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URBIS

THE OAKS AIRPORT MASTER PLAN

Scoping Report

Prepared for
THE OAKS AIRPORT
1 September 2023

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GLOSSARY & ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regs	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
LEP	Local Environmental Plan
NRAR	Natural Resource Access Regulator
PBP	Planning for Bushfire Protection
PS SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
PSI	Preliminary Site Investigation
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	Lot 21 DP1171076
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
T&I SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
R&H SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
WSUD	Water Sensitive Urban Design

1. INTRODUCTION

This Scoping Report has been prepared on behalf of GKS Aviation Pty Ltd (**the Applicant**) and in support of a proposed The Oaks Airport Master Plan at 995 Burragorang Road and 5-15 Lugarno Place, The Oaks (referred to as '**the site**'). It seeks site-specific Secretary's Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) that will accompany a Concept State Significant Development Application (**SSDA**).

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	Applicant Details
Full Name(s)	GKS Aviation Pty Ltd
Postal Address	Level 6, 22 Market Street, Sydney NSW 2000
ABN	626 310 807
Nominated Contact	Stephen Bennett, Project Manager
Contact Details	stephen@theoaks.aero

1.2. PROJECT DESCRIPTION

The project seeks approval to facilitate delivery of The Oaks Airport Concept Master Plan (**Concept Master Plan**) which is to transform the existing air transport facility into major attraction with the Wollondilly Local Government Area (LGA) which will stimulate tourism, commercial and employment opportunities within the precinct and for the broader LGA. The vision for The Oaks Airport is to –

“To create a multiuse aviation, leisure and commercial hub to support Sydney’s aviation sector whilst generating local economic growth and employment opportunities for The Oaks community”.

The Applicant seeks to lodge an SSDA for the Concept Master Plan which will apply to the entirety of the site. Key objectives for the Concept Master Plan are to achieve The Oaks Airport vision and also the opportunities identified within the Wollondilly Employment Land Strategy Addendum, prepared by Wollondilly Council. These opportunities include:

- To create an attraction within Wollondilly LGA which leverages off the opportunity to amplify aviation and tourism related uses considering the site’s heritage and established infrastructure.
- To generate local employment growth and job opportunities within the Wollondilly which can enhance self-containment within the LGA, and also attract aviation uses and supporting industries to locate.
- To provide amenities and facilities which complements The Oaks township and the proposed upgrades to the Dudley Chesham Sports Ground.
- The scenic amenity of the area and proximity to the Greater Blue Mountains World Heritage Area makes it appropriate for visitor economy uses.
- To deliver residential accommodation in the form of an airpark which is ancillary to the airport operations. The airpark at The Oaks will be the first of its kind in the Greater Sydney region.
- To leverage off the limited topographic and vegetation constraints within the site to deliver a great place outcome for the site and the immediate surrounds.

Table 2 Site Description

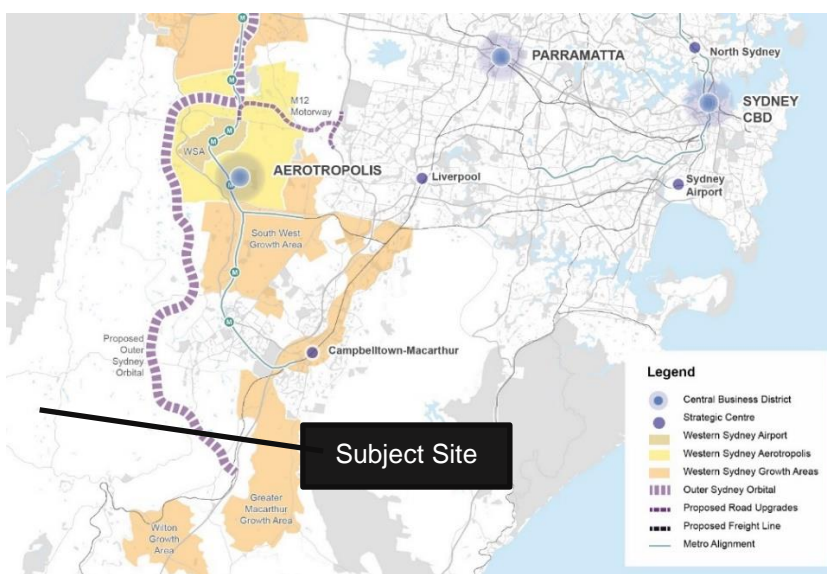
Feature	Description
Street Address	995 Burragorang Road, The Oaks 5-15 Lugarno Place, The Oaks
Legal Description	Lot 1 in DP 5866257 Lot 2 and 3 in DP 633015
Site Area (Overall)	44.8ha

