

## COUNCIL ASSESSMENT REPORT

Panel Reference	PPSHCC-8
DA Number	111/2019
LGA	Upper Hunter
Proposed Development	Airport Terminal & Warbird Aviation Attraction
Street Address	10 Walter Pye Avenue, Scone
Applicant/Owner	Upper Hunter Shire Council
Date of DA lodgement	27 August 2019
Number of Submissions	1
Recommendation	Approval subject to conditions of consent
Regional Development Criteria (Schedule 7 of the SEPP (State and Regional Development) 2011)	The Upper Hunter Shire Council is the applicant/land owner and the development has a capital investment value of more than \$5 Million as specified in Schedule 4A of the EP&A Act.
List of all relevant s4.15(1)(a) matters	<ul style="list-style-type: none"> <li>• Upper Hunter Local Environmental Plan 2013</li> <li>• State Environmental Planning Policy (Infrastructure) 2007</li> <li>• State Environmental Planning Policy No. 55 – Remediation of Land</li> <li>• Upper Hunter Development Control Plan 2015</li> </ul>
List all documents submitted with this report for the Panel's consideration	<p><u>Council Documentation</u></p> <ul style="list-style-type: none"> <li>• Section 4.15 Assessment Report</li> <li>• Draft Conditions of Consent</li> <li>• Submission</li> </ul> <p><u>Plans</u></p> <ul style="list-style-type: none"> <li>• Architectural Plans</li> <li>• Landscape Plan</li> </ul> <p><u>Proponent Documentation</u></p> <ul style="list-style-type: none"> <li>• Statement of Environmental Effects <ul style="list-style-type: none"> <li>○ Appendix A – Architectural Plans</li> <li>○ Appendix B - Civils</li> <li>○ Appendix C – Masterplan</li> <li>○ Appendix D - Traffic Assessment</li> <li>○ Appendix E – Noise Assessment</li> <li>○ Appendix F - Database Searches</li> </ul> </li> <li>• Traffic Impact Assessment</li> <li>• Acoustic Report</li> <li>• Visual Impact Assessment</li> </ul>
Report prepared by	Paul Smith
Report date	23 October 2019

### Summary of s4.15 matters

Have all recommendations in relation to relevant s4.15 matters been summarised in the Executive Summary of the assessment report?

Yes

### Legislative clauses requiring consent authority satisfaction

Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report?

Yes

*e.g. Clause 7 of SEPP 55 - Remediation of Land, Clause 4.6(4) of the relevant LEP*

### Clause 4.6 Exceptions to development standards

If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been

Not Applicable

received, has it been attached to the assessment report?

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**Special Infrastructure Contributions**

Does the DA require Special Infrastructure Contributions conditions (S7.24)?

**No**

*Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions*

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**Conditions**

Have draft conditions been provided to the applicant for comment?

**Yes**

*Note: in order to reduce delays in determinations, the Panel prefer that draft conditions, notwithstanding Council's recommendation, be provided to the applicant to enable any comments to be considered as part of the assessment report*

# REPORT ON DEVELOPMENT APPLICATION CLASS 2 - 9 BUILDINGS AND SUBDIVISIONS

Including assessment in accordance with Section 4.15  
Environmental Planning and Assessment Act 1979



**ADDRESS:** LOT: 51 DP: 1081052  
10 Walter Pye Avenue Scone

**APPLICATION No:** DA 111-2019

**PROPOSAL:** Airport Terminal, Hanger & Tourist Attraction

**PLANS REF:**

DRAWINGS NO.	DRAWN BY	DATE	RECEIVED
PLANNING RELATED DRAWINGS / INFO			
A 01-01	STEA Astute Architecture	23/08/2019	
A 00-02	STEA Astute Architecture	23/08/2019	
A 01-02	STEA Astute Architecture	23/08/2019	
A 01-03	STEA Astute Architecture	23/08/2019	
A 01-21	STEA Astute Architecture	23/08/2019	
A 01-22	STEA Astute Architecture	23/08/2019	
A 02-10	STEA Astute Architecture	23/08/2019	
A 02-11	STEA Astute Architecture	23/08/2019	
A 02-12	STEA Astute Architecture	23/08/2019	
A 02-13	STEA Astute Architecture	23/08/2019	
A 02-14	STEA Astute Architecture	23/08/2019	
A 02-15	STEA Astute Architecture	23/08/2019	
A 02-16	STEA Astute Architecture	23/08/2019	
A 02-21	STEA Astute Architecture	23/08/2019	
A 02-22	STEA Astute Architecture	23/08/2019	
A 02-23	STEA Astute Architecture	23/08/2019	
A 02-24	STEA Astute Architecture	23/08/2019	
A 02-25	STEA Astute Architecture	23/08/2019	
A 02-26	STEA Astute Architecture	23/08/2019	
A 02-27	STEA Astute Architecture	23/08/2019	
A 03-01	STEA Astute Architecture	23/08/2019	
A 03-02	STEA Astute Architecture	23/08/2019	
A 03-03	STEA Astute Architecture	23/08/2019	
A 03-04	STEA Astute Architecture	23/08/2019	
A 03-30	STEA Astute Architecture	23/08/2019	
A 03-31	STEA Astute Architecture	23/08/2019	
A 03-32	STEA Astute Architecture	23/08/2019	
A 03-33	STEA Astute Architecture	23/08/2019	
A 03-34	STEA Astute Architecture	23/08/2019	
A 04-01	STEA Astute Architecture	23/08/2019	
A 04-01A	STEA Astute Architecture	23/08/2019	
A 04-02	STEA Astute Architecture	23/08/2019	
A 04-03	STEA Astute Architecture	23/08/2019	
A 04-03A	STEA Astute Architecture	23/08/2019	
A 04-04	STEA Astute Architecture	23/08/2019	
A 05-01	STEA Astute Architecture	23/08/2019	
A 05-02	STEA Astute Architecture	23/08/2019	
A 05-03	STEA Astute Architecture	23/08/2019	
A 05-04	STEA Astute Architecture	23/08/2019	
A 06-01	STEA Astute Architecture	23/08/2019	
A 07-01	STEA Astute Architecture	23/08/2019	
A 07-02	STEA Astute Architecture	23/08/2019	
A 07-03	STEA Astute Architecture	23/08/2019	
A 07-04	STEA Astute Architecture	23/08/2019	
A 09-20	STEA Astute Architecture	23/08/2019	
A 09-21	STEA Astute Architecture	23/08/2019	
A 09-22	STEA Astute Architecture	23/08/2019	
A 09-23	STEA Astute Architecture	23/08/2019	
A 09-24	STEA Astute Architecture	23/08/2019	
A 09-25	STEA Astute Architecture	23/08/2019	
A 09-40	STEA Astute Architecture	23/08/2019	
A 09-50	STEA Astute Architecture	23/08/2019	
A 10-01	STEA Astute Architecture	23/08/2019	
A 10-02	STEA Astute Architecture	23/08/2019	
A 10-03	STEA Astute Architecture	23/08/2019	

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A 10-04	STEA Astute Architecture	23/08/2019	
A 10-05	STEA Astute Architecture	23/08/2019	
A 10-61	STEA Astute Architecture	23/08/2019	
A 11-00	STEA Astute Architecture	23/08/2019	
A 11-01	STEA Astute Architecture	23/08/2019	
A 11-02	STEA Astute Architecture	23/08/2019	
A 11-03	STEA Astute Architecture	23/08/2019	
A 11-04	STEA Astute Architecture	23/08/2019	
A 11-05	STEA Astute Architecture	23/08/2019	
A 11-06	STEA Astute Architecture	23/08/2019	
A 13-01	STEA Astute Architecture	23/08/2019	
A 14-01	STEA Astute Architecture	23/08/2019	
A 15-01	STEA Astute Architecture	23/08/2019	
A 15-20	STEA Astute Architecture	23/08/2019	
A 16-01	STEA Astute Architecture	23/08/2019	
A 16-51	STEA Astute Architecture	23/08/2019	
A 16-52	STEA Astute Architecture	23/08/2019	
A 16-53	STEA Astute Architecture	23/08/2019	
A 21-01	STEA Astute Architecture	23/08/2019	
CONSTRUCTION RELATED DRAWINGS / INFO			

**OWNER:** Upper Hunter Shire Council

**APPLICANT:** Upper Hunter Shire Council  
PO Box 208  
SCONE NSW 2337

**AUTHOR:** Mrs R. Boresch

**DATE LODGED:** 27 August 2019

**AMENDED:**

**ADD. INFO REC'D:**

**DATE OF REPORT:** 24 October 2019

## SUMMARY OF FACTS

### ISSUES:

- Environmental Planning Instruments - The site is zoned SP1 Special Activities – Airport. The proposal is ancillary to the airport and permissible with consent under the Upper Hunter LEP 2013. Is identified as Regionally Significant development under Schedule 7, Section 3 under SEPP (State and Regional Development) 2011. The RPP is the consent authority on this basis due to the value of works, Council owning the land and being the developer.
- Upper Hunter Development Control Plan 2015 – The development is consistent with the relevant development controls.
- Airport Safety – The development does not negatively impact airport operations safety.
- Traffic impacts – Operational impacts are minimal, Event Management Plan required for air show events.

## REPORT ON DEVELOPMENT APPLICATION CLASS 2 - 9 BUILDINGS AND SUBDIVISIONS

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- Noise impacts – Additional uses will not negatively impact adjoining property or existing land uses.
- Visual impacts – Impacts within the immediate vicinity can be mitigated, minimising impact. Locally and regionally, minimal impacts.
- Note – Demolition of existing buildings, relocation of services and Walter Pye Avenue do not form part of this application.

Summary – Overall the development is considered satisfactory when assessed against the relevant statutory requirements. It is consistent with the applicable strategic plans and the airport masterplan. Consideration of environmental, social and economic values has identified no significant impacts or rationale to refuse the development application.

SUBMISSIONS:

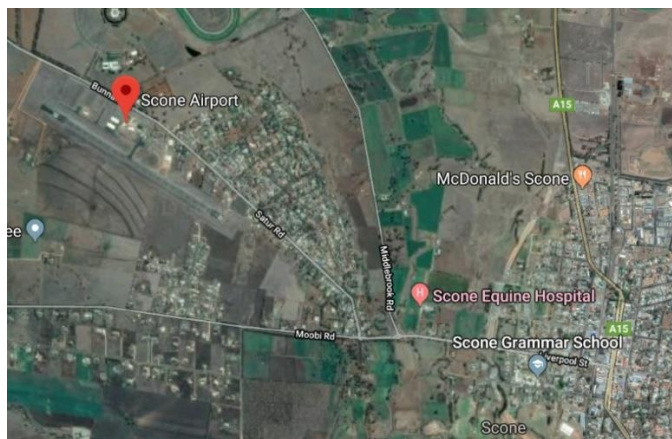
1

RECOMMENDATION:

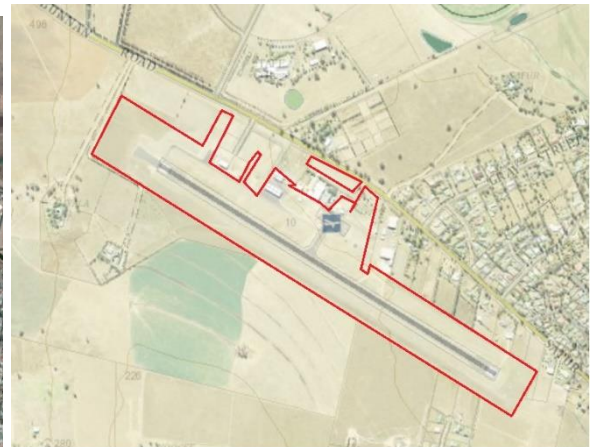
Approved with Conditions

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## LOCATION MAP



**Locality**



**Subject Lots**

## DESCRIPTION OF PROPOSAL

The proposed development is to be located within the bounds of the existing airport and to comprise of the construction of a new building and car park to be used ancillary to the airport. The new building will contain a new airport terminal, café, theatre, amenities, administration, storage and a hangar used as a tourist attraction for the War Bird display area on the ground floor. The first floor contains two function rooms, foyer, kitchen, foyer, outdoor deck and viewing platform. The maximum capacity accommodated by these additional uses equates to 374 persons at any one time with the breakdown below:

Room/Area	m <sup>2</sup> per person	Maximum Number of people
Theatrette	1m <sup>2</sup> (30m <sup>2</sup> )	30
Administration	10m <sup>2</sup> (23.25m <sup>2</sup> )	3
Café/Gift shop	10m <sup>2</sup> (87.25m <sup>2</sup> )	88
Administration Office	25m <sup>2</sup> (12m <sup>2</sup> )	2
ARO	10m <sup>2</sup> (12m <sup>2</sup> )	2
Pilot	10m <sup>2</sup> (10.5m <sup>2</sup> )	2
Terminal	4m <sup>2</sup> (73.5m <sup>2</sup> )	19
Aircraft Display	30m <sup>2</sup> (3061.25m <sup>2</sup> )	102
Store areas	30m <sup>2</sup> (57.75m <sup>2</sup> )	2
Corridor	10m <sup>2</sup> (29.5m <sup>2</sup> )	3
Observation Walkway	4m <sup>2</sup> (286.75m <sup>2</sup> )	72
Function 1	4m <sup>2</sup> (87.5m <sup>2</sup> )	22
Function 2	4m <sup>2</sup> (31.5m <sup>2</sup> )	8
Function 3	4m <sup>2</sup> (31.5m <sup>2</sup> )	8
Foyer Level 1	4m <sup>2</sup> (24.5m <sup>2</sup> )	7
Kitchen	10m <sup>2</sup> (18m <sup>2</sup> )	2
Chiller Room	30m <sup>2</sup> (57.75m <sup>2</sup> )	2
<b>Total</b>		<b>374</b>

The proposal identifies 77 car parking spaces including 2 accessible spaces.

Construction of the structure will be concrete floor, metal and deep profile galvanised wall and roof sheeting. Fixed louvres, polycarbonate sheeting painted wall finishes and aluminium frames. The surfaces have a low reflective value.

