PLANNING
THE FUTURE

Statement of Environmental Effects Stage 1 Common Car Park

Astra Aerolab, Williamtown

Prepared by Barr Planning

For Greater Newcastle Aerotropolis Pty Ltd

October 2022

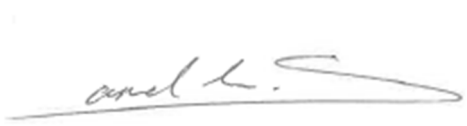
Document Control

Title:	New Car Park
Address:	McNamara Parade, Williamtown
Job No.	22NEW0094
Client:	Greater Newcastle Aerotropolis Pty Ltd c/o Northrop

Document Issue

Issue	Date	Prepared by	Reviewed by
Draft 1	23/08/2022	Samuel Liu	Rebecca Johnston
Draft 2	12/10/2022	Samuel Liu	Rebecca Johnston
Final	19/10/2022	Samuel Liu	Review Johnston
Revised Final	21/10/2022	Samuel Liu	Review Johnston

Signed



Samuel Liu
Project Planner
BComm, MPlanning, PIA (Assoc)

Rebecca Johnston
Director, Planning Manager
BTP(Hons), MBA, Cert IV Project Management, Registered Planner +EIA PIA

BARR PROPERTY AND PLANNING PTY LTD
TRADING AS BARR PLANNING
ABN 57 604 341 302

92 YOUNG STREET CARRINGTON NSW 2294
PO BOX 96 CARRINGTON NSW 2294
(02) 4037 2451
BARRPLANNING.COM.AU

Contents

Figures

Tables

1 Introduction

This Statement of Environmental Effects (Statement) has been prepared by Barr Planning on behalf of Greater Newcastle Aerotropolis Pty Ltd (GNAPL) c/o Northrop. 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 construction of new car parking and operation of a common user car park for Stage 1 Astra Aerolab.

1.2 Ownership

The development is proposed on a Lot 11, DP1036501 which is owned by Greater Newcastle Aerotropolis Pty Ltd.

1.3 Consent Authority

The consent authority is Port Stephens Council.

1.4 Supporting Documentation

This Statement is supported by the following documentation:

Table 1 Supporting Documentation

Document	Author	Date
Civil Engineering Plans	Northrop	20/10/2022
Stormwater Management Report	Northrop	19/10/2022
Concept Landscape Plan	Northrop	20/10/2022
Traffic Assessment Statement	Northrop	19/10/2022
Cost Summary Report	Northrop	11/10/2022

These documents have been uploaded as separate documents to the NSW Planning Portal.

2 Site and Context

2.1 The Site

The site is located at Lot 11, DP 1036501 ('Lot 11'), otherwise known as 38 Cabbage Tree Road, Williamtown, shown in Figure 1. The subject site is located within Lot 11 at proposed Part Lot 115 which will comprise the englobo lot, following the registration of the Stage 1 subdivision lots approved under DA 16-2009-324-3. Proposed Lot 115 currently contains a temporary turning head for Jeffries Circuit, the existing Department of Defence transpiration pond, the approved extension to Short Stay 2 Car Park and the approved extension to Long Stay 1 Car Park.

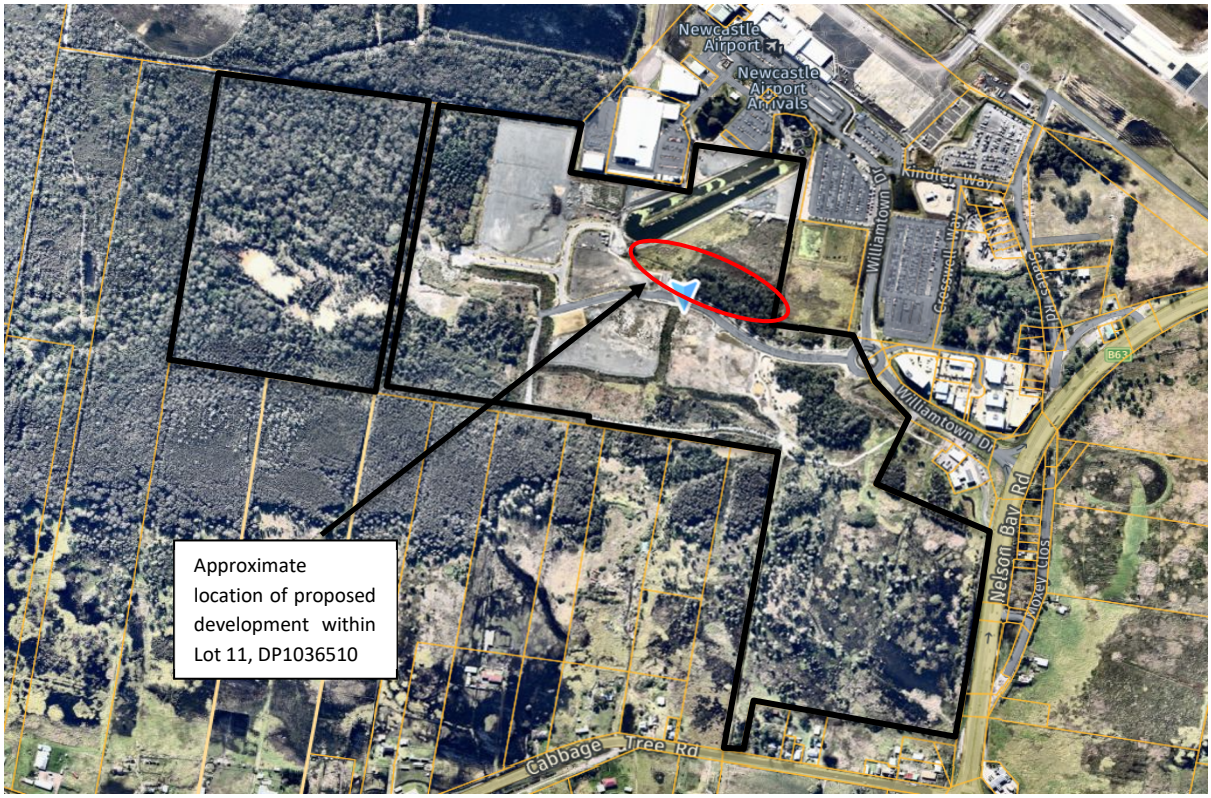


Figure 1 Site Locality – Lot 11, DP 1036501 (in black). Location of Proposed Development (in red). Source: Near Maps (July 2022)

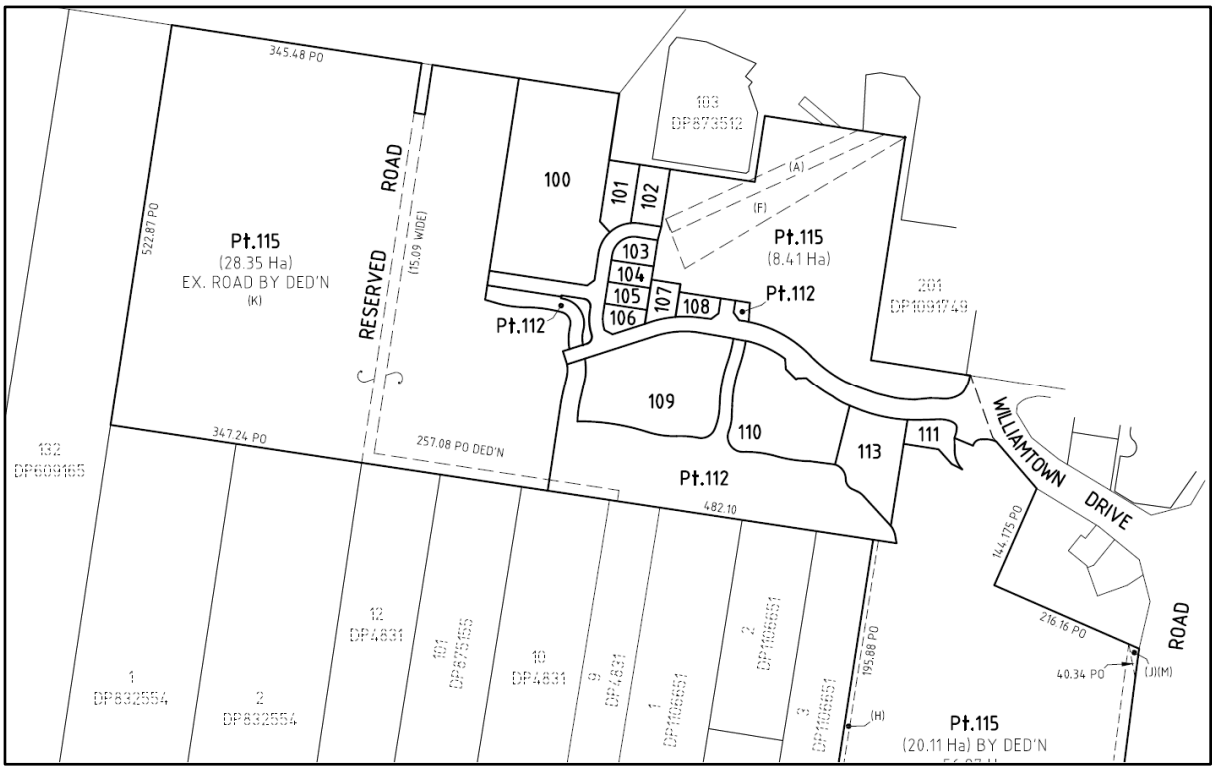


Figure 2 Excerpt of Plan of Subdivision of Lot 11, DP1036501. Source: Thomas F Campbell

The site is located within a broader 395-hectare precinct area identified as the Williamtown Special Activation Precinct (SAP). The Williamtown SAP includes Newcastle Airport, the Williamtown Royal Australian Air Force (RAAF) base and the Astra Aerolab, and will capitalise on Newcastle Airport's expansion plans and the emerging aerospace industry around the William RAAF base. The location of the development within the subject site is zoned B7 Business Park under the Port Stephens Local Environmental Plan 2013 (PSLEP 2013).

Lot 11 has frontage to Nelson Bay Road, an arterial road, which connects the site to Nelson Bay, Port Stephens and the City of Newcastle, Williamtown Drive, a part private road which provides access to the Astra Aerolab Development and Newcastle Airport, and Cabbage Tree Road.

The site is identified as being located within a Bush Fire Prone Area on the Bushfire Hazard Map on the NSW Planning Portal. Lot 11 is identified as being flood prone land with land ranging from being categorised as 'high hazard flood storage area' land to 'minimal risk flood prone' land. The site of proposed development has been cleared of vegetation following the construction of the subdivision.

The subject site does not currently have frontage to a public road, however, it will have access to McNamara Parade off Aerospace Avenue upon registration of the subdivision.

2.2 Background

In alignment with the broader Newcastle Airport Master Plan, GNAPL have commenced the development of the Astra Aerolab, a nationally significant defence and aerospace precinct which leverages the strategic proximity to Newcastle Airport and the Williamtown's RAAF Base.

2.2.1 Development Consent 16-2009-324-1

Development Consent DA 16-2009-324-1 was issued by Port Stephens Council on 19 January 2011, as a six stage subdivision. The approved development was subsequently modified by DA 16-2009-324-3 issued on 23 March 2022, to allow for a revised staging plan, amended lot layout and revised road network and stormwater drainage designs.

Construction of Stage 1 of the Astra Aerolab development has been completed with the subdivision of 15 new lots and is to be formally registered. Future development of the developed lots will be subject to separate development applications.

2.2.2 Development Consent 16-2021-1153-1

Development Consent 16-2021-1153-1 was issued by Port Stephens Council on 29 April 2022 for car park extension on Lot 11, DP1036501, Lot 43 DP1045602, Lot 1, DP854099, Lot 201 DP1091749 involving the following works:

- Construction of 175 additional parking spaces as an extension of Short Stay 2 Car Park and construction of 905 additional car parking spaces at Long Stay 1 Car Park.
- 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.

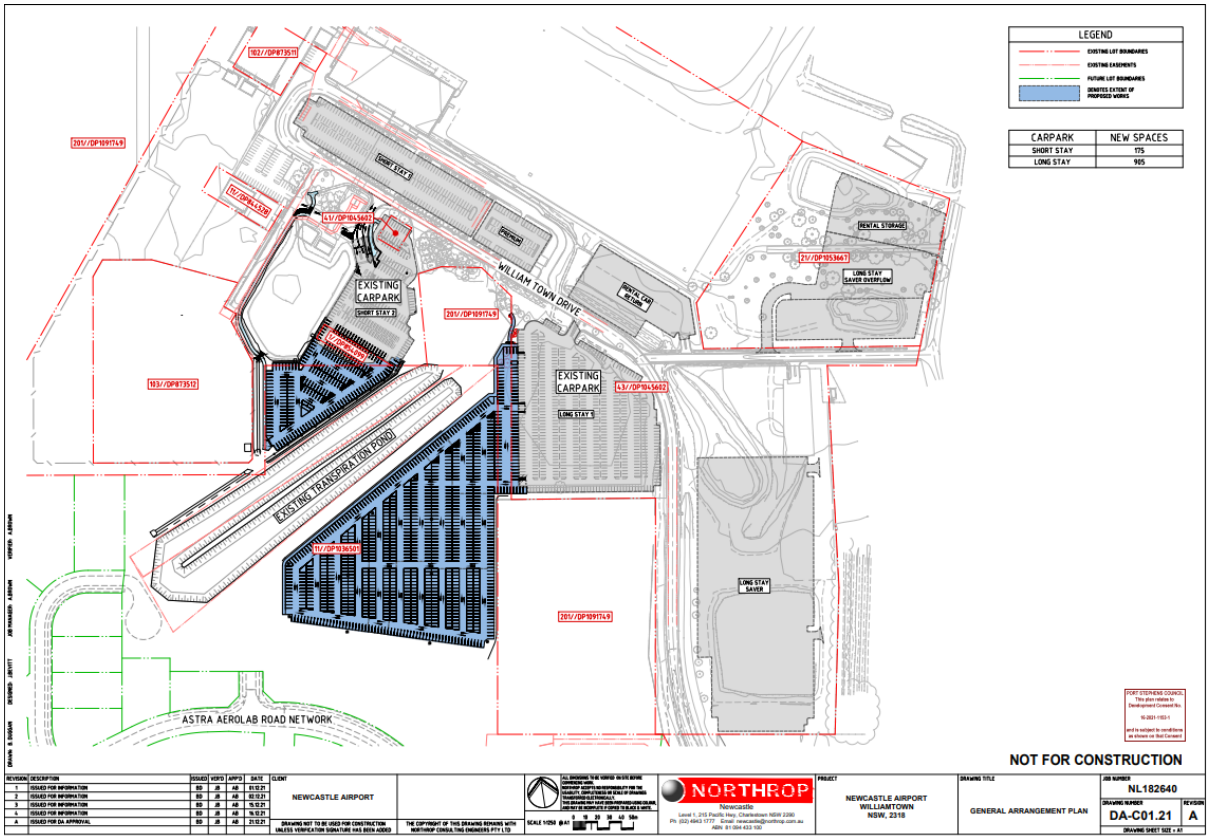


Figure 3 Approved Plan DA 16-2021-1153-1. Source: Northrop

The approved development straddles Newcastle Airport land and Astra Aerolab land and resulted in the provision of 398 short stay carpark spaces, 1475 long stay carpark spaces, providing an overall total of 1,873 parking spaces in these two locations.

It is noted that the current development application seeks to have a proportion of carparking spaces in Long Stay 1 Car Park allocated for the use by the Astra Aerolab precinct. Further detail is provided in the proposed development below.

2.2.3 4.55(1A) Modification to Existing Terminal Consent (Pending Lodgement)

A modification application was submitted to Port Stephens Council on 16 September 2022 to modify DA 16-2008-940-1 for Alterations and Additions to the Airport Terminal approved on 28 March 2013 and most recently modified under DA 16-2008-940-4 on 13 August 2014. The modification was submitted to achieve the following:

- Satisfy the requirements of Condition (6) in Section 4.0 – Prior to Commencement of Use in Development Consent 16-2021-1153-1 determined on 29 April 2022.
- Satisfy the requirements of Condition (5) in Section 5.0 Prior to Commencement of Use in Development Consent 16-2022-428-1 determined on 16 September 2022.
- Update the approved plans to reflect the revised road layout and car parking network as approved by the above development consents.

The tables below outline the carparking schedule approved under DA 16-2008-940-4 and the modified car parking schedule proposed under the current S4.55(1A) Modification (pending lodgement and determination). As demonstrated in Table 3, there will be no overall reduction to car parking spaces for the Airport. Further, additional carparking spaces will be available for Newcastle Airport following the modification compared to the original approval.

Table 2 Approved Carparking Schedule DA 16-2008-940-4

Approved Carparking	
Carpark No.	**Spaces**
Carpark 1	136
Carpark 2	222
Carpark 3	443
Carpark 4	875
Sub-total	**1,676**
Other Parking	
Area	**Spaces**
Staff 2a - Staff	175
Carpark 5 - Rental	198
Pick-up / Drop-off	25
Buses, Coaches	4
Shuttle Bus queuing	12
Taxi pick up	13
Taxi Holding	45
Emergency	2

Table 3 Proposed Modification to Carparking Schedule in current S.4.55(1A) Application

Proposed Modification	
Car Park Name	**Car Park Spaces**
Premium	161
Short stay 2 (formerly Carpark 2)	396
Long Stay 1 (formerly Carpark 3)	731
Long Stay Saver (formerly Carpark 4)	937
Long Stay Saver overflow	158
Sub-total	**2,383**
Other Parking	
Area	**Spaces**
Staff	171
Rental Return	188
Rental Storage	161
Pick-up / Drop-off	19

Proposed Modification	
Buses, Coaches	2
Shuttle Bus queuing	1
Taxi pick up	13
Taxi holding	45
Emergency	2

The above modified carparking schedule accounts for the proposed allocation of existing approved Long Stay 1 carparking spaces to the Astra Aerolab precinct, and confirms that carparking will be provided to Newcastle Airport in excess of the approved quantity in DA 16-2008-940-4.

2.2.4 Development Application 16-2022-663-1 for Industrial Development Lot 109

Development Application 16-2022-663-1 was lodged with Port Stephens Council on 23 August 2022 for industrial development on proposed Lot 109, and includes the construction of 'Building 1' and site works for the future development of Buildings 2, 3 and 4 on the lot. The development application is currently under assessment. The development of proposed Lot 109 will result in a carparking deficit of 81 spaces for the entire site, including an allocation for future buildings. The traffic assessment assessed a reduced parking deficit of 57 spaces when accounting for hybrid working arrangements. The deficit will rely on the additional carparking to be provided in the nearby common user car park, the subject of this development application.

2.2.5 Development Application for Commercial Building Lot 106 (Pending Lodgement)

A development application has been submitted to Port Stephens Council for a new seven (7) storey commercial office premises with ground floor retail and food and drink premises on proposed Lot 106. The proposed development will provide onsite parking, however the development will result in a carparking deficit of 116 spaces and relies on the additional common user carparking subject of this development application to address the identified shortfall.

2.2.6 Future Developments

It is noted that future developments in the Astra Aerolab commercial core, being development of proposed Lots 103 – 110, may result in deficiencies in onsite car parking. These deficiencies are proposed to be offset by the development and operation of a common user car parking area, which forms the subject of this development application.

3 Proposed Development

3.1 Summary

The proposed development is for the for the construction of new car parking and operation of a common user car park to support to new commercial and industrial development proposed in Stage 1 Astra Aerolab. The additional carpark will have an area of approximately 14,900m^2 and will provide a total of 1,070 common user car parking spaces, including 314 new common user car parking spaces to the Astra Aerolab precinct. The works will include:

- Bulk earthworks
- Installation of new stormwater drainage to connect with existing stormwater drainage network
- Construction of 314 new car parks including 6 accessible parking spaces and line marking
- Installation of security boom gates, landscaping, pedestrian pathways, fencing and lighting
- Installation of 15 EV charging points
- Installation of electrical conduits to allow for additional future EV charging points. It is intended that 5% of all carparks in the approved and proposed extension to Long Stay 1 Carpark have EV charging capability.

The extent of the construction of the new car park is shaded and shown in the figure below.

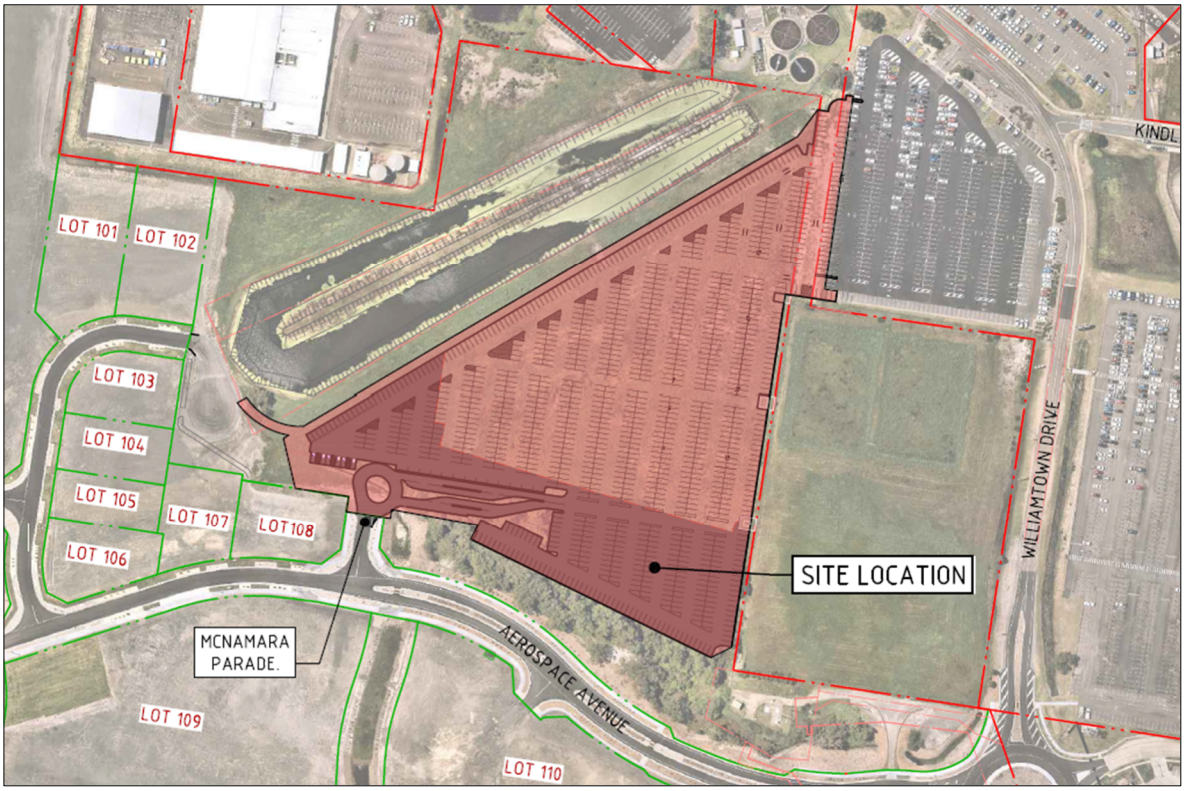


Figure 4 Site Plan. Source: Northrop (20/10/2022)

3.2 Car Park Design

Car park spaces will have minimum dimension of being 2.7 metres wide x 5.6 metres long. Aisle widths of 6.2 metres will be maintained throughout the carpark. Handstand surfaces being maintained at a maximum grade of 1.5 percent and will match the existing levels and grades of the approved Long Stay 1 Carpark.

The proposed carparking will provide six (6) accessible parking spaces and will provide 15 EV charging stations on the western corner of the carpark. Electrical conduits will also be provided to allow for 5% of all carparks in the approved and proposed extension to Long Stay 1 Carpark have EV charging capability.

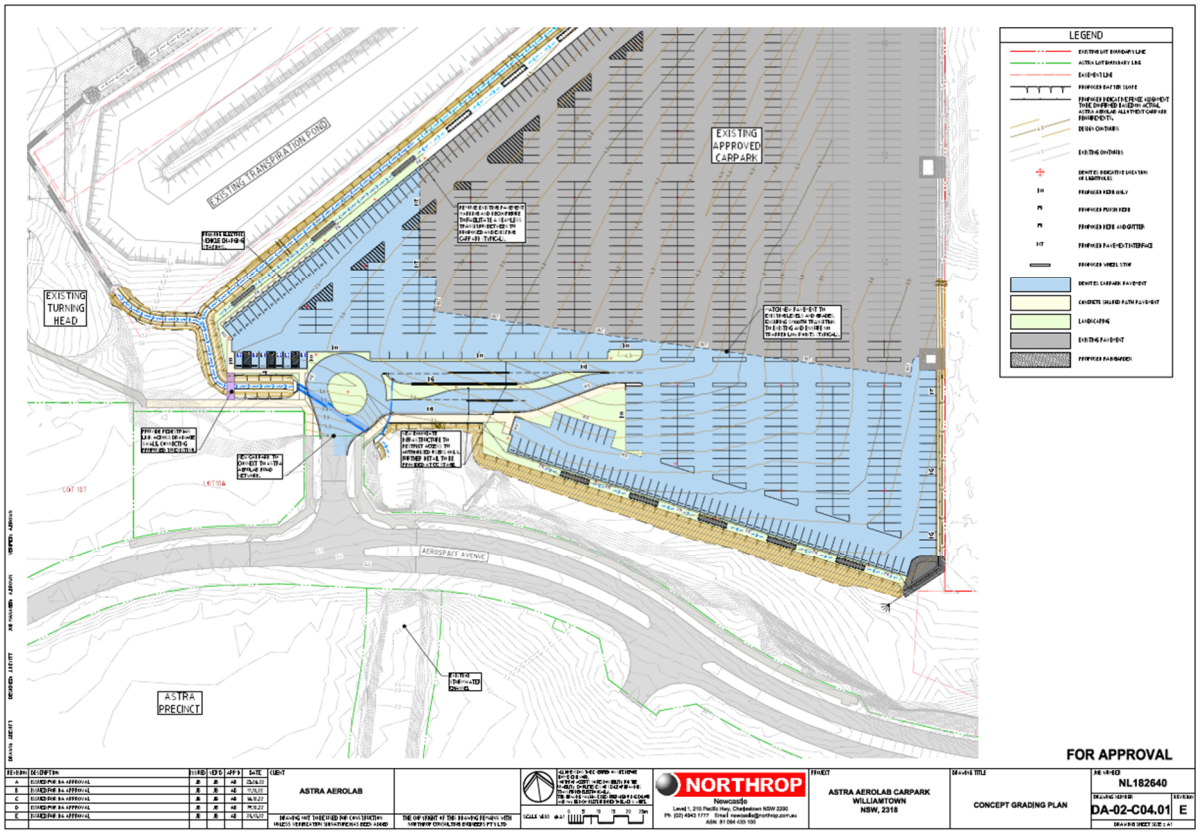


Figure 5 Car Parking – Concept Grading Plan. Source: Northrop (20/10/2022)

3.2.1 Car Park Operations

Vehicular access to the carpark will be via security boom gates off McNamara Parade accessed from Aerospace Avenue from the south. This will ensure access to the common user parking is provided to authorised users and visitors of the Astra Aerolab precinct.

Existing pedestrian footpath from the south will be extended to provide safe pedestrian access to the new carpark. The existing pedestrian network to the west will be integrated into the new carpark with connectivity provided around the existing transpiration ponds and north to the Airport Terminal.

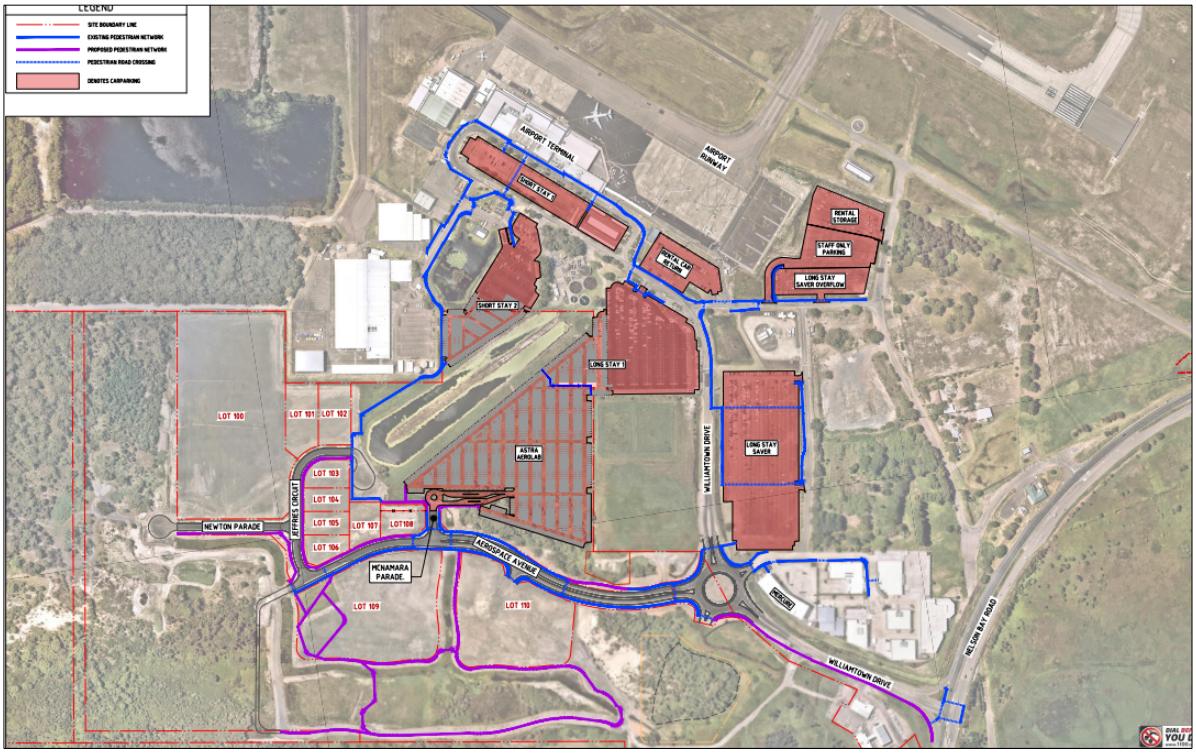


Figure 6 Pedestrian Network Existing and Proposed (approved by other DAs). Source: Northrop

3.3 Stormwater and Drainage

A Stormwater and Drainage Plan and Stormwater Management Report has been prepared by Northrop Engineering and is provided with the application.

New stormwater drainage will be installed comprising of drainage swales and channels. These channels will direct stormwater from the north and northwest to the south around the proposed carpark and will connect to the existing drainage network. Overland runoff from the carpark areas will be directed to new raingardens which will provide additional water quality treatment. Stormwater runoff for the car park development will be managed via the Astra Aerolab stormwater management strategy. It is noted that downstream infrastructure has already been designed to cater for the full contributing catchment once the subdivision is fully developed.

3.4 Landscaping, Fencing and Lighting

A Landscape Plan prepared by Northrop is provided with this application. There are four landscaping zones proposed which include turfed areas, channels lined with various groundcovers and gardens comprising native Australian vegetation with a maximum height of 1 metre.

New lighting will be installed in the carpark to match that which is proposed for installation in Long Stay 1 Carpark.

4 Strategic Context

4.1 Hunter Regional Plan 2036

The Hunter Regional Plan (HRP) 2036 identifies Newcastle Airport and the surrounding defence and aerospace industries as a strategic employment driver central to the Hunter's diversified economy. The HRP, along with supporting strategic plans such as the Greater Newcastle Metropolitan Plan 2036 (GNMP), designate Newcastle Airport and the Astra Aerolab precinct as having a key role in future economic growth in the region. The plan envisions this economic growth to occur via new job creation, transport services and freight services. The proposed development is consistent with the HRP 2036 as it is supporting the growth and future development of the Astra Aerolab precinct.

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 for the Hunter Region 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. The plan identifies Williamtown Special Activation Precinct (WSAP) as a region shaping gateway and industry precinct with the strategic imperative of supporting Australia's defence industry and emerging aerospace industry. The proposed development supports the future development of Astra Aerolab Precinct within the WSAP through the provision of parking to support ongoing operations.

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. Strategy 2 of the GNMP 2036 is to grow the airport and aerospace and defence precinct at Williamtown. The proposed development will facilitate future development in the Astra Aerolab precinct and is aligned with the objectives of the GNMP 2036.

4.4 Port Stephens Local Strategic Planning Statement

The Port Stephens 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, the Royal Australian Air Force (RAAF) base and associated aerospace and aviation support services. The expansion of the aerospace precinct around the airport is identified to be a significant economic driver for the region. The proposed development will provide parking to support the future operation of Astra Aerolab envisioned by the LSPS.

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 2021 (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).

Regarding object (c), the proposed development promotes the orderly and economic use and development of land through the provision of parking to support the future operations of Astra Aerolab.

Regarding object (g), the proposed development promotes good design and amenity of the built environment by being designed in accordance with the relevant Australian Standards and employing measures to minimise the environmental impact including erosion and sediment control, stormwater management and water sensitive urban design.

5.3 Integrated Development

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

5.4 Environmental Planning and Assessment Regulations 2021

The proposed development will be assessed in accordance with the relevant requirements of Part 3 of the EP&A Regulation 2021.

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 site is located in the Williamtown Special Activation Precinct (WSAP). Clause 3.8 of the SEPP states the following:

> *A consent authority must have regard to the following when determining an application for development consent to carry out development on land within an Activation Precinct—*
>
> *(a) the master plan for the Activation Precinct,*
> *(b) any delivery plan that applies to the land on which the development is to be carried out,*
> *(c) any draft master plan or draft delivery plan that is published on the NSW planning portal.*

The Williamtown SAP Draft Master Plan public exhibition concluded on 8 June 2022 and is currently under review. In accordance with Clause 3.8 of the SEPP, Port Stephens Council will have regard to the draft master plan when determining the application.

The site is proposed to be zoned Regional Enterprise Zone, a new zone which will facilitate the development of industrial and employment activity connected with the defence and aerospace industries. Broadly, the development is consistent with the proposed zoning, and uses anticipated by the SAP Master Plan.

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 Remediation of Land

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.

A Contamination Assessment was prepared by Qualtest Laboratory (NSW) Pty Ltd for the carpark extension approved under DA 16-2021-1153-1. The Contamination Assessment identified two areas of environmental concern based on the site history and onsite observations which comprised of imported fill and potential PFAS contamination of soil and groundwater on the site. The results of the contamination assessment indicated imported fill presented low risk to human or ecological receptors due to being immobilised in asphalt and was assessed to be suitable for reuse on site for the development of carparks. Suitable control measures were identified to address the potential PFAS contamination.

No further contamination assessment was deemed necessary for the proposed development carpark approved under DA 16-2021-1153-1. Given the proposal subject to this application is for the use of part of the carpark approved under DA 16-2021-1153-1, and for a small portion of new car parking,

the findings of the prior Contamination Assessment remain relevant and no further assessment is considered necessary subject to the implementation of the following recommendations:

- Due to the presence of PFAS contaminated groundwater at shallow depths, a management plan should be prepared for construction workers during construction of the car parks. It is expected that the RAAF Base and Newcastle Airport would have current management plans, and these could be used, or a site-specific plan developed.
- An Unexpected Finds Procedure should be prepared and implemented during the construction works. The Unexpected Finds Procedure could be a standalone document, or form part of the Construction Environment Management Plan.

The proposed development is considered suitable for the site subject to implementation of the recommendations above.

5.5.3 State Environmental Planning Policy (Planning Systems) 2021

The 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 regionally significant development as including Council related development over $5 million.

The capital investment value (CIV) of the project is $2,277,793. Accordingly, the development is not considered to be council related development and therefore not regionally significant development.

5.5.4 State Environmental Planning Policy (Transport and Infrastructure) 2021

The State Environmental Planning Policy (Transport and Infrastructure) 2021 specifies provisions related to transport and infrastructure including educational establishments, childcare facilities, major infrastructure corridors and ports. Chapter 2 Infrastructure of the SEPP is relevant to the proposed development and the relevant provisions have been assessed below.

Chapter 2 Infrastructure

Chapter 2 of the Transport and Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the state. Clause 2.122 of the SEPP specifies provisions for traffic generating development, which includes car parks whether or not ancillary to other development) with 200 or more car parking spaces.

The proposed development is for the operation of a car park with 1,070 common user car parking spaces. Accordingly, the development would be classified as traffic generating development and referred to TfNSW for comments. However, as noted in the Traffic Assessment prepared by Northop, the proposal itself will not generate any traffic. Traffic generation will be associated with existing and future development of Astra Aerolab. Traffic generation has been assessed in the subdivision and suitable conditions to manage traffic impacts included in Development Consent DA 16-2009-324-1. All traffic related impacts associated with the development of individual lots shall be considered during the Development assessment of those developments.

5.6 Port Stephens Local Environmental Plan 2013

5.6.1 Zone Objectives and Land Use Table

The site is zoned B7 Business Park and the proposed development for a car park is permitted with consent.

