Scone Airport Aviation Attraction and Terminal

Statement of Environmental Effects

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Prepared for:
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Acknowledgments

Limitations Statement

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Revision History

Revision	Date	Comment	Signatures			
			Originated by	Checked by	Technical Approval	Project Approval
A	04/09/19	SoEE for Peer Review	D Holloway			L Baker

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1 Introduction

1.1 INTRODUCTION

Kellogg Brown and Root Pty Ltd (KBR) has prepared this Statement of Environmental Effects (SoEE) on behalf of Upper Hunter Shire Council (UHSC) in relation to a development application (DA) for the Scone Airport Aviation Attraction and Terminal.

1.2 SITE DETAILS

The site subject of this SoEE is Scone Airport. The Airport is covered by several lots and owned by Upper Hunter Shire Council. The proposed development will be on Lot 51 DP 1081052 and Lot 1 DP 864939.

The airport is accessed from Bunnan Road and is some 3km west of the centre of the Town of Scone (Figures 1.1 and 1.2). As the site is within an existing airport precinct the land is highly disturbed, consisting mostly of hardstand, buildings/hangars and open space areas.

To the immediate north of the subject site is existing rural lands. To the north-east, and east of the site is an existing rural residential area. To the south-east is also a small rural residential estate, while to the south and west are large rural land parcels.

1.3 PROJECT OVERVIEW

The proposed development includes an aviation tourist attraction and terminal facility at the existing Scone Airport. A car park will also be constructed as part of the works.

1.4 AIRPORT BACKGROUND

The Scone and Upper Hunter Airport is a general aviation airport serving the town of Scone and the Upper Hunter Shire. Located approximately 300km north of Sydney and 150km northwest of Newcastle, the airport currently supports a variety of small aviation businesses and service providers in addition to a multitude of propeller and jet aircraft flying to/from the airport. Owned and operated by the Upper Hunter Shire Council, the airport precinct is approximately 56ha in size which includes parcels of the airport lands that have been sold off to private aviation businesses and aircraft owners for hangar development. There is currently no Regular Passenger Transport (RPT) operation at the airport, although it is understood that there may be investigations underway.

At one time the airport did accommodate scheduled passenger services provided between Scone and Sydney by Yanda Airlines. This airline used to fly a “milk-run” service between centres in the Hunter Region, connecting these to Sydney with 9- seat aircraft. The Yanda Airlines service ceased operation altogether in 2011.

Currently, the airport handles approximately 8,000 aircraft movements per year, with these ranging from light single engine aircraft up to medium executive jets, and a range of World War II Warbirds. The airport acts as a base of operations for three commercial aviation operators, a local aero club, and a number of owners and operators of light aircraft. Two of the larger operators account for the bulk of the aviation activity at the airport due to their commercial charter flight activities, as well as firebombing, aerial applications for agriculture, and flying training. A significant use of the airport by business aviation operators also occurs. Clients of the corporate jet operators are generally those with interests in the local equine industry, farming, mining, heavy industrial and motor vehicle industry.

The Airport Masterplan investigated a number of options for future development of the Airport, considering future infrastructure requirements and ongoing commercial arrangements. The preferred option identified by Council includes provision for an aviation visitor attraction and upgraded terminal facilities.

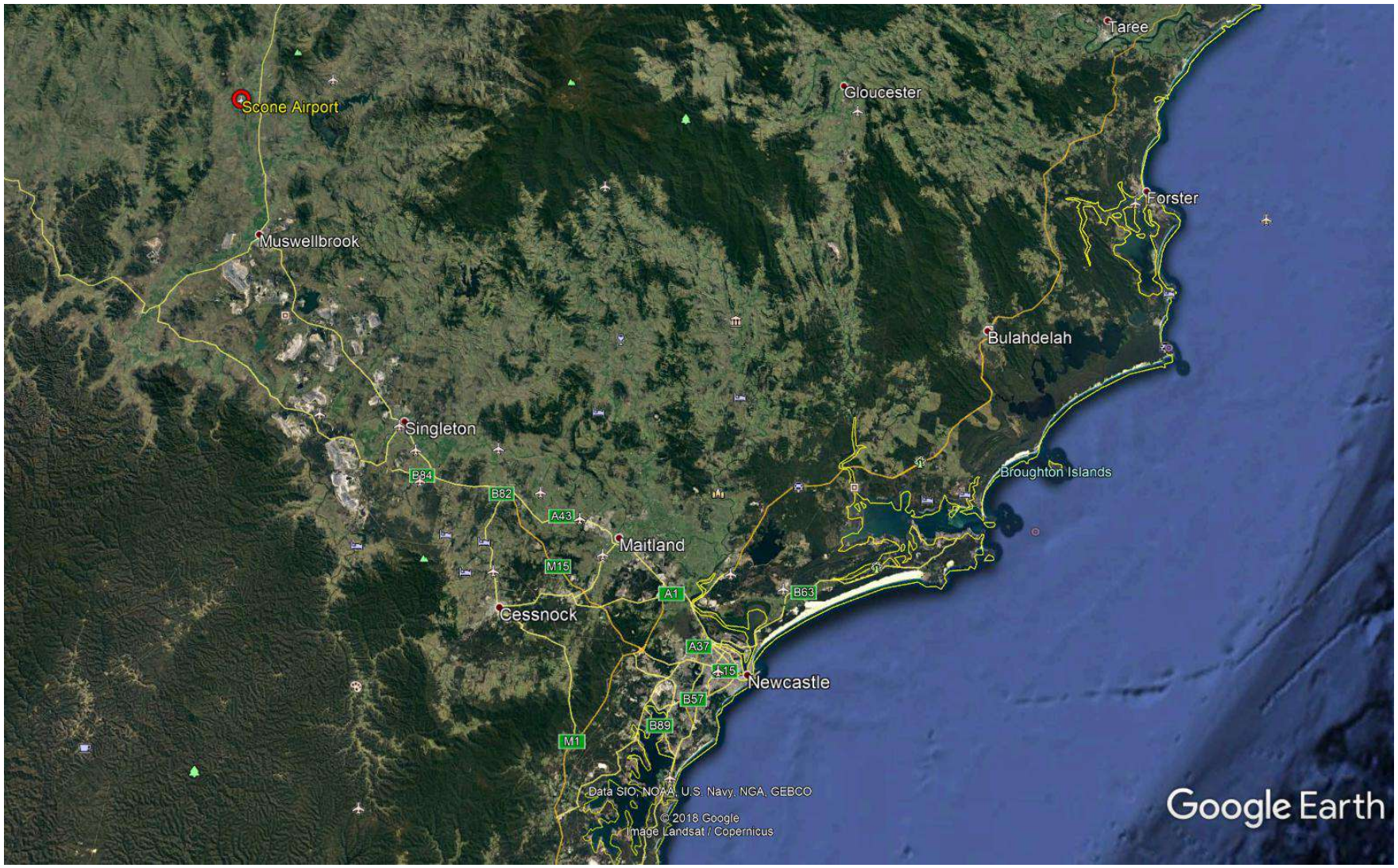


Figure 1.1 – Regional Locality Map

Figure 1.2 – Site Locality Map

Figure 1.3 – Site Aerial

2 The Proposed Development

2.1 OVERVIEW OF THE PROPOSED DEVELOPMENT

The proposal is for the construction of an aviation tourist attraction and terminal at the existing Scone Airport. This project forms part of the initial stages of the airport development and allows for the development of a new airport terminal, visitor parking bay and the Warbird Visitor attraction. The new Warbird Visitor attraction will also provide a function centre, gift shop and café.

The proposed visitor function centre is comprised of two function halls, foyer area, kitchen space, outdoor deck area and car parking facility associated with the function centre.

The project also allows for an upgrade to the access with the relocation of Walter Pye Avenue to the west (refer to Figure 1.3).

The tourist attraction and terminal facility is part of a broader master plan for the site. A copy of the plan is presented in Appendix C.

