PLANNING
THE FUTURE

# Statement of Environmental Effects Newcastle Airport Premium Carpark

## 1 Williamtown Drive, Williamtown

Prepared by Barr Planning

For Newcastle Airport Pty Limited

May 2022

# Document Control

| | |
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| Title: | NAPL Premium Car Park DA Williamtown |
| Address: | 1 Williamtown Drive, Williamtown |
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# Document Issue

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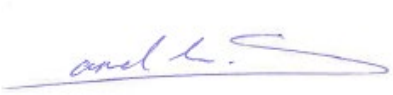
Signed



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# 1 Introduction

This Statement of Environmental Effects (Statement) has been prepared by Barr Planning on behalf of Newcastle Airport Pty Ltd (NAPL). It accompanies a Development Application lodged to Port Stephens Council pursuant to Section 4.12 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

## 1.1 Purpose of this Statement of Environmental Effects

This Statement supports a development application lodged to Port Stephens Council for the reconfiguration of existing Short Stay 1 Car Park into a premium cark park located at Newcastle Airport.

## 1.2 Ownership

The development will occur on Lot 43, DP 1045602 which is owned by The Commonwealth of Australia (NAPL Lease). Landowner's consent is provided with this application.

## 1.3 Consent Authority

The consent authority is the Hunter and Central Coast Joint Regional Planning Panel.

## 1.4 Supporting Documentation

This Statement is supported by the following documentation which have been uploaded to the NSW Planning Portal.

*Table 1 Supporting Documentation*

| Document | Author | Revision No. | Date |
|---|---|---|---|
| Arborist Report | EMM Consulting | 3 | 25/05/2022 |
| Architectural Plans | Cox Architecture | B | 23/05/2022 |
| Carpark Security Treatment Advice Note | Security Consulting Group | 1 | 9/03/2022 |
| Contamination Assessment Statement | Douglas Partners | N/A | 6/05/2022 |
| Cost of Development Report | WT Partnership | 1 | 23/05/2022 |
| Disability Access Report | Purely Access | 4 | 19/05/2022 |
| Electrical Services Utility Statement | LCI Consultants | N/A | 1/04/2022 |
| Flood Certificate for Lot 43, DP 1045602 | Port Stephens Council | N/A | 7/04/2022 |
| Landscape Plan | Context Landscape Architecture | B | 25/05/2022 |

| Document | Author | Revision No. | Date |
|---|---|---|---|
| Lighting Design Statement | LCI Consultants | N/A | 1/04/2022 |
| Proposed Staging Plan | Not specified | N/A | Undated |
| Sediment Control and Stormwater Management Plan | HATCH Ltd | P05 | 23/05/2022 |
| Traffic Assessment Report | JMT Consulting | A | 20/05/2022 |
| Waste Management Plan | Cox Architecture | 1 | 6/05/2022 |

# 2 Site and Context

## 2.1 The Site

The subject site is located at Newcastle Airport in Lot 43, DP 1045602 identified as 1 Williamtown Drive, Williamtown. The Newcastle Airport site has an area of approximately 20.7ha and is irregularly shaped. It is zoned SP2 Infrastructure (Defence/Air Transport Facility) under the Port Stephens Local Environmental Plan 2013 (PSLEP 2013).

Newcastle Airport is located approximately 27.2km north of the Newcastle CBD. Williamtown Drive provides access to the site and is a part private road, connecting to Nelson Bay Road. Nelson Bay Road to the east of the site provides connectivity between the site and Nelson Bay, Port Stephens and Newcastle.


*Figure 1 Locality Plan. Source: Near Map (April 2022)*

Surrounding land uses include a mix of commercial and rural residential uses including a petrol station, hotel and rural residential dwellings. The site is identified as being located within a Bush Fire Prone Area with Vegetation Buffer mapped on the Bushfire Hazard Map on the NSW Planning Portal. The site is also identified as being flood prone land, having a flood hazard category as 'low hazard flood fringe area'.

The subject site is located directly adjacent to the existing terminal building and currently operates as the Short Stay Car Park 1 which contains 233 parking spaces. It is accessed from a slip lane from Williamtown Drive, with access and egress controlled by existing boom gates The car park is enclosed

by low bollard style fence, mature trees and low level landscaping. The existing Short Stay Car Park 1 is bisected by a pedestrian pathways delineated by line marking. Firefighting services are located within the landscaped area adjacent to Williamtown Drive opposite the Terminal Arrivals entrance. The existing Premium Car Park is located to the east of the subject site and contains 69 parking spaces whilst the existing Long Stay Carpark 1 is located due southeast of the subject site and contains 451 parking spaces.

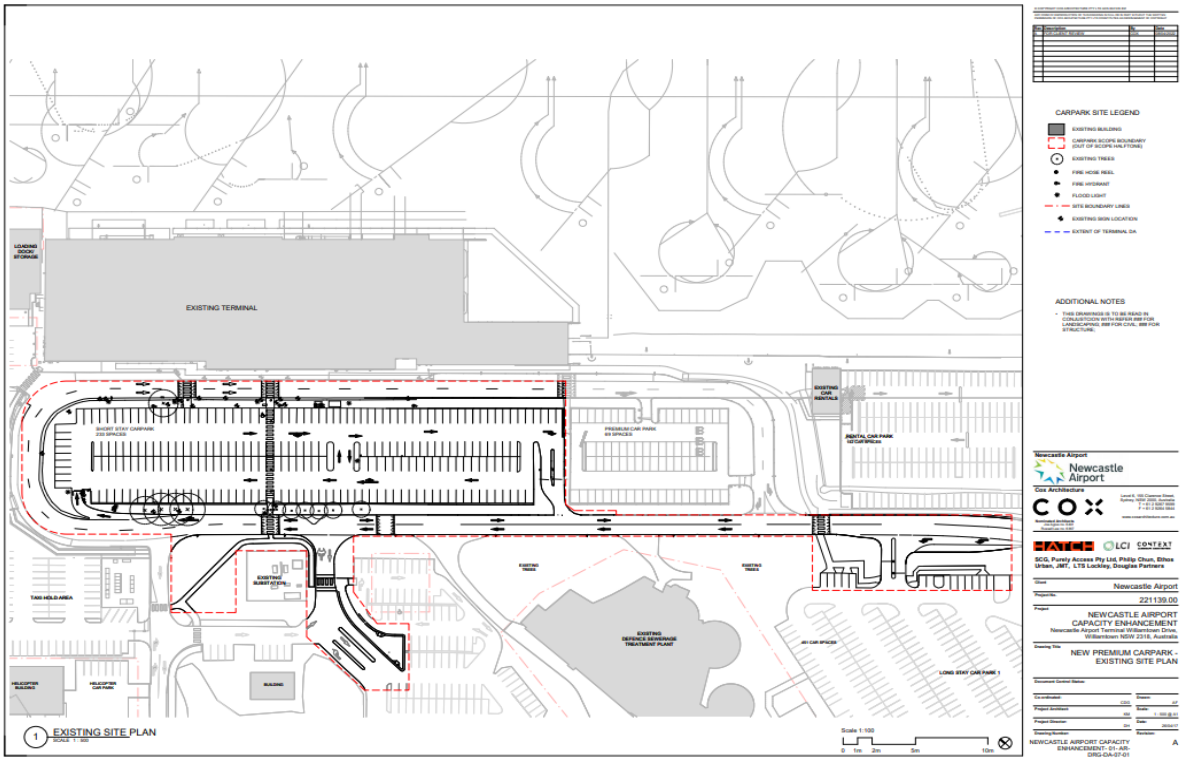


*Figure 2 Existing Site Plan Source: Cox Architecture*


*Figure 3 Short Stay 1 Car Park looking west along Williamtown Drive. Source: Google Street View Image captured Aug 2019*