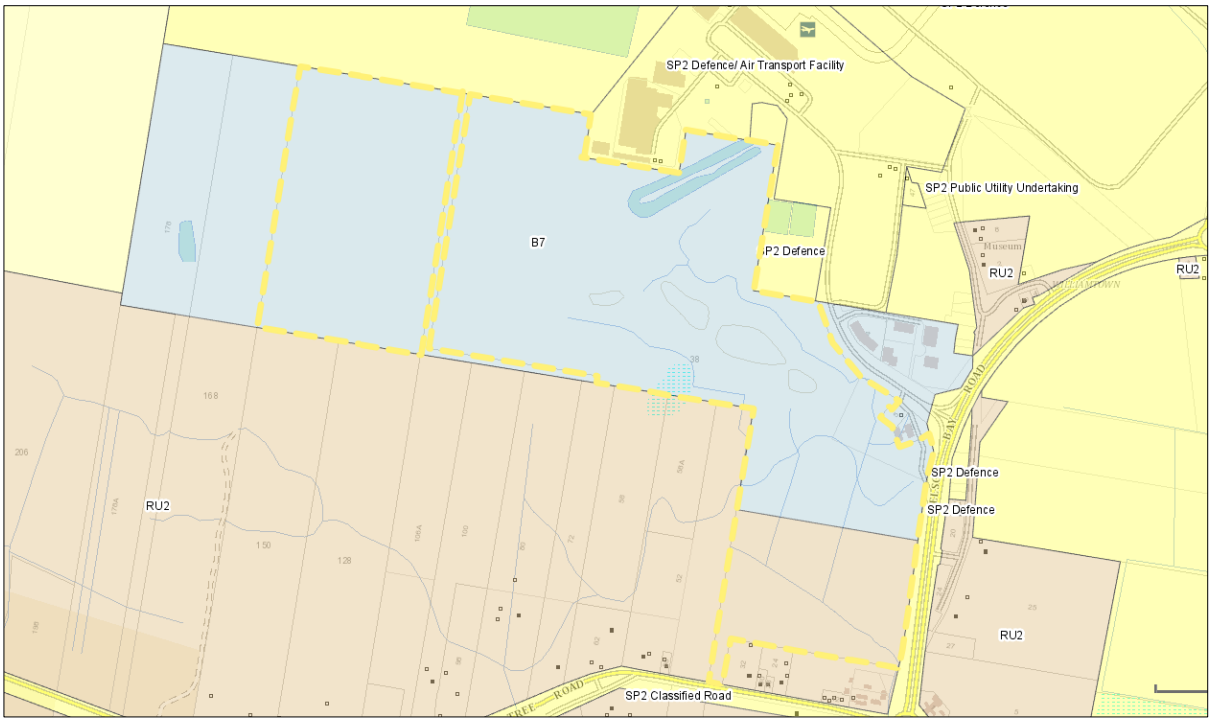


Figure 7 Land Zoning Map. Source: ePlanning Spatial Viewer

The objectives of B7 Business Park are as follows:

- *To provide a range of office and light industrial uses.*
- *To encourage employment opportunities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To facilitate the future development of the land as an employment area relating to defence and airport operations to support the continued operation of the RAAF Base Williamtown Airport and the Newcastle Airport.*

The proposed development meets the objectives of the B7 Business Park zone as the proposed common user car park supports the future development and operation of office and light industrial uses of the commercial core of Astra Aerolab, and provides facilities to meet the day to day needs of workers in the area.

5.6.2 Minimum Lot Size (Cl 4.1)

Subdivision is not proposed by the development.

5.6.3 Acid Sulfate Soils (Cl 7.1)

The site is mapped as containing Class 4 acid sulfate soils, meaning that acid sulfate soils are likely to be found beyond two metres below the natural ground surface. The development is therefore subject to the provisions of PSLEP 2013 Section 6.1 Acid sulfate soils, which contains requirements for development on land mapped as having acid sulfate soils. However, as the development does not include cut below 2 metres, consent is not sought under Section 7.1(2).

5.6.4 Earthworks (Cl 7.2)

The proposed development includes bulk earthworks, and as such Clause 7.2 of the PSLEP applies. The objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land. The earthworks are considered to be ancillary to the proposed development, and as such, development consent for the proposed development will be considered to have provided development consent for the ancillary earthworks. It is noted that bulk earthworks were previously approved for the subject site under DA 16-2009-324-1nhave been completed.

5.6.5 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 or Operations Surface.

5.6.6 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 is consistent with this Clause 7.5 of the LEP.

5.6.7 Drinking Water Catchment (Cl 7.8)

Clause 7.8 of the PSLEP 2013 specifies provisions related to drink water catchments in the LGA. The proposed development is mapped as being located in the drinking water catchment. Pursuant to Clause 7.8(4):

> *Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—*

(a) the development is designed, sited and will be managed to avoid any significant adverse impact on water quality and flows, or

(b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or

(c) if that impact cannot be minimised—the development will be managed to mitigate that impact.

The proposed development will implement a drainage system which ensures that run off from the site will not adversely impact on water quality. It is noted that the stormwater treatment requirements for the overall Astra Aerolab subdivision were addressed by the stormwater design approved under DA 16-2009-324-3 including grassed swales, in-street rain gardens, storage basins and the existing downstream wetland. Notwithstanding the above, there are several proposed additional water quality treatment measures planned to be implemented. These include vegetated buffer strips, rain gardens, and vegetated swales, and they are depicted on the stormwater management plan.

5.7 Proposed Environmental Planning Instruments

There are no known proposed Environmental Planning Instruments which apply to the site.

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
- Part D Specific Areas - Williamtown Defence and Airport Related Employment Zone (DAREZ)

The relevant controls of the above sections are assessed below.

Table 4 DCP Compliance Table

Clause	Control	Comment
B3 Environmental Management		
B3.D Earth-works	Development may need to provide a bulk earthworks plan in order to adequately address the above matters when: ▪ cut exceeds 2m in depth ▪ fill has a total area of 100m2 or more	A Cut and Fill prepared by Northrop is provided with this application and included in the civil engineering plans.

Clause	Control	Comment
	▪ is within 40m of the top bank of a riparian corridor as defined under the Water Management Act 2000	
	Fill must consist of virgin excavated natural material (VENM) as defined under the Protection of Environment Operations Act 1997 or any other waste-derived material the subject of a resource recovery exemption under clause 91 of the Protection of the Environment Operations (Waste) Regulation 2014 that is permitted to be used as fill materials.	No fill is required to be imported. Any fill requirements on site will utilise in situ excavated material. The suitability of the reuse of onsite fill was previously assessed in the contamination assessment prepared under the approved carpark development under DA 16-2021-1153-1.
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 Northrop is provided with this application. Details of stormwater draining 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.	The subdivision approved under DA 16-2009-324-1 and modified under DA 16-2009-324-3 provided a network of stormwater drainage channels and basins designed to manage stormwater within the overall subdivision precinct. Stormwater management for both volumetric and water quality treatment, is managed at the subdivision scale so that each allotment is not required to provide onsite detention or infiltration.
	On-site detention / on-site infiltration is to be: ▪ sized so that the post-development flow rate and	Refer to the above.