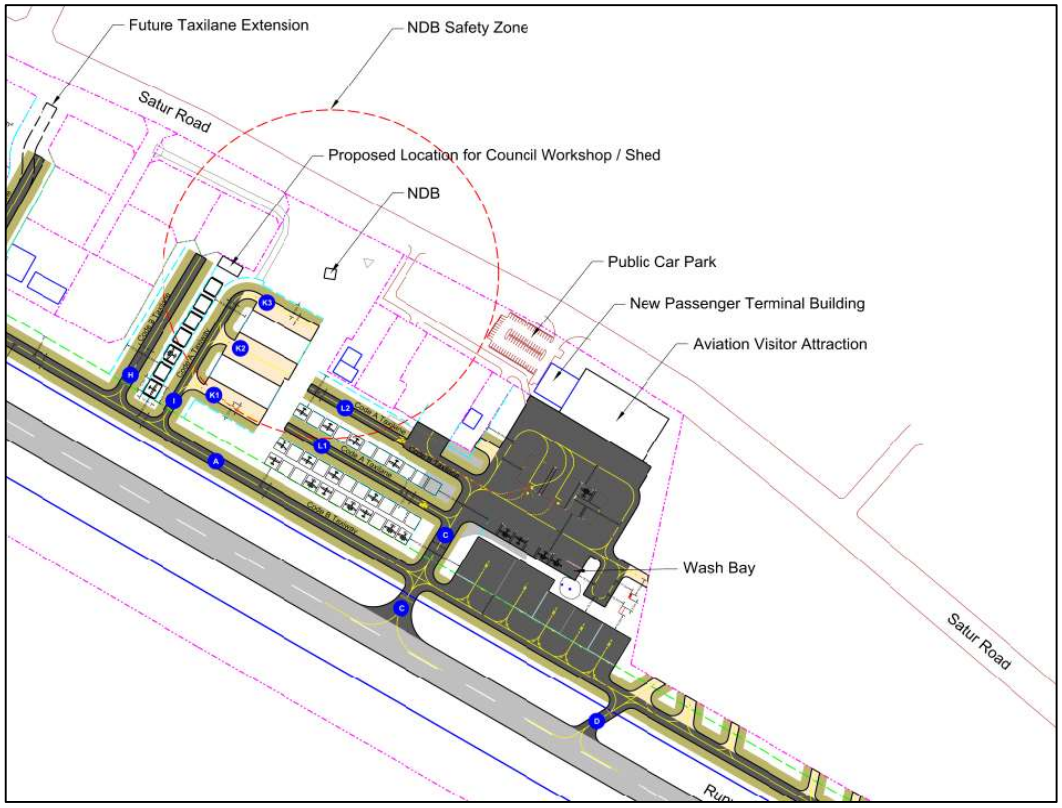


Figure 2.1 – Proposed Development's Location Within the Airport

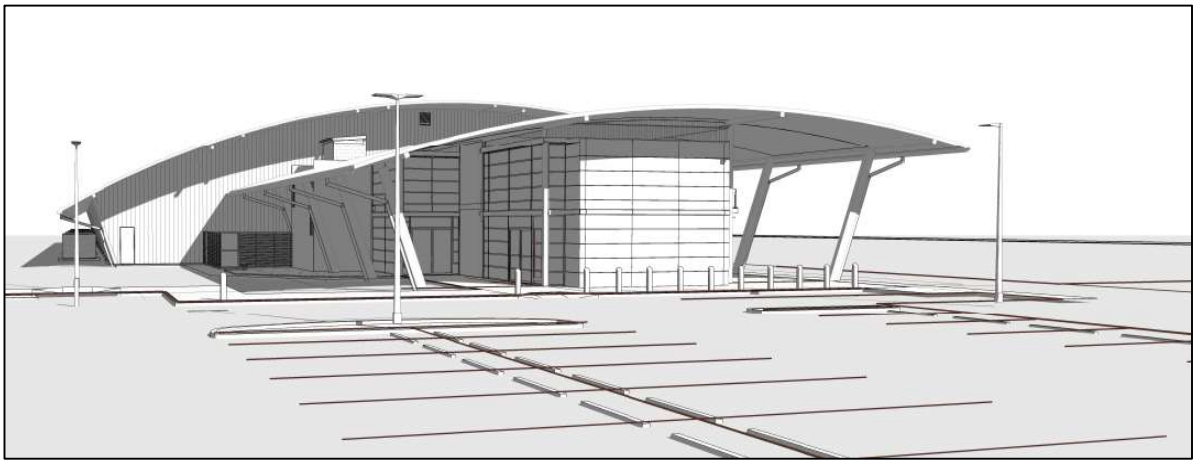


Figure 2.2 – Architects Image of the Proposed Development

3 Planning Considerations

3.1 STRATEGIC PLANS

3.1.1 Hunter Regional Plan 2036

The Hunter Regional Plan was released by the then NSW Department of Planning in 2016. The Plan will guide the NSW Government's land use planning priorities and decisions over the next 20 years in the Hunter, including Scone. The Plan provides an overarching framework to guide subsequent and more detailed land use plans which are to be prepared by local councils. Scone is identified as a Strategic Centre in the Upper Hunter, however, the Regional Plan does not mention the Scone Airport due to the "regional" nature of the Plan. Nonetheless, it is considered that the proposed development is not inconsistent with the Hunter Regional Plan to maintain Scone as a major economic centre in the Upper Hunter.

3.1.2 Upper Hunter Strategic Land Use Plan 2012

The Upper Hunter Strategic Regional Land Use Plan was prepared in 2012 and articulated the NSW Government's broader Strategic Regional Land Use Policy at that time. The Upper Hunter Strategic Regional Land Use Plan comprised multiple initiatives to be staged over time to address land use conflict in regional areas, particularly focused on managing coal and coal seam gas issues. The main actions from the Plan were the mapping of Strategic Agricultural Land and Critical Industry Clusters (e.g. viticulture and equine), the introduction of an upfront Gateway process for mining and coal seam gas projects and the requirement for such proposals to include an agricultural impact statement with any development application. It was identified that the Scone Airport is mapped as Biophysical Strategic Agricultural Land (BSAL) – Equine. However, the proposed development is not for mining or coal seam gas and as such The Strategic Land Use Plan does not impact on this application.

3.1.3 Upper Hunter Land Use Strategy 2017

The Upper Hunter Land use Strategy was prepared in 2017 and updated Council's previous Land Use Strategy in 2011. The Strategy aims to provide clear direction for decisions taken by Council relating to the future use of land within the local government area to 2031. It is intended to guide the preparation of comprehensive LEP planning controls (providing regulatory land use controls). It also establishes a policy framework to facilitate opportunities as they emerge in the future. The Strategy takes into account the objects of the *Environmental Planning and Assessment Act 1979* in identifying proposed actions to implement the vision of the Strategy. The Strategy clearly identifies Council's vision to grow aviation services and diversify uses around the Airport. Direction 2.3 of the Land Use Strategy identifies that Council will continue to provide for operation of Scone Airport and facilitate airport related employment generation. The current proposal meets this direction in the Land Use Strategy.

3.1.4 Scone Airport Masterplan 2016

Upper Hunter Shire Council prepared a masterplan for the Scone Airport in 2016. The aim of the plan is to provide a guide to the Council as to how the airport might best develop over the next 20 years to 2035, considering growth in aviation demand, upgrading requirements to meet current and future safety compliance standards, land development needs to accommodate aircraft operations and parking requirements over the long term, and expansion of facilities and services offered by the Council to aviation users. The master plan identifies a proposed aviation attraction on the site fronting Bunnan Road/Satur Road. The proposed development is consistent with the vision articulated by Council in the Airport masterplan.

3.2 STATUTORY CONSIDERATIONS

3.2.1 State Environmental Planning Policies (SEPPs)

A review of State Environmental Planning Policies (SEPPs) identified several applying, or potentially applying, to the proposed development. These SEPPs are identified below.

State Environmental Planning Policy No 55—Remediation of Land

State Environmental Planning Policy No 55, and the associated Contaminated Land Planning Guidelines were introduced in 1998 as a framework for the management of contaminated land in NSW. The SEPP sets out the provisions for managing contaminated land, where a development application is required or not, and the consideration a determining authority is to consider before approving a development application. A review of the *Contaminated Land Management Act 1997* (CLM Act) and a search of any actions, order or licences issued under the *Protection of the Environment Operations Act 1997* (POEO Act) revealed no records of any contaminated material potentially occurring on the site. This is further addressed in Section 4.6.

State Environmental Planning Policy No 64—Advertising and Signage

This SEPP applies to certain advertising signage in NSW excluding business identification signage and building identification signage. At this stage no advertising signage is being proposed. Business identification signage for the proposed development will be addressed at a later stage of the project under the LEP.

State Environmental Planning Policy (Infrastructure) 2007

This SEPP identifies the regulatory provisions for the development of infrastructure and ancillary works in NSW, generally carried out by public authorities. The Infrastructure SEPP also identifies when development applications are required to be submitted to public authorities for comment. It is considered that Bunnan Road is a classified road under the *Roads Act 1993*. Any works impacting on this road would need to be referred to the NSW Roads and Maritime Services (RMS).

State Environmental Planning Policy (State and Regional Development) 2011

The State and Regional Development SEPP identifies development that is considered to be State Significant Development (SSD) or Regionally Significant Development (RSD) under Part 4 of the EP&A Act. If development meets the trigger for being considered SSD or RSD than the determining authority is not Council under Part 4. Under Schedule 7 of this SEPP any development over $5m on Council owned land or where Council is the proponent is to be determined by a Regional Planning Panel (RPP). As the proposed value of the works is estimated at $6.5m, the development application will be determined by the relevant RPP.

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2011

This SEPP applies to land zoned SP1 Special Activities, that is, the subject site. Clause 9 of the SEPP identifies that a Council permit is required for tree clearing/vegetation clearing where it is identified in a development control plan (DCP). A permit under this SEPP is not required if the clearing is permitted under the *Local Land Services Act 2013* or the clearing works fall within the provisions of the *Biodiversity Conservation Act 2016*. The *Local Land Services Act 2013* does not apply to the site as it is not zoned rural land and is identified on the Native Vegetation Regulatory Map as being excluded. Council's DCP provisions are addressed in Section 5.

3.2.2 Upper Hunter Local Environmental Plan 2013

The proposed aviation attraction and terminal is on land zoned SP1 Special Activities – Airport under Upper Hunter Local Environmental Plan (LEP) 2013. Any development that is ordinarily incidental or ancillary to development for that purpose, i.e. airports, is permissible with consent. It is considered that the proposed aviation attraction and terminal is thus permissible with consent as it is incidental and ancillary to the identified airport use.

Local Environmental Plan Controls

Table 3.1 below identifies the provisions of Upper Hunter LEP 2013 that apply to the subject site and the proposed development's consistency with the LEP.

Table 3.1 - Provisions of the Upper Hunter LEP that Apply to the Proposal

Provision(s)	Comments
Part 2 – Permitted and Prohibited Development	
Clause 2.1 to 2.8	The subject site is zoned SP1 Special Activities – Airport. The proposed development is permissible with consent
Part 3 – Exempt and Complying	
Clause 3.1 to 3.3	Does Not Apply
Part 4 – Principal Development Standards	
Clause 4.1 to 4.6	Does Not Apply
Part 5 – Miscellaneous Provisions	
Clause 5.1 to 5.19	Does Not Apply
Part 6 – Additional Local Provisions	
Clause 6.1 - Earthworks	Applies. Earthworks will be required for the construction of the carpark and building works. An erosion and sediment control plan is presented in Appendix B for the works. The earthworks are not significant and the construction environmental management plan prepared by the civil contractor should manage sediment and erosion controls on the site.

Provision(s)	Comments
Clause 6.2 - Flood Planning	Does Not Apply
Clause 6.3 – Terrestrial Biodiversity	Does Not Apply
Clause 6.4 – Groundwater Vulnerability	Does Not Apply
Clause 6.5 – Drinking Water Catchments	Does Not Apply
Clause 6.6 – Riparian Land and Watercourses	Does Not Apply
Clause 6.7 – Airspace Operations	Does Not Apply – it is identified that the RL for the location of the tourist attraction is RL260. The proposed development (refer to Appendix A) is approximately RL230.
Clause 6.8 – Development in Areas Subject to Aircraft Noise	Does Not Apply – the location of the development is outside the 20 ANEF contour
Clause 6.9 – 6.11	Does Not Apply

3.3 OTHER PLANNING CONSIDERATIONS

3.3.1 Biodiversity Conservation Act 2016

Due to the lack of information provided an assessment under the *Biodiversity Conservation Act 2016* as to whether the Biodiversity Offsets Scheme Threshold is triggered an assessment of all vegetation on the land subject to the application has been prepared.

Lot 51 DP 1081052 is just over 41 hectares in size while Lot 1 DP 864939 is approximately 6,500 square metres. The vegetation to be cleared is scattered across the two lots, however, an assessment of aerial photography identifies that even if all vegetation was to be removed from the two lots the thresholds to instigate the Biodiversity Offsets Scheme would not be triggered.

In addition, the land is not mapped on the Biodiversity Values Mapping. Thus, it is considered that no thresholds are triggered under the *Biodiversity Conservation Act 2016*. A further assessment of the ecological impacts of the proposal is presented in Section 4.2.

3.3.2 Environment Protection and Biodiversity Conservation Act 1999

A search of matters of National Environmental Significance (NES) under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) revealed no matters that would warrant any further actions. A search of the Commonwealth's Protected Matters Search Tool of the proposal's impact on nationally listed threatened species, ecological communities and migratory species found that there is unlikely to be a significant impact on relevant matters of NES. The site is highly disturbed from existing uses and provides minimal habitat for NES listed species. No wetlands or other areas (e.g. heritage areas, heritage places, marine parks) were identified in the vicinity.

3.3.3 Integrated Development

An assessment of whether the proposal meets the requirements of Integrated Development under Section 4.46 of the EP&A Act identified that the only potential trigger is that a Section 138 approval under

the Roads Act approval from RMS may be required. Information identified for this project identifies that Bunnan Road/Satur Road is classified as a Regional Road (i.e. a Classified Road). It is considered that RMS approval under Section 138 is required unless an agreement is in place between the RMS and Council, for Council to manage the asset. At the very least consultation with RMS should be undertaken to address this issue.

4 Assessment of Impact

4.1 INTRODUCTION

This section identifies the environmental, social and economic impacts of the proposal, and any mitigation or management measures that may be required during the construction phase.

4.2 ECOLOGY

4.2.1 Existing Environment

The subject site and surrounds are highly degraded from their existing and historic uses. There is little vegetation in the immediate vicinity of the site. The nearest creeks and riparian vegetation are over 1km from the site. The subject site is not identified on Council's terrestrial biodiversity map or riparian corridor land map.

A review of the NSW Bionet Atlas maintained by the NSW Department of Planning, Industry and Environment identified that the nearest recorded threatened, vulnerable or endangered species is 2km south east of the subject site. This species was identified as a Swift Parrot and was recorded in 2002. No other species have been recorded within 2km of the subject site.

4.2.2 Impact Assessment

Given the disturbed nature of the site the trees that are proposed to be removed as part of the works is not considered a significant impact. There is a lack of any threatened species records in the area and the trees are not located within any habitat corridor. The trees are isolated in their current location.

4.2.3 Mitigation

Council will issue requirements for the tree clearing as part of the development consent in accordance with relevant tree clearing standards such as AS4970 Protection of Trees on Development Sites and AS 4373 Pruning of Amenity Trees and whether an arborist/ecologist should be present during clearing works.

The civil contractor is to include in their construction environmental management plan (CEMP) procedures for managing fauna, if any fauna are identified residing in any of the trees to be felled. In addition, if it becomes apparent that there are threatened, endangered or vulnerable flora identified on the site and are potentially affected by the works the CEMP is to include provisions for consulting with an accredited ecologist.

4.3 ABORIGINAL ARCHAEOLOGY

4.3.1 Existing Environment

A review of the Aboriginal Heritage Information Management System (AHIMS) identified that there are no recorded items/areas within 200m of the subject site. The subject site is also highly degraded from its existing use as an Airport, when operations began in the 1950s.

4.3.2 Impact Assessment

Given the disturbed nature of the subject site and its current use within an Airport precinct it is considered that there is a very low risk of encountering Aboriginal archaeological material as part of the works.

4.3.3 Mitigation

The civil construction contractor should ensure that as part of the preparation of a construction environmental management plan (CEMP) for the future works that if any item is uncovered that is potentially an Aboriginal artefact/item that works are to cease, and a qualified archaeologist is to be consulted, prior to works commencing.

4.4 EUROPEAN HERITAGE

4.4.1 Existing Environment

A review of Upper Hunter LEP 2013 identified that there are no listed heritage items on the subject site. A review of the NSW Heritage database and Australian Heritage database also revealed that there are no known heritage items on the subject site.

4.4.2 Impact Assessment

No impacts have been identified.

4.4.3 Mitigation

The CEMP prepared by the construction contractor is to identify procedures for managing heritage items if any are uncovered during earthworks.

4.5 BUSHFIRE

4.5.1 Existing Environment

The subject site is not identified by the NSW Rural Fire Service (RFS) of being in a bushfire prone area.

4.5.2 Impact Assessment

No impacts identified.

4.5.3 Mitigation

The construction contractor to identify procedures for managing the construction works during periods of high or extreme fire danger (e.g. egress points, not using tools/equipment that may spark a fire).

4.6 SOILS

4.6.1 Acid Sulfate Soils

No risk was identified on the acid sulfate soil risk mapping maintained by Council.

4.6.2 Contamination

Existing Environment

Although the subject site is currently an airport, a review of the *Contaminated Land Management Act 1997* (CLM Act) and a search of any actions, order or licences issued under the *Protection of the Environment Operations Act 1997* (POEO Act) revealed no records of any contaminated material potentially occurring on the site.

Impact Assessment

The location of the proposed development has not been identified as being potentially contaminated. The land proposed to be developed at the airport as part of this development does not contain existing mechanical, fuel tanks/bowsers or other uses that would warrant a contamination assessment. As such, it is considered the risk of contamination is low.

Mitigation

As part of the CEMP the civil contractor should ensure that if any earthworks uncover any potential contaminated material or unusual odours that work is to cease and a suitably qualified contamination expert is to be consulted.

4.7 SURFACE WATER

There is an existing stormwater management system at the airport. The proposed development will include the construction of new stormwater pipes and pits that will direct water from the proposed development into the existing system. No upgrades of the existing stormwater system are proposed as part of this application. A stormwater management plan is provided in Appendix B.

4.8 GROUNDWATER

4.8.1 Existing Environment

A review of data maintained in the Australian Groundwater Explorer and held by Water NSW identifies five groundwater bores within 500m of the site. None are located on the site of the proposed development. Unfortunately there is limited data in the borehole logs. Two borehole logs have no data

at all, while one is incomplete. There only two bore logs which identify how deep the bore was constructed. The borehole depths ranged from 26m deep to 46m deep.

4.8.2 Impact Assessment

Given the existing groundwater bores are for water supply, and their depths, it is considered that the proposed works are unlikely to intercept groundwater.

4.8.3 Mitigation

If for any reason groundwater is encountered the civil construction contractor is to cease works and an appropriate permit from Water NSW (or relevant government authority) is to be obtained.

4.9 NOISE AND VIBRATION

4.9.1 Existing Environment

The existing airport is subject to high noise levels at different times of the day through air traffic. As noted previously the airport currently has approximately 8,000 flights in and out a year. Aircraft are also subject to Federal air noise regulations.

As part of the noise impact assessment (Appendix E) a noise logger and sound level calibrator were placed at the existing residence at 72 Gray Street, Scone, to obtain exisitng background noise levels. The residence at Gray Street is approximately 200m to the north-east of the subject site. The relevant background noise levels from this work are identified in Table 4.1.

Table 4.1 – Background Noise Levels

Measurement	Description	Time Period	Measured Nosie Levels dB(A)
Average Background Noise Level (L_{A90})	Day	7am – 6pm	36
	Evening	6pm – 10pm	30
	Night	10pm – 7am	30
Rating Background Noise Level (L_{A90})	Day	7am – 6pm	34
	Evening	6pm – 10pm	29
	Night	10pm – 7am	24
Average (L_{Aeq}) Noise Level	Day	7am – 6pm	51
	Evening	6pm – 10pm	46
	Night	10pm – 7am	44

4.9.2 Impact Assessment

Construction

It is expected that there will be some increase in noise to nearby residents as the construction commences. The proposed works will be relatively short in duration and will consist of general building and earthworks. Works will be undertaken during standard day time hours.

Operations

The noise impact assessment undertaken by Air Noise Environment (ANE) assessed whether noise associated with car park activity, patron noise and amplified music will have any major impact onto the surrounding residential receivers. Based on the assessment, the minimum building facade treatments will be recommended to achieve the internal noise levels as specified in AS2107:2000. The NSW Noise Policy for Industry (NPI) was also considered relevant for the proposed works.

Based on preliminary drawings, noise sources associated with the development that may impact the surrounding residential receivers include patron activity, mechanical plant operation and amplified speaker/s (for music).

The nearest sensitive receivers are identified as a residential dwellings and Veterinary Clinic. Based on the design noise limits for similar use specified in AS2107 and the NPI, the proposed noise limits for the surrounding receivers are listed below in Table 4.2.

Cadna/A noise modelling software has been used to predict the noise impact of the proposed development. Using the Cadna/A noise modelling software, predictions were made at the surrounding residential receivers. Five 'typical' receivers and the Veterinary Clinic were modelled with the furthest being approximately 300m from the proposed development. Predicted cumulative L_{Aeq} noise levels from the patron noise and speaker noise associated with the development were calculated. As identified in Table 4.3 below ANE state that the noise from the proposed development (patron and speaker noise) is expected to comply with the adopted L_{Aeq} noise criteria.

Table 4.2 - Adopted Noise Limits (dBA)

Noise Criteria	Residential Building Area/Space	Period	Proposed Outdoor L_{Amax} Noise Limits (dB(A)	Proposed Outdoor L_{Amax} Noise Limits (dB(A)
NSW NPI	Residential Dwellings and the Adjacent Veterinary Clinic	Day	39 (RBL +5)	-
		Evening	34 (RBL +5)	-
		Night	29 (RBL +5)	52
AS2107	Residential Dwellings	Day and Evening	45[1]	-
		Night	40[1]	-
	Veterinary Clinic	Day, Evening and Night	50[1]	-
Note: 1 – Outdoor Limit based on indoor design sound level and assuming a 10 dB façade attenuation (partially opened window)				

Table 4.3 - Predicted Cumulative L_{Aeq} Noise Levels from the Proposed Development

Receiver	Predicted Noise Levels dB(A)	Compliance Against NSW NPI		
		Day (39 dB(A)	Evening (34 dB(A)	Night 29 dB(A)
Veterinary Clinic (R1)	28	Complies	Complies	Complies
Residential Dwelling (R2)	18	Complies	Complies	Complies
Residential Dwelling (R3)	12	Complies	Complies	Complies
Residential Dwelling (R4)	15	Complies	Complies	Complies
Residential Dwelling (R5)	13	Complies	Complies	Complies
Residential Dwelling (R6)	15	Complies	Complies	Complies

A further assessment of predicted L_{Aeq} noise levels from a car door closure in the proposed car park of the development at night also identified that the development will comply with relevant criteria.

4.9.3 Mitigation

Based on this noise impact assessment, cumulative noise impacts from the modelled patron noise and speaker noise associated with the proposed development is predicted to comply with the day, evening and night time noise levels at the surrounding existing noise sensitive receivers when the external facades of the construction achieve the following:

- External glazing facades is to achieve a minimum acoustic rating of Rw 36. Glazing with typical thickness of 10.38mm laminated with acoustic seals are capable of achieving this requirement.
- The external wall is to achieve a minimum acoustic rating of Rw 58. The proposed 190mm concrete block work is expected to achieve the required acoustic rating.
- The ceiling roof construction is to achieve a minimum acoustic rating of Rw 42. One layer of 13mm plasterboard plus 100mm air gap with cavity insultation plus 1 layer of 13mm plasterboard is expected to achieve the required acoustic rating.

No details of the mechanical plant system associated with the development have been finalised. As such, it is also recommended that a review of the mechanical plant design is undertaken prior to finalising the detailed construction plans to ensure the plant complies with the relevant noise limits.

It is noted that the Airport master plan has previously been exhibited by Council and the proposed development was identified as part of the master plan. Nonetheless, it is expected that the civil contractor will prepare a noise management plan as part of the CEMP. It will include provisions to notify neighbours prior to works commencing, phone number and contact details should anyone wish to obtain further information, and measures for utilising high noise emitting equipment if required (e.g. jackhammers) during the day.

4.10 VIBRATION

In relation to vibration, the proposed works and distance of the nearest residential dwellings are unlikely to cause any significant vibration impacts. No major pile driving, vibrating impact equipment, or blasting has been identified by the proponent at this stage. During the construction the contractors CEMP is to identify measures to mitigate any potential impacts of equipment that may cause significant vibrating impacts (e.g. pile driving).

4.11 CIVILS

Civil plans are presented in Appendix B. These plans along with the architecturals identify location for civil works (road works, stormwater etc) and locations for potential fire hydrants. These locations will be confirmed as part of the construction certificate.

4.12 WASTE

There is expected to be some waste produced as a result of the works. The civil contractor is to prepare a waste management plan as part of their CEMP in accordance with relevant guidelines (e.g. Waste Classification Guidelines and Waste Hierarchy).

4.13 LANDSCAPE

The subject site is an existing airport. The architectural plans identify locations for future landscaping, to be designed by a landscape architect prior to construction.

4.14 VISUAL

As already noted the subject site is an existing airport. The existing land is relatively flat in the vicinity of the airport. There will be a few rural residential properties that will see into the airport and the proposed development. However, given the bend in Bunnan Road (heading towards Scone) the number of properties that will directly see the proposed works is limited to approximately 5-6 rural residential properties to the north of Bunnan Road. The current view of these properties is currently the airport runway and several sheds associated with the airport. These residents will see the new tourist attraction and terminal building. Overall, there will be a modification to the views of approximately 5-6 residential properties, although it is considered that the proposal will not alter any significant view corridors or be inconsistent with the current view sheds to the airport, as the proposal is a terminal and visitor attraction specifically for aviation purposes.

4.15 SOCIAL AND ECONOMIC IMPACTS

The proposed works will provide for a number of construction jobs and some operational jobs as part of the ongoing tourist attraction. This will have positive socio-economic benefits in the community. The proposed development is consistent with the master plan developed, and publicly exhibited, by Council for the growth of the Airport.

No additional community or social infrastructure is required as a result of the development, given the number of operational jobs will not be significant.

Access for disabled persons will be provided as part of the development and will likely be a condition of consent for the proposal.

4.16 TRAFFIC

4.16.1 Existing Environment

The proposal is located off Bunnan Road, Scone which is classified as a regional road. As part of the project work traffic surveys were undertaken by Seca Solution at the intersection of Liverpool Street and Satur Road as well as the driveway access of Walter Pye Avenue at Bunnan Road / Satur Road. These surveys were conducted during the afternoon on Monday the 29th July 2019. Based on the traffic survey daily traffic volumes for the locality are calculated by Seca Solutions as being:

- MR62 Bunnan Road west of airport turnoff 1200 AADT (Average Annual Daily Traffic)
- MR62 Bunnan Road west of Flemington Drive (Racecourse) 1800 AADT
- MR62 Liverpool Street west of Guernsey Street 8200 AADT
- MR62 Liverpool Street west of Morse Street 7200 AADT

Traffic flows along Bunnan Road / Satur Road at Walter Pye Avenue (the site access) saw a bias of traffic movements heading north during the PM with a 60/40 split. This distribution of traffic can be reversed for the AM. Traffic flows through the intersection of Liverpool Street and Satur Road have a bias east to and from the Scone town centre split 55/45 outbound in the PM with the opposite expected in the AM.

The airport hosts a biennial airshow which hosts around 7,000 visitors to the airport over the weekend. Allowing an occupancy rate of 2.5 people per car this equates to around 2,800 vehicles. During these events separate traffic management planning is conducted to control the traffic within the area as well as to manage parking. During normal periods of operation the traffic demands associated with the site are relatively low. Surveys recorded heavy vehicle flows past Walter Pye Avenue at Bunnan Road / Satur Road of up to 10% of total vehicle traffic.

Informal parking is provided on-site, however, during the biennial airshow event up to 2,800 vehicles are likely to require parking. Typically, these vehicles have been accommodated on properties on the

northern side of Satur Road. This is controlled and operated as part of a separate Event Management Plan.

4.16.2 Impact Assessment

A traffic impact assessment was prepared for the site by Seca Solutions. A copy of the assessment is presented in Appendix D. The site will allow for three access points, with airport users and tenants able to use all three. Emergency services and service vehicles will use the relocated Walter Pye Avenue access. The driveways are located on Satur Road with the existing Walter Pye Avenue being relocated to the west of the existing access, which will form the main access to the airport.

A new access will be provided for the car park being constructed for the project site, to the east of the existing Walter Pye Avenue access. A second new access will be created to the west of Walter Pye Avenue that provided access to hangars. This access is to the east of the access to the racecourse.

The required sight distance from exit driveways are provided in AS2890.1. The sight distance from the three separate driveway exceeds this requirement with a distance of over 130 metres available in both directions for drivers exiting the site.

The site will provide service vehicle access, which includes petrol tankers and emergency vehicles, via the new main access at Walter Pye Avenue site. Given the low overall traffic flows associated with the site, no queues are expected to occur at the entrance to the site. However, the Warbird Visitor attraction is expected to attract coach travel with potential for 2 to 3 coaches per week expected to access the site.

During the biennial airshows, the Event Management Plan may need to allow for buses to access the site, to allow for Park 'n' Ride operations to accommodate visitor demands. Council has indicated that parking could be provided at the nearby racecourse site and a shuttle bus used to transport people to the airport. The layout of the site will allow for these bus movements with an Event Management Plan to be prepared by Council to accommodate this growth in patronage.

The development will allow for 77 parking spaces on site, including two accessible spaces. Typical daily parking demands will relate to staff and visitors to the new Warbird Visitor attraction and terminal. Staff numbers are not known at this stage but based on the proposed uses on site it is considered that staffing levels could be generally seven and hence seven spaces could be provided to cater for this.

It is expected that in the order of 35 vehicles per day (vpd) would access the site during weekdays, with busier weekend operation seeing up to 70vpd. These would be distributed throughout the day with peak demands expected to in the later morning through early afternoon and being lower than 70 thus being able to be accommodated within the proposed parking supply.

Outside of these typical demand periods, functions could be held, with advice from the proponent indicating that the function centre will hold up to 80 patrons. Allowing for a vehicle occupancy rate of 2 people per vehicle the parking associated with these events can be accommodated within the proposed supply, with additional parking available for staff within the site. The proposal will provide 77 spaces as this is suitable to accommodate the day to day demands of the development. The existing parking demands for the hanger owners and their staff will remain as per the existing situation, located across the site adjacent to the various buildings.

As part of the project, informal monthly airshows will be held with increased parking demands. These events could generate 1,000 visitors over a weekend (500 per day) with 70% of these people arriving by car. Based on 2.5 people per car this would generate 140 vehicles. These would be able to park within the proposed new car park area with the informal parking area adjacent to this catering for the additional demand.

As noted previously, for large events such as the biennial air show, a separate Event Management Plan will be created to accommodate additional parking demands. Advice from the proponent has indicated the

racecourse site to the north-west of the site could be used for future events with a shuttle service provided.

The RMS Guide to Traffic Generating Developments does not provide any rates which are applicable to this particular site and proposed use. As such the traffic will be assessed from first principles. Advice from the proponent indicates that 45,000 visitors are expected to the airport facilities per annum, inclusive of the visitors to the biennial airshow. As the airshow is subject to a separate event management plan, a conservative value of 40,000 visitors to the site per year has been used as the basis for this assessment.

Applying a vehicle occupancy rate of 2.5 people per cars would see a weekly total of 308 vehicles to the site. Allowing for double the number of visitors on a weekend day compared to a weekday, gives a total of 34 vehicles per day (vpd) (34 inbound / 34 outbound) during the week and 69vpd (69 inbound / 69 outbound) on a Saturday or Sunday. Allowing for these additional trips to occur over a typical 8 hour day could generate in the order of 10 vph during the week and 18 vph on weekends.

Based on the assessment above the traffic is summarised as follows:

- 68 daily vehicle trips, Monday to Friday
- 138 daily vehicle trips, Saturday and Sunday
- 10 (5 in / 5 out) peak hour vehicle trips, Monday to Friday
- 18 (9 in / 9 out) peak hour vehicle trips, Saturday and Sunday

Staff arrivals shall typically occur prior to the opening of the museum, gift shop etc as do other movements associated with the day to day operations of the airport. The Warbirds are required to be flown on a monthly basis and informal monthly air shows will be held to facilitate this activity. These events could generate approximately 1,000 visitors and it is expected that the majority (70%) of these will travel to the site by private vehicles, with 20% by coach and 10% by air. This would give 700 visitors arriving by car, and assuming 2.5 people per car could generates some 280 cars visiting the site on a weekend. Spread over 2 days this could generate 140 vehicles per day typically, giving 140 inbound in the morning and 140 outbound in the afternoon.

As discussed above, the biennial airshows will have a specific event management plan for the parking and traffic which will include off-site parking. These events will generate higher traffic demands, which will impact upon the local road network. However these will be over a short timeframe and will be mitigated with Park 'N' Ride facilities to link with town and off-site parking in the racecourse site.

The overall impact of the additional traffic movements associated with the development upon daily traffic flows in the locality will be minimal. The development could generate additional peak hourly flows of 10 vehicles during the AM and PM peak during the week and 18 vehicles during the weekend, split evenly inbound and outbound.

Weekend flows on the road network are less than peak hour weekday flows. For the purpose of this assessment, to allow for the worst case the higher weekend traffic generation has been applied during the weekday peak periods. The key intersection of Satur Road and Liverpool Street/Moobi Road has been assessed using Sidra Intersection 8. The impact of the additional flows associated with the development have been assessed based on the PM peak flows but allowing for weekend demands as a worst case scenario. The Sidra modelling confirms that the additional traffic movements shall have a negligible impact upon the operation of this roundabout.

All movements will operate at a level of service (LoS) of A, with minor delays and queues similar to the existing observed operation of this roundabout. Allowing for background growth of 2% per annum on all legs through to 2029 the intersection maintains LoS A. The intersection has been assessed during the afternoon peak period only, as it is considered that the visitor centre will not be open until 9.30AM and as such the only traffic accessing the site in the AM peak would be those associated with staff movements. These could be seven vehicles and will have a negligible impact upon the operation of this roundabout.

4.16.3 Mitigation

From the site work and the review of the development proposal against the requirements of the RMS Guide to Traffic Generating Developments, the traffic movements generated by the development will be relatively low and acceptable impact upon the local road network. Existing traffic flows within the general locality of the subject site are relatively low and the road network operates well. The roundabout controlled intersection of Liverpool Street / Moobi Road / Satur Road operates very well with minimal delays and queues. The project could generate up to 18 additional traffic movements per hour through this roundabout typically between Monday and Friday and shall have a minimal and acceptable impact upon its overall operation.

For the monthly informal airshow, there will be increased traffic demands, but given the amount of spare capacity in the road network the impacts of these will be acceptable and over a short timeframe. The biennial airshow will see much higher traffic flows, with an event management plan put in pace at these times to control traffic and parking for the site. These demands will be spread over the weekend and will be reduced due to the use of shuttle buses between the site and the town centre. The construction of the Scone bypass will reduce the extent of traffic driving through the town centre and reduce the potential delays created by the peak demands created by this biennial airshow.

The project shall provide 77 formal parking spaces on site, which shall satisfy the typical demands associated with the normal use of the visitor centre. During functions, when there could be 80 visitors (plus staff) it is considered that this parking on-site will be adequate with no impact upon the external road network. For the monthly informal airshows, the parking demand could be around 140 vehicles, and the informal parking area adjacent to this new car park can cater for this spill over parking.

During the biennial airshow the parking demands are much higher and a separate Event Management Plan will be prepared to allow for the potential parking demands, with off-site parking provided in the racecourse area with shuttle buses to connect to the site.

The access to the airport shall be upgraded, with a relocation of the existing main access at Walter Pye Avenue together with 2 other formed access points. All of these can operate in a safe and efficient manner, providing good visibility for drivers entering and exiting the site. Given the low traffic flows adjacent to the site these access points can operate with minimal delays for all road users.

Construction

The majority of the construction work will be contained within the site and have minimal impact upon the external road network. There will be a requirement for some construction machinery to access site, which will include some heavy machinery and a crane. This will be detailed in a Construction Traffic Management Plan which will be prepared by the construction contractor as part of the CEMP.

Workers associated with construction will be able to park within the site as required. No details are available for the number of workers on site for this project, but it is expected that there will be less than 50 based on site at any one time. It is expected that these workers will not be based in Scone, due to a potential lack of accommodation. The construction of the Scone bypass has created a demand for accommodation within Scone meaning that workers for this development may need to travel from Muswellbrook or Tamworth. These workers will be encouraged to car share to reduce the number of vehicles accessing the site.

4.17 AIR QUALITY

4.17.1 Existing Environment

The site is currently an airport which is a highly disturbed environment. Air quality would already be affected by moving aircraft, motor vehicles and disturbed surfaces on the site.

4.17.2 Impact Assessment

During the construction phase of the proposal, an increase in dust may result from the disturbance of the soil surface. Appropriate measures will be taken during construction to reduce impacts on surrounding residents. As the construction period will be relatively short, it will not result in significant impacts.

4.17.3 Mitigation

Appropriate measures (e.g. turning vehicles off when not in use and maintaining vehicles and plant to manufacturers specifications) for reducing air pollution and energy will be utilised by the contractor during the construction works. Dust suppression and erosion and sediment control measures should be included in the CEMP to be prepared by the civil contractor.

4.18 ENVIRONMENTAL MANAGEMENT

As discussed, the impacts resulting from the proposal are not considered to have a significant impact. The proposed construction works will be short term and temporary in nature. It is therefore considered that any cumulative impacts can be managed through the implementation of the various management measures above, including the preparation of a construction environmental management plan for the construction works.

4.18.1 Climate Change

The existing climate within the vicinity of the proposal area is characterised by warm summers and mild winters. Climate change generally refers to the warming temperatures and altered climate conditions associated with the increased concentration of greenhouse gases in the atmosphere. Research has identified that the release of certain gases including, most notably carbon dioxide and methane, can exacerbate climate change. These gases are collectively referred to as 'greenhouse gases'. Construction of the proposal would include the release of the following greenhouse gases which has the potential for impacts on the climate:

- Carbon may be embedded in many of the materials used during construction including concrete, trees and pavements. There are also various greenhouse gas emissions associated with the extraction and production of materials used in the construction of the road/carpark
- Carbon dioxide and nitrous oxide would be generated from fossil fuel combustion in plant and vehicles used for construction activities, disposal and the transport of materials
- Methane would be released from landfilling any carbon based waste, and potentially from fugitive emissions during the use of natural gas.

In the context of the local industrial emissions, this would have a negligible impact on atmospheric conditions and potential impacts would be managed through the implementation of safeguard measures. Construction of the proposal is likely have a negligible impact on climate change.

4.18.2 Cumulative Impacts

Cumulative impacts could be experienced if construction or operation of the project coincided with construction or operation of other local development, such as other road upgrades, public work or private development. The severity of potential cumulative impacts would vary between locations and would generally be dependent on the types of work being carried out, the timing and duration of the work relative to each other, the distance between the work and the receivers and the sensitivity of the receiver. When combined with potential noise impacts of concurrent construction work in the area, cumulative noise levels in the proposal area may result in exceedance of the noise criteria and result in reduced local amenity. During work, reasonable and feasible measures to manage noise levels in exceedance of the criteria would be carried out where practicable to minimise all noise impacts. For residents and motorists in the area, coinciding construction activities may also result in a lower visual amenity and air quality environment during work. These impacts would be short-term and can be justified by the long-term, positive impacts of the proposal. Further, the safeguards and management measures recommended are expected to effectively manage potential cumulative visual amenity and air quality impacts.

5 Development Controls

5.1 UPPER HUNTER DEVELOPMENT CONTROL PLAN (DCP)

The Upper Hunter Development Control Plan (DCP) applies to the proposed development. The proposals consistency with the DCP is presented in Table 5.1 below.

Table 5.1 - Consistency with Development Control Provisions

DCP Section	Specific Provisions	Comments
Part 1 - Preliminary		Does Not Apply
Part 2 - Development Application Process	2a - Preparing & Lodging a Development Application	This DA will be assessed on the information presented as part of the Application
	2b - Public Participation	This DA will be exhibited in accordance with this Policy
Part 3 - Subdivision	3a - Subdivision	Does Not Apply
Part 4 - Urban Residential	4a - Urban Dwellings	Does Not Apply
	4b - Ancillary Residential Structures & Activities	Does Not Apply
Part 5 - Commercial Development	5a - Commercial Development: General	Does Not Apply - Applies to Business Zones only
	5b - Kelly Street Commercial Precinct, Scone	Does Not Apply
Part 6 - Industrial Development	6a - Industrial Development: General	Does Not Apply - Applies to Industrial Zones only
	6b - Scone Business Park	Does Not Apply
Part 7 - Rural Development	7a - Rural Development: General	Does Not Apply
	7b - Rural Dwellings	Does Not Apply
	7c - Rural Industry & Intensive Agriculture	Does Not Apply
Part 8 - Other Development	8a - Tourist & Visitor Accommodation	Does Not Apply - only applies to land uses defined as Tourism and Visitor Accommodation under the LEP

DCP Section	Specific Provisions	Comments
	8b - Advertising & Signage	Does Not Apply – signage to be addressed later for the development
	8c - Wind Energy Systems	Does Not Apply
Part 9 - Heritage Conservation	9a - Heritage	Does Not Apply
Part 10 - Natural Hazards	10a - Floodplain Management	Does Not Apply
	10b - Bushfire Risk	Does Not Apply
	10c - Geotechnical Hazards	Applies – geotechnical assessment to be prepared by the civil contractor prior to the commencement of any works.
Part 11 - Environment Protection	11a - Tree Preservation	Does Not Apply - Applies to heritage items or heritage conservation areas
	11b - Biodiversity Conservation	Not mapped on Council's terrestrial biodiversity mapping
	11c - Riparian Land & Watercourses	Does Not Apply - Development is not within 40m of a watercourse mapped in the LEP
	11d - Groundwater Protection	Does Not Apply
	11e - Drinking Water Catchments	Does Not Apply
	11f - Soil & Water Management	Erosion and sediment control plan and stormwater management plans are presented in Appendix B.
	11g - On-Site Waste Water Management	Does Not Apply
	11h - Waste Minimisation & Management	Applies – a site waste minimisation plan to be prepared by the civil construction contractor prior to the commencement of works.
	11i - Buffer Areas	Buffer zones are not applicable. The only part of this chapter that may apply is the acoustic section (11i.5) although it states that it *may* apply and relevant environmental protection guidelines apply. It is considered that this would be a decision for Council based on an assessment of noise (as identified in the Statement of Environmental Effects)
Part 12 - Special Infrastructure Issues	12a - Access & Vehicle Parking	77 car parking spaces are provided. Any access off Bunnan Road will require a separate Section 138 approval under the Roads Act.
Part 13 - Specific Localities	13a - St Aubins Estate	Does Not Apply
	13b - Cressfield Estate, Parkville	Does Not Apply

DCP Section	Specific Provisions	Comments
	13c - Clifton Hill Estate, Owens Gap: Rural Smallholdings	Does Not Apply
	13d - Scone Memorial Airport & Environs	Applies. The location of the works is outside the ANEF contours. Landscaping is identified on the architectural plans (Appendix A) and subject to a more detailed landscape plan prior to construction. The proposal is for a non-residential land use with short term occupation.