## 2.2 Background

Newcastle Airport is a significant gateway to the Hunter region, servicing a total catchment of around 1.1 million people. The airport is currently undergoing a number of planned upgrades including a terminal upgrade and extension to existing site carparking facilities which will support new international flight routes and support the strategic expansion and ongoing success of Newcastle Airport. Newcastle Airport Pty Ltd (NAPL) has seen sustained growth in passenger numbers over recent years and in 2016 finalised a strategic 20-year master plan for the airport site. To support increasing levels of demand, expansion of the airport forecourt, road network and parking facilities is planned to add capacity has been approved in the Airport Terminal Expansion.

### 2.2.1 Terminal Expansion Development Consent No. 16-2008-940-4

Development Consent No. 16-2008-940-4. ('the consent') was issued by Port Stephens Council on 13 August 2014 for the alterations and additions to Airport Terminal located on Lot 43, DP 1045602; Lot 1, DP 854099; and Lot 41, DP 1045602. 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 carparking, provision of additional carpark, relocation of services, road works, extension of the public concourse and junction with existing Terminal.

Stages 2 to 4 of the consent 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. These works have not progressed, meaning that Stages 2 to 4 of the 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.

Accordingly, a separate development has been approved to provide equivalent provision of parking to service the proposed Newcastle Airport Terminal Expansion, in a different location. Further details are provided below.

The premium car parking proposed in the location of the existing car park will meet this need, and replace the existing premium car park which is being prepared for the Terminal Expansion as per Stages 5 and 6 of the consent. These stages provide for the development of the terminal expansion to the south and east of the existing terminal building including the reconfiguration of the forecourt and loop road to accommodate the expanded building footprint.

The proposed development does not change the staging of the existing Terminal Expansion development consent.

### 2.2.2 Car Parks Development Consent (DA 16-2021-1153-1)

A 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:

- 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.

The above 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. This development will provide for a total of 399 short stay and 1484 long stay, providing an overall total of 1883 parking spaces in these locations.

# 3 Proposed Development

## 3.1 Summary

The proposed development will reconfigure the existing Short Stay 1 Car Park containing 233 parking spaces with a new premium car park containing 161 parking spaces. Premium car parking is that which is covered and protected from weather and is the most conveniently located parking in proximity to the Terminal. The proposed development will also include new roof covering to pedestrian walkways and new roof covering to boom gates adjacent to Long Stay Car Park 1 as shown in the site plan.

This will result in a net reduction of 71 parking spaces. The net reduction in car parking will be offset by the extension to existing short and long stay carpark facilities approved under DA 16-2021-1153-1 in April 2022 which will provide a total of 1,080 (175 + 905) additional airport parking spaces.

## 3.2 Demolition

The proposed demolition works will be predominantly contained to the extent of the existing Short Stay 1 Car Park and will comprise the following as per Demolition Plan Sheet No. DA-00-03 Rev B prepared by Cox Architecture:

- 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 inground trench for cabling conduits.
- Removal of trees, and existing landscaping.
- Removal of line marking for new line marking.
- Relocation of existing entry and exit boom gates and associated equipment for reuse in the proposed new carpark layout.

## 3.3 Construction Works

The proposed development for the new premium car park includes the following works as per Site Plan (DA-00-04 Rev B), Floor Plan (DA-00-05 Rev B), Floor Plans Stage 1 (DA-00-06 Rev B), Floor Plans Stage 2(DA-00-07 Rev B), Elevations (DA-00-08 (Rev B), and Sections (DA-00-09 Rev B) prepared by Cox Architecture:

- Construction of new section of loop road, minor alterations to kerbs and forecourt depth and resurfacing of the existing carpark with asphalt concrete.
- Construction of new covered paved walkways.
- Widening of existing kerb and footpath in front of Departures forecourt area.
- Excavation and inground trenching for new services.

- Installation of new PV solar panel roof structures to cover the car spaces.
- Installation of associated plant and equipment for the PV system, electric vehicle (EV) charging and inground cabling for future EV units.
- Installation of pole mounted pathway and street lighting, and lighting within the new carpark.
- Provision of new line marking and landscaping.

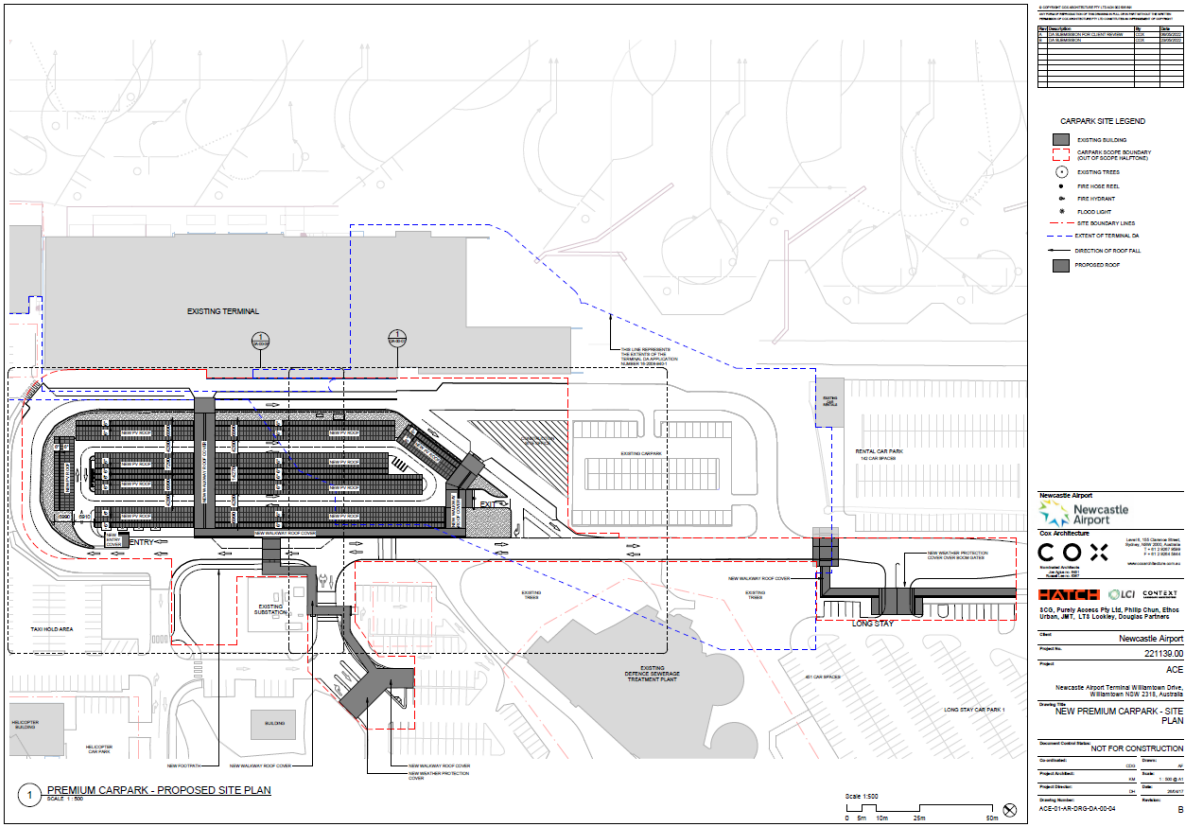


*Figure 4 Proposed Site Plan. Source: Cox Architecture*

## 3.4 Existing Operations

The existing covered premium car park and terminal will remain operational for the duration of the proposed car park works. The construction site office is included within subject site boundary.

## 3.5 Traffic, Parking and Access

The new premium car park will provide 161 car parking spaces, including 8 accessible car parking spaces. The proposed premium car park will have the following features:

- New diagonal road at the eastern boundary of the new car park to provide for revised vehicle circulation in and around the airport forecourt area. Revised loop road layout will accommodate the future terminal expansion. Changes to exit arrangements for vehicles

accessing the new premium car park with dual exit points at the eastern end of the premium car park to accommodate efficient vehicle egress from the site.

- Relocation of boom gate infrastructure to better align with vehicle movement paths.
- 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.

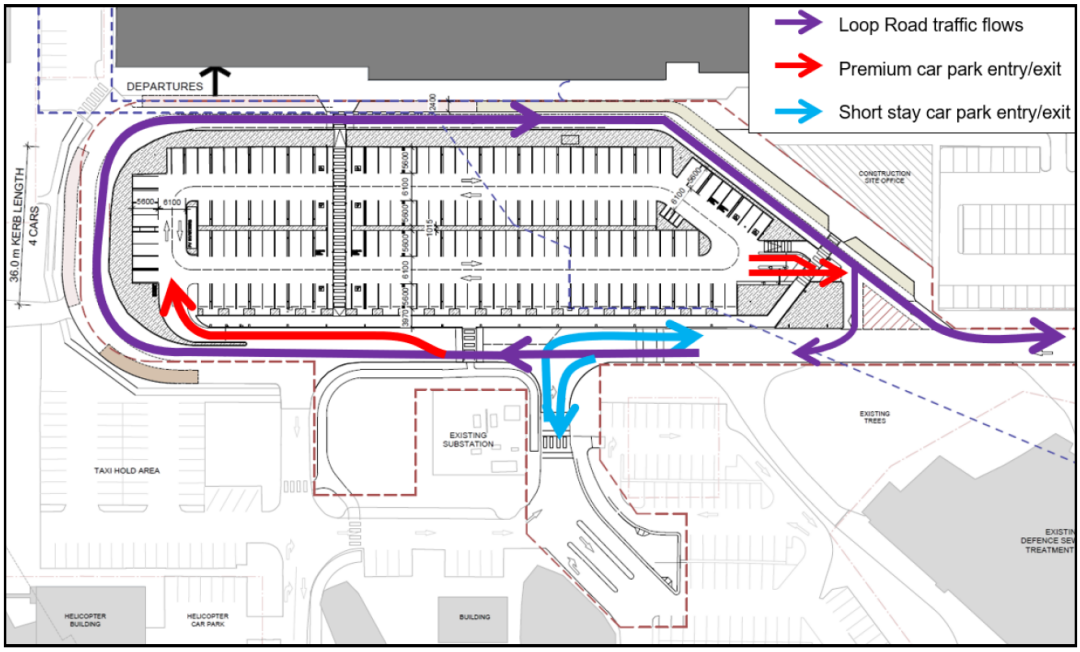


*Figure 5 Proposed Vehicular Circulation. Source: JMT Consulting*

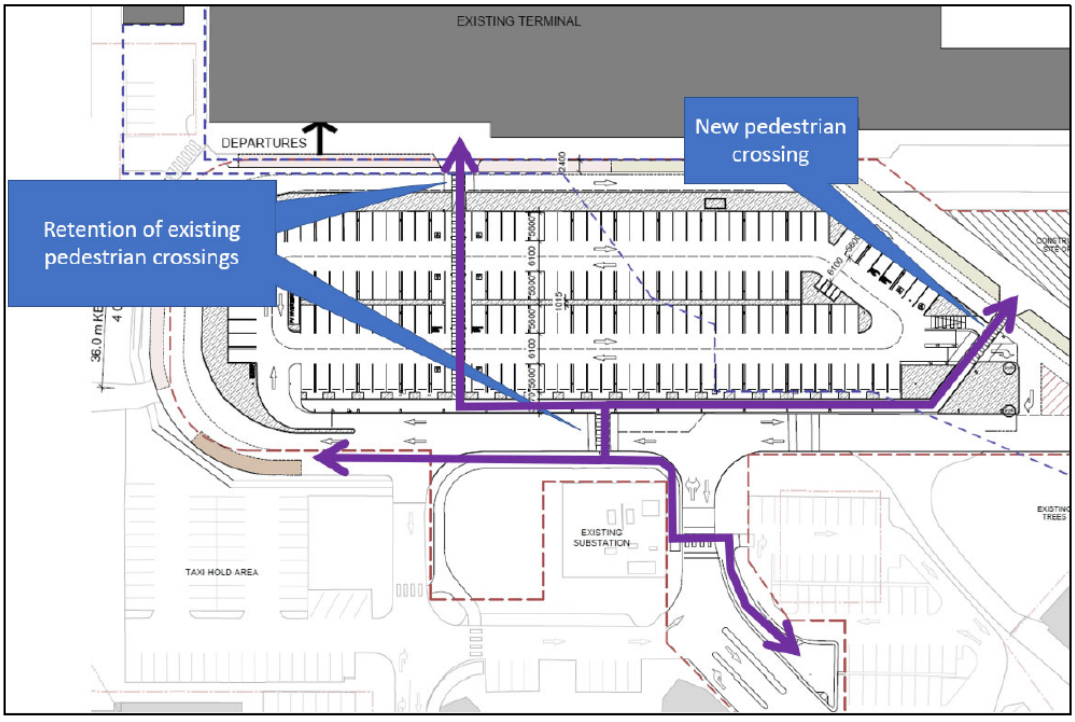


*Figure 6 Proposed Pedestrian Connections. Source: JMT Consulting*

## 3.6 Car Park and Walkway Roof Design

The car park roof structures will comprise of steel frame construction with PV panels comprising the roof. The PV panelled roof will provide a sustainable energy solution to power lighting in the carpark and airport terminal operations. The roof will be pitched at an angle of 6 degrees in accordance with slope required for the PV panels with detailed designs subject to PV manufacturers design requirements.

