



Australian Government
Department of Defence

DELL/OUT/2022/BS29909717

Peter Wych

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Dear Mr Wych

**LANDOWNER CONSENT – PREMIUM CAR PARK RELOCATION
- NEWCASTLE AIRPORT PTY LTD (NAPL)**

I refer to your letter dated 13 April 2022 seeking the Department of Defence's ("Defence") consent on behalf of the Commonwealth of Australia as Lessor for the Premium Car park works over Lot 43/DP1045602.

I note that the proposed works are to relocate the Premium Car park and install covered walkways to adjoining car parks. I understand these works to be minor in nature involving construction of car park cover structures over existing car parks and covered walkways, footpaths and landscaping and that the works are to be undertaken in accordance with the Head Lease documentation and Vehicle Carriageway Licence.

Based on your letter dated 16 December 2021 and the Property and Site Plans provided, and noting that the proposed development is in accordance with the approved Masterplan, Defence hereby grants consent for the car park work over Lot 43/DP1045602, subject to consideration of the following matters.

Stormwater Management

Defence seeks an assurance that the proposed development of the land and the creation of hard stand areas will not divert any stormwater back onto the Base. Defence expects that post development flows would not exceed pre-development flows and stormwater runoff from the base should not be impeded from leaving the base.

RAAF Base Williamtown Obstacle Limitation or Operations Surface Map

Under the *RAAF Base Williamtown Obstacle Limitations or Operations Surface Map* the area is constrained by building height controls that protect airspace near RAAF Base Williamtown to ensure the safety of aircraft on approach, departure and low-flying manoeuvres. The height constraints map requires any structure that may pose a hazard to military aviation within a radius of approximately 15km of RAAF Base Williamtown be referred to Defence for comment. This includes vegetation and man-made structures including temporary structures such as cranes.

The height constraint restriction for the subject area requests that 'structures higher than 7.5m require referral to Defence'. The Port Stephens Council DCP constraints map would need to be considered in relation to any future proposed development of the site.

Bird Strike

The subject site is located in an area mapped by Defence as 'Birdstrike Group A'. In this area, certain land uses that have the potential to attract wildlife should be avoided as they will potentially increase the risk of bird strike to aircraft operating from RAAF Base Williamtown.

Organic waste and/or storage of commercial bins associated with the proposed development might be attractive to vermin and/or birds and will potentially increase the risk of bird strike to aircraft operating from RAAF Base Williamtown. Defence therefore requests that an appropriate condition for the management of organic waste (such as maximum storage onsite and the use of covered/enclosed bins) be included in any approval.

Extraneous Lighting and Glare

Outdoor lighting situated within 6.0km of an airfield has the potential to be confusing for pilots due to similarities with approach or runway lighting; can impede a pilot's ability to see; and can affect visibility from the Air Traffic Control tower due to brightness or glare. Defence has adopted the National Airports Safeguarding Framework (NASF) Guideline E: 'Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports' guidelines for extraneous lighting near its airfields. To mitigate potential safety issues, Defence recommends that any future development of the land complies with the extraneous lighting controls detailed in NASF Guideline E.

In particular, outdoor luminaries with no upward light component (e.g. 'aero-screen' type fittings) should be used for any outdoor lighting to minimise potential conflict with aircraft operations. Defence notes that lighting design is a developer responsibility.

Glare from reflective surfaces can also affect pilots' vision during daylight hours. Defence suggests that any future developments are to be comprised of non-reflective building materials. If it is later found that lights or glare endangers the safety of aircraft operations, Defence may require the lighting to be extinguished or suitably modified.

Should you have any further queries, please do not hesitate to contact me.

Yours sincerely

Bruce Bennett

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