Clause	Control	Comment
	volume equals the predevelopment flow rate and volume for all storm events up to and including the 1% annual exceedance probability (AEP) storm event ▪ provided by either underground chambers, surface storage or a combination of the two	
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).	There will be no change to water quality resulting from the proposed development. Existing water quality infrastructure is already provided to service the subdivision precinct and to minimise any adverse impacts on downstream watercourses. Notwithstanding the above, there are several proposed additional water quality treatment measures planned to be implemented. These include vegetated buffer strips, rain gardens, and vegetated swales as depicted on the stormwater management plan.
B6 Williamtown RRA 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.
Part D Specific Areas		
D15 Williamtown Defence and Airport Related Employment Zone (DAREZ)		
D15.A Lodgement requirements	A development application is accompanied by a landscape plan consistent with the Williamtown Aerospace Park Landscape Master Plan.	A Landscape Plan prepared by Northrop is provided with this application. The extent and type of landscaping is appropriate for the proposed development which is car parking, providing for the softening of edges and low scale mass

Clause	Control	Comment
		planting that is low in maintenance and drought tolerant.
D15.D Drainage and water quality	Drainage and stormwater systems are in accordance with the Williamtown Aerospace Park Flood Assessment and Stormwater Strategy	A Stormwater Management Plan prepared by Northrop is provided with this application. The plan is consistent with the Aerospace Park Flood Assessment and Stormwater Strategy in the following ways: ▪ All surface runoff is directed to the east, towards Nelson Bay Road ▪ Open channels and detention basins are included to manage stormwater runoff, reducing the amount of imported fill required ▪ Water quality infrastructure is in place to minimise any adverse impacts on downstream watercourses.
D15.E Flooding	All car parking and driveways are to be located at a level greater than 2.5m Australian Height Datum (AHD).	As shown on the Concept Stormwater Management Plan Report prepared by Northrop, the car park is located on areas of 3.2m AHD and higher.

5.9 Developer Contributions

Under the Port Stephens Local Infrastructure Contribution Plan, Section 7.12 Development Contributions are applicable to the proposed development. As the estimated cost of development exceeds $200,000, a development contribution levy of 1% will apply.

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 not generate additional traffic or parking requirements of its own operation and is being developed to provide for future common user parking requirements of developments within the commercial core of the Astra Aerolab precinct.

The car park will provide safe and secure common access parking for employees and visitors in a secure, fenced, purpose built common user car park. The proposed development integrates the existing pedestrian footpaths to the south and west into the development and provides connectivity to the north around the existing transpiration ponds providing access to the Airport Terminal. The footpath network will support permeability and walkability within the broader Astra Aerolab precinct. Pedestrian pathways have been separated from vehicle paths of travel to facilitate safe and effective operation of the carpark.

6.1.2 Air and Microclimate

During construction precautions will be undertaken to dampen or otherwise control stockpiles to ensure dust impacts on the surrounding environment are mitigated. No ongoing impacts to air and microclimate will occur.

6.1.3 Flooding

A Flood Impact Assessment has been undertaken as part of this application and is contained within the Stormwater Management Report prepared by Northrop. The proposed works will not create any significant adverse impacts to flood behaviour on the subject site and on the properties surrounding the subject site during a 1% AEP flood event.

6.1.4 Visual Impact

There are no sensitive visual receivers in the locality, and the proposed development is typical of an airport environment. Low scale landscaping provisions have been proposed to soften and reduce the visual impacts of the car park.

Trees have not been incorporated into the proposed carpark design as they create habitat for bird roosting and breeding, with the proximity to airside operations increases the risk of aircraft bird strike. This is a risk and management problem for the airport and one which has considerable safety risks associated with it.

6.1.5 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.

Due to the development type and airport setting, and that there are no surrounding sensitive receivers, there will be no ongoing operational impacts of the proposed development on the surrounding amenity by way of noise or vibrations.

6.2 Social Impacts

The proposed development will have a positive social impact as it will support the future development and operation of the Astra Aerolab precinct through the provision of common user carparking facilities. The development will provide parking spaces to support the operation of a common user area carpark which will address onsite parking deficiencies of Lots 106 and 109 in the Astra Aerolab Commercial Core.

6.2.1 Crime Prevention Through Environmental Design

The proposed development has a positive impact on crime prevention. The following features of the development prevent crime and support a safe environment:

- Installation of security boom gate at southern entry to the carpark will support effective space management and territorial reinforcement CPTED principles and will operate as a common user carpark for users and visitors of the Astra Aerolab precinct.
- Landscaped plantings will be maintained below one metre in mature height to support passive surveillance opportunities.
- Appropriate lighting is proposed to improve security of the carpark at night.
- Installation of CCTV as part of the airport wide security system.

6.3 Economic Impacts

The proposed development will generate temporary construction jobs during of construction of the carpark. Whilst the development will not generate long term permanent jobs in and of itself, it will facilitate the development and effective operation of Astra Aerolab's commercial core which is expected to be a long term generator of new jobs within the Williamtown SAP.

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 zone and meets the zone objectives.
- The proposed development extends an approved carpark and avoids land use fragmentation by consolidating additional carparking facilities on adjoining land. The development is an extension of the existing use and supports the development of Astra Aerolab.
- The development has considered the potential for site contamination, will implement suitable management strategies and the site is considered suitable for the proposed use as a carpark.
- The precinct wide parking and pedestrian circulation strategy to provide additional parking that cannot be accommodated within development sites. The overall carparking strategy will provide safe and secure common access parking to service the Astra Aerolab commercial core precinct linked to development sites via the established system of pedestrian pathways.

- The proposed density, and campus style built form of the Astra Aerolab commercial core precinct supported by the proposed development will encourage active travel (walking and cycling) within the precinct. The proposed internal road system and use of open space provides opportunity walking and cycling within the precinct in a high amenity environment.
- Whilst the development and the precinct will be largely vehicle dependent in the initial stages, longer term expansion of reliable, direct and appropriate rapid transport services should be explored, along with ride share and other alternative transport opportunities.
- Sustainability initiatives such as the provision of EV charging stations encourage the transition to alternative transport modes.

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. There are no aspects of the proposed development which are considered to be incompatible with the public interest.

10 Conclusion

Given that there is no provision for on-street parking provided in the Astra Aerolab precinct and limited public transport options available in the locality, deficiencies in onsite car parking are proposed to be offset by the development and operation of a common user Car Parking Area for all proposed and future developments in the commercial core (Proposed Lots 103 – 110) of the Astra Aerolab precinct. The proposed common ser carpark will support the effective future operation of Astra Aerolab precinct within the William SAP.

The above assessment has been undertaken in accordance with the relevant parts of section 4.15(1) of the EP&A Act. The assessment has concluded that the proposed development satisfies the requirements of the EP&A Act and should be supported.