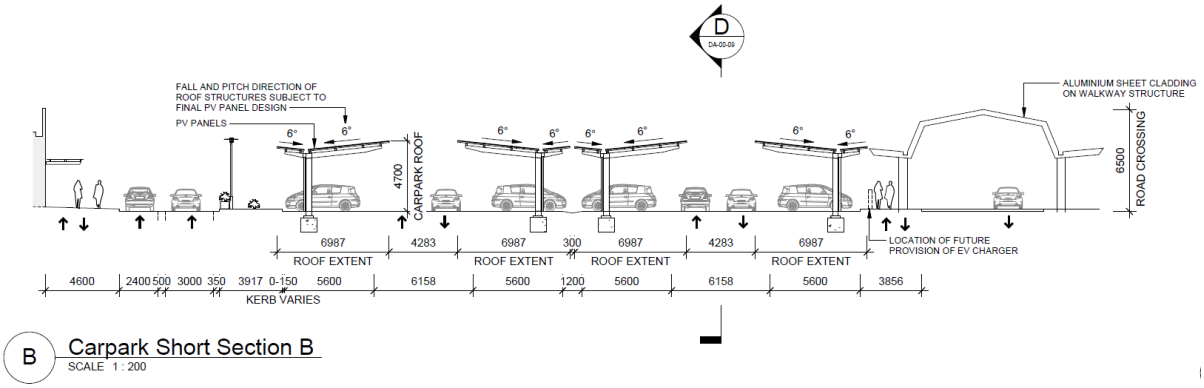


*Figure 7 Car Park Section. Source: Cox Architecture*

The roof will be covered over the car spaces and will have a maximum height of approximately 6.5 metres as shown in Figure 7. Aluminium panels fixed to top hats connected to the steelwork will create a geodesic form and shape of the appearance of the roof awning.

The new pedestrian walkways will be covered by new steel frame roof structures which will provide weather protection for patrons and visitors. Weather protection structures are proposed to the entry/exit gate to short stay and long stay and will follow the form of the weather protection structures proposed over the entry gate to the new premium car park.

Existing signage and wayfinding will be carefully removed and reinstalled as required to suit the new car park arrangement. New signage and wayfinding is indicated on the signage and line marking plan.

The table of proposed finishes is shown in Table 2.

*Table 2 Proposed Materials & Finishes*

| Development Feature | Proposed Material & Finish |
|---|---|
| Carpark resurfacing | Asphaltic Concrete |
| Pedestrian pathways within and adjacent to car park | Granite Pavers |
| Carpark roof | (PV) solar panels |
| Carpark Roof cladding | N/A – underside of PV panels |
| Steel support structures (exposed) | 2 pack epoxy paint system |
| Walkway Roof cladding | Aluminium panel system |

| | |
|---|---|
| Terminal footpath extensions | Concrete with sealer |
| Line marking | Thermoplastic road marking paint |
| Steel and wire barriers | Galvanised steel |
| PV invertor enclosure | Steel framed with timber batten enclosure |
| EV charging enclosure | Steel framed with timber batten enclosure |

## 3.7 Services Infrastructure

New electrical services cabling will be installed connecting solar PV panels to PV inverters and the EV charging distribution board. Electric Vehicle (EV) charging units will be provided to four (4) car spaces initially, with the intent to provide charging capacity for up to 25% of the total car space numbers. A new inground trench will be created for electrical services upgrade along the north-south axis of the car park for the planned future electrical substation upgrade (subject to separate approval).

## 3.8 Stormwater and Drainage

A Stormwater Management Plan has been prepared by HATCH Ltd. 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 50m$^2$ and will be covered in vegetated landscaping. All surface inlet pits discharging into the bioretention beds are to be fitted with SPEL stormsacks pit inserts, including the two overflow pits within the bioretention beds. Resulting flows will then be connected to the existing stormwater drainage system.

It is noted that the development will occur in the location of the existing Short Stay 1 Car park, and as such, the proposal will result in no overall increase in post-development impervious run off. Post-development runoff is expected to decrease through the use of passive stormwater management strategies and water sensitive urban design (WSUD) implemented through rain gardens located on the perimeter of the car park.

## 3.9 Tree Removal

The broader site contains a total of 97 existing individual trees. The development proposes the removal of 41 trees and shrubs located within the development footprint of the subject site. The proposed tree removals will be offset by new native vegetation as proposed in the landscaping plan included in the supporting documentation. The proposed tree removals are shown in Table 3 below.

*Table 3 Proposed Tree Removal*

| Botanical Name | Common Name | Quantity Removed |
|---|---|---|
| Corymbia maculata | Spotted Gum | 13 |
| Eucalyptus species | Gum Tree | 11 |

| | | |
|---|---|---|
| Acacia binervia | Coastal Myall | 8 |
| Callistemon species | Bottlebrush | 4 |
| Banksia integrifolia | Coastal Banksia | 3 |
| Eucalyptus microcorys | Tallowwood | 2 |
| | Total | 41 |

## 3.10 Landscaping

A Landscape Plan has been prepared by Context Landscape Architect. The Landscape Plan proposes three (3) feature plantings within the proposed development which will provide a mixture of different native Australian plants to soften the appearance of the car park and associated structures. Feature tree and palm plantings will also be interspersed throughout the development. Refer to the Landscape Plan included in the supporting documentation for further detail.

## 3.11 Staging of Works

The proposed development has been designed to be delivered in stages (if required) as shown in the proposed staging plan included in the supporting documentation. The proposed stages are not intended to be sequential. It is intended to allow for the issue of a construction certificate for each stage.

# 4 Strategic Context

## 4.1 Hunter Regional Plan 2036

The Hunter Regional Plan (HRP) 2036 identifies Newcastle Airport as a global gateway and strategic employment centre that is central to the Hunter's increasingly diversified economy. The HRP, along with supporting strategic plans such as the Greater Newcastle Metropolitan Plan 2036 (GNMP), Future Transport 2056, the Greater Newcastle Future Transport Plan, the NSW Freight and Ports Plan designate Newcastle Airport and the Astra Aerolab precinct as having a key role in economic growth. The plan articulates importance of the precinct in job creation, transport services and freight for the region and beyond. As outlined in the HRP 2036, the airport plays an important role in the Hunter's success by expanding its Global Gateway capacity. The proposed development is consistent with the HRP 2036 as it is supporting the growth of Newcastle airport and assisting to facilitate terminal upgrades.

## 4.2 Draft Hunter Regional Plan 2041

The Draft Hunter Regional Plan (HRP) 2041 provides the NSW Government's updated land use vision for the Hunter. The vision of the Draft HRP is to be the leading regional economy in Australia, connected to and caring for Country, with a vibrant metropolitan city and sustainable 15-minute neighbourhoods at its heart. Newcastle Airport is an identified global gateway to the Hunter Region. It is noted that the Federal Government has committed $66 million towards Newcastle Airport's runway upgrade as part of the 2020-2021 Federal Budget announcement. The proposed development is consistent with the Draft Hunter Regional Plan 2041 as it supports the Newcastle Airport's runway upgrade.

## 4.3 Greater Newcastle Metropolitan Plan 2036

The Greater Newcastle Metropolitan Plan (GNMP) 2036 helps to achieve the visions of the HRP 2036 which is for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart. The GNMP 2036 is made up of outcomes and underlying strategies and actions.

Strategy 2 of the GNMP 2036 is to grow the airport and aerospace and defence precinct at Williamtown. The proposed development meets the objectives of this strategy and is consistent with the GNMP 2036.

## 4.4 Port Stephens Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) identifies the 20-year vision for land use in Port Stephens. It sets out social, economic and environmental planning priorities for the future and identifies when they will be delivered. The LSPS identifies the land use planning actions to achieve the directions in the HRP and the GNMP. Williamtown is identified as the home of Newcastle Airport and

the Royal Australian Air Force (RAAF) base, both of which are significant economic drivers for the region. The proposed development supports the functioning of Newcastle Airport and is consistent with the LSPS.

## 4.5 2036 Newcastle Airport Vision

Due to its enormous economic importance to the region, NAPL has developed a Master Plan that sets out a 60-year vision including a 20-year blueprint the growth. The vision is for Newcastle Airport to open up new regional and national direct routes and – of great importance to residents and businesses alike – become the state's second international airport. The proposed development is consistent with the 2036 Newcastle Airport Vision and supports the growth and function of the airport.

## 4.6 Draft Williamtown Special Activation Precinct

The NSW Government has identified several dedicated areas in regional locations to become centralised business hubs, known as Special Activation Precincts (SAP). Newcastle Airport is at the centre of the Williamtown Special Activation Precinct (SAP), which is being positioned as Australia's leading national and international defence, aeronautics and aerospace hub. The Williamtown SAP will capitalise on Newcastle Airport's growth and expansion plans, the emerging aerospace industry around the Royal Australian Air Force (RAAF) base and the developing Astra Aerolab precinct.

The SAP presents a significant opportunity for a strategic and holistic approach to understand the broader site constraints and opportunities. The draft Master Plan, technical reports and discussion paper are currently on public exhibition until 8 June 2022. The proposed development will support the capacity and operation of the future planned Williamtown SAP.

# 5 Statutory Assessment

## 5.1 Environmental Planning and Assessment Act 1979

This report assesses the proposal against the relevant statutory requirements of the EP&A Act, and other legislation, plans and policies as applicable. Section 4.15 of the Act outlines the relevant heads of consideration that must be considered when assessing a development proposal.

The following considerations have been made under Section 4.15(1) (a):

- Environmental planning instruments, proposed instruments and development control plans that are relevant to the site or development are considered below;
- There are no known planning agreements applicable to the site; and
- The Environmental Planning and Assessment Regulation 2000 (the Regulation) has been considered below.

The remaining matters for consideration under Section 4.15(1)(b), (c), (d) and (e) are considered within this Statement.

## 5.2 Objects of the Act

The objects of this Act are as follows:

*(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
*(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
*(c) to promote the orderly and economic use and development of land,*
*(d) to promote the delivery and maintenance of affordable housing,*
*(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
*(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
*(g) to promote good design and amenity of the built environment,*
*(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
*(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
*(j) to provide increased opportunity for community participation in environmental planning and assessment.*

The proposed development supports the objects of the EP&A Act, in particular object (c) and (g).

The proposed development promotes the orderly and economic use and development of land by supporting the long-term strategic objectives of the airport. The proposed development also promotes good design and amenity of the built environment by integrating renewable energy generation into the operation of the carpark and airport terminal, by addressing the relevant Australian Standards and my implementing strategies to mitigate adverse environmental impacts.

## 5.3 Integrated Development

Integrated development is outlined in Section 4.46 of the EP&A Act. The proposed development does not trigger any referrals under Section 4.46.

## 5.4 Environmental Planning and Assessment Regulations

The proposed development will be assessed in accordance with the relevant requirements of Part 4 of the Regulation.

## 5.5 State Environmental Planning Policies

State Environmental Planning Policies (SEPPs) are environmental planning instruments administered under the EP&A Act. SEPPs deal with issues considered to be of significance for the State and the people of NSW. In the determination of the development application, the consent authority will consider these matters pursuant to Section 4.15(a)(i) of the EP&A Act. The SEPPs relevant to the proposed development, and the land on which the development is situated, are considered below.

### 5.5.1 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 Williamtown SAP Draft Master Plan is on public exhibition. There are no current or draft provisions to consider under this SEPP.

### 5.5.2 State Environmental Planning Policy (Resilience and Hazards) 2021

The State Environmental Planning Policy (Resilience and Hazards) 2021 specifies provisions related to coastal management, hazardous and offensive development and remediation of land. Chapter 4 Remediation of Land is relevant to the proposed development with the applicable clauses assessed below.

Chapter 4 of the Resilience and Hazards SEPP seeks to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health and the environment. The Chapter applies to the whole of the State. Pursuant to Clause 4.6 of the SEPP:

*(1) A consent authority must not consent to the carrying out of any development on land unless—*

*(a) it has considered whether the land is contaminated, and*

*(b) 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, and*

*(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

*(2) Before determining an application for consent to carry out development that would involve a change of use on any of the land specified in subclause (4), the consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned carried out in accordance with the contaminated land planning guidelines.*

A Site Conditions and Contamination Assessment has been prepared by Douglas Partners in support of this proposed development. The assessment found that the site contained potential contamination sources including, but not limited to the following:

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

The assessment concluded that the proposed development was suitable for the site subject to the implementation of the following recommendations:

- Preparation of an acid sulphate soil management plan which outlines the management, monitoring and contingency procedures for acid sulphate soils during construction.
- Inclusion of environmental management procedures in the contractor's management plans for the management of potential PFAS impacts in soil, groundwater and surface water during construction.
- Assessment of soil, groundwater and surface water contaminant concentrations and ASS conditions within areas proposed to be disturbed as part of the construction works.

Subject to the above, it is considered that the proposed development is able to meet the requirements of Chapter 4 Remediation of Land, Clause 4.6(1)(a)(b), and (c).

### 5.5.3 State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2 Infrastructure of the State Environmental Planning Policy (Transport and Infrastructure) 2021 aims to facilitate the effective delivery of infrastructure across the state.

Clause 2.24 of the SEPP permits development for the purposes of air transport facilities to be carried without development consent when carried out by or on behalf of a public authority. The developer for this proposal is Newcastle Airport Pty Ltd which is not a public authority and therefore development consent is required. There are no further relevant development controls to consider under the SEPP.

### 5.5.4 State Environmental Planning Policy (Planning Systems) 2021

State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) aims to identify development that is regionally significant.

Schedule 6 of the Planning Systems SEPP identifies private infrastcrture with a capital investment value of more than $5 million as regionally significant development. This includes air transport facilities, which includes an airport, which means:

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

The proposed development is for a car park facility associated with the airport which will have a CIV of more than $5 million. It is therefore classified as regionally significant development, meaning, that the consent authority for the application is the relevant regional planning panel, being the Hunter and Central Coast Joint Regional Planning Panel in accordance with Clause 4.5(b) of the EP&A Act.

## 5.6 Port Stephens Local Environmental Plan 2013

### 5.6.1 Zone Objectives and Land Use Table

The site is zoned SP2 Infrastructure (Defence/Air Transport Facility) under Port Stephens Local Environmental Plan 2013 (PSLEP 2013).


*Figure 8 Land Zoning Map Sheet. Source: ePlanning Spatial Viewer, accessed April 2022*

The objectives of SP2 Infrastructure Zone are as follows:

- 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 development is permissible with consent within the SP2 zone and satisfies the objectives of the zone as it will provide car parking ancillary to an existing airport transport facility.

### 5.6.2 Minimum Lot Size (Cl 4.1)

Not applicable to proposed development.

### 5.6.3 Height of buildings (Cl 4.3)

The proposed development will have a maximum height of 6.5 metres. It is noted that there is no maximum height control for the subject site.

### 5.6.4 Flood Planning (Cl 5.21)

The subject site is identified as flood prone land as shown on the Flood Certificate obtained from Port Stephens Council on 7 April 2022. It is noted, however, that the subject site of the development is not located in a flood planning area and is classified as having minimal flood risk hazard. As such, no further

consideration of PSLEP Clause 5.21 is required for the proposed development. A copy of the Flood Certificate has been included in the supporting documentation.

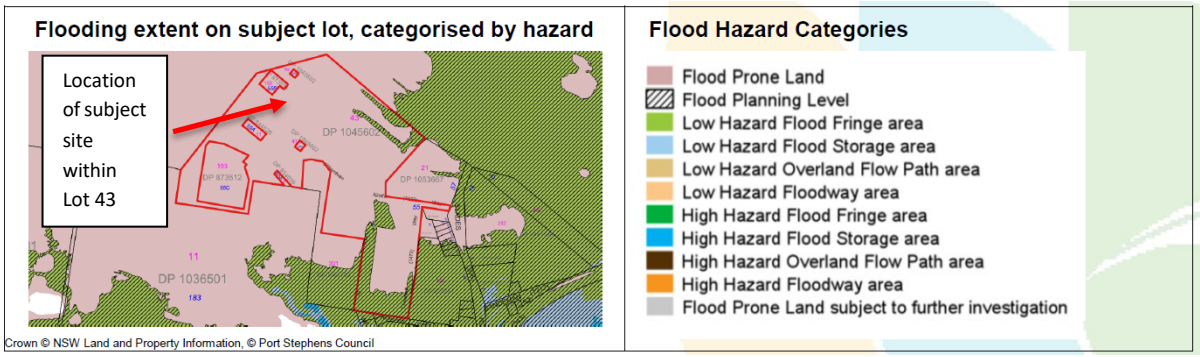


*Figure 9 Lot 43 DP 1045602 Flood Certificate Map Except. Source: Port Stephens Council April 2022*

### 5.6.5 Acid Sulfate Soils (Cl 7.1)

The site is mapped as containing Class 4 acid sulfate soils. Subject to Clause 7.1(2), development consent is required for carrying out works on Class 4 acid sulfate soils involving works more than 2 metres below the natural ground surface, or for works by which the water table is likely to be lowered more than 2 metres below the natural ground surface. As the proposed development are not expected to trigger either of these criteria, development consent for these works is not required under Clause 7.1(2).

### 5.6.6 Earthworks (Cl 7.2)

The proposed development will involve minor excavation to secure the footings for the car park roof structures. Pursuant to Clause 7.2(2) of the PSLEP 2013:

> *(2) Development consent is required for earthworks unless—*
>
> *(a) the earthworks are exempt development under this Plan or another applicable environmental planning instrument, or*
>
> *(b) the earthworks are ancillary to development that is permitted without consent under this Plan or to development for which development consent has been given.*

Pursuant to Clause 7.2(2)(b), the excavation works proposed are considered to be ancillary to the proposed development. As such, consent for the proposed development will be deemed to have provided consent for ancillary earthworks.

### 5.6.7 Airspace Operations (Cl 7.4)

The objective of this clause is to provide for the effective and ongoing operation of the RAAF Base Williamtown Airport by ensuring that such operation is not compromised by proposed development that penetrates the Limitation or Operations Surface for that airport and to protect the community from undue risk from that operation.

The proposed development does not penetrate the Limitation of Operations Surface, and as such consistent with this clause.

### 5.6.8 Development in Areas Subject to Aircraft Noise (Cl 7.5)

The subject site is near the RAAF Base Williamtown Airport and has an ANEF contour of 20 or greater. The proposed development type is not one that is adversely affected by aircraft noise, and as such, is consistent with this clause.

## 5.7 Proposed Environmental Planning Instruments

### 5.7.1 Draft State Environmental Planning Policy (Remediation of Land) 2018

The Draft Remediation of Land SEPP was exhibited in early 2018 and is currently under consideration by the Department of Planning, Industry and Environment. The draft SEPP will retain key elements of the current SEPP 55, whilst also introducing provisions related to approvals for remediation, categorisation of remediation work, and environmental management plans. The draft SEPP instrument is not available, however the Explanation of Intended Effect (EIE) does not suggest additional implications for the proposed development beyond the requirements of SEPP 55 discussed previously in Section 5.5 of this Statement.

## 5.8 Port Stephens Development Control Plan 2014

The Port Stephens Development Control Plan (PSDCP) 2014 supports the PSLEP 2013. It provides general controls within the LGA that should be considered in the preparation of a DA. Within the PSDCP 2014 the following sections are considered relevant:

- Part B General Provisions

The relevant controls of the PSDCP 2014 are assessed below.

*Table 4 Assessment of Relevant PSDCP 2014 Provisions*

| Clause | Control | Comment |
|---|---|---|
| **Part B General Provisions** | | |
| *B1 Tree Removal* | | |
| B1.A Non – rural Areas | Where any activity specified in Column 2 is proposed an applicant must attain the corresponding approval type specified in Column 1 except for an activity where no approval is required. | The development proposes the removal of 41 trees and shrubs, of which 39 trees have a height which exceeds 3m or circumference breast height that exceeds 300mm, as such development consent is required. |

| Clause | Control | Comment |
|---|---|---|
| B1.C Supporting information | The following documentation is required to support the proposed tree removal:<br>▪ An arborist report consistent with tree technical specification is required.<br>▪ A vegetation management plan consistent with vegetation technical specification where 20 or more trees is proposed for removal<br>▪ Compensatory planting consistent with the tree technical specification may be required when council approval to remove trees is provided | An Arborist Report prepared by EMM Consulting is provided with the application and is consistent with Council's tree technical specification.<br><br>Landscaping is proposed including three (3) feature plantings, Cabbage Tree Palms and a mixture of different native Australian plants to soften the appearance of the car park and associated structures. However compensatory planting is not proposed. Mature trees are not desired within the carpark areas as they create habitat for bird roosting and breeding, and their proximity to airport operations increases the risk of aircraft bird strike. The Airport has a responsibility to ensure the safe operations and that such risks are not increased by additional tree plantings. |
| *B3 Environmental Management* | | |
| B3.A Acid sulfate soils | Development located on acid sulfate soils (ASS) as identified on the Acid Sulfate Maps of the Local Environmental Plan adheres to the Local Environmental Plan requirements by accepting that ASS is present and preparing development application and an ASS management plan as set out in the NSW ASS Manual. | As assessed under Clause 7.1 of the PSLEP 2013, development consent for works on Class 4 acid sulfate soils for the proposed development is not required.<br><br>An ASS Management Plan will be prepared prior to construction to address the recommendations of the contamination assessment report prepared by Douglas Partners. |
| B3.D Earth-works | Development may need to provide a bulk earthworks plan in order to adequately address the above matters when:<br>▪ cut exceeds 2m in depth<br>▪ fill has a total area of 100m2 or more<br>▪ is within 40m of the top bank of a riparian corridor as defined under the Water Management Act 2000 | Excavation works will not exceed depth of 2 metres. |

| Clause | Control | Comment |
|---|---|---|
| *B4 Drainage and Water Quality* | | |
| B4.A Stormwater drainage plan | Development that applies to this part is to provide a stormwater drainage plan and a written description of the proposed drainage system within the SEE. | A Stormwater Management Plan prepared by HATCH is provided with this Statement. Details of stormwater design are contained in the project description of this Statement. |
| B4.B On-site detention / on-site infiltration | On-site detention / on-site infiltration is required. | As outlined in the Stormwater Management Plan, the proposed roof is to be constructed over existing carpark. Post-developed runoff will not be increased. Two (2) on-site bioretention basins are proposed on the eastern and western elevations of the development and provide onsite infiltration treatment prior to discharge to the site's existing stormwater system. |
| B4.C Water quality | Development submits the evidence of how the water quality targets have been achieved (e.g., SSSQM Certificate, MUSIC or MUSIC-Link report). | Stormwater Management Plan includes MUSIC modelling and demonstrates how the proposed development satisfies council's water quality targets. |
| *B5 Flooding* | | |
| B5.A Development on all flood prone land | As previously identified in the assessment of PSLEP 2013 Clause 5.21, the subject site is identified as flood prone land. However, the location of the proposed development is classified as minimal risk flood prone land. As such, and with reference to PSDCP 2014 Figure BI, there are no applicable DCP flood controls for the proposed development. It is noted that the development is for the reconfiguration of an existing at grade car park. No new buildings are proposed. | |
| *B6 Williamtown RAAF Base – Aircraft Noise and Safety* | | |
| B6.A Site acceptability | When development is located within the 2025 ANEF, which is identified by Figure BP, it is classified into one of the following classifications through referencing. | The proposed development is not sensitive to airport noise. The noise is acceptable, and no design measures are required to reduce aircraft noise. |
| *B8 Road Network and Parking* | | |
| B8.A Traffic Impacts | A traffic impact assessment (TIA) is required for:<br>• development for 20 or more dwellings; | A traffic assessment has been prepared in support of this Statement and is included in the supporting documentation. It is noted that there is no expected traffic generation |

| Clause | Control | Comment |
|---|---|---|
| | • development defined as traffic generating development; or<br>• development deemed in Council's opinion to impact on the existing road network. | as part of the proposed premium car park upgrade. All traffic generation is expected to be from the existing Airport Terminal and future expansion. |
| B8.B On-site parking provisions | Except as required by B8.5, B8.6, or B8.7, all development that has the potential to create demand for on-site parking must provide parking in accordance with Figure BU | As noted in the traffic assessment, the proposed development will not result in any direct traffic generation impacts. All traffic generation will be associated with the Airport Terminal upgrade. The proposed development will provide 161 premium car parking spaces to support the ongoing operation of the airport. |
| | Walking routes through large car parks are to be delineated by markings, signage, grade separation and pedestrian crossings in accordance with AS 2890 – Parking facilities | 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. |
| | Parking for people with a disability is designed and constructed:<br>▪ in accordance with AS 2890 - Parking facilities and AS 1428 - Design for access and mobility<br>▪ to be located as close to wheelchair accessible entrances/lifts and linked by an accessible/ continuous path | An Access Report has been prepared in support of this Statement. The report notes that the proposed development is compliant or able to comply with the relevant accessibility standards and requirements. |

## 5.9 Developer Contributions

The development will be subject to Section 7.12 contributions under the Port Stephens Local Infrastructure Contributions Plan. As the development has a cost exceeding $200,000, contributions collected under Section 7.12 of the EP&A Act are expected to amount to 1% of the cost in accordance with the maximum levies set out in Clause 209 of the Environmental Planning & Assessment Regulation 2021.

# 6 Likely Impacts of the Development

## 6.1 Environmental Impacts

This section addresses all the likely impacts of the development in the locality, including impacts arising from the development, and impacts on the development in accordance with Section 4.15(1)(b) of the EP&A Act.

### 6.1.1 Access, Traffic and Pedestrian links

The proposed development will result the in reconfiguration of the existing Short Stay 1 Car Park by providing 161 premium car parks. It is noted that this will have a net result of decreasing parking by 71 parking spaces, however, the shortfall in parking is expected to be adequately compensated by the proposed addition of a total of 1,080 parking spaces under DA 16-2021-1153-1 lodged with Port Stephens Council in January 2022. These are intended to be constructed and operational prior to the Premium Car Park works commencing.

The Traffic Assessment prepared by JMT Consulting notes that there is no expected additional traffic created by the proposed premium car park upgrade. All traffic generation is expected to be from the existing and proposed Airport Terminal upgrade.

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*. The parking dimensions are proposed to be larger than that required by AS/NZS 2890.1 and will provide for parking as follows:

- 2.7-metre-wide parking spaces
- 5.6-metre-long parking spaces
- 6.1-metre-wide parking aisles

Vehicle swept path analysis confirms there is sufficient manoeuvring area for large passenger vehicles within the car park, including through to the dual exit boom gates located at the eastern end of the car park. The design also makes provision for good levels of pedestrian connectivity through the car park, including a new pedestrian crossing point of the loop road at the eastern end of the car park. The extent of kerbside space available for drop off and pick up will remain unchanged compared to current conditions.

An Access Report has been prepared by Purely Access to assess the proposed development against the relevant accessibility standards and requirements. The report concluded that the proposed design is compliant or is capable of being compliant subject to finalisation of the detailed design prior to Construction Certificate.

Overall, the proposed development is expected to create more effective access, traffic and pedestrian links to support the future operation of Newcastle Airport.

### 6.1.2 Stormwater Management

A Stormwater Management Plan has been prepared by HATCH Ltd. The development's stormwater design will include gutters, downpipes and drainage inlets as shown on the stormwater management plan and will direct stormwater to two (2) bioretention basins which will have a combined surface area of 50m$^2$. All surface inlet pits discharging into the bioretention beds to be fitted with SPEL stormsacks pit inserts to prevent contaminants from entering the stormwater system.

The stormwater drainage system has been designed to comply with Port Stephens Council pollution reduction targets and will discharge treated stormwater into the existing drainage. The stormwater flows from the proposed development will be effectively managed to mitigate adverse environmental impacts.

### 6.1.3 Flooding

The subject site is identified as flood prone land. However, as assessed under Clause 5.21 of PSLEP 2013, the location of the proposed development will occur on land classified as minimal risk flood prone land. The development is for the reconfiguration of an existing at grade car park which is not expected to have a material adverse impact on existing flood risk of the site.

### 6.1.4 Crime Prevention Through Environmental Design

The proposed development will prevent crime through environmental design. The design of the car park will consider CPTED principles and will be informed by the recommendations provided in the Carpark Security Treatments Advice Note prepared by Security Consulting Group. The following features of the development positively contribute to crime prevention:

- Installation of new CCTV cameras within the car park which will be integrated into the existing NAPL network infrastructure. Cameras will be utilised primarily to monitor carpark activity and recognise vehicle identification plates.
- Installation of new lighting to car park and circulation areas. Lighting will support the effective operation of CCTV monitoring and recognition and will provide effective levels of illumination to vehicle and pedestrian entrances and circulation areas.
- Planting of low-lying vegetation along carpark perimeter only, with no plantings within the carpark to maintain clear sightlines and passive surveillance.

The site is generally a high security facility being an airport and will implement a Parking Management System (designed by others) to integrate the security features of the new carpark into the broader operation of the airport.

### 6.1.5 Flora and Fauna

The proposed development will remove 41 trees and shrubs as identified in Section 3.9 of the Statement. The removal of trees is required to facilitate the extent of new road and footpath paving, the new link road configuration and covered carpark roof areas.

The Arborist Report prepared by EMM Consulting assessed the retention value of these trees as having moderate, low and very low value. Given the nature of the proposed development which is for an upgraded carpark operating as an ancillary use to an existing airport, it is considered that the removal of mature trees is appropriate. New landscaping and feature plantings are proposed, however compensatory tree planting is not proposed. Mature trees are not desired within the carpark areas as they create habitat for bird roosting and breeding, and their proximity to airside operations increases the risk of aircraft bird strike. No additional impacts to fauna are expected to result from the proposed development.

### 6.1.6 Light Impact

The proposed development will include pole mounted pathway and street lighting and will incorporate lighting within the new carpark. Ramps will also incorporate integrated lighting within handrail and balustrades to provide compliant pathway lighting. A lighting design statement has been prepared by LCI Consultants and identifies the standards which will inform the detailed lighting design:

- CASA Guidelines for lighting within Aerodromes
- Australian Standard AS 1158: Lighting for roads and public spaces
- Australian Standard AS 4282: Control of the obtrusive effects of outdoor lighting

Subject to finalisation of the detailed lighting design in accordance with the aforementioned guidelines and standards , it is considered that the effects of the lighting of the proposed development can be effectively managed to mitigate adverse impacts.

### 6.1.7 Visual Impact

The proposed development will have a bulk, form and scale which will be compatible with the existing Airport Terminal building. The appearance and form of the roof structures and carpark itself will be softened through landscaping. No material adverse visual impacts will be created by the development.

### 6.1.8 Noise and Vibrations

The proposal is expected to generate noise during construction. There are no sensitive noise receivers in the locality that will be impacted by construction noise. Construction hours for any work likely to cause noise annoyance will be restricted to Monday-Sunday 6am-6pm and no work on public holidays. Some night works will be required for deliveries and operational interfaces.

### 6.1.9 Air Quality

During construction precautions will be undertaken to dampen or control any loose material to mitigate impact of dust on the surrounding amenity. No ongoing impacts to air quality are expected to occur.

### 6.1.10 Waste Management

The extent of waste generated by demolition is expected to minor and will be limited to removal of existing car park concrete islands and external finishes to facilitate carpark resurfacing. Waste materials such as metals, concrete/ rubble and packaging will stored in onsite skip bins for separation prior to collection by a private waste contractor. Organic waste generated from tree removals will be mulched for repurposing for landscaping where possible.

Construction waste is expected to be minimal. Concrete pavement and carpark resurfacing works will involve known quantities of material inputs and will minimise waste. Carpark roof structures, PV solar panels and EV charging station infrastructure will be prefabricated for installation on site and will result in minimal amounts of waste.

No ongoing waste is expected to be generated from the proposed development.

## 6.2 Social Impacts

As identified under Section 4 of the Statement, the proposed development is considered to be well aligned with the Hunter Regional Plan 2036, Draft Hunter Regional Plan 2041, Greater Newcastle Metropolitan Plan, Port Stephens LSPS and the Newcastle Airport Vision 2036. The proposed development will support the future growth and operation of Newcastle Airport by providing premium parking facilities for patrons and visitors of the airport.

The carpark will positively contribute to sustainable airport operations through the generation of solar renewable energy. The reconfigured loop road, carpark vehicular access routes and pedestrian footpath links will provide better connectivity and access to the airport terminal and adjoining airport infrastructure.

The inclusion of security features such as CCTV, and lighting will ensure the development provides a safe environment during both the day and night for pedestrians moving between the Terminal Building and car parking areas.

## 6.3 Economic Impacts

The proposed development will have positive economic impact as it will facilitate and support airport operations following the airport terminal upgrade.

The provision of premium car parking facilities will support increased economic returns on investment of airport infrastructure by providing high amenity and good quality facilities for airport patrons to use.

The installation of PV solar panels will provide cost savings by reducing the electrical operating costs of the airport and reduce reliance on the electrical grid.

# 7 Suitability of the Site

This section addresses the development in accordance with Section 4.15(1)(c) of the Act. The site is considered suitable for the development for the following reasons:

- The proposed development is permitted with consent in the SP2 Infrastructure zone and supports the zone objectives.
- The proposed development reconfigures the existing Short Stay 1 Car Park to utilise an area which has already been disturbed for the purposes of the new premium car park.
- The environmental impacts of the proposed development will be minimal and able to be suitably managed to achieve positive social and economic outcomes.

# 8 Submissions

This section addresses the development in accordance with Section 4.15(1)(d) of the Act. It is understood this development application will be notified.

# 9 Public Interest

This section addresses the development in accordance with Section 4.15(1)(e) of the Act. The development is considered to be in the public interest as the site is suitable for the proposed development and will suitably manage the environmental impacts of development to yield positive social and economic outcomes.

# 10 Conclusion

This Statement has assessed the development against the requirements of Clause 4.15 of the EP&A Act and found that the development is consistent with the applicable policies and plans. We consider that the proposed development will have a positive environmental, social, and economic impact on the locality and should be approved.