6 Matters for Evaluation

6.1 ASSESSMENT AGAINST THE MATTERS FOR EVALUATING A DEVELOPMENT APPLICATION

This section provides an assessment against the matters for consideration identified in Section 4.15 of the *Environmental Planning & Assessment Act 1979*.

Section 4.15 Matter	Comments
Environmental Planning Instruments	Section 3 identifies the proposals consistent with relevant environmental planning instruments. It is considered that the proposal is permissible with consent and is consistent with relevant SEPPs and the LEP. Further consultation will be required with NSW RMS.
Draft Instruments	At the time of writing no draft instruments have been identified that apply to the site.
Development Control Plans	Consistency with the Upper Hunter DCP is presented in Section 5.
Planning Agreements	There are no Planning Agreements that apply to the site.
Regulations	It is considered that the proposal is not inconsistent with the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulations).
The Likely Impacts of the Development	The proposal will provide positive socio-economic impacts through the provision of construction jobs and ongoing jobs during the operation of the aviation facility. The proposal will also provide positive socio-economic benefits through the tourists that will attend the facility. The proposal will have some environmental impacts in regards to short term construction noise, and traffic impacts. The current road network can cater for the proposed traffic and the construction contractor will prepare a construction environmental management plan to manage noise and other construction related impacts. Overall, it is considered that the proposed impacts are not significant and can be managed.
The Suitability of the Site for the Development	The proposal is for an aviation attraction and terminal in the existing Scone Airport. The proposal is consistent with the master plan for the site. The proposal is considered suitable for the site.

Section 4.15 Matter	Comments
Public Submissions	No public submissions have been received at the time of writing. Council will exhibit the development application in accordance with the EP&A Act, EP&A Regulations and Council's policies.
Public Interest	The proposed aviation attraction and terminal will not create any significant environmental impacts and will provide a positive socio-economic impact in the Upper Hunter. The proposal is consistent with the Scone Airport Master Plan previously exhibited and adopted by Council. After weighing up all the potential impact of the proposal it is considered that the project is consistent with Council's vision for the Airport and will provide positive benefits to the community.

6.2 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Ecologically sustainable development (ESD) is development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends. The principles of ESD have been a consideration throughout the development of the Proposal. The EP&A Act recognises that ESD requires the effective integration of economic and environmental considerations in decision-making processes. The four main principles supporting the achievement of ESD are considered in the context of the proposal below.

6.2.1 Precautionary Principle

The precautionary principle deals with certainty in decision-making. It provides that where there is a threat of serious or irreversible environmental damage, the absence of full scientific certainty should not be used as a reason to postpone measures to prevent environmental degradation. The threat of serious or irreversible environmental damage is one of the essential preconditions to the engagement of the precautionary principle. As no threat of serious or irreversible environmental damage has been identified the precautionary principle does not operate for the proposal.

6.2.2 Intergenerational Equity

Social equity is concerned with the distribution of economic, social and environmental costs and benefits. Inter-generational equity introduces a temporal element with a focus on minimising the distribution of costs to future generations. The impacts of the proposal have been identified as short term and manageable. Benefits would be experienced over a longer period.

6.2.3 Conservation of Biological Diversity and Ecological Integrity

The twin principles of biodiversity conservation and ecological integrity have been a consideration during the course of the design and assessment process with a view to identifying, avoiding, minimising and mitigating impacts. The proposal is not expected to have significant biodiversity and ecological impacts.

6.2.4 Improved Valuation, Pricing and Incentive Mechanisms

The principle of internalising environmental costs into decision making requires consideration of all environmental resources which may be affected by a project, including air, water, land and living things. While it is often difficult to place a reliable monetary value on the residual, environmental and social effects of the project, the value placed on environmental resources within and around the corridor is evident in the extent of environmental investigations, planning and design of impact mitigation measures to prevent adverse environmental impacts.

7 Conclusion

7.1 CONCLUDING REMARKS

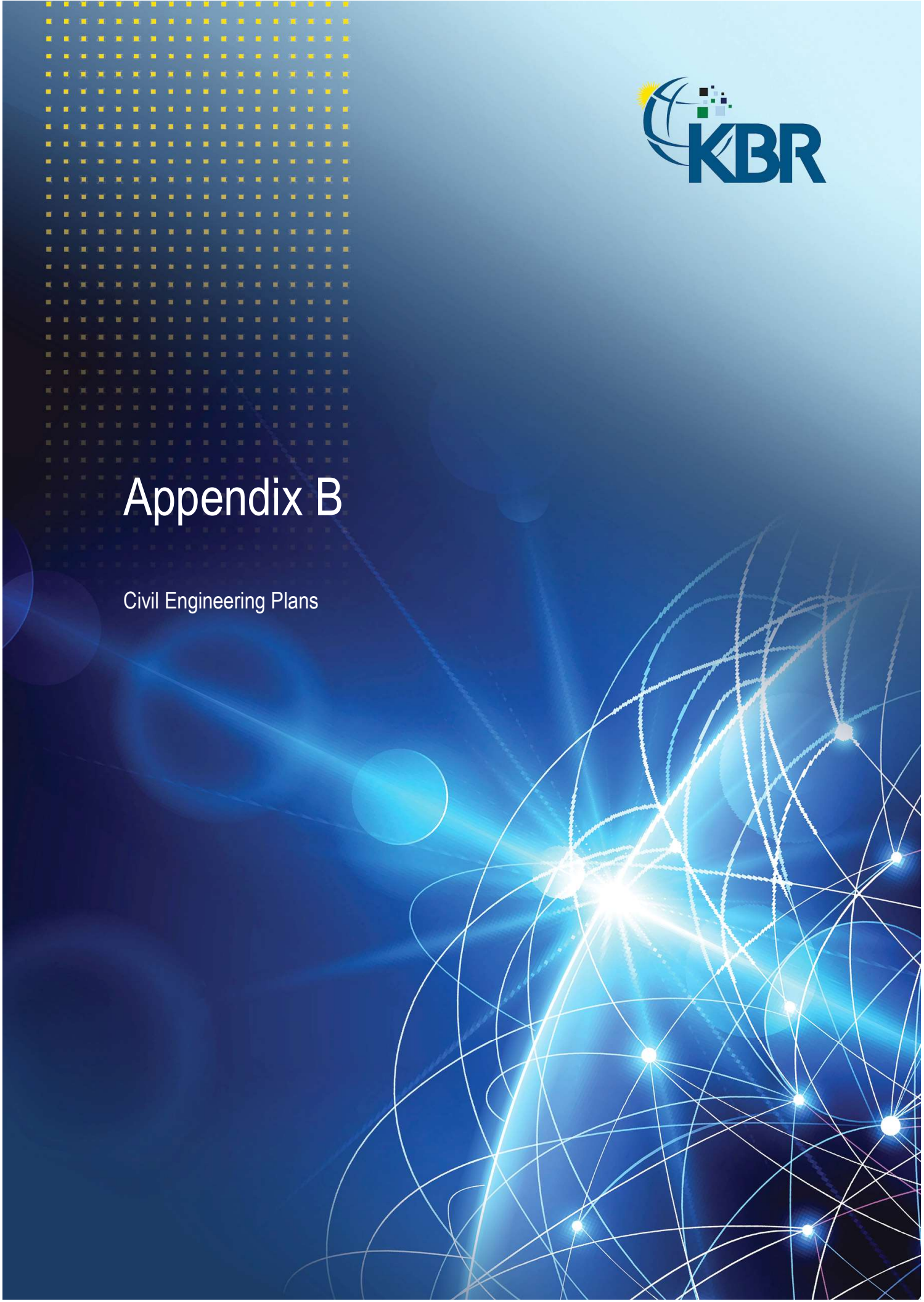
The proposed development includes the construction of a tourist attraction, terminal and car parking at the existing Scone Airport. Following an assessment of the proposed environmental, social and economic impacts, based on the information publicly obtained and provided by the proponent the development is not likely to create any significant impacts. On balance, the benefits derived from proceeding with the proposal are considered to outweigh the potential short term inconvenience of the construction works.

Appendix A

Architectural Plans

Appendix B

Civil Engineering Plans

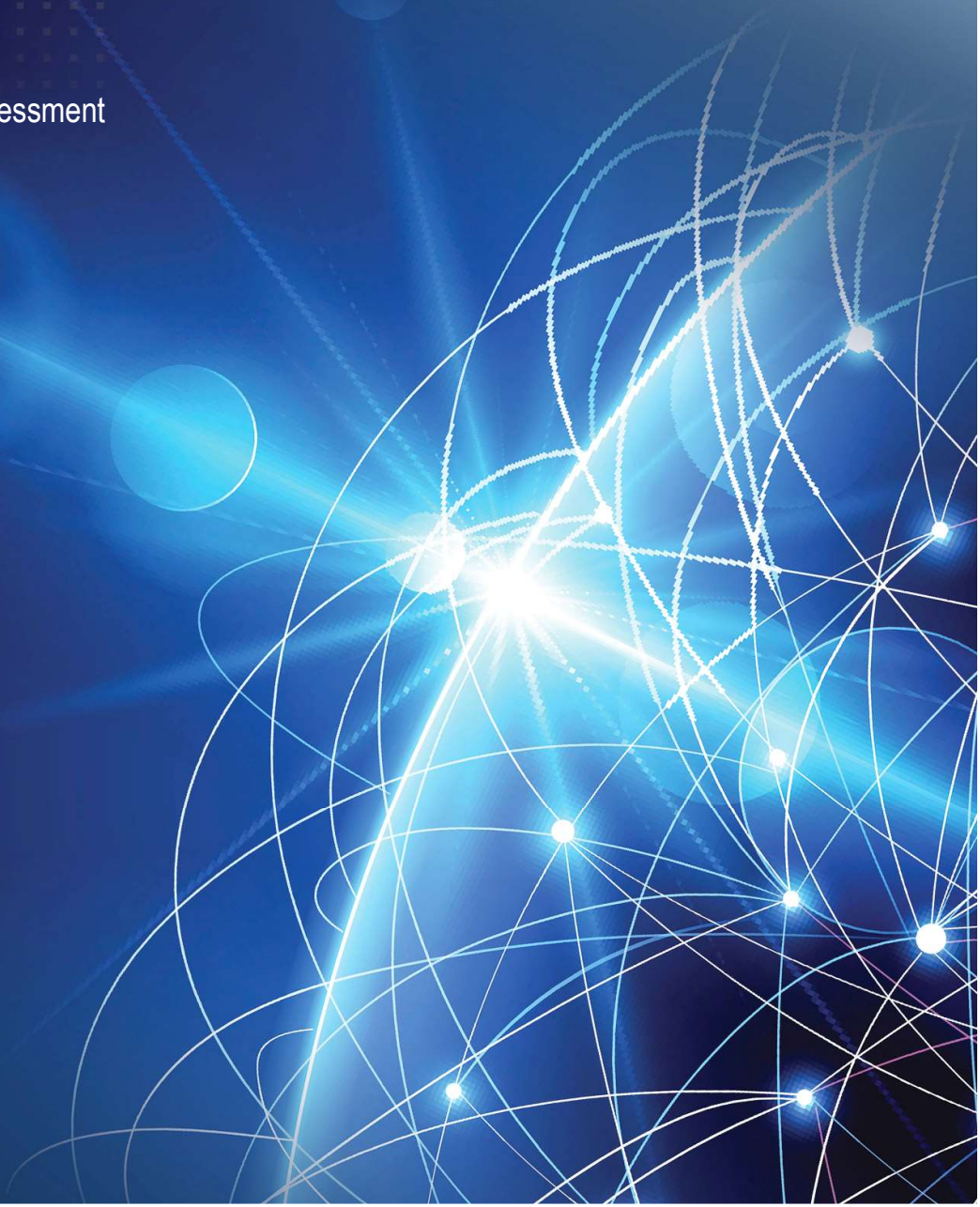


Appendix C

Airport Masterplan

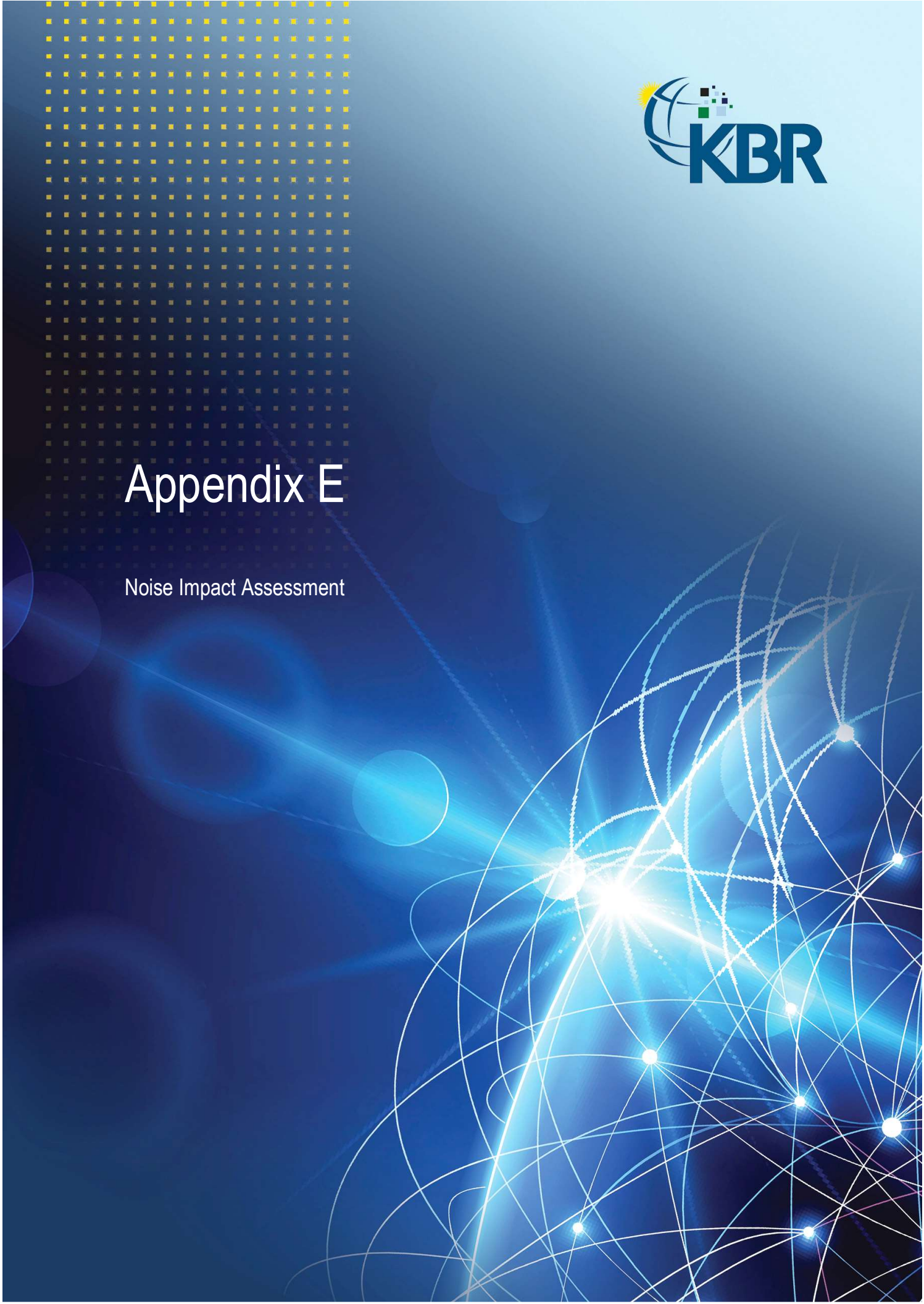
Appendix D

Traffic Impact Assessment



Appendix E

Noise Impact Assessment



Appendix F

Database Searches