## RELEVANT HISTORY

The Scone airport was established in 1958 with several upgrades since its inception. There are a number of existing buildings on site including a terminal building and aircraft hangars associated with the airport. Changes to these buildings are not identified as forming part of this application. The following development applications have applied to the land since 2010:

170/2017 - 1	Development Application	14/12/2017	10 Walter Pye Ave, Scone 2337 NSW 51 Airfield Rd, Scone 2337 NSW <b>Airshow "Warbirds over Scone"</b>
107/2016 - 1	Development Application	13/10/2016	10 Walter Pye Ave, Scone 2337 NSW 51 Airfield Rd, Scone 2337 NSW <b>Air Display "Flight of The Hurricane"</b>
68/2010 - 1	Development Application	20/04/2010	10 Walter Pye Ave, Scone 2337 NSW 51 Airfield Rd, Scone 2337 NSW <b>Avgas Fuel Outlet</b>

The proposed airport terminal, tourist attraction, and car park is the latest development identified for the site.

## REFERRALS

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- **Engineering/Stormwater Drainage**  
Engineering comments have been obtained and incorporated into the conditions of consent.

### External referrals for concurrence

- **NSW Rural Fire Service**  
Site is shown mapped as Vegetation Buffer and as such was referred for comment.  
  
The New South Wales Rural Fire Service (NSW RFS) has considered the information submitted. General Terms of Approval, under Division 4.8 of the 'Environmental Planning and Assessment Act 1979', and a Bush Fire Safety Authority, under Section 100B of the 'Rural Fires Act 1997', are now issued without any specific conditions.
- **NSW Roads and Maritime Services**  
Roads and Maritime has reviewed the information provided by Council and concurs to the carrying out of the proposed works, subject to the following requirements:
  - The intersection of Satur Road/Bunnan Road (MR62) and Walter Pye Avenue shall be designed and constructed in accordance with the current Austroads Guide to Road Design and Roads and Maritime supplements, to the satisfaction of Roads and Maritime and Council. The works should be generally in accordance with Drawing Number C301, Rev C dated 23 September 2018.
  - All works associated with the proposed development should be carried out at full cost to the developer and at no cost to Roads and Maritime or Council and to Roads and Maritime and Council requirements.

### Advice to Council

- Roads and Maritime has no proposal that requires any part of the property.
- Council should ensure that an appropriate traffic management plan is in place during the construction of the driveway works to minimise the impacts on traffic efficiency and road safety on Satur Road / Bunnan Road.

- Should Council approve the proposed development and recommended road works, Roads and Maritime concurrence is required in accordance with Section 138 of the Roads Act (1993) as the roadworks required affect Satur Road / Bunnan Road, a classified Regional road. As such, the intersection upgrade is to be designed in accordance with the Austroads Guide to Road Design 2009 (with Roads and Maritime supplements) and relevant Australian Standards to the satisfaction of both Roads and Maritime and Council.
  - Furthermore, Roads and Maritime highlights that in determining the application under Part 4 of the Environmental Planning & Assessment Act, 1979 it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development, such as (inter alia) removal of trees, relocation of utilities, stormwater management, etc. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of development consent. Depending on the level of environmental assessment undertaken to date and the nature of the works, the Council may require the developer to undertake further environmental assessment for any ancillary road works.
- **Australian Government Civil Aviation Authority**  
CASA has reviewed the aviation safety aspects of the proposal and has no objections to the development. Consideration of the National Aerodrome Safeguarding Framework (NASF) is recommended.

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## SUBMISSIONS

Surrounding properties were notified of the development proposal between 11/09/2019 and 25/09/2019. An advertisement was placed in the Scone Advocate on **11 September 2019 to 25 September 2019** and the application exhibited on Councils website as required under the Act and Part 2 of the DCP.

One submission was received by Council, with the majority of issues relating mostly to the airside upgrade works. There were two issues associated with this development relating to light spillage and the necessity of the new terminal and tourist attraction. A summary of the issues relating to the proposal and the Applicants response are outlined within the table below.



Submission	Applicant	Comment
<ul style="list-style-type: none"> <li>Concerns raised regarding airside works.</li> <li>Light Pollution impacting adjoining properties.</li> <li>Cannot understand the necessity of an airport terminal if no larger planes are landing.</li> <li>The aviation attraction is not necessary and should not be paid for by ratepayers, war bird fans can view the planes where they are now.</li> </ul>	<ul style="list-style-type: none"> <li>The airside and operational matters identified are not part of the Development application for the proposed airport terminal and warbird aviation attraction and are being addressed as part of the REF for the airside works and or through usual operational stakeholder management.</li> <li>The matters raised with respects to the proposed terminal and warbird aviation attraction are concerns on the business case which are not a relevant planning consideration. Council will address these through the project stakeholder and community communications</li> </ul>	<p>The concerns raised regarding the airside do not relate to this application and as such will not be addressed.</p> <p>Additional light sources will be associated with the development therefore being a valid concern. Should the recommendations made within the visual impact statement should be implemented, the impact is likely to be minimised. The recommendations are outlined below:</p> <ul style="list-style-type: none"> <li>Lighting treatments are to be sensibly designed to minimise light spill in areas such as street lighting and floodlighting outdoor spaces.</li> <li>Lighting to be directed toward the ground to limit visibility.</li> <li>Adopt a “dark sky” approach to lighting by directing the lighting in parking areas and streets toward the ground and limiting light spill.</li> </ul> <p>A condition of consent has been imposed to ensure that lighting impact are minimised.</p> <p>It is considered that the proposed development aligns with the strategic directions of the following documents:</p> <ul style="list-style-type: none"> <li>Hunter Regional Plan 2036;</li> <li>Upper Hunter Strategic Land Use Plan 2012;</li> <li>Upper Hunter Land Use Strategy 2017;</li> <li>Scone Airport Master Plan 2016;</li> </ul> <p>The project is identified within the Airport Master Plan and is to be subsidised through a combination of grant funding and Council loans. On this basis the project is considered to be in the public interest.</p>

## CONSIDERATION

The relevant matters for consideration under Section 4.15 of the *Environmental Planning and Assessment Act 1979*, are assessed under the following headings:

## ENVIRONMENTAL PLANNING INSTRUMENTS

## UPPER HUNTER LOCAL ENVIRONMENTAL PLAN 2013

	COMMENT
<b>Land Use Table</b>	
Zoning classification	SP1 Special Activities – Airport
Zoning objectives	<ul style="list-style-type: none"> <li>To provide for special land uses that are not provided for in other zones.</li> <li>To provide for sites with special natural characteristics that are not provided for in other zones.</li> <li>To facilitate development that is in keeping with the special characteristics of the site or its existing or intended special use, and that minimises any adverse impacts on surrounding land.</li> </ul>
Zoning permissibility	<p>The site is identified as SP1 - Airport on Map 008A. Permissible uses include the purpose shown on the <a href="#">Land Zoning Map</a>, including any development that is ordinarily incidental or ancillary to development for that purpose.</p> <p><i>air transport facility</i> means an airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures.</p> <p><i>airport</i> means a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes, and includes associated buildings, installations, facilities and movement areas and any heliport that is part of the airport.</p> <p>The use of the structures for an airport terminal, hangar and tourist attraction are considered to be ancillary to the primary and existing development, in that it serves the dominant purpose of the airport, is subservient to its main function and operation and therefore permissible with consent.</p>
<b>Part 6 – Additional Local Provisions</b>	
Earthworks (Clause 6.1)	The intentions of this clause are to ensure any earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land. Proposed earthworks are detailed within the Plan set 18016 Sheets C101-103, C201, C301-02, C320-321, C401 and C601 Rev D by Chrisp Consulting. Sheet C201 identifies the soil and erosion control measures for the site. Use of sandbag traps around existing drainage culverts and sediment fences around the extent of the construction area are considered reasonable measures given the soil type and extent of work to minimise and mitigate sediment control, being consistent with the intent of this clause.
Airspace operations (Clause 6.7)	The intention of this clause is to ensure the safe and effective operation of the airport by confirming that development does not penetrate the Limitation or Operations Surface. An assessment by Airport Surveys confirms that the location of the airport terminal and hangar are compliant and within the limits of the transitional surface and will not impact the operation of the airport.

Essential Services (Clause 6.10)	<p>The following services are essential to grant development consent:</p> <ul style="list-style-type: none"> <li>(a) the supply of water,</li> <li>(b) the supply of electricity,</li> <li>(c) the disposal and management of sewage,</li> <li>(d) stormwater drainage or on-site conservation,</li> <li>(e) suitable vehicular access.</li> </ul> <p>All essential services have been identified on site. Relocation of existing easements are being completed to enable the proposed development to occur. A new water meter and electrical transformer is identified along with a hydrant system. Connections to existing and proposed services have been identified on the plans and are considered suitable to service the buildings and intended uses. The existing access is to be demolished and a new access point located northwest of the current access.</p>
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## STATE ENVIRONMENTAL PLANNING POLICIES

SEPP (Infrastructure) 2007	The intention of this policy is to enable efficient delivery of public infrastructure across the State. Bunnan Road is identified as a Classified Road under the <i>Roads Act 1993</i> . The proposal identifies the relocation of access to another location along Bunnan Road which requires concurrence from Roads and Maritime Services (RMS) under this policy. The proposal was referred to the RMS, there were no objections to the development. Request for Section 138 application under the Roads Act was identified. Design requirements were specified, and a traffic management plan suggested to be implemented through conditions of consent.
SEPP No. 44 – Koala Habitat Protection	The intention of this policy is to preserve native vegetation conducive for Koala habitat, encourage the management and protection of such land to assist in increasing the Koala population. This policy applies to the Local Government Area for Scone and requires consideration as the site is greater than 1ha in area. A search of the BioNet Atlas confirms there have not been any registered Koala sightings on or immediately surrounding the site. The site is relatively clear of vegetation based on the current land use. The existing vegetation comprising mostly of Myrtaceae / callistemon which are identified for removal as part of proposed development. These trees are not listed as feed trees within the SEPP and on this basis is not potential Koala habitat nor is it likely to be core Koala Habitat. It is considered that no further investigation is required under this policy.
SEPP No. 55 – Remediation of Land	The intention of this policy is to provide a state-wide planning approach to the remediation of contaminated land and to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. The historical use of the subject property has been associated with the airport. It is considered that the site is not likely to be subject to contamination that would require remediation of the land. As the proposed development is relative to the current use of the land and is not a higher more intensive use, no further investigation is considered necessary for the proposed development to proceed.
SEPP No. 64 – Advertising and Signage	No additional signage is proposed as part of this development application.
SEPP (State and Regional Development) 2011	The intention of this policy is to facilitate the effective delivery of infrastructure across the State to improve infrastructure and identifying the environmental assessment category into which different types of infrastructure and services development fall. This policy applies as the proposed development is identified as Regionally Significant development under Schedule 7, Section 3. The proposal is to be completed on Council owned land with Council as the developer. The value of works exceeds \$5 million dollars, the proposal is to be assessed under Part 4, Section 4.5(b) of the Act, requiring the Regional Planning Panel to be the Consent Authority to determine the development application.
SEPP Policy (Vegetation in Non-Rural Areas) 2011	The intention of this policy is to protect the biodiversity values of trees and other vegetation in non-rural areas of the State, and to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation. Consent is required for the removal of trees or clearing on land zoned SP1 Special Activities. There are no specific controls listed for this Zone within the DCP, given that the proposal has confirmed the vegetation to be removed and the landscape detail intended for the development it is considered that consent can be granted on the basis that the site is not identified as a heritage item, within a heritage conservation area or identified as having terrestrial biodiversity or mapped within the biodiversity values mapping.

## REGIONAL ENVIRONMENTAL PLANNING POLICIES

There are no REP's applicable to the site.

## DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

There are no draft EPI's applying to the land.

## DEVELOPMENT CONTROL PLANS

<i>Development control plan</i>	<i>Considered?</i>	<i>Comment (only if necessary)</i>
Upper Hunter Development Control Plan 2015	YES	<p><b>2b) Public notification</b> – The Application was notified, advertised and exhibited as required with no submissions received.</p> <p><b>10c) Geotechnical assessment</b> – The development is consistent with the objectives of this section. No significant issues identified, required prior to construction to confirm suitable engineering requirements for construction.</p> <p><b>11f) Soil and water management</b> - The development is consistent with the objectives of this section. Site works will affect an area greater than 2500m<sup>2</sup>. Cut 0.826m and fill 0.47m with 1:4 batter is considered minor works. Sediment and Erosion control measures have been provided on a plan and in detail. A condition of consent will ensure relevant controls are identified and implemented within a Construction Environmental Management Plan (CEMP) to satisfy the development controls.</p> <p><b>11h) Waste minimisation and management</b> – A Site Waste Minimisation and Management Plan (SWMMP) was not submitted as part of the development application. A condition of consent requesting the submission of a plan prior to the issue of the construction certificate will confirm compliance with this control.</p> <p><b>12a) Access and vehicle parking</b> - the development is consistent with the objectives of this section. There are no specific calculations relevant to this development type. The traffic impact assessment provided confirms that the number of spaces provided by the development is adequate for the general operation. This is considered satisfactory based on the floor area identified in traffic counts provided within the report. Additional parking for the biennial air shows creates a separate demand that should be catered for within an event management plan. To be implemented through a condition of consent. An approval under Section 138 of the Roads Act 1993 is required to relocate and</p>

upgrade access and construction of the driveway.

13d) Scone Memorial Aerodrome and Environs - The development is consistent with the objectives of this section. The information provided confirms that the OLS is not violated by the proposed structures. The development is located outside of the ANEF contours. The landscape plan provided is consistent with the guidelines.

Section 94A Levy Contributions Plan 2008	Yes	1% of the cost of work (\$8,142,255) \$82,422.55
Upper Hunter Section 94 Contributions Plan 2017	NA	
Upper Hunter Servicing Plan for Water Supply and Sewerage	Yes	\$221.24 for Water Supply (0.03ET) and \$426.76 for Sewerage (0.05ET).

## PLANNING AGREEMENTS

There are no planning agreements relevant to the proposal.

## REGULATIONS

There are no provisions in the regulations relevant to the proposal.

## LIKELY IMPACTS OF THE DEVELOPMENT

### Context and Setting

On assessment of the information available it is considered that the proposed airport tourist attraction, terminal facility and car park will have a minimal impact in relation to context and setting based on the assessment below.

#### - *Relationship to the regional and local context*

The Scone Airport is one of five regional airports within the region with Newcastle Airport being the most significant given its international flight capability. The Scone Regional Airport is identified within the Upper Hunter Land Use Strategy 2017 with potential for growth and expectations to facilitate the operations of the airport to encourage employment and economic opportunities to support the local economy. The proposed development is identified within the Scone Airport Master Plan 2016 to support existing and future expectations and is consistent with the intentions for the Airport.

The proposed airport tourist attraction, terminal facility and car park is consistent with the strategic regional and local context identified for the locality.

#### - *Character and amenity of locality and streetscape*

The facility is located about 4km northwest of the town centre, along Bunnan Road with a variety of zoning types (small lot primary production, large lot residential, general residential and private recreation) and land uses within the immediate locality. The Satur Veterinary Clinic, TAFE Campus, Equine Research Centre and Scone Race Club are located on the opposite side of Bunnan Road to the north, northwest of the site. To the northeast, east, south and west, there are a number of small rural holdings, large lot residential and general residential developments close to the airport. The small rural holdings are located directly around the boundary of airport and act as a land use buffer. There is a small section of an existing residential development, zoned R1 General Residential, located along the transition of Bunun and Satur Roads approximately 100m in length along the northeast of the road without a direct buffer. These lots comprise of single dwelling houses and ancillary structures, only two of those lots have access directly from Satur Road before its point of transition into Bunnan Road. Kerb and guttering along the northern side of Satur Road extends to the point of transition with Bunnan Road and this is the same location in which the R1 General Residential Zone ends.

The proposed airport tourist attraction, terminal facility and car park is unlikely to detrimentally impact the existing character and amenity of the locality and streetscape.



- *Previous or existing uses in locality*

The facility is located about 4km northwest of the town centre, along Bunnan Road with a variety of zoning types (small lot primary production, large lot residential, general residential and private recreation) and land uses within the immediate locality. The Satur Veterinary Clinic, TAFE Campus, Equine Research Centre and Scone Race Club are located on the opposite side of Bunnan Road to the north, northwest of the site. To the northeast, east, south and west, there are a number of small rural holdings, large lot residential and general residential developments close to the airport.

It is considered that the proposed airport tourist attraction, terminal facility and car park development will have a minimal impact on the continuation of existing uses within the locality.

- *Scenic qualities and features of the landscape*

Views to the existing airport from the residential development along Satur Road comprise of existing Colorbond sheds, hangars, fencing and vegetation in the location proposed for the proposed aviation tourist attraction and terminal. The site is slightly elevated to the surrounding locality on land that is reasonably flat. There are no significant landscape features or vistas likely to be affected by the new airport tourist attraction, terminal facility and car park.

There are approximately 5-6 rural properties with direct views to the airport facility. They currently view the runway, and existing sheds and hangars associated with the facility. The development will alter the existing views of these properties to the airport. The design and materials proposed for the new structure are compatible with the existing structures onsite with additional landscaping to soften potential visual impacts associated with the structure.

It is considered that the proposed airport tourist attraction, terminal facility and car park will have a minimal impact on the scenic qualities and features of the landscape.

## **Built Form**

On assessment of the information available it is considered that the design, finishes and materials are conducive to the proposed uses of the structure, compatible with the existing structures to remain on site and consistent with energy efficient and BCA assessments.

- *Design*

The proposed airport tourist attraction, terminal facility and car park have been designed by STEA Astute Architecture providing a contemporary design. The design provides separation and territorial reinforcement between each of the uses. It is consistent and conducive for the operation of each use and is unlikely to cause conflicts within the development. It is consistent with other regional airport developments.

- *Materials*

The structure will comprise of a concrete slab and steel frame construction with a deep profile galvanised iron roof which is curved as indicated by the design. The external finishes identified are identified on drawing A06-01 and listed within Doc: SCH-01. The materials are compatible with the existing structures on site and those used in other regional airports

- *Colours & finishes (schedule of external finishes and colours/samples)*

The main external wall finishes for the main hangar area comprises of deep profile galvanised wall sheeting, with clear fixed blade louvres, louver windows, wall sheeting coloured 'hot dip' and clear fixed blade louvres for the hangar doors facing airside, rendered brick wall with a painted finish on plant end and terminal end. Five water tanks are located along alternative wall sections on the hangar side facing Bunnan Road (Elevation 2).

Finishes for the terminal and function centre comprise of deep profile roof sheeting curved to match the hangar roof design. External wall finishes comprise of aluminium fixed window systems with clear glass, brick wall with painted finish, fibre cement panelling and glazed balustrade.

It is considered that the built form proposed is compatible and conducive to the uses identified.

## **Potential Impact on Adjacent Properties**

On assessment it is considered that the proposed airport tourist attraction, terminal facility and car park will have minimal impacts on adjacent properties once operational. Minor impacts may occur during construction in relation to traffic, noise and dust.

- *relationship and compatibility of adjacent land uses*

The proposed airport, tourist attraction, terminal facility and car park is to be located within the land associated with the existing air transport facility. The use of the land as an air transport facility and airport has been established since 1958 and has operated without impediment based on the information made available.

- *visual and acoustic privacy*

The current airport operation facilitates 8,000 flights annually to and from the facility, subjecting adjoining properties to high noise levels daily. The addition of a tourist facility and function centre creates potential for additional acoustic impacts which require consideration. An acoustic assessment completed by Air Noise Environment (ANE) analysed and modelled 5 receptors with the assumed noise sources for the new uses such as patron noise, amplified speaker noise and car door closure. The assessment utilised the NSW Policy for Industry (NPI) and Australian Standard (AS2107:2016) – 'Acoustics – Recommended design sound levels and reverberation times for building interiors (AS2107)'. The predictive noise levels associated with proposed development are identified in the report as complying with the NPI requirements as per the table below:

Receiver	Predicted Cumulative Noise Levels dB(A)	Compliance Against NSW NPI		
		Day (39 dB(A))	Evening (39 dB(A))	Night (39 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

Receiver	Predicted Single Car Door Closure Noise Levels dB(A)	Compliance Against NSW NPI L <sub>A</sub> Max 52 dB(A) Noise Criteria
Veterinary Clinic (R1)	40	Complies
Residential Dwelling (R2)	39	Complies
Residential Dwelling (R3)	32	Complies
Residential Dwelling (R4)	29	Complies
Residential Dwelling (R5)	20	Complies
Residential Dwelling (R6)	22	Complies

The report also provided recommendations to assist in minimising the impacts to the adjoining properties, these include:

- External glazing facades to achieve minimum acoustic rating of Rw 36. Glazing with typical thickness of 10.38mm laminated with acoustic seals are capable to achieve these requirements.
- 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. 1 layer of 13mm plasterboard + 100mm air gap with cavity insulation + 1 layer of 13mm plasterboard is expected to achieve the required acoustic rating.

It is considered that the additional uses proposed for the site will have a minimal impact on the adjacent land uses provided that the acoustic measures identified are carried out as part of the construction. These recommendations can be implemented through conditions of consent.

- *overshadowing*

The airport tourist attraction, terminal facility and car park will not have an impact on adjoining properties in relation to overshadowing. The structures are adequately setback from the property boundaries and located away from existing residential development minimising the potential for overshadowing impacts on adjoining properties.

- *views and vistas*

The airport tourist attraction, terminal facility and car park will change the existing views of adjoining properties to the site. The Visual Impact Assessment (VIA) submitted assessed the visual impact of the development in various viewing zones within the immediate vicinity, local area and regional area. Consideration was made regarding the external finishes in building materials and impacts of the development at individual viewing points. It was determined that high visual impact occurs within the immediate vicinity which can be mitigated through screen planting reducing the visual dominance. From a local perspective impacts only occur in a small number of locations where the elevation of the land is higher than the airport. Regionally only the roof lines are visible and blend into existing structures within the airport vicinity. Initially, the size of the building and roofing material will be noticeable from a distance until weathering occurs.

The applicant has provided perspectives and artistic renders showing views of the proposed buildings and the proposed finishes. On review, it is considered that the structures are consistent and compatible to those structures existing on the site, providing a more positive outlook and visual variety. On this basis visual impact locally and regionally is considered minimal. Moderate visual impact will occur within the immediate vicinity for adjoining properties, mitigation measures such as landscaping will minimise the impact.

### **Access, Transport and Traffic**

The Traffic Impact Assessment submitted by the applicant was completed by SECA Solution. The report concluded:

- Existing traffic flows and traffic network have capacity and are conducive for the increased daily demand proposed and the short-term increases in rates for the monthly air shows expected as part of the development.
- The biennial air show events are much higher and will require an Event Management Plan (EMP) to facilitate the additional car parking requirements.
- Upgrades to the entry/exit point for Bunnan Road.
- The development requires 77 car parking spaces to satisfy the typical demands. There is potential for up to 80 vehicles plus staff for a function and up to 140 vehicles for the monthly air shows. It is suggested that the informal parking area adjacent to the formal car park and off-street parking along Bunnan Road would suffice in providing parking these instances.

- *car parking rates / disabled parking / visitor parking*

With the current situation there is no designated on-street car parking and an informal parking area on the site. The proposed development provides a total of 77 spaces comprising of 75 general spaces and 2 accessible spaces. There are no controls within the DCP to provide for a specific parking rate. A Traffic Impact Assessment (TIA) completed by SECA Solution estimates that 35 vehicles per day (vpd) would attend the site weekly and up to 70 vpd on weekends. The car parking proposed is suitable for the normal day to day function of the facility and additional uses. Separate staff parking should be provided in a separate area on site and away from the formal public parking area.

Special events associated with the tourist attraction and air shows will require the submission of an Event Management Plan (EMP). It is indicated that the plan will need to outline alternative parking areas and transport options to and from the airport to minimise impacts on the residential areas adjacent to the airport and prevent traffic conflicts. It is recommended that use of the Scone racecourse be used as an alternative parking area with a shuttle service to the airport for such events along with scheduled buses from town to the airport.

- *loading/unloading facilities*

The applicant has indicated that delivery vehicles will park within the bus set down bay located at the front of the terminal building to load and unload goods associated with the terminal, café and function centre. Appropriate signage will be required to confirm loading times and that the space is for loading and set down only.

- *sight distances*

The sight distances for the three driveways satisfy the requirements of AS2890.1, with the main access point maintaining a sight distance of over 130m, exceeding the minimum standard of 83m for a 60km/h speed limit.

- *driveway location / profiles*

Walter Pye Avenue will be relocated further west to accommodate the proposed development and will be the access point to the existing hangars and associated development currently existing on site. A new access point is proposed further northwest of the exiting access from Bunnan Road. This access point will form the new main entry point to the site linking to Walter Pye Avenue. The entry point meets the design requirements for buses and cars to enter and exit concurrently.

- *traffic generation and the capacity of the local and arterial road network*

There are no specific rates identified within the RMS *Guide to Traffic Generating Developments*. The TIA estimates 45,000 visitors to the site annually inclusive of the air show events. The assessment used the conservative figure of 40,000 visitors per annum for the assessment. It is considered that the capacity of the existing network works efficiently and has capacity to accommodate the increased demand expected for the development.

- *bicycle/motorcycle parking*

None identified. As such, a condition of consent has been recommended requiring the provision of bicycle and motorcycle parking.

- *public transport*

There are regular train and bus options to Scone and local bus company Osbornes that completes a school bus run. There are no specific modes of public transport to the airport other than the local taxi service. An Event Management Plan (EMP) is required to minimise conflict and traffic impacts during larger events at the facility. This is to be implemented as a condition of consent, revision of the plan should occur every 2-5 years to evaluate the number of visitors and alternative transport arrangements as necessary.

## **Public Domain**

The proposed airport tourist attraction, terminal facility and car park are likely to have a minimal impact in regard to the public domain.

- *public recreational opportunities in the locality*

The airport is located within the same locality as the Scone Racecourse and small public parks. The proposed development will not impede the current enjoyment of, access to or reduced interest in the surrounding recreational reserves. There may be opportunities to utilise part of the Scone Racecourse from time to time to provide overflow car parking for the larger air show events which may provide additional income to the race club.

- *pedestrian linkages and access between the development and public areas*

The plans identify pedestrian linkages within the public areas throughout the development using footpaths, foot bridges and directional signage. Additional signage should be considered as part of the EMP for the larger air show events to direct pedestrians safely around the site and towards transport options to and from the event.

- *amount, location, design, use and management of public spaces in and around the development.*

Public spaces within the development comprise of the car parking and landscaped areas around the new structure. The landscape plan provides a mix of turfed and paved areas and garden beds that add visual amenity to the development, additional shaded areas for the public to congregate during events and change in visual perspective (i.e. preventing large blank walls and a bland car park) towards the new structure.

## **Utilities**

The proposed airport tourist attraction, terminal facility and car park are likely to have a minimal impact in regard to the utilities.

The applicant has identified the location of existing utilities on the site. Relocation of electricity, water, NBN are required for the development to proceed. Additions to stormwater infrastructure are required and have been indicated on the plans. New structures are able to connect to the existing sewer without impact to servicing.

Conditions of consent are required to ensure extinguishment of easements prior to the issue of an occupation certificate. Conditions for road closure to be completed prior to commencement.

## **Heritage**

On assessment of available information the proposed airport tourist attraction, terminal facility and car park are likely to have a minimal impact in regard to heritage.

Desktop review of the Aboriginal Heritage Information Management System, Schedule 1 of the Upper Hunter LEP 2013 and NSW Heritage Data Base do not identify any listed items. It is highly unlikely that items will be located on the site. A condition of consent outlining required actions will be added, should items be located during construction.

## **Other Land Resources**

Based on the information provided by the applicant, the proposed airport tourist attraction, terminal facility and car park are likely to have a minimal impact in the conservation and use of valuable land resources.

### **- *Productive agricultural land***

The site is identified and operates as an existing air transport facility and has done so for 61 years without impact on productive agricultural land. The new development is conducive to the existing use of the site and is unlikely to impact the surrounding productive agricultural land comprising of small lot primary production holdings.

### **- *Mineral and extractive resources***

It is unlikely that minerals and extractive resources are located on site. The provisions on the title as required by the state pertaining to mineral and extractive resources apply to the land as they do throughout NSW.

### **- *Water supply catchments***

The site is not identified as contributing to a major water supply catchment. The site has an existing stormwater management system which will be utilised by the proposed development and upgraded where required. There are five groundwater bores located within 500m of the site. The applicant has advised that there is limited information relating to two of the five bores, however, the depth of the other 3 bores ranges from 26m to 46m below ground. It is considered that the depth of these bores can be indicative of the depths of those without data. It is considered based on the attributes of the site and the extent of the construction involved that the proposed development is unlikely to impact on ground water supply.

## **Water**

An existing mains connection exists on the site, a new hydrant will be constructed on a pad adjoining the new structure to the required specifications. The hydraulic services to be installed under the swale and lower subsoil drainage line are indicated on the approved plan. The existing water meter is to be relocated/upgraded. There are 5 new water tanks identified on the plans to collect rainwater for reuse on site, reducing use of potable water. As the proposed reuse is not clearly stated, conditions of consent will be used to ensure adequate signage is in place identifying non-potable water supplies.

The site is not subject to water supply catchment requirements with adequate storm water provisions identified and outlined on the plans. It is therefore considered that the impact on water will be minimal.

## **Soils**

The proposed airport tourist attraction, terminal facility and car park are likely to have a minimal impact in regard to soils.

The erosion and sediment control plan provided identifies the use of sandbag traps around existing drainage culverts and sediment fences around the extent of the construction area. These are considered reasonable measures given the soil type and extent of work to minimise and mitigate sediment control.

## **Air/Microclimate**

The proposed airport tourist attraction, terminal facility and car park are likely to have a minimal impact in regard to air and microclimate.

Operating as an existing air transport facility and airport precludes that the existing air quality is likely to be impacted through the general operations. Construction works associated with the development are likely to increase dust and particle matter for the duration of the works. Mitigation measures are to be implemented through conditions of consent.

## **Flora and Fauna**

The proposed airport tourist attraction, terminal facility and car park are likely to have a minimal impact in regard to flora and fauna.

The site has been highly disturbed and degradation during its use as an air transport facility. There are no natural waterways and as such no riparian vegetation onsite, the existing vegetation is relatively isolated and not likely to form significant habitation for fauna. Desktop searches have not identified any endangered, threatened or vulnerable species within 2km of the site. The site is not mapped as containing biodiversity value, and the removal of the exiting trees located onsite does not trigger the thresholds of the *Biodiversity Conservation Act 2016*. The removal of the trees is considered appropriate and forms part of this assessment.

A Construction Environmental Management Plan is to be provided to Council prior to works commencing on site that details the management of flora and fauna if found onsite for the duration of construction.

## **Waste**

The proposed airport tourist attraction, terminal facility and car park will generate waste during construction and as part of its operational requirements. Details were not provided and as such a condition will be imposed requiring a SWM and M Plan to be submitted prior to construction.

It is assumed operational waste will be sorted and collected in bins to be emptied by Council's contractor on a weekly basis. An outdoor services area has been identified on the plans for storage of the bins. This area shall be fenced and regularly maintained to minimise rodent infestation and odour impacts. Details of the waste management are to be confirmed within the SWMMP.

## **Energy**

Energy efficiency requires consideration under the Building Code of Australia (BCA) in relation to the principles for Environmentally Sustainable Development (ESD). A report was completed by Anderson Energy Efficiency to address the requirements under Section J of the BCA for energy efficiency. The report used the building materials proposed for the proposal and completed an assessment of the overall efficiency of the building. The assessment concluded that the building complies with requirements of Section J as long as the installation of insulation complies with part J1.2.

## **Noise & Vibration**

On assessment of the available information it is considered there will be minor additional impacts to adjoining properties for the duration of the construction cycle of the project. Information provided by the applicant does not indicate the use of machinery or methods that would cause significant noise or vibration impacts. The acoustic assessment does not include details relating to plant machinery associated with the new development.

It is considered that a condition of consent ensuring that plant machinery used is to be consistent with the levels identified within Table 3 of the Acoustic Assessment would be sufficient to minimise potential impacts for the operation of the development. Additionally, a condition limiting the use of machinery and construction works within the EPA standards will minimise potential impacts during the construction phase.

## **Natural Hazards**

On assessment of the available information it is considered that the site is not subject to bush fire or flood hazard. The site is not identified within a mine subsidence area or subject to acid sulfate soils. Geotechnical advice is to be obtained prior to construction to confirm design requirements associated with the site. A condition of consent will be used to ensure geotechnical risk is minimised prior to the release of this construction certificate.

## **Technological Hazards**

On assessment of the available information it is considered that the development will have a minimal impact in relation to technological hazards.

### *- Potential land contamination (contamination assessment)*

The site is an existing operational air transport facility, without any actions, licences or orders pertaining to the site under *Protection of the Environment Operations Act 1997* (PoEO) or the Environmental Protection Authority (EPA) Register. The applicant provided an assessment of the SEPP 55 Remediation of Land requirements and identified that no further investigations are required.

A condition of consent will ensure provisions are outlined within the Construction Environmental Management Plan should contaminated soil be encountered during construction.

### *- Mine subsidence*

Site not identified within a mine subsidence area.

### *- Industrial hazards (hazardous industry)*

The construction works are not located 'airside' and should not impact the operation of the air transport facility. There are no fuel storage tanks located in the area of the site where the proposed development is to take place or within the vicinity.

### *- Building fire risk*

A BCA assessment was provided by the applicant which indicates additional information is required to confirm compliance and minimise building fire risk. Wall and columns are recommended to be FRL of 120/120/120. Fire walls are to be identified on the construction plans. Travel distances do not comply in the mezzanine walkway level, an additional exit point is required to comply with Part D. These matters will need to be addressed prior to the issue of a Construction Certificate.

## **Safety, Security & Crime Prevention**

Consideration for Crime Prevention Through Environmental Design (CPTED) is required to reduce the opportunity for criminal activity to be committed. By maximising risks to offenders, maximising the effort required to commit a crime, minimising the actual and perceived benefits of committing the crime along with 'excuse' making opportunities (reasons for people to be in the location even if unnecessary), through design features of a development can minimise the potential for criminal activity occurring.

- *Safer by design assessment*

On assessment of the available information against the criteria, it is considered that the design is satisfactory. Consultation with NSW Police Licensing Sergeant is required if a Liquor Licence is proposed once the development is operational.

- *Casual surveillance and visibility in public areas*

On assessment the design allows for adequate casual surveillance and visibility within public areas during daylight hours. The landscaped areas located alongside the tourist facility section of the development has no visual surveillance from the building which may have potential for activity in the evening and night without lighting or security surveillance. A condition of consent has been applied requesting details of lighting and security and consultation with NSW Police to achieve the required outcomes.

- *Territorial reinforcement, maintaining public areas*

Overall the development provides environmental cues in the landscaping and changes in materials to delineate between various sections of the development providing territorial reinforcement such as paving and kerbing. The applicant has not provided any specific details in relation to security measures proposed for the site. Conditions of consent will be required to ensure technical, mechanical or formal surveillance is provided.

- *Access control and activity management*

Overall the design provides strong access control measures through designated footpaths and limited entry points. Bollards are indicated on the plans preventing unauthorised vehicle entry. Controlled access management should be outlined within an event management plan for the larger air show events proposed for the site.

- *Proposed safety and security measures*

The applicant has not provided any detail of proposed security in safety measures. Consultation with NSW Police to confirm adequate manual and mechanical, measures to increase safety and security during normal operations along with large events is required. This is to be implemented through conditions of consent.

## **Social Impact on the Locality**

On assessment of the available information it is considered that the proposed development will have an overall positive social impact on the locality and the district. Removing the existing asbestos containing materials and replacing them with new modern insight building materials decreases health impacts. Providing a new tourist facility creates a sense of place and character and encourages social cohesion. Event management plans will be required to ensure the interaction between the new development and associated annual events in the community do not cause impediment or negative impacts. Event planning will also need to consider the transport links to minimise impacts in the locality.

## **Economic Impact on the Locality**

It is considered that the proposed airport tourist attraction, terminal facility and car park will have an overall positive economic impact on the locality. A number of construction jobs and some additional operational jobs as part of the ongoing tourist attraction will be generated. Benefits to the local economy for accommodation, retail and transport are to be expected. This is consistent with the airport masterplan and the proposed growth anticipated for the airport. Event management for the larger air shows have the capability to assist and encourage local businesses to provide transport to and from events to minimise parking and traffic impacts.



## **Site Design and Internal Design**

The proposed airport, tourist attraction, terminal facility and car park are compatible with the existing use of the site. The design requires the relocation of Walter Pye Avenue, provision of a new access point and relocation of existing services to accommodate the development. The applicant has provided plans, materials schedules, a Section J Report, Safety in Design Risk Assessment and BCA Review.

Overall, the proposal is considered to be of a size, have the appearance and form in design to be compatible with the existing use of the site as an airport. The landscaping proposed, position of the buildings, location of the car park and proposed access points are unlikely to interfere with airside operations. The proposal is likely to comply with the BCA.

## **Construction**

There will be minor impacts onsite and within the locality during the construction phase. Information provided by the applicant identifies impacts associated with construction noise, dust, traffic impacts. The plans identify adequate environmental protection measures in relation to sediment and erosion control. A Construction Environmental Management Plan (CEMP) will be required as a condition of consent to outline how additional environmental management strategies will be carried out during construction.

## **Cumulative Impacts**

Based on strategic direction for the site, the information provided by the applicant, it is considered that the development will have a positive cumulative impact. The construction of the air terminal facility, tourist attraction and car park will enhance the vitality of the area creating a tourist destination which can be suitably managed through good event management planning. There will be minor cumulative impacts during the construction process in terms of dust noise in traffic. It is expected that these impacts will be short term head will cease once construction is complete.

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## **SUITABILITY OF THE SITE FOR THE DEVELOPMENT**

It is considered that the site is suitable for the proposed development. It is an operational air transport facility that currently operates with minimal impact on adjoining residents.

### **Does proposal fit in the locality?**

The site has existing access to relevant utilities and services without affecting the existing capacity of the adjoining properties. Ambient noise levels of proposed development are compatible with the existing operation of the airport and identified as having a minimal impact on adjoining properties. The site currently holds large air show events, and an event management plan will confirm impacts associated with these events and outline how these impacts will be managed to minimise impacts on adjoining residents.

### **Are the site attributes conducive to the development?**

On review of the information provided it is considered that the site attributes are conducive to the development. The site is an existing air transport facility, that is not subject to natural hazards, does not contain any identified Aboriginal or European heritage, does not contain any endangered or threatened flora or fauna, does not impact on the use of productive agricultural land and will not affect extractive resources. The development is permissible within the zone, conducive to the use of the site as an airport, and is identified strategically for this purpose.

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## **THE PUBLIC INTEREST**

It is considered that the proposed development is in the public interest as the proposed development is identified in the airport masterplan, is consistent with Council's strategic plans and regional plans. The development is consistent with the objectives of the SP1 Special Activities Zone – Airport. The development application was placed on public notification with no submissions being received. Conditions of consent will ensure easements and restrictions will be placed on title prior to the issue of the occupation certificate protecting any relevant public infrastructure as required. The development does not create significant environmental impact, impacts identified can be mitigated to minimise the effects on adjoining land uses. It is considered that the development provides positive economic and social benefits to the community and therefore it is in the public interest to allow the development to proceed.

#### SUMMARY OF LIKELY IMPACTS OF THE DEVELOPMENT

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All likely impacts of the proposed development have been considered within the context of this report.

ENVIRONMENTAL APPRAISAL		CONSIDERED
1	Statutory controls	YES
2	Policy controls	YES
3	Design in relation to existing building and natural environment	YES
4	Landscaping/open space provision	YES
5	Traffic generation and car parking provision	YES
6	Loading and servicing facilities	YES
7	Physical relationship to and impact upon adjoin development (views, privacy, overshadowing, etc.)	YES
8	Site Management issues	YES
9	All relevant S4.15 considerations of Environmental Planning and Assessment Act 1979	YES
10	Section 89 LGA 93 including Clause 12 considerations of Local Government Regulations 1993	YES

#### CONSISTENCY WITH THE AIMS OF PLAN

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It is considered that the development is consistent with the specific aims of the plan and the objectives of the zone. Relevant environmental requirements outlined in the objectives have been considered. The proposal is compatible with the existing development and the characteristics of the airport site. Mitigation measures can ensure impacts on adjoining land uses are minimised. The development enhances the economic viability of the site, promoting tourism and facilitating additional opportunities for the site whilst not affecting its primary use or operation as an airport.

As such, consent to the development may be granted.

#### SUBMITTORS CONCERNS

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One submission has been received objecting to the proposed development. The issues raised in the submission are addressed in the body of this report.

#### CONCLUSION

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The application has been assessed as satisfactory against section 4.15 of the *Environmental Planning and Assessment Act 1979*, Upper Hunter Local Environmental Plan 2013 and the Upper Hunter Shire Development Control Plan 2015.

The proposal is in keeping with the site context, is an appropriate form of development for the site and is unlikely to result in any significant adverse impacts.

Accordingly, it is recommended that the application be approved subject to appropriate conditions of consent.

#### RECOMMENDATION

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PURSUANT TO SECTION 4.16/4.17 OF ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979  
(AS AMENDED)

THAT the Hunter and Central Coast Regional Planning Panel, as the consent authority, grant consent to Development Application No. 111/2019 subject to the attached conditions of consent.

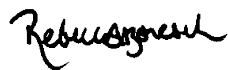
#### REASONS FOR RECOMMENDATION

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The recommendation that the development application be approved for the following reasons:

- The proposal complies with the Upper Hunter Local Environmental Plan 2013
- The proposal complies with the Upper Hunter Development Control Plan 2015
- The proposal complies with the following State Environmental Planning Policies (SEPP's) that are relevant to the land:
  - SEPP (Infrastructure) 2007
  - SEPP No. 44 – Koala Habitat Protection
  - SEPP No. 55 – Remediation of Land
  - SEPP No. 64 – Advertising and Signage
  - SEPP (State and Regional Development) 2011
  - SEPP Policy (Vegetation in Non-Rural Areas) 2011
- The proposal has been assessed as satisfactory against Section 4.15 of the Environmental Planning & Assessment Act 1979
- Will not have an adverse impact on the surrounding locality.
- The proposal will have a range of positive social and economic impacts on the Upper Hunter region.

The issues raised by the submission and the broader community views have been adequately considered and addressed through the assessment process and by conditions of consent where appropriate.



Rebecca Boresch  
Town Planning Consultant

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