Figure 1 Site Location



Source: Urbis

Figure 2 Regional Context



Source: Urbis

1.3. PROJECT BACKGROUND

1.3.1. Site History

The Oaks airfield was originally constructed in 1942 by the Royal Australian Air Force (RAAF) during World War II, as a satellite field of Camden Airport. The intention of The Oaks was to operate as a dispersal base to hide aircraft should the major bases in Sydney come under attack. It is understood the site, which is heritage listed, is the only airport constructed during WWII which is still operational.

The airfield in its current state is occupied and operated for recreational and general aviation, aircraft storage and maintenance plus flight training including Dave's Flying School and the Sydney Recreational Flying Club.

1.3.2. Site Opportunities

In recent years, the Proponent has been in close consultation with Wollondilly Shire Council (Council) regarding the potential opportunity to expand the site's function as an air transport facility, and also ability for the site to contribute to tourism activity and local employment opportunities at The Oaks Airport.

Through extensive collaboration between the Proponent, internal Council staff, local aviation industry and tourism groups, The Oaks Airport Concept Master Plan was prepared in 2022 in response to the local community sentiment to upgrade the airfield and create an attraction within Wollondilly. This also coincided with the Council's preparation of the Wollondilly Local Employment Strategy Addendum 2022 (ELS Addendum), which identified The Oaks Aerodrome as a future investigation area for employment.

The development of The Oaks Airport can play a significant role in recreational and general aviation within the broader Sydney region, which is acknowledged in the ELS Addendum.

Following airport privatisation in 1998, there has been a broad refocusing of aviation activities by the private airport leaseholders within the Sydney Metropolitan basin. This has focused on emergency services and larger corporate and business aviation.

Consequently, the Sydney Metropolitan basin has seen a wide array of small to medium sized businesses relocate interstate or to regional locations. These businesses comprise largely of critical aviation service providers (maintenance, training, component overhaul and support services) that are required to maintain a healthy national and state aviation industry and economy. In addition, there has been the loss of a number of smaller aircraft general aviation facilities such as Hoxton Park, to other land uses. The Oaks Airport Master Plan has the ability to respond to some of this demand and promote aviation and tourism activity within the Greater Sydney region.

2. STRATEGIC CONTEXT

This section describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project which will be explored in further detail within the future EIS.

2.1. PROJECT JUSTIFICATION

The proposal is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

2.1.1. NSW State Priorities

In June 2019, The NSW Premier released a collection of fourteen (14) priorities for NSW. They have set targets and represent commitments by the NSW Government to deliver on key policy priorities. The Premiers Priorities aim to enhance the quality of life for people in NSW and tackle key social issues identified by the NSW Government.

The following priorities are of relevance to State and local strategic planning.

1. A strong economy
2. Well-connected communities with quality local environments
3. Green public space
4. Greening our city

Through the Western Sydney Airport and Aerotropolis, the Western Parkland City will be key to securing a strong economy for NSW and the region. New release areas in the Western Parkland such as the Greater Macarthur Growth Area, Wilton Growth Area and sites along this corridor will be central to supporting economic development in the region. Building green public space, neighbourhood and local centres are core considerations for development in the region, realised through the planning and improvement of the blue and green grid corridors.

2.1.2. Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan – A Metropolis of Three Cities (GSRP) is a strategic plan for Sydney developed by the Greater Sydney Commission which outlines the vision of Greater Sydney being defined by three integrated and connected cities, which include the Western Parkland City, Central River City and Eastern Harbour City.

The site is located within the Western Parkland City, which is expected to grow from 740,000 in 2016 to 1.1 million residents by 2036 and 1.5 million in 2056. The vision for the Western Parkland City is a polycentric city harnessing the potential of the Western Sydney International Airport (WSA) and Aerotropolis, Liverpool, Greater Penrith and Campbelltown-Macarthur. These centres will establish the Western Economic Corridor, complemented by city shaping transport links such as the North South Rail Link, WSA, east-west mass transit corridor and a potential Outer Sydney Orbital in the long term.

The plan identifies that the WSA will be an economic catalyst for the District, allowing over 1.5 million people to live and work in the Western Parkland City as an alternative to the Eastern Harbour City. It will allow established and new neighbourhoods as well as centres, such as in the Greater Macarthur region to easily access economic opportunity and city shaping infrastructure.

The site is located within the Metropolitan Rural Area (MRA), which seeks to minimise urban development footprint and retain lands for rural and agricultural activities. The form and spatial extent of the Metropolitan Rural area is intended to be reviewed as part of the current, proposed updating of the Western Parkland City District Plan. It is likely that some of the underlying purposes of the MRA have changed and that parts of the MRA will be revised to enable future urban growth. Whilst the Region Plan identifies the site as MRA, it is important to note the recent addendum to the Wollondilly Employment Land Strategy, released by Council in August 2022, which identifies the site as a future employment area. As such, the site demonstrates strong merit, that is further emphasised by its existing role as a local airport providing local transport connectivity.

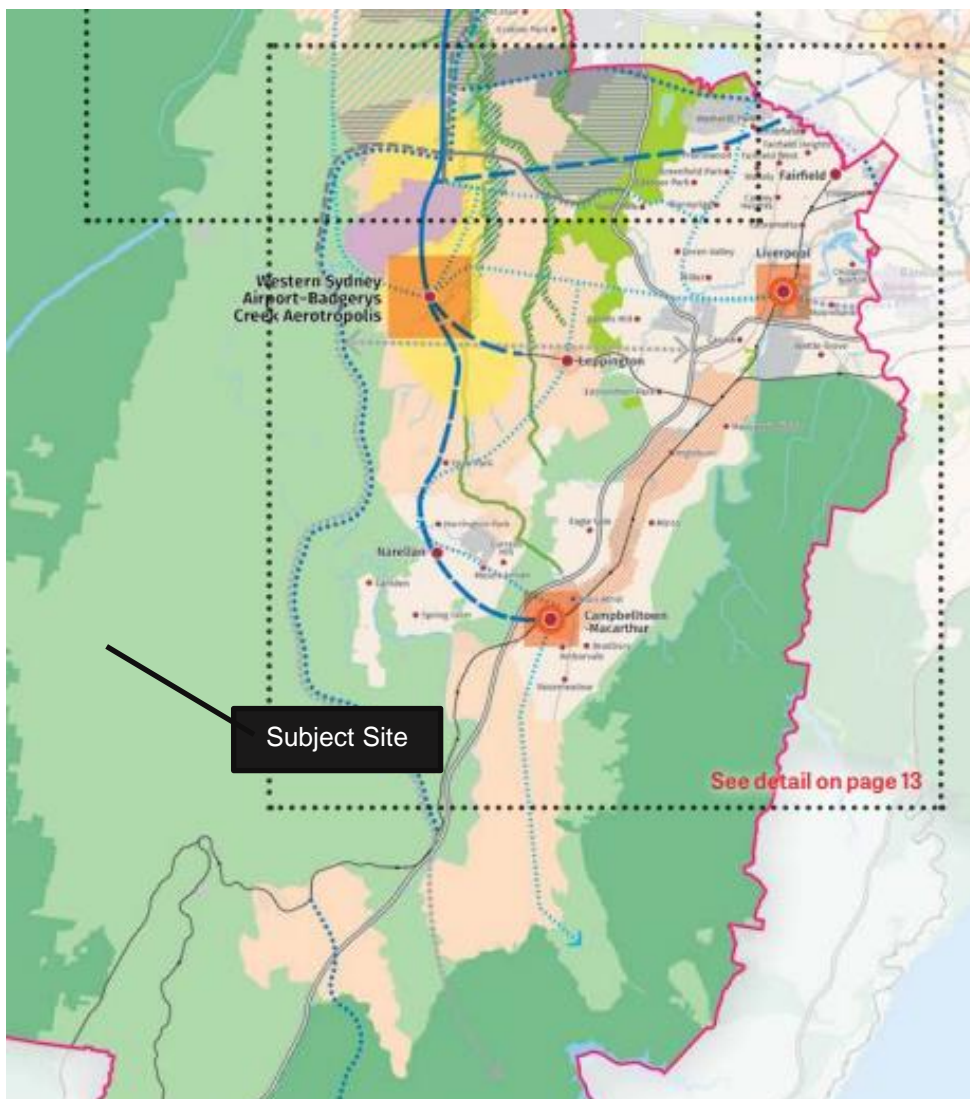
2.1.3. Our Greater Sydney 20256: Western City District

The Western City District Plan (District Plan) was finalised by the Greater Cities Commission (GCC) in conjunction with the Region Plan in March 2018 and fulfils the directions and objectives of the Region Plan at a district level (refer **Figure 3**). The District Plan sets out planning priorities and actions for improving the quality of life for residents.

The District is expected to accommodate, 464,450 new residents, 370,200 jobs and 184,500 dwellings by 2036. The District Plan seeks to accommodate and support this growth through economic corridors, growth areas and infrastructure links and connections between strategic and metropolitan clusters and centres. Land release areas such as the SWGA will be key to ensuring housing supply and securing economic development for the region. The District Plan recognises the opportunities associated with the delivery of new suburbs within the SWGA, including the availability of land for a range of housing choices, connections with the Western Sydney Airport and broader Western Sydney Employment Area (WSEA). As such, several planning initiatives and transport corridors were commenced to integrate land use, transport and infrastructure activity along the north-south corridors including the SWGA.

Western Sydney Airport is identified to create significant opportunities to grow the international and domestic tourism markets, and thus the visitor economy. By stimulating and attracting visitors, it will also better connect visitors to attractions such as the Wollondilly and Camden Local Government areas for their historical and cultural assets.

Figure 3 Western City District Plan



Source: DPE

2.1.4. Future Transport Strategy

The Future Transport Strategy was updated by TfNSW and released in September 2022 which sets out a new vision to create connected 30-minute cities and convenient 15-minute neighbourhoods across Greater Sydney. The strategy identified a series of Future Transport Hubs located within Parramatta, Chatswood, Wollongong and Coffs Harbour, which will form regional interchanges for a range of transport modes.

Future infrastructure and services are proposed for the strategic centres closest to the site, including Narallan and Leppington. This is facilitated by improved connections to Bradfield, the metropolitan cluster and the Western Sydney International Airport. The strategy proposes future rail infrastructure and rapid bus services for Narellan to the Bradfield Metropolitan area and to existing lines.

Furthermore, the site is situated near the regional corridor which connects Campbelltown-Macarthur with the Southern Highlands and Canberra. It has been earmarked for Sydney to Canberra Faster Rail Improvements. This corridor has been identified for investigation within a ten (10) year timeframe. The strategy highlights a visionary initiative that is the Outer Sydney Orbital (OSO) which will connect the Western Sydney Airport and Aerotropolis to the Hume Motorway, with the potential for further extensions into the Illawarra region. This forms part of the Western Sydney Infrastructure Plan which is a committed initiative.

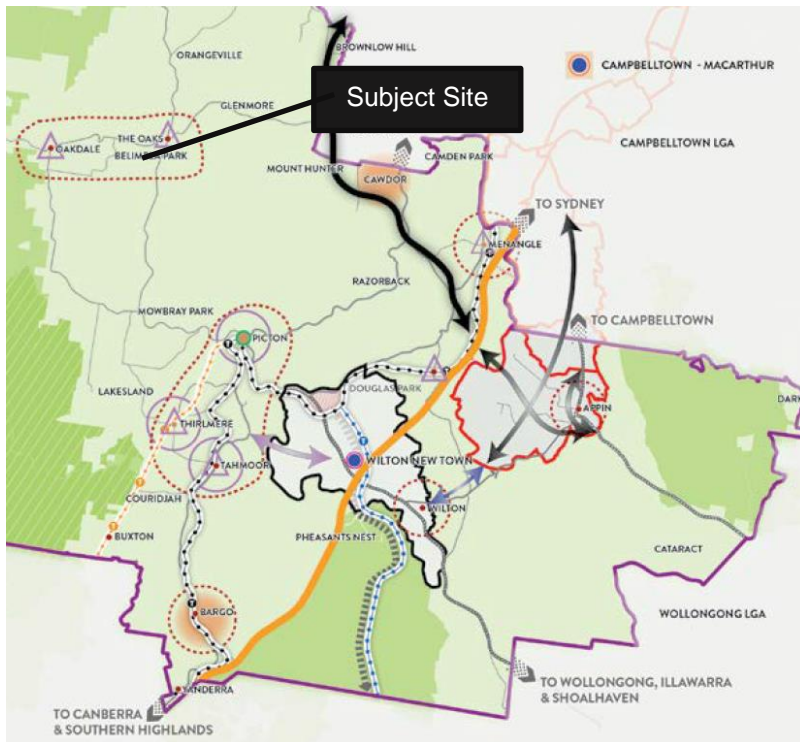
2.1.5. Wollondilly Local Strategic Planning Statement

The Wollondilly Local Strategic Planning Statement (LSPS) was published by Wollondilly Shire Council in March 2020 and provides a snapshot of the Wollondilly LGA as well as setting out the 2040 vision for the Wollondilly, anchored on the key themes of infrastructure collaboration, liveability, productivity and sustainability. It is anticipated the total population within Wollondilly will reach 92,102 people by 2036. The LGA is predominantly made up of rural landscapes and environmental conservation, with protected natural areas and Metropolitan Rural Areas (MRA) and Protected Natural Areas making up 97% of the total area of Wollondilly, and only 3% remaining as urban land.

Wollondilly seeks to continue to provide unique and valuable housing options and lifestyles that few other LGA's in Western Sydney can offer. Under the Liveability Principle, the LSPS detail's locations for local growth to meet local needs, indicated by the purple triangle in **Figure 4**. The Oaks is subject land to deliver limited new housing, along with Douglas Park, Oakdale, Menangle, Picton, Tahmoor, Thirlmere, Silverdale and Warragamba. The towns and villages of Wollondilly, such as the site which is identified as a 'small village', are located in the MRA. The Strategy indicates development in these areas to be limited and must enhance each area's unique character and values. The approach seeks to focus housing growth mostly through redevelopment or development in existing urban areas, rather than through rezoning.

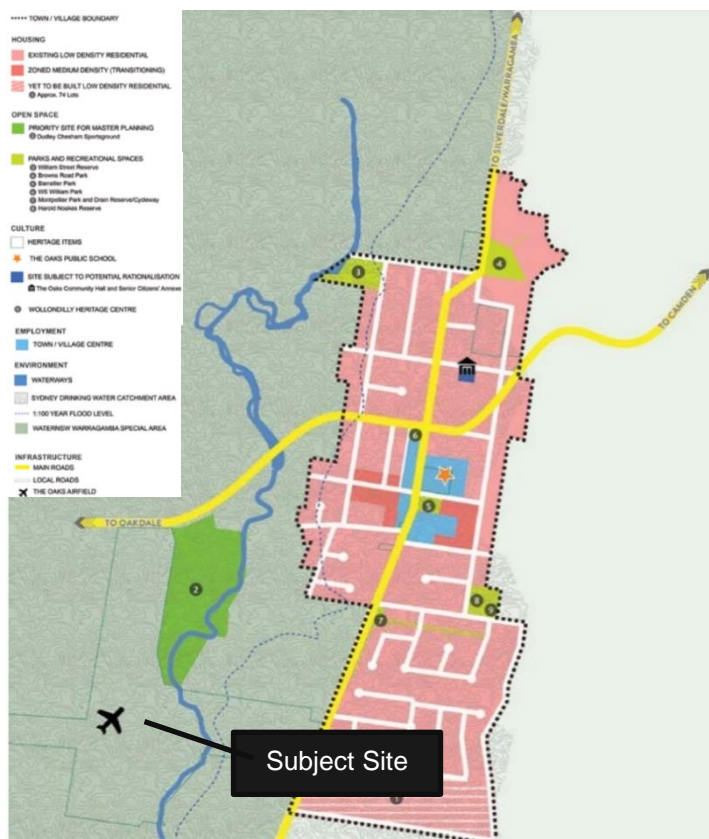
The Strategy demonstrates The Oaks is a 'Larger Centre', which must support the role of providing day-to-day services and accommodate local businesses. Heritage and sport are important to residents, therefore, protecting and enhancing these aspects will ensure that residents remain connected to place and community. Illustrated in **Figure 5**, the site is outlined as the large heritage item adjacent to the west of the village. The area will benefit from improved public domain that emphasises the local heritage and village character.

Figure 4 Wollondilly Structure Plan



Source: Wollondilly Council

Figure 5 The Oaks Structure Plan



Source: Wollondilly Shire Council

2.1.6. Wollondilly Employment Lands Strategy

The Employment Lands Strategy was adopted in May 2021, prepared by HillPDA. It provides a summary of the opportunities and issues stemming from employment lands. A framework is established to guide future development of employment lands in Wollondilly.

It highlights that Wollondilly currently has a self-containment rate of 27%, meaning that 73% of employed residents in Wollondilly travel outside of the LGA to work. If Wollondilly sought to increase this rate, and minimise the number of residents travelling outside the LGA for work, demand for employment land and space would conversely increase. An analysis of nine existing precincts was undertaken to determine the role of each precinct and the types of uses that were operating. None of these precincts are in proximity to the subject site.

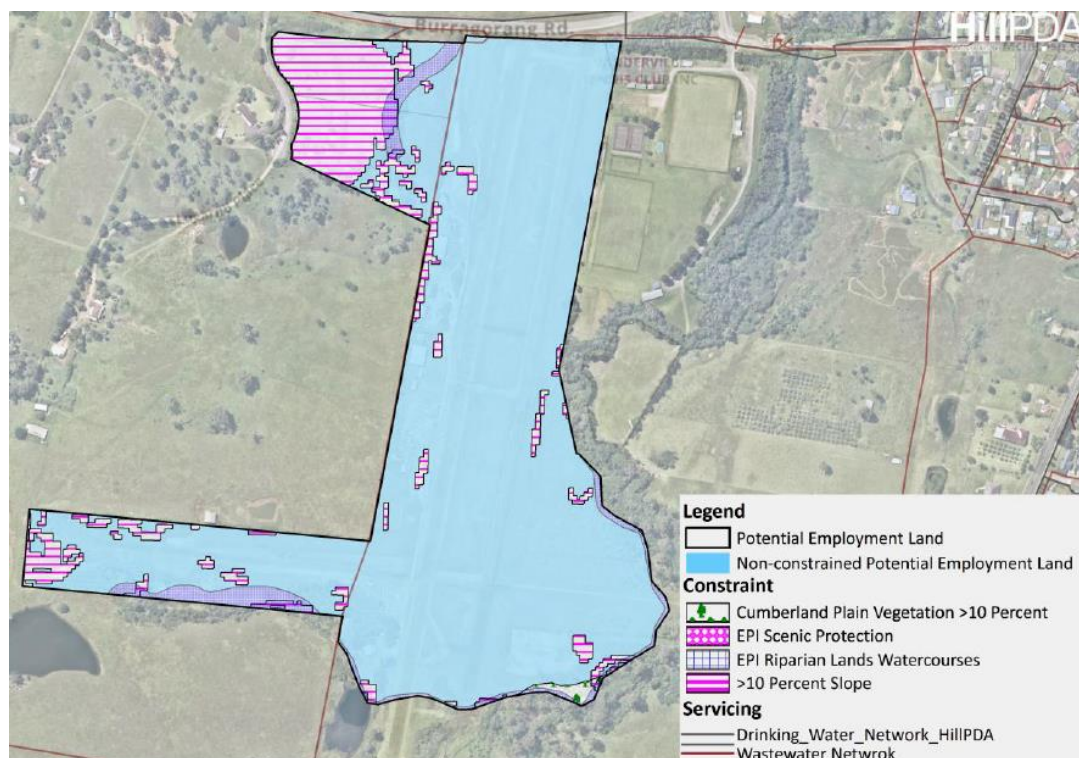
Wollondilly ELS Addendum 2022

Wollondilly Council prepared an addendum to the Wollondilly ELS in September 2022, which was presented at the Ordinary Council meeting on Tuesday 28th March 2023. The ELS Addendum was endorsed by Councillors who supported the strategic merit of the employment precincts identified for future investigation.

The ELS Addendum prepared by HillPDA on behalf of Council identifies The Oaks Aerodrome (**Figure 3**), which contains the site, as an employment area for future investigation. The ELS Addendum acknowledges the strategic significance of the site presented by the opportunity to intensify its contribution to employment generation for the LGA. The existing employment uses in aviation can be amplified and leveraged subject to its addressing of several challenges. Other benefits identified include:

- Scenic amenity of the area and proximity to the Greater Blue Mountains World Heritage Area makