CIV) of over \$5m. The nature of the agreement or arrangement is that Port Stephens Council is part owner of Newcastle Airport Pty Ltd.

The proposal is also regionally significant development pursuant to Section 2.19(1) as it satisfies the criteria in Clause 5(a) of Schedule 6 of the Planning Systems SEPP as the proposal is for development ancillary to an air transport facility, with a CIV of over \$5m.

A briefing was held on 13 July 2022 where key issues were discussed, including consistency with the existing terminal consent, traffic and car parking and construction and traffic management procedures.

The key issues associated with the proposal included:

1. *Consistency with terminal consent* – The issue has been resolved through a recommended condition of consent, which requires an application to modify the road and car parking network approved under DA 16-2008-940-4 under Section 4.55 of the EP&A Act 1979 to correspond with this consent. Alternatively, the consent can be surrendered.

2. *Traffic and car parking* – The proposed traffic and car parking arrangements were supported by a Transport Assessment, Rev A, dated 20 May 2022 prepared by JMT consulting. The proposed development has been reviewed by Council’s traffic engineer and TfNSW who have not raised any traffic or access related issues. The loss of 72 car spaces will be offset by 1,080 spaces recently approved under DA 16-2021-1153-1.
3. *Construction Management* – The proposed construction management methodology is crucial to ensuring the continuation of airport operations during construction. Accordingly, a Construction Management Plan, Version 1.0, dated 20 July 2022 and prepared by Construction Control, has been submitted with the application which details the relevant staging, traffic management, pedestrian safety and other environmental management procedures to be adopted, in order to minimise disruption to airport operations and ensure the safety of airport users.

Following a detailed assessment of the proposal, pursuant to Section 4.16(1)(a) of the *EP&A Act*, DA 16-2022-428-1 is recommended for approval subject to the reasons contained at **Attachment A** of this report.

1. THE SITE AND LOCALITY

1.1 The Site

The proposal is located within Port Stephens Local Government Area (LGA), approximately 27.2km north of the Newcastle CBD.

The site, legally identified as LOT: 43 DP: 1045602 is an irregular shaped lot that measures an area of approximately 20.7ha. The site consists of the Newcastle Airport Terminal and associated aircraft maintenance facilities and hangars, airport taxiway and other associated infrastructure including car parking.

The site is relatively flat and largely clear of vegetation. All existing vegetation includes landscape plantings installed as part of previous developments. Access to the site is from Williamtown Drive, which is in part, a private access road, connecting to Nelson Bay Road.

The area subject to the proposed works comprises a 1.7ha area adjacent airport terminal building and at the location of the airports existing short-stay car park, which contains 233 parking spaces. The car park is accessed via a slip lane from Williamtown Drive with access restricted by a boom gate. The car park is enclosed by a low bollard style fence and landscaping comprising a number of mature trees. The car park is bisected by a pedestrian pathway, depicted with line marking.

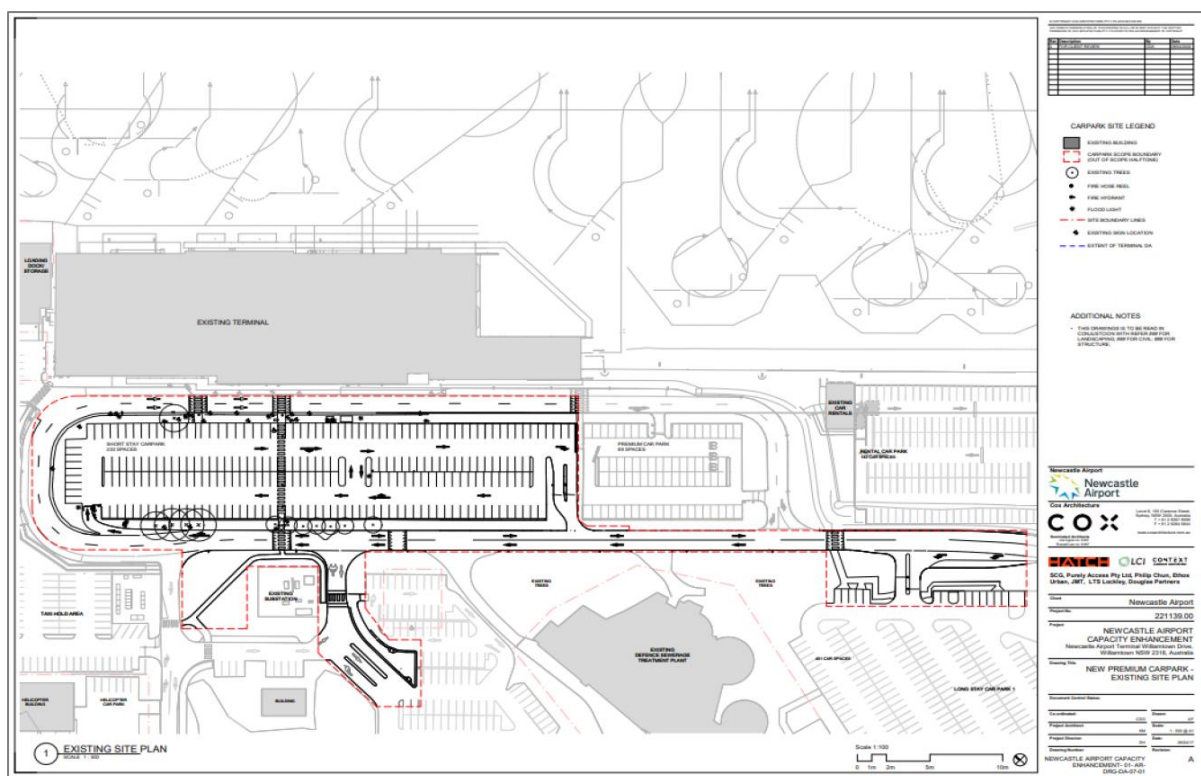


Figure 1: Existing Site Plan

The site is located within the draft Williamstown Special Activation Precinct (SAP) which is to be implemented under *State Environmental Planning Policy (Precincts-Regional) 2021* (Precincts Regional SEPP). Newcastle Airport and Royal Australian Air Force (RAAF) Base are at the centre of the precinct, allowing the precinct to capitalise on the emerging aerospace industry and become a leading defence and aerospace precinct. Once finalised the Williamstown Special Activation Precinct master plan will be the 40-year strategic plan for the precinct.

During April-June, the department sought feedback from the community, businesses, government agencies and other stakeholders during the exhibition of the draft Master Plan for the precinct. Submissions are now being assessed and considered to inform the final master plan. The Master Plan is expected to be finalised in late 2022. The draft Master Plan identifies the site as part of the 'airport zone' and therefore the proposed car parking alterations and additions are consistent with the draft Master Plan.



Figure 2: Locality Plan from SEE

The site is mapped as containing the following constraints:

- Weed infestation
- Bushfire Prone Land – vegetation buffer and Category 3
- Acid Sulfate Soils – Class 4
- Koala Habitat Planning Map – Mainly Cleared, 50m buffer over cleared and preferred habitat.
- Endangered Ecological Communities – Swamp Sclerophyll Forest
- Aircraft Noise - ANEF 2025 – 35-40, 40+
- Height Trigger Map – RAAF Base Williamtown
- Birdstrike Group C
- Extraneous Lighting Zone A, B, C & D
- Hunter Water Special Area
- NSW Wildlife Atlas – Fauna – Koala, Black-necked Stork, Emu, Swift Parrot, Squirrel Glider, Grey-headed Flying-fox.
- PFAS Contamination Management Area – Primary Management Zone

1.2 The Locality

The immediate locality is zoned for various SP2 – infrastructure purposes including Defence, Air Transport Facility and Public Utility Undertaking. To the south is a large area zoned B7 – Business Park. The broader surrounds are zoned RU2 Rural Landscape and C1 – National Parks and Nature Reserves.

The adjoining site to the north and west (Lot 201 DP 1091749) comprises Royal Australia Air Force (RAAF) Base Williamtown and the runway shared between the Newcastle Airport and the RAAF Base. The site immediately to the south (Lot 11 DP 1036501) contains an approved 101 lot business park subdivision for defence and airport related development known as the ‘Astra Aerolab’, which is currently under construction. A number of smaller lots exist to the east and south east, which include various commercial uses related to the

airport. A 95 room Mercure Hotel exists on the corner of Williamtown Drive and Technology Place.

2. THE PROPOSAL AND BACKGROUND

2.1 The Proposal

The development application (DA) seeks consent for the reconfiguration of the existing Short Stay 1 Car Park at the Newcastle Airport (See Figure 3 below). The development is proposed to be constructed in six stages to minimise disruption to airport operations. The proposal includes the following key elements are summarised as follows:

- Demolition of existing car park surface, entry and exit gates, kerbs;
- Removal of trees and existing landscaping;
- Reconfiguration of existing car park layout and resurfacing with new asphalt resulting in a reduction in the total number of spaces from 233 to 161;
- Reconfiguration of connecting roads and associated alterations to kerbs and forecourt depth;
- Construction of roof structures over car parks and walkways with rooftop PV system;
- New pole mounted pathway and street lighting;
- Installation of 4 Electric Vehicle (EV) charging stations;
- Associated stormwater and civil works, excavation and trenching for new service installation.

The proposed staging of the development is as follows:

- Stage 1a: Construction of the western side of the car park, including 58 car parks, roof structures, pedestrian walkway and crossing to the terminal building.
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- Stage 2: Widen existing footpath in directly in front of the terminal building.
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- Stage 3b: Construct a covered pedestrian walkway from Long Stay Car park 1 to the terminal building.
- Stage 4: New entry exit road to the existing short stay car park located further south and Long Stay Car Park 1.

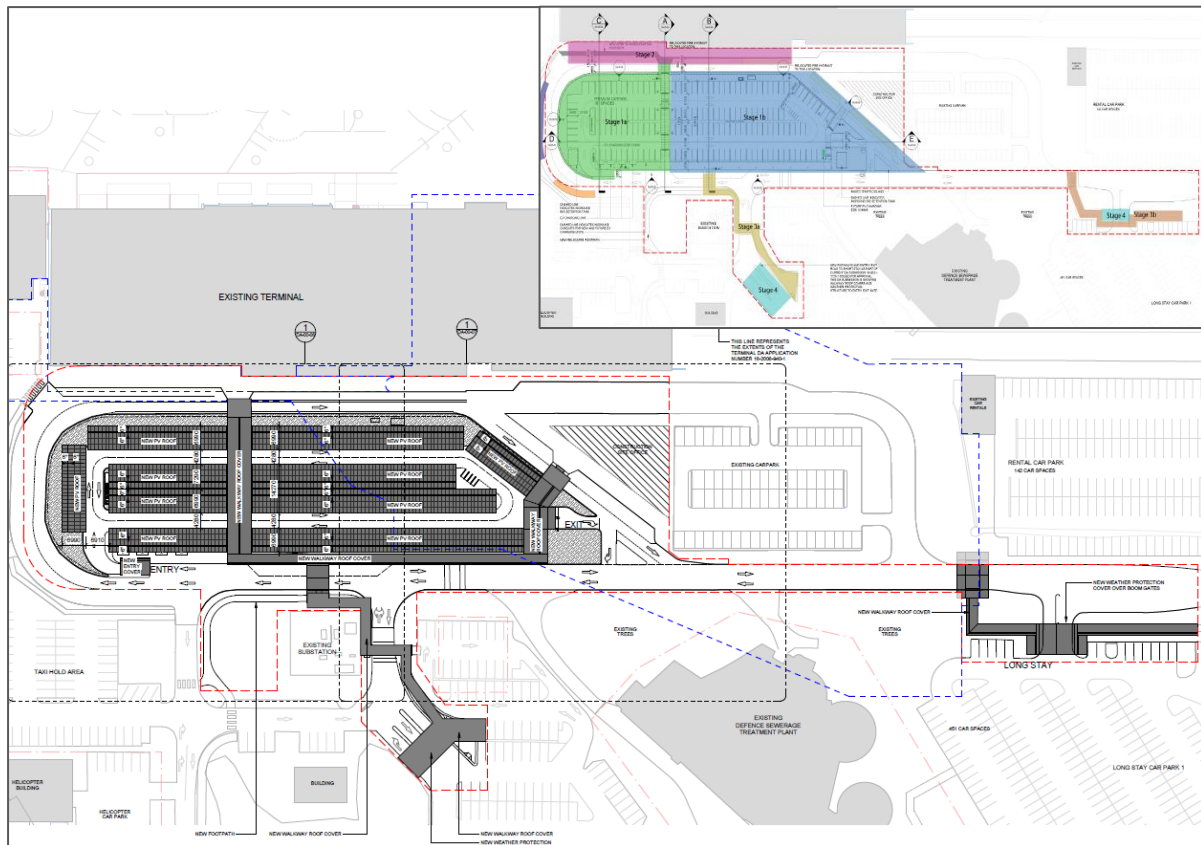


Figure 3: Proposed Car Park Layout (Staging Inset)

Demolition

The proposed demolition works are predominately located within the extent of the existing Short Stay 1 Car Park. The proposed demolition works include the following:

- Demolition of carpark surface for new paved walkways. The existing asphaltic concrete will be milled off and resurfaced with new asphaltic concrete;
- Demolition of existing landscaping beds centrally located in the carpark;
- Localised demolition for new footings for Photovoltaic (PV) roof structures;
- Demolition of existing landscaping and kerbs to southern side of car park for new walkway, landscaping, and in ground trench for cabling conduits;
- Removal of trees, and existing landscaping;
- Removal of line marking for new line marking; and
- Relocation of existing entry and exit boom gates and associated equipment for reuse in the proposed new carpark layout.

Traffic, Car Parking and Access

The proposed car park includes 161 car parking spaces, including 8 accessible car parking spaces. The proposed car park includes the following key features:

- New diagonal road at the eastern boundary of the new car park, reducing the length of the existing loop road. The revised loop road is to accommodate the future terminal expansion;
- Changes to exit arrangements for vehicles accessing the new premium car park with dual exit points to accommodate efficient vehicle egress from the site;
- Relocation of boom gate infrastructure to better align with vehicle movement paths; and
- New pedestrian pathways linking the premium car park to other parts of the airport including the terminal building, bus stop zone and adjoining short and long stay car parking areas.

Car Park and Walkway Roof Structures

The proposed car park roof structures are of steel frame construction with PV panels located on the rooftop. The proposed walkway roof structures consist of an aluminium panel system and will provide weather protection to pedestrians walking from the terminal to the car park.

The roof structures over car parking are typically 4.7m high. The tallest roof structures cover the pedestrian crossings, which are 6.5m high to accommodate both pedestrians and vehicles (See Figure 4 below).

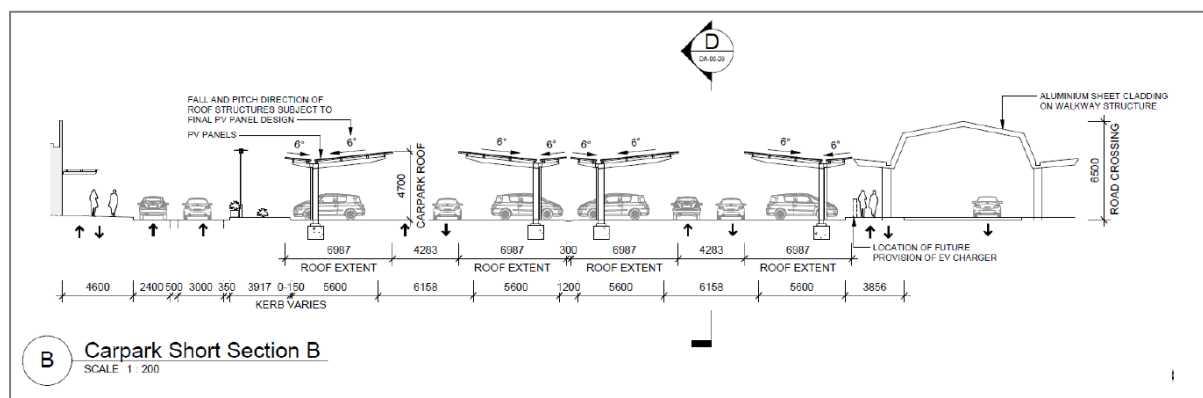


Figure 4: Proposed Canopy Section

Stormwater and Drainage

A Stormwater Management Plan has been prepared by HATCH Ltd, Revision P05 and dated 23.05.2022. Gutters and downpipes will be provided in the locations shown on the stormwater management plan and will direct stormwater to two (2) bioretention basins on the western and eastern extents of the car park. The bioretention basins will have a combined surface area of 50m² and will be covered in vegetated landscaping.

Tree Removal

The broader site contains a total of 97 existing individual trees. The development proposes the removal of 41 native trees and shrubs located within the development footprint of the subject site. The tree removal is proposed to be offset with new native vegetation as proposed in the landscaping plan.

Table 1: Development Data

Control	Proposal
Site area	1.7ha
GFA	N/A
Clause 4.6 Requests	Nil
Max Height	6.5m
Car Parking spaces	161

2.2 Background

The development application was lodged on **9 June 2022**. A chronology of the development application since lodgement is outlined below, including the Panel's involvement (briefings, deferrals etc.) with the application:

Table 2: Chronology of the DA

Date	Event
9 June 2022	DA lodged
9 June 2022	DA referred to external agencies
21 June 2022	Exhibition of the application
6 July 2022	Request for Information from Council to applicant
13 July 2022	Panel kick off briefing
8 August 2022	Amended plans and written response to Council's RFI was lodged, including: <ul style="list-style-type: none">• Amended footpath layout;• Details regarding final use of temporary construction site office; and• Removed future signage locations
17 August 2022	Construction Environmental Plan submitted in response to Council's RFI
7 September 2022	Council Assessment Report finalised

2.3 Site History

The subject lots are subject to a number of historic development approvals. The relevant approvals for each lot are summarised in Table 4 below.

Table 3: History of Development Approvals

Lot	DA Number	Approved of Works	Date of approval
Lot 11 DP 1036501	16-2009-324-3	101 lot subdivision known as the 'Astra Aerolab'	23 March 2022
Lot 43 DP 1045602	16-2014-293-2	Alterations and Additions - Car Park Upgrade	5 November 2015
	16-2008-940-4	Alterations and Additions to Airport Terminal	13 August 2014

Lot 1 DP 854099	16-2014-293-2	Alterations and Additions - Car Park Upgrade	5 November 2015
	16-2008-940-4	Alterations and Additions to Airport Terminal	13 August 2014
Lot 201 DP 1091749	N/A	N/A	N/A

Of particular relevance, Development Consent No. 16-2008-940-4 was issued by Council on 13 August 2014 for the alterations and additions to the Airport Terminal. The consent provides for six stages of development. Stage 1 works of the Terminal Expansion were completed in 2016 and included enabling works for relocation of existing car parking, provision of additional car parking, relocation of services, road works, extension of the public concourse and junction with existing Terminal.

Stages 2 to 4 of Development Consent No. 16-2008-940-4 propose a series of new car parking areas, linkages, roads and the relocation of services and utilities. These stages were predicated on the basis that the existing Department of Defence transpiration ponds and sewerage farm located on Lot 201, DP 1091749, would be removed prior to these Stages commencing. Works to facilitate removal of the transpiration ponds have not progressed, meaning that Stages 2 to 4 of Development Consent No. 16-2008-940-4, have not been able to be implemented. The Department of Defence have indicated that the removal of transpiration ponds and sewerage farm could occur in the next five to seven years, however, there is no planned program to this effect according to the applicant.

The proposed road network and car park layout, when compared to DA 16-2008-940-4 (terminal consent) does not correspond.

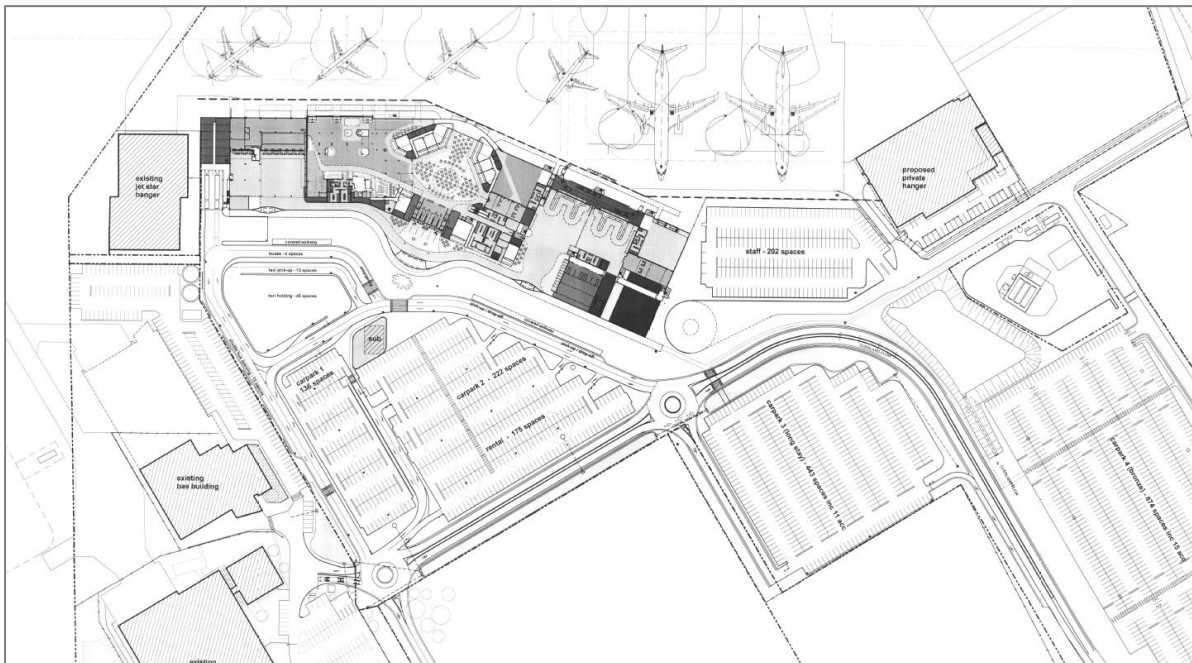


Figure 5: Approved Terminal Building and Road Network Layout

Another related Development Consent (DA 16-2021-1153-1) was approved by Port Stephens Council in April 2022 for the proposed car park extension involving the following works (See Figure 6 below):

- Construction of 175 additional short stay car parks and 905 additional long stay car parks.
- Installation of new hardstand and stormwater drainage.
- Installation of landscaping, pedestrian pathways, fencing and lighting.
- Provision of new line marking of existing and new car parking spaces.
- Removal of five (5) trees.
- Filling of land.

This development straddles the Newcastle Airport land being Lot 43, DP 1045602, Lot 1 DP 854099 and Lot 201 DP 1091749 and the Astra Aerolab site being Lot 11, DP 1036501. The extension to the existing car parks will provide for a total of 399 short stay and 1484 long stay in these locations.

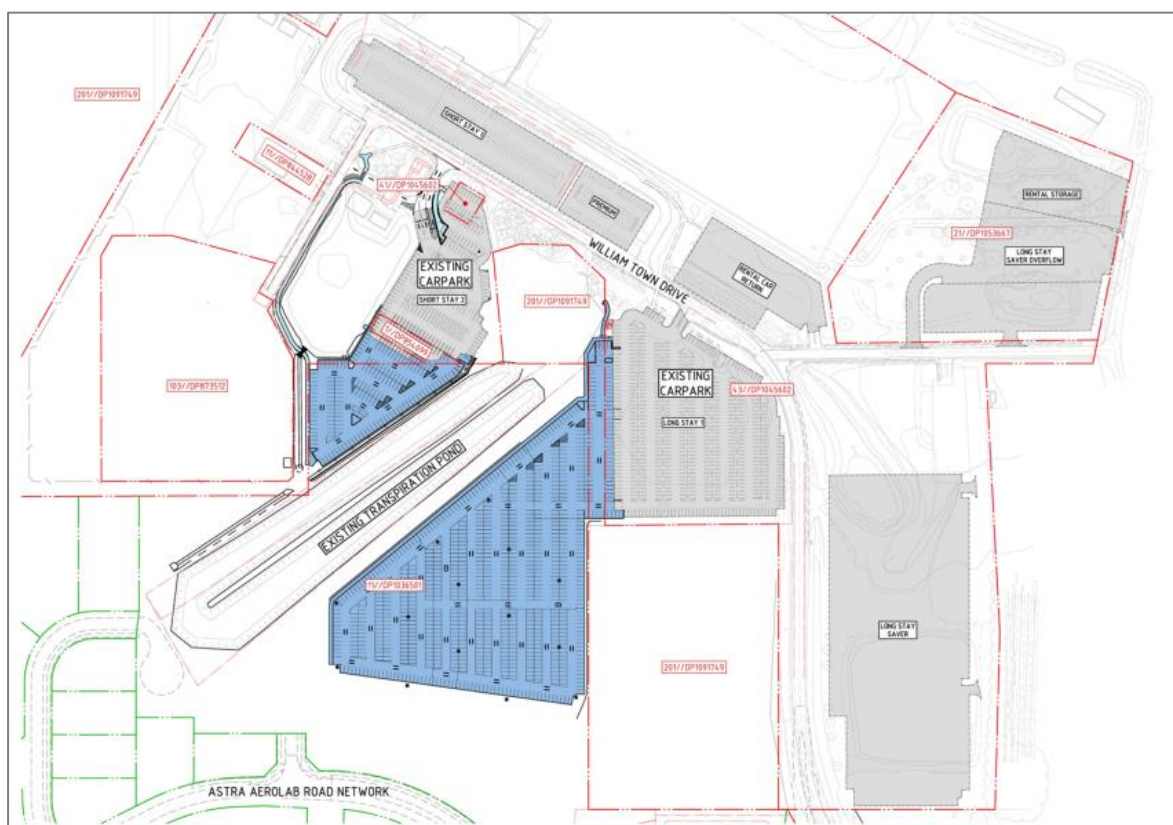


Figure 6: Approved DA 16-2021-1153-1

3. STATUTORY CONSIDERATIONS

When determining a development application, the consent authority must take into consideration the matters outlined in Section 4.15(1) of the *Environmental Planning and Assessment Act 1979* ('EP&A Act'). These matters as are of relevance to the development application include the following:

- (a) *the provisions of any environmental planning instrument, proposed instrument, development control plan, planning agreement and the regulations*
 - (i) *any environmental planning instrument, and*
 - (ii) *any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*
 - (iii) *any development control plan, and*
 - (iiia) *any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and*
 - (iv) *the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,*
- (b) *the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*
- (c) *the suitability of the site for the development,*
- (d) *any submissions made in accordance with this Act or the regulations,*
- (e) *the public interest.*

These matters are further considered below.

The proposal is not considered to be (which are considered further in this report):

- Integrated Development (s4.46)
- Designated Development (s4.10)
- Requiring concurrence/referral (s4.13)
- Crown DA (s4.33) - written agreement from the Crown to the proposed conditions of consent must be provided

3.1 Environmental Planning Instruments, proposed instrument, development control plan, planning agreement and the regulations

The relevant environmental planning instruments, proposed instruments, development control plans, planning agreements and the matters for consideration under the Regulation are considered below.

(a) Section 4.15(1)(a)(i) - Provisions of Environmental Planning Instruments

The following Environmental Planning Instruments are relevant to this application.

- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Precincts—Regional) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *Port Stephens Local Environmental Plan 2013;*

A summary of the key matters for consideration arising from these State Environmental Planning Policies are outlined in **Table 3** and considered in more detail below.

Table 3: Summary of Applicable Environmental Planning Instruments

EPI	Matters for Consideration	Comply (Y/N)
State Environmental Planning Policy (Biodiversity & Conservation) 2021	<p><u>Chapter 2: Vegetation in non-rural areas</u> Section 2.6 provides that a person must not clear vegetation in a non-rural area of the State to which Part 3 applies. Section 2.10 provides that Council may issue a permit for tree removal.</p> <p>The development application seeks consent for the removal of 41 trees to facilitate the construction of the development.</p> <p>The proposed tree removal was assessed by Council's Landscape Management Officer and the removal supported as replacement landscaping is proposed by the applicant consistent with Council's landscape technical specifications.</p> <p><u>Chapter 4: Koala Habitat Protection 2021</u> Section 4.8 requires that the application must be consistent with the approved koala plan of management that applies to the site.</p> <p>The 41 native trees proposed for removal are mapped in a 'mainly cleared' mapped area, are not Preferred koala feed trees, and are unlikely to significantly affect the local population if removed.</p> <p>On this basis, the proposal is consistent with the Port Stephens Comprehensive Koala Plan of Management (CKPoM), which constitutes compliance with Chapter 4 of this SEPP.</p>	Y
State Environmental Planning Policy (Planning Systems) 2021	<p>Chapter 2: State and Regional Development Section 2.19(1) declares the proposal regionally significant development pursuant to Clause 3 and 5 of Schedule 6:</p> <ul style="list-style-type: none"> • Clause 3(d), Schedule 6 of <i>SEPP (Planning Systems) 2021</i>: Council related development over \$5 million; and • Clause 5(a), Schedule 6 of <i>SEPP (Planning Systems) 2021</i>: Private Infrastructure and Community Facilities – Air Transport Facilities 	Y
State Environmental Planning Policy (Precincts—Regional) 2021	<p>The site is located within the draft Williamstown Special Activation Precinct (SAP). During April-June, the department sought feedback from the community, businesses, government agencies and other stakeholders during the exhibition of the draft master plan for the precinct. The draft Master Plan identifies the site as part of the 'airport zone' and therefore the proposed car parking</p>	N/A

	<p>alterations and additions are consistent with the draft Master Plan. The master plan is expected to be finalised in late 2022.</p> <p>There are no current or draft provisions to consider under this SEPP.</p>	
SEPP (Resilience & Hazards)	<p><u>Chapter 4: Remediation of Land</u></p> <p>Section 4.6 requires consent authorities to consider whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its contaminated state for the purpose for which the development is proposed to be carried out.</p> <p>Contamination and remediation has been considered in the Contamination Report and the proposal is satisfactory subject to the recommended conditions.</p>	Y
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p><u>Chapter 2: Infrastructure</u></p> <ul style="list-style-type: none"> • Section 2.48(2) (Determination of development applications—other development) – electricity transmission - the proposal is satisfactory subject to the recommended conditions. • Section 2.122(4) - Traffic-generating development - In response to the referral, TfNSW made no objection, concluding that there will be no significant impact on the nearby classified (State) road network. No conditions were recommended by TfNSW. 	Y
Proposed Instruments	<p><u>Williamtown Special Activation Precinct (State Environmental Planning Policy (Precincts—Regional) 2021</u></p> <p>The site is located within the draft Williamtown Special Activation Precinct. During April-June, the department sought feedback from the community, businesses, government agencies and other stakeholders during the exhibition of the draft master plan for the precinct. The master plan is expected to be finalised in late 2022.</p> <p>There are no current or draft provisions to consider under this SEPP.</p>	N/A
LEP	<p>The following LEP clauses are relevant to the proposal:</p> <ul style="list-style-type: none"> • Height of buildings (CI 4.3(2)) • Heritage (CI 5.10) • Flood Planning (CI 5.21) • Acid sulphate soils (CI 7.1) • Earthworks (CI 7.2) • Airspace Operations (CI. 7.4) • Development in areas subject to aircraft noise (CI 7.5) • Essential Services (CI. 7.6) 	Y

	<ul style="list-style-type: none"> • Drinking Water Catchments (Cl. 7.8) <p>The proposal is generally consistent with the LEP.</p>	
DCP	<p>The following DCP provisions are relevant to the proposal:</p> <ul style="list-style-type: none"> • B1 – Tree Management • B2 – Natural Resources • B3 – Environmental Management • B4 – Drainage and Water Quality • B5 – Flooding • B6 – Williamstown RAAF Base – Aircraft Noise and Safety • B7 – Heritage • B8 – Road Network and Parking <p>The proposal is generally consistent with the DCP.</p>	Y

Consideration of the relevant SEPPs is outlined below.

State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 2: Vegetation in non-rural areas

Chapter 2 Vegetation in Non-Rural Areas of the Biodiversity and Conservation SEPP aims to protect the biodiversity values and preserve the amenity and other vegetation in non-rural areas of the State. The chapter works in conjunction with the Biodiversity Conservation Act 2016 and the Local Land Services Amendment Act 2016 to create a framework for the regulation of clearing of native vegetation in NSW.

The SEPP contains provisions similar to those contained in the former (now repealed) clause 5.9 of Port Stephens Local Environmental Plan 2013 and provides that Council's Development Control Plan can make declarations with regards to certain matters and provides that Council may issue a permit for tree removal.

The development application seeks consent for the removal of 41 trees to facilitate the construction of the development. All existing trees are part of previous landscape works around the car park and access road.

To support the proposed tree removal, an arborist report, prepared by EMM Consulting, Report No. E220242 RP1 and dated 25 May 2022.

The arborist report details that the proposed works will require the removal of 41 trees. Of the 41 trees proposed for removal, 18 are of moderate retention value, 13 of low retention value and 10 of very low retention value. Trees located along the southern side of the car park will be impacted upon by the proposed canopy as will eight trees along the northern side of the car park. A further 3 trees are impacted by amended road realignments. A further 4 trees while not being impacted by the proposed works, are proposed for removal due to poor health and low retention value.

The proposed tree removal was assessed by Council's Landscape Management Officer and the removal supported as replacement landscaping is proposed by the applicant consistent with Council's landscape technical specifications.

Chapter 4: Koala Habitat Protection 2021

This policy aims to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and reverse the current trend of koala population decline. The SEPP replaces the previous State Environmental Planning Policy No 44 - Koala Habitat Protection.

Chapter 4 applies to all zones other than RU1 (Primary Production), RU2 (Rural Landscape) and RU3 (Forestry) in the Port Stephens Local Government Area.

Section 4.8 requires that the application must be consistent with the approved koala plan of management that applies to the site. In Port Stephens, the relevant plan is the Comprehensive Koala Plan of Management (CKPoM).

The proposed development is located within an area mapped as 'mainly cleared' on Council's Koala Habitat Planning Map (2000). Areas of 'preferred koala habitat' and '50m buffer over cleared land' are located in proximity to the site, as shown in Figure 7 below. A number of koala sightings on the airport site and surrounds are also recorded in the NSW Wildlife Atlas.



Figure 7: Koala Habitat Planning Map

The 41 native trees proposed for removal are mapped in a 'mainly cleared' mapped area, are not 'Preferred koala feed trees', and are unlikely to significantly affect the local population if removed.

On this basis, the proposal is consistent with the Port Stephens Comprehensive Koala Plan of Management, which constitutes compliance with Chapter 4 of this SEPP.

State Environmental Planning Policy (Planning Systems) 2021 ('Planning Systems SEPP').

Chapter 2: State and Regional Development

The proposal is *regionally significant development* pursuant to Section 2.19(1) as it satisfies the criteria in Clause 3(d) of Schedule 6 of the Planning Systems SEPP as the proposal is development for which Council is a party to an agreement or arrangement relating to the development, which has a capital investment value (CIV) of over \$5m. The nature of the

agreement or arrangement is that Port Stephens Council is part owner of the Newcastle Airport Pty Ltd.

The proposal is also regionally significant development pursuant to Section 2.19(1) as it satisfies the criteria in Clause 5(a) of Schedule 6 of the Planning Systems SEPP as the proposal is for development ancillary to an air transport facility, with a CIV of over \$5m.

Accordingly, the Hunter and Central Coast Regional Planning Panel (the Panel) is the consent authority for the application. The proposal is consistent with this Policy.

State Environmental Planning Policy (Precincts—Regional) 2021

Chapter 3 Activation Precincts of the State Environmental Planning Policy (Precincts—Regional) 2021 seeks to promote economic development, industry investment and innovation through the implementation of Activation Precincts.

The site is located within the draft Williamstown Special Activation Precinct. During April-June, the department sought feedback from the community, businesses, government agencies and other stakeholders during the exhibition of the draft master plan for the precinct. Submissions are now being assessed and considered to inform the final master plan. The Master Plan is expected to be finalised in late 2022.

There are no current or draft provisions to consider under this SEPP.

State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4: Remediation of Land

The provisions of Chapter 4 of *State Environmental Planning Policy (Resilience and Hazards) 2021* ('the Resilience and Hazards SEPP') have been considered in the assessment of the development application. Section 4.6 of Resilience and Hazards SEPP requires consent authorities to consider whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out.

The application included a site condition report prepared by Douglas Partners, Project no. 211445.00 dated 6 May 2022. The report identifies the following potential contamination sources on site:

- Imported fill;
- Disturbance of soils within the airport area as part of former RAAF activities;
- Demolition of structures;
- Fuel storage and use;
- Per and poly fluoroalkyl substances (PFAS) use (primary source - RAAF) and subsequent secondary sources (e.g. Lake Cochran; and
- Surface waters, groundwater).

The report further details that there is a potential for construction activities to encounter potentially contaminated soils, including materials associated with the above sources. Construction activities that could encounter contaminated soil conditions include, but are not limited to:

- Excavation for foundations (e.g. shallow footings for structures, piles, covered walkway footings);
- Excavation for installation of underground utilities (e.g. sewer);
- Excavation for pavement construction; and
- Dewatering of excavations.

The report recommends that the contamination can be suitably managed during construction, through environmental management procedures for the assessment, treatment and management of excess soils and groundwater.

Due to the site location within the PFAS Contamination Management Area – Primary Management Zone and confirmation in the summary report of the presence of PFAS in the sites soils, a referral was sent the NSW Environment Protection Authority (EPA). The EPA is the lead authority for the management of PFAS in NSW. In response, the EPA highlighted that the management of PFAS through the implementation of various management plans to be implemented throughout construction was appropriate and supported the application with conditions relating to the management plans. The conditions relate to PFAS sampling (in accordance with the PFAS National Environmental Management Plan), identification of potential interaction with groundwater or soils containing PFAS, sediment and erosion and methods of preventing contact and exposure of PFAS during construction. The recommendations from the EPA have been included on the conditions at **Attachment 1**.

Subject to the Douglas Partner and EPA recommendations, the potential health and ecological risks associated with the contamination can be appropriately mitigated during construction and future use of the site.

On this basis, the proposal is considered to be consistent with Chapter 4 this SEPP.

State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2 Infrastructure

The aim of this Chapter is to facilitate the effective delivery of infrastructure across the State.

Section 2.48 applies to development comprising works adjacent to electricity assets. The application was referred to Ausgrid in accordance with Section 2.48 of this SEPP due to the proposals proximity to overhead and underground electrical assets owned by Ausgrid. In response, Ausgrid made no objection to the application, subject to standard conditions relating to maintain separation distances from Ausgrid assets during construction. A condition is recommended requiring compliance with the Ausgrid conditions.

Section 2.121 requires referral of traffic generating developments to TfNSW for comment. The development is traffic generating development as nominated under Schedule 3 of the SEPP as it includes a car park with more than 50 spaces with connection to a classified road (Nelson Bay Road). In response to the referral, TfNSW made no objection, concluding that there will be no significant impact on the nearby classified (State) road network, as traffic is not expected to be generated by the car park, rather it would be generated by the future terminal related expansions which would increase the operating capacity of the airport. Similarly, TfNSW noted that the intersection upgrade of Nelson Bay Road and Williamstown Drive is a condition of the approved consent for the expansion of the terminal building, and will occur parallel to the terminal upgrade.

On this basis, the proposal satisfies the requirements of Section 2.121 of the SEPP.

Port Stephens Local Environmental Plan 2013

Preliminary (Part 1)

The relevant local environmental plan applying to the site is the *Port Stephens Local Environmental Plan 2013* ('the LEP'). The aims of the LEP include the following:

- (a) to cultivate a sense of place that promotes community well-being and quality of life,
- (b) to provide for a diverse and compatible mix of land uses,
- (c) to protect and conserve environmental values,
- (d) to facilitate economic growth that contributes to long-term employment,
- (e) to provide opportunities for housing choice and support services tailored to the needs of the community,
- (f) to conserve and respect the heritage and cultural values of the natural and built environments,
- (g) to promote an integrated approach to the provision of infrastructure and transport services,
- (h) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts.

The proposal is consistent with these aims as the proposal is part of larger plans to expand the airport operations and terminal building to service the future growth of the Newcastle Airport. The proposed car park alterations are appropriately designed to ensure there are no adverse impacts to the built and natural environment.

Zoning and Permissibility (Part 2)

The site is zoned SP2 Defence/Air Transport Facility pursuant to Clause 2.2 of the LEP.

The objectives of the SP2 Infrastructure zone:

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

The proposed car park is ancillary to and supports the sites operation as an airport, as defined in the definitions in Clause 4 (contained in the dictionary) which is consistent with the SP2 Special purpose zoning for Defence/Air Transport Facility.

The proposed car park is consistent with the above listed objectives as it supports the continued operation and future expansion of the Newcastle Airport.

General Controls and Development Standards (Part 2, 4, 5 and 6)

The LEP also contains controls relating to development standards, miscellaneous provisions and local provisions. The controls relevant to the proposal are considered in **Table 4** below.

Table 4: Consideration of the LEP Controls

Control	Requirement	Proposal	Comply
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Height of buildings (CI 4.3(2))	No maximum building height specified.	<p>The proposed roof structures are a maximum of 6.5m in height above existing ground level. The proposed height of the structures is in keeping with the context and character of the area, being significantly less tall than the adjacent terminal building. The proposal is consistent with the objectives of this clause which are as follows:</p> <p>(a) to ensure the height of buildings is appropriate for the context and character of the area.</p> <p>(b) to ensure building heights reflect the hierarchy of centres and land use structure.</p>	Yes
Heritage (CI 5.10)	Clause 5.10 specifies the requirements for consent and associated assessment requirements for impacts relating to European and Aboriginal heritage.	<p>The proposal is not located on or near any local or state listed heritage items. An AHIMS search confirms there are no previously recorded Aboriginal sites. The site has been subject to significant prior ground disturbing activities and there are no Aboriginal sensitive landscape features within 200m of the proposed works.</p> <p>A condition of consent is recommended regarding the implementation of an unexpected finds procedure.</p> <p>Subject to this condition, the proposal is consistent with the requirements of this clause.</p>	Yes
Flood Planning (CI 5.21)	Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development complies with the following matters:	The proposed development is located on land mapped within the Flood Planning Area – low hazard flood fringe. The development proposes to maintain the existing finished levels for the car park of approximately 4.5m-5m AHD and egress to Nelson Bay Road via	Yes

	<p>(a) is compatible with the flood function and behaviour on the land, and</p> <p>(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and</p> <p>(c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and</p> <p>(d) incorporates appropriate measures to manage risk to life in the event of a flood, and</p> <p>(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses</p>	<p>Williamstown Drive, which are above the Flood Planning Level. The finished level is sufficient to protect property from the flood risk while also allowing evacuation of the site to mitigate risk to life.</p> <p>As the proposal does not involve any fill and is located a significant distance from the nearest waterway, the proposal would not result in any adverse flood impacts to the surrounding area or cause environmental degradation to waterways.</p> <p>On this basis, the proposal satisfies the requirements of this clause.</p>	
Acid sulphate soils (CI 7.1)	<p>The subject land is mapped as containing potential Class 4 acid sulfate soils.</p> <p>Under Clause 7.1, on land mapped class 4 acid sulfate soils, consent is required for works more than 2 metres below the natural ground surface or works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface.</p>	<p>The application included a summary of site conditions report prepared by Douglas Partners, Project no. 211445.00 and dated 6 May 2022 and subsequent letter dated 2 September 2022.</p> <p>The report details investigation undertaken to a depth of 4.5m, which indicate the existing and Potential Acidity results in the detailed acid sulfate soil tests (chromium suite) were below the adopted National Acid Sulfate Soil Guidance action criteria for sands. The</p>	Yes

		<p>proposal does not entail excavations below 4.5m and accordingly, the Douglas Partners report concludes that an acid sulfate soil management plan is not required.</p> <p>On this basis, the proposal satisfies clause 7.1.</p>	
Earthworks (CI 7.2)	<p>Under Clause 7.2(3) before granting development consent for earthworks (or for development involving ancillary earthworks), the consent authority must consider the following matters—</p> <p>(a) the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development,</p> <p>(b) the effect of the development on the likely future use or redevelopment of the land,</p> <p>(c) the quality of the fill or the soil to be excavated, or both,</p> <p>(d) the effect of the development on the existing and likely amenity of adjoining properties,</p> <p>(e) the source of any fill material and the destination of any excavated material,</p> <p>(f) the likelihood of disturbing relics,</p> <p>(g) the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area,</p>	<p>The application proposes minor earthworks on the site associated with excavations for foundations and installation of underground utilities to a maximum depth of 4.5m.</p> <p>The proposed earthworks, subject to the recommended conditions, will include appropriate sediment and erosion controls to prevent adverse impacts to the environment. Prior ground disturbing works at the site and an AHIMS search confirms there is a low likelihood of disturbing relics. No fill is proposed to be imported to the site.</p> <p>Subject to the recommended conditions relating to the sediment and erosion controls, the proposal satisfies the requirements of this clause.</p>	

	(h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.		
Airspace Operations (Cl. 7.4)	<p>Clause 7.4(2) provides that if a development application is received and the consent authority is satisfied that the proposed development will penetrate the Limitation or Operations Surface, the consent authority must not grant development consent unless it has consulted with the relevant Commonwealth body about the application.</p> <p>Sub clause 3 provides that the consent authority may grant development consent for the development if the relevant Commonwealth body advises that—</p> <p>(a) the development will penetrate the Limitation or Operations Surface but it has no objection to its construction, or</p> <p>(b) the development will not penetrate the Limitation or Operations Surface.</p>	<p>The subject site is located within the Limitation or Operations Surface map in an area where all structures are to be referred to Defence. The proposed development does not include any buildings, however, the proposed roof structures and light poles could present a navigational hazard.</p> <p>Accordingly, the proposal was referred to Defence for comment. In response, no objection was made relating to the height of the proposal. However, Defence offered comments relating to extraneous lighting and glare and recommended that any development comply with the extraneous lighting controls detailed in NASF Guideline E, which has been included in the recommended conditions of consent.</p> <p>Subject to the condition, the proposal complies with the requirements of this clause.</p>	Yes
Development in areas subject to aircraft noise (Cl 7.5)	<p>Clause 7.5(2) provides that (2) This clause applies to development that—</p> <p>(a) is on land that—</p> <p>(i) is near the RAAF Base Williamtown Airport, and</p>	<p>The proposed development is located on land identified as being within the 2021 40+ ANEF contour. However, the proposed development for an airport car park is not a noise sensitive development and on this basis satisfies the requirements of this clause.</p>	Yes

	<p>(ii) is in an ANEF contour of 20 or greater, and</p> <p>(b) the consent authority considers is likely to be adversely affected by aircraft noise.</p>		
Essential Services (Cl. 7.6)	Cause 7.6 provides that development consent must not be granted to development unless the consent authority is satisfied that services that are essential for the development are available or that adequate arrangements have been made to make them available when required.	The subject site is serviced by reticulated water, electricity and sewer. In addition, the application has demonstrated that stormwater drainage resulting from roof and hard stand areas can be catered for in accordance with Councils requirements. The subject land also maintains direct access to the local road network, meeting the requirements of this clause.	Yes
Drinking Water Catchments (Cl. 7.8)	<p>Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—</p> <p>(a) the development is designed, sited and will be managed to avoid any significant adverse impact on water quality and flows, or</p> <p>(b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or</p> <p>(c) if that impact cannot be minimised—the development will be managed to mitigate that impact.</p>	<p>The proposed development is located within a drinking water catchment and accordingly the requirements of this clause apply.</p> <p>The proposal has been designed so as not to result in negative impacts on the quality or quantity of water entering the drinking water storage through the use two bioretention basins management system. Subject to the recommended conditions, the proposed bioretention system would reduce the levels of identified pollutants to acceptable levels, prior to discharge from the site, in accordance with the requirements of the DCP. There are no anticipated adverse impacts on the drinking water catchment as a result of the proposed development.</p>	

		In addition, the application was referred to Hunter Water Corporation (HWC) accordance with Section 51 of the of the Hunter Water Act 1991. In response, HWC requested additional information including water quality modelling. Following further consultation with HWC, it was concluded that the requested detailed design and modelling could occur post consent prior to the issue of a construction certificate, on the basis that the proposed bioretention device is conceptually suitable.	
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The proposal is considered to be consistent with the LEP.

(b) Section 4.15 (1)(a)(ii) - Provisions of any Proposed Instruments

There are several proposed instruments which have been the subject of public consultation under the EP&A Act, and are relevant to the proposal, including the following:

- *Williamstown Special Activation Precinct Draft Masterplan - State Environmental Planning Policy (Precincts—Regional) 2021*
- *Draft Remediation of Land SEPP*

These proposed instruments are considered below:

State Environmental Planning Policy (Precincts—Regional) 2021

Chapter 3 Activation Precincts of the State Environmental Planning Policy (Precincts—Regional) 2021 seeks to promote economic development, industry investment and innovation through the implementation of Activation Precincts.

The site is located within the draft Williamstown Special Activation Precinct (SAP). During April-June, the department sought feedback from the community, businesses, government agencies and other stakeholders during the exhibition of the draft master plan for the precinct. Submissions are now being assessed and considered to inform the final master plan. The Master Plan is expected to be finalised in late 2022.

There are no current or draft provisions to consider under this SEPP. Despite this, the draft Master Plan identifies the site as part of the 'airport zone' and therefore the proposed car parking alterations and additions are consistent with the draft Master Plan.

Draft Remediation of Land State Environmental Planning Policy

The proposed Remediation of Land SEPP is intended to repeal and replace State Environmental Planning Policy No. 55 – Remediation of Land (SEPP No.55). The draft

SEPP, which was exhibited from 25 January to 13 April 2018, and is currently under consideration.

The proposed SEPP seeks to provide a state-wide planning framework to guide the remediation of land, including outlining provisions that require consent authorities to consider the potential for land to be contaminated when determining development applications; clearly lists remediation works that require development consent; and introducing certification and operational requirements for remediation works that may be carried out without development consent.

Consideration has been given to the suitability of the site with respect to potential land contamination under the SEPP Resilience and Hazards discussion elsewhere within this report. The subject site has been identified as suitable for the proposed development and further investigation in respect to contamination is not warranted in this instance.

The proposal is generally consistent with these proposed instruments.

(c) Section 4.15(1)(a)(iii) - Provisions of any Development Control Plan

The following Development Control Plan is relevant to this application:

- *Port Stephens Development Control Plan 2014* ('the DCP')

The Port Stephens Development Control Plan 2014 (DCP) is applicable to the proposed development and has been assessed below.

Chapter B1 – Tree Management

As discussed against SEPP (Biodiversity and Conservation) 2021 – Chapter 2 Vegetation in Non-Rural Areas above, the development application seeks consent for the removal of trees.

The development application seeks consent for the removal of 41 trees to facilitate the construction of the development. To support the proposed tree removal, an arborist report, prepared by EMM Consulting, Report No. E220242 RP1 and dated 25 May 2022.

The proposed tree removal was assessed by Council's Landscape Management Officer and the removal supported as replacement landscaping is proposed by the applicant consistent with Council's landscape technical specifications.

Chapter B2 – Natural Resources

The proposal seeks consent for the removal of 41 native trees. All of the trees are part of previous landscape plantings undertaken by the airport.

The proposed tree removal does not exceed the relevant area clearing threshold and does not involve clearing in a biodiversity values mapped area. As a result, the proposal does not trigger entry into the Biodiversity Offsets Scheme. Moreover, the trees proposed to be cleared are not threatened species habitat and therefore no significant impacts to threatened entities are expected to occur.

With regard to koalas, the proposed development is located within an area mapped as 'mainly cleared' on Council's Koala Habitat Planning Map (2000). Areas of 'preferred koala habitat' and '50m buffer over cleared land' are located in proximity to the site. The trees

proposed for removal are mapped in a 'mainly cleared' area, are not preferred koala feed trees, and are unlikely to significantly affect the local population if removed.

On this basis, the proposal is consistent with the Port Stephens CKPoM and the requirements of this chapter.

Chapter B3 – Environmental Management

Chapter B3 contains provisions relating to ASS and earthworks and have been assessed below.

Acid Sulfate Soils

As detailed within clause 7.1 discussion above, the proposed development could be undertaken, without impacts to ASS. In this regard, the development is consistent with the objective and requirements of this chapter.

Earthworks

As discussed at clause 7.2 above, the proposed development involves minor excavations associated with footings to a depth of 4.5m. The impacts of the proposed earthworks can be mitigated through conditions of consent. The proposal is therefore consistent with requirements of this chapter.

Chapter B4 – Drainage and Water Quality

A stormwater management plan was submitted with the application and includes adequate quality and quantity controls, which subject to conditions would be consistent with Councils policy. The stormwater drainage plan has been assessed as being conceptually consistent with the Infrastructure Specification and the water quality requirements of this section, by both Council's engineers and Hunter Water Corporation, who referred the application due to the site being located in a drinking catchment. A condition of consent has been recommended requiring the provision of detailed engineering plans, consistent with the water quality controls of this chapter, prior to the issue of a Construction Certificate.

Chapter B5 – Flooding

As discussed against Clause 5.21 of the PSLEP above, the proposed development is located on land mapped within the Flood Planning Area – low hazard flood fringe. The development proposes to maintain the existing finished levels for the car park of approximately 4.5m-5m AHD and egress to Nelson Bay Road via Williamtown Drive, which are both above the Flood Planning Level. The finished level is sufficient to protect property from the flood risk while also allowing evacuation of the site to mitigate risk to life.

As the proposal does not involve any fill and is located a significant distance from the nearest waterway, the proposal would not result in any adverse flood impacts to the surrounding area or cause environmental degradation to waterways.

On this basis satisfies the requirements of this chapter.

Chapter B6 – Williamtown RAAF Base - Aircraft Noise and Safety

The impact of aircraft noise on the proposed development has been assessed in the discussion against clause 7.5 of the PSLEP above. The proposed development is located on land identified as being within the 2021 40+ ANEF contour. Given the proposed development

is for an airport car park and not a noise sensitive development, the requirements of this chapter are satisfied.

Chapter B7 – Heritage

As discussed against Clause 5.10 of the PSLEP above, the proposal is not located on land identified as containing any local or state listed heritage items. An AHIMS search confirms there are no previously recorded Aboriginal sites located in the area of proposed works. Moreover, the works are proposed on land that is subject to previous disturbance and are unlikely to contain Aboriginal artefacts.

Chapter B8 – Road Network and Parking

The proposed car park works include the following key features:

- New diagonal road at the eastern boundary of the new car park, reducing the length of the existing loop road. The revised loop road is to accommodate the future terminal expansion;
- Changes to exit arrangements for vehicles accessing the new premium car park with dual exit points to accommodate efficient vehicle egress from the site;
- Relocation of boom gate infrastructure to better align with vehicle movement paths; and
- New pedestrian pathways linking the premium car park to other parts of the airport including the terminal building, bus stop zone and adjoining short and long stay car parking areas.

The proposed car park works are supported by a Transport Assessment, Rev A, dated 20.05.2022 and prepared by JMT consulting, which assessed car parking requirements, impact to the road network and pedestrian connectivity.

Car Parking

The proposed reconfiguration of the existing Short Stay 1 car park layout and resurfacing will result in a reduction in the total number of spaces from 233 to 161 – a net reduction of 72 parking spaces. The loss of spaces will be offset by the addition of 1,080 (175 short stay and 905) spaces approved under DA 16-2021-1153-1 in April 2022, which is currently under construction. All parking spaces within the premium car park have been designed to comply with the requirements of 'AS/NZS 2890.1:2004 Parking facilities – Off-street car parking'.

There is no on-site parking rate in the DCP for air transport facilities. Accordingly, a merits based assessment is applicable to the proposal. Considering the addition of 1,080 (175 short stay and 905) spaces under DA 16-2021-1153-1 is currently under construction, the provision of car parking is deemed suitable to support the existing airport operations.

On-site Access

The proposal largely retains existing vehicle circulation arrangements in and around the terminal buildings. Key changes resulting from the proposal include:

- New vehicle entry and exit points to/from the premium car park to provide for safer and more efficient vehicle manoeuvring;
- Dual exit points at the eastern end of the premium car park to accommodate efficient vehicle egress from the site; and

- Realignment of existing loop road circulation roadway to facilitate entry/exit to the premium car park and accommodate the future terminal expansion. This road realignment when compared to current conditions.

The roadways have all been designed to accommodate the swept path of the design vehicle (12.5m bus) travelling around the loop road and back onto Williamtown Drive. Swept path analysis has also been carried out for the 'B99' passenger vehicle entering, exiting and manoeuvring within the new premium car parking area.

Currently the road layout in front of the terminal buildings consists of a single traffic lane with an adjoining green hatched 'buffer zone' to provide additional manoeuvring area for vehicles and pedestrians. The proposed road layout will be largely consistent with that currently in place outside the terminal buildings.

The proposal, specifically the realignment of the existing loop road in front of the arrivals terminal, will provide for a safer environment for road users. Under existing arrangements buses turning left from the loop road onto Williamtown Drive must cross the road centre-line and travel in the opposing traffic lane for a short distance. The proposal to realign the loop road will allow for buses to turn left without having to cross the centre-line, consequently improving safety. A further improvement to road safety as a result of the proposal is the relocation of the car park entry boom-gate to better align with westbound traffic movements on Williamtown Drive.

The extent of kerbside space available for drop off and pick up will remain unchanged compared to current conditions. As part of the future Airport Terminal upgrade project (subject to a separate DA) additional space for kerbside drop off and pick up will be explored to accommodate the anticipated growth in airport traffic. The proposal for the new premium car park will not in itself increase pick up and drop off demand, and therefore given the amount of space available for this use will remain unchanged no impacts are anticipated from the proposal.

Council's traffic engineer supported the proposed realignment of internal access roads, new and amended egress and ingress points, including the overall internal layout reconfiguration of the existing Short Stay 1 car park.

Road Network

The proposed alterations and additions to the car park is not a generator of additional traffic. Additional traffic generation would only occur should the airport operations be expanded, which is not proposed under this application.

The proposed development has been reviewed by Council's traffic engineer and TfNSW who have not raised any traffic or access related issues and as a result, it is concluded that the existing road network is sufficient to cater for the proposed alterations and additions.

Pedestrian Connectivity

The development includes amendments to the existing network of pedestrian pathways and crossings within the car park and terminal area to enhance connectivity through the new premium car park as illustrated in Figure 8 below. Existing pedestrian crossing points are maintained on Williamtown Drive and the loop road, with an additional crossing point to be provided at the eastern end of the realigned loop road. Within the car park, a 3m wide internal pedestrian pathway will be provided to connect the existing departures terminal building with the short stay car parking areas to the south of the car park. Pedestrian

connections in an east-west direction will also be provided to connect with the existing bus stops as well as the arrivals terminal building and rental car park.

The proposal incorporates logical pedestrian paths connecting the car park to the terminal building. Pedestrian paths are appropriately delineated and separated from vehicle movements for pedestrian safety.

Given the above considerations, the objectives and requirements of B8 – Road Network and Parking are satisfied.

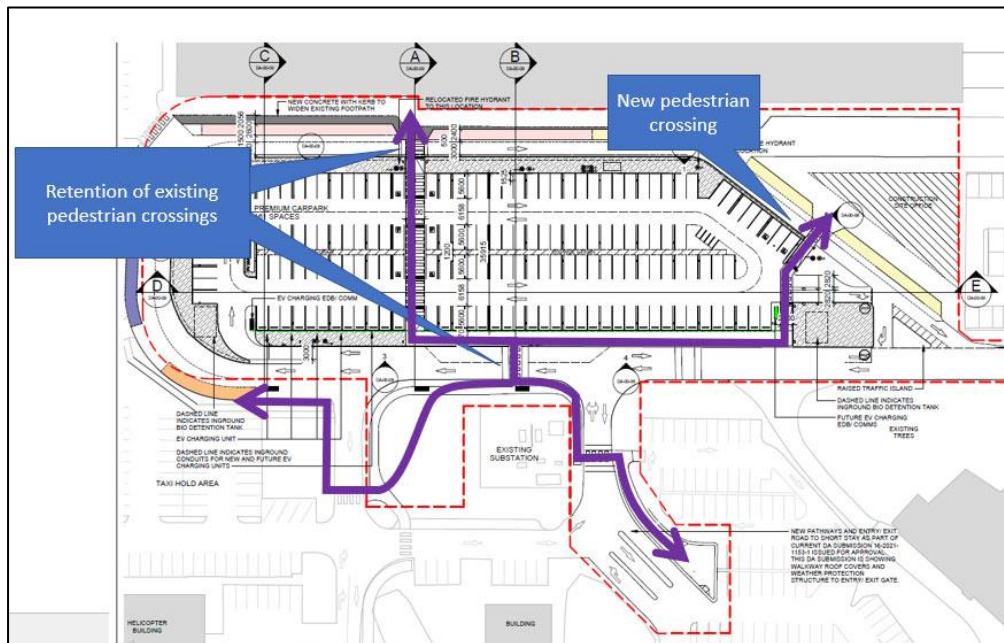


Figure 7: Proposed pedestrian connections

The following contributions plans are relevant pursuant to Section 7.18 of the EP&A Act and have been considered in the recommended conditions (notwithstanding Contributions plans are not DCPs they are required to be considered):

- *Port Stephens Local Infrastructure Contributions Plan*

This Contributions Plan has been considered and included the recommended draft consent conditions for fixed development contributions.

(d) Section 4.15(1)(a)(iiia) – Planning agreements under Section 7.4 of the EP&A Act

There have been no planning agreements entered into and there are no draft planning agreements being proposed for the site.

(e) Section 4.15(1)(a)(iv) - Provisions of Regulations

Section 61 of the 2021 EP&A Regulation contains matters that must be taken into consideration by a consent authority in determining a development application. However, none of the matters listed in Section 61 are relevant to the proposal.

3.2 Section 4.15(1)(b) - Likely Impacts of Development

This Section specifies the likely impacts of the proposed development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality must be considered. In this regard, potential impacts related to the proposal have been considered in response to SEPPs, LEP and DCP controls outlined above and the Key Issues section below.

The consideration of impacts on the natural and built environments includes the following:

- Context and setting – The proposal is considered to be generally consistent with the context of the site. The proposed car park alterations are appropriate as a result of the broader Newcastle Airport precinct and draft Williamstown Special Activation Precinct master plan. Visually, the proposed roof structures (max 6.5m) are of a scale that is appropriate in the context of the larger terminal building.
- Access and traffic – The proposed development is supported by a Transport Assessment, Rev A, dated 20.05.2022 and prepared by JMT consulting.

The proposed alterations and additions to the car park is not a generator of additional traffic, further noting any reduction in spaces is offset by additional parking areas currently under construction in the airport precinct. Additional traffic would only occur if the airports operations were expanded.

The proposed development has been reviewed by Council's traffic engineer and TfNSW who have not raised any traffic or access related issues and as a result, it is concluded that the existing road network is sufficient to cater for the proposed alterations and additions.

- Public Domain – The proposed car park incorporates appropriate landscaping to enhance the public domain. Logical pedestrian pathways connecting the car park to the terminal building have been provided. Pedestrian pathways are appropriately delineated and separated from vehicle movements for pedestrian safety.
- Utilities – The subject site is serviced by reticulated water, electricity and sewer.
- Heritage – The site does not contain any recorded heritage values and the likelihood of uncovering relics is considered low, due to the presence of previous ground disturbing activities. A condition of consent has been recommended to manage unexpected heritage finds procedures.
- Other land resources – The site is located in a drinking water catchment and therefore consideration has been given to the quality of water discharged from hard stand areas. The proposal includes discharge of water to a bioretention basin, which, subject to the recommended conditions would ensure Council, and Hunter Water Corporation water quality targets are achieved.
- Water/air/soils impacts - Consideration has been given to the suitability of the site with respect to potential land contamination under the SEPP Resilience and Hazards discussion elsewhere within this report. The subject site has been identified as suitable for the proposed development and further investigation in respect to contamination is not warranted in this instance.

With regard to water impacts, subject to the recommended conditions relating to sediment and erosion control no impacts are expected to local waterways. Impacts relating to dust generation during construction can be mitigated through the implementation of the Construction Environmental Management Plan submitted with the application.

- Flora and fauna impacts - The proposal seeks consent for the removal of 41 native trees. The proposed tree removal does not exceed the relevant area clearing threshold and does not involve clearing in a biodiversity values mapped area. As a result, the proposal does not trigger entry into the Biodiversity Offsets Scheme. Moreover, the trees proposed to be cleared are not threatened species habitat and therefore no significant impacts to threatened entities are expected to occur.
- Natural environment – The site is highly modified, having previously been levelled for the existing car park. No further changes to site contouring are proposed and no adverse impacts to the natural environment are expected to occur.
- Noise and vibration – Noise and vibration can be managed during construction in accordance with the Construction Environmental Management Plan submitted with the application.
- Natural hazards – The proposed development is located on land mapped within the Flood Planning Area. The proposal includes maintaining the existing finished levels for the car park and egress to Nelson Bay Road via Williamtown Drive, which are sufficient to allow evacuation of the site and appropriately mitigate risk to life and property from flooding. There are no other natural hazards that would impact the proposal.
- Safety, security and crime prevention – The reconfigured parking arrangements will be incorporated into the airports existing security regimes, as described in the Security Treatments Advice Note, project no. SCG01614 prepared by Security Consulting Group and dated 9 March 2022. The primary security and safety controls include CCTV cameras and lighting.
- Social impact – beneficial social impacts can be derived from the growth of the Newcastle Airport, which serves as a mass transport facility connecting to various domestic locations.
- Economic impact – The proposed development provides improved car parking areas and internal networks to service the future growth of the Newcastle Airport. Short-term employment would be generated by the car parks construction.
- Site design and internal design – The proposed car park layout is suitably designed to cater for the needs of the Newcastle Airport and intended future expansions. The application includes an accessibility report that confirms the proposed car park meets the principles of good accessible design and satisfies the relevant accessibility requirements of the Disability Discrimination Act 1992.
- Construction – temporary construction related impacts can be suitably managed in line with the construction environmental management plan submitted with the application and enforced via the associated recommended conditions of consent.
- Cumulative impacts – The proposal is generally consistent with the relevant planning controls and will not result in any adverse cumulative impacts.

Accordingly, it is considered that the proposal will not result in any significant adverse impacts in the locality as outlined above.

3.3 Section 4.15(1)(c) - Suitability of the site

The proposed development occupies an area already largely cleared of vegetation, which minimises the environmental impacts of the proposal. The proposal includes adequate stormwater quantity and quality controls, in accordance with Council requirements to ensure no adverse impacts to water quality of the drinking water catchment.

Flooding constraints are appropriately mitigated through the existing finished levels for the car park and egress to Nelson Bay Road via Williamstown Drive, which are sufficient to allow evacuation of the site and appropriately mitigate risk to life and property from flooding.

Site constraints relating to aircraft operations can be adequately managed through the recommended conditions of consent, as confirmed by the referral comments received from Defence.

3.4 Section 4.15(1)(d) - Public Submissions

The application was notified and advertised for a period of 14 days from 21 June 2022 to 5 July 2022. During this time, no submissions were received in relation to the proposal.

3.5 Section 4.15(1)(e) - Public interest

The proposed development provides reconfigured car parking areas to better service the future growth of the Newcastle Airport.

The development is consistent with the relevant environmental planning instruments as outlined in this report. There are no unacceptable environmental impacts anticipated to occur as a result of the proposal and there are no site constraints that would prohibit the development.

The proposal is consistent with the recently exhibited Draft Williamstown Special Activation Precinct Masterplan and aligns with the Hunter Regional Plan 2036, which recognises the airports role in positioning the Hunter as Australia's largest regional economy. The plan further identifies the need for expansion of the Newcastle Airport, enhancing its position as a 'global gateway'. The proposed alterations and additions to the car park are part of a larger suite of works to expand the airport terminal to cater for growing demand and the expansion of the airport to new destinations, directly in line with the aims of the Hunter Regional Plan.

On balance, the proposal is consistent to the public interest.

4. REFERRALS AND SUBMISSIONS

4.1 Agency Referrals and Concurrence

The development application has been referred to various agencies for comment/concurrence/referral as required by the EP&A Act and outlined below in Table 5.

There are no outstanding issues arising from these concurrence and referral requirements subject to the imposition of the recommended conditions of consent being imposed.

Table 5: Concurrence and Referrals to agencies

Agency	Concurrence/ referral trigger	Comments (Issue, resolution, conditions)	Resolved
Concurrence Requirements (s4.13 of EP&A Act)			
N/A			
Referral/Consultation Agencies			
Electricity supply authority	Section 2.48 – <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> Development near electrical infrastructure	Correspondence with the electrical supply authority, Ausgrid, has confirmed that the proposed works are in the vicinity of underground electricity assets. Accordingly, Ausgrid recommended compliance with Ausgrid's Network Standard 156 - Working near or around underground cables during works.	Y
Transport for NSW	Section 2.121 – <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> Development that is deemed to be traffic generating development in Schedule 3.	The application was referred to Transport for NSW (TfNSW) who made no objection and raised no requirements for the proposed development.	Y
Department of Defence	Section 7.4 – Airspace operations of the <i>Port Stephens Local Environmental Plan 2013</i> Development that penetrates the Limitation or Operations Surface.	The application was referred to the Department of Defence who made no objection to the application. Defence made comment regarding the height of structures, extraneous lighting, stormwater management, and bird strike risk. Subject to conditions relating to stormwater management, extraneous lighting and birdstrike prevention, the matters raised by Defence would be appropriately managed.	Y
Hunter Water Corporation	Section 51 Hunter Water Act 1991 - Consent authority to notify Corporation of certain applications etc S. 51(2) provides that If a consent authority within the area of operations or a special area receives a development	The application was referred to Hunter Water Corporation (HWC) in accordance with Section 51 of the of the Hunter Water Act 1991. In response, HWC requested additional information including water quality modelling. Following further consultation with HWC it was concluded that further	Y

	<p>application or building application in relation to any matter that, in the opinion of the consent authority, may:</p> <p>(a) significantly damage or interfere with the Corporation's works, or</p> <p>(b) significantly adversely affect the Corporation's operations, or</p> <p>(c) significantly adversely affect the quality of the water from which the Corporation draws its supply of water in a special area,</p> <p>the consent authority must, within 7 days of the receipt of the application, give the Corporation notice of the application.</p> <p>S.51(3) provides that the consent authority must take into account any submissions made by the Corporation in relation to the development application or building application in determining whether to consent to the development application or building application or to attach conditions to any such consent.</p>	<p>detailed design and modelling could occur prior to the issue of a construction certificate, on the basis that the proposed bioretention device is conceptually suitable.</p>	
Environment Protection Authority	<p>The development is located within the Williamstown PFAS Contamination Management Area – Primary Management Zone. EPA is the lead authority investigating the contamination issues.</p>	<p>In response, the EPA highlighted that the management of PFAS through the implementation of various management plans to be implemented throughout construction was appropriate and supported the application with conditions relating to the management plans. The conditions relating to PFAS sampling (in accordance with the PFAS National Environmental Management Plan), identification of potential interaction with groundwater or soils containing PFAS, sediment and erosion and methods of preventing contact and exposure of PFAS during</p>	Y

		construction have been included in Attachment 1.	
Integrated Development (S 4.46 of the EP&A Act)			
N/A			

4.2 Council Officer Referrals

The development application has been referred to various Council officers for technical review as outlined **Table 6**.

Table 6: Consideration of Council Referrals

Officer	Comments	Resolved
Engineering	Council's Engineering Officer reviewed the submitted stormwater concept plan and provided support subject to conditions.	Y
Traffic	Council's Traffic Engineering Officer reviewed the proposal and provided support to the development.	Y
Building	Council's Building Certification officer reviewed the proposal and provided support to the development.	Y
Environmental Health	Council's Environmental Health Officer reviewed the proposal and provided support to the development, subject to conditions relating to contamination.	Y
Natural Systems	Council's Natural Systems Officer reviewed the proposal and provided support to the development, subject to conditions.	Y
Vegetation Management	Council's Vegetation Management Officer reviewed the proposal and provided support to the development.	Y
Development Contributions	Council's Development Contributions Officer reviewed the proposal and provided support to the development.	Y

The outstanding issues raised by Council officers are considered in the Key Issues section of this report.

4.3 Community Consultation

The application was exhibited from 25 January 2022 – 8 February 2022 in accordance with the provisions of the Port Stephens Council Community Engagement Strategy. No submissions were received with relation to the subject development proposal.

5. KEY ISSUES

The following key issues are relevant to the assessment of this application having considered the relevant planning controls and the proposal in detail:

5.1 Consistency with existing consent for terminal upgrade

The layout of the car parking in the existing terminal approval (DA 16-2008-940-4) is significantly different to that shown in the proposed plans supporting this DA. The car park layout proposed in the current application provides an alternative to that approved in the terminal consent, as the approved layout requires the decommissioning of transpiration ponds and a sewerage farm, managed by Defence, which is not intended to occur for another 7 years. Accordingly, the applicant intends to modify the terminal consent to align with the car park layout proposed in this application.

Noting the inconsistency in layout between existing airport approvals and that proposed under this application, it is recommended a condition of consent be imposed which requires an application under Section 4.55 of the *EP&A Act 1979* be lodged to modify the road and car parking network approved under DA 16-2008-940-4 to correspond with this application.

Resolution: The issue has been resolved through a recommended condition of consent, which requires an application to modify the road and car parking network approved under DA 16-2008-940-4 be lodged under Section 4.55 of the *EP&A Act 1979* to correspond with this consent.

5.2 Traffic and Car Parking

The proposed reconfiguration of the existing Short Stay 1 car park layout and resurfacing will result in a reduction in the total number of spaces from 233 to 161 – a net reduction of 72 parking spaces. The loss of spaces will be offset by the addition of 1,080 (175 short stay and 905) spaces approved under DA 16-2021-1153-1 in April 2022, which is currently under construction. All parking spaces within the premium car park have been designed to comply with the requirements of 'AS/NZS 2890.1:2004 Parking facilities – Off-street car parking'.

There is no on-site parking rate in the DCP for air transport facilities. Accordingly, a merits based assessment is applicable to the proposal. Considering the addition of 1,080 (175 short stay and 905) spaces under DA 16-2021-1153-1 is currently under construction, the provision of car parking is deemed suitable to support the existing airport operations.

The proposed alterations and additions to the car park is not a generator of additional traffic. Additional traffic generation would only occur should the airport operations be expanded, which is not proposed under this application.

The proposed development has been reviewed by Council's traffic engineer and TfNSW who have not raised any traffic or access related issues and as a result, it is concluded that the existing road network is sufficient to cater for the proposed alterations and additions.

5.3 Construction Management

The proposed construction management methodology is crucial to ensuring the continuation of airport operations during construction. Accordingly, a Construction Management Plan, Version 1.0, dated 20 July 2022 and prepared by Construction Control, has been submitted with the application which details the relevant staging, traffic management, pedestrian safety and other environmental management procedures to be adopted, in order to minimise disruption to airport operations and ensure the safety of airport users. The key strategies adopted include:

- Sequencing of work across 6 stages, generally from east to west, allowing for the pedestrian path through the middle of the car park to be open at all times.
- The completion of the new Short Stay Carpark 2 approved under DA 16-2021-1153-1 and emptying of the existing carpark are preconstruction conditions.
- The majority of construction activities will be confined to a securely fenced site compound within the development footprint. Works which are conducted outside the main construction zone will be completed out of hours & agreed in consultation with Newcastle Airport Operations Team to ensure there are no impacts.
- Adjusting delivery times to avoid them coinciding with airplane departures and arrivals.
- Off-site fabrication, manufacture, and procurement of all major plant & equipment.
- Traffic controllers to manage construction gates and deliveries.
- The airport loop road, parallel to the terminal building is not to be used for construction during airport operating hours.
- All workers are to complete appropriate inductions, including site security procedures.

Subject to the identified construction management measures, disruption to airport operations and patron safety would be adequately mitigated. A condition of consent is recommended, requiring compliance with the Construction Management Plan, Version 1.0, dated 20 July 2022 and prepared by Construction Control during works.

6. CONCLUSION

This development application has been considered in accordance with the requirements of the EP&A Act and the Regulations as outlined in this report. Following a thorough assessment of the relevant planning controls, issues raised in submissions and the key issues identified in this report, it is considered that the application can be supported with conditions.

It is considered that the key issues as outlined in Section 6 have been resolved satisfactorily through amendments to the proposal and/or in the recommended draft conditions at **Attachment A**.

7. RECOMMENDATION

That Development Application DA 16-2022-428-1 for Alterations and Additions to the existing Short Stay Car Park and associated road network at Newcastle Airport at 55 Slades Road Williamstown be APPROVED pursuant to Section 4.16(1)(a) of the *Environmental Planning and Assessment Act 1979* subject to the draft conditions of consent to this report at **Attachment A**.

The following attachments are provided:

- Attachment 1: Recommended Conditions of consent
- Attachment 2: Architectural Plans

- Attachment 3: Staging Plan
- Attachment 4: Landscape Plan
- Attachment 5: Stormwater Drainage Plan
- Attachment 6: Owners Consent
- Attachment 7: Statement of Environmental Effects
- Attachment 8: Cost Estimate Report
- Attachment 9: Transport Assessment
- Attachment 10: Arborists Report
- Attachment 11: Waste Management Plan
- Attachment 12: Summary of Site Conditions – Contamination and ASS
- Attachment 13: Acid Sulfate Soils
- Attachment 14: Accessibility Report
- Attachment 15: Construction Management Plan
- Attachment 16: Security Treatments Advice Note
- Attachment 17: Lighting Advice Note
- Attachment 18: Flood Certificate
- Attachment 19: AHIMS Search Result
- Attachment 20: Barr P & P RFI Response Letter – 8 August
- Attachment 21: HATCH Letter 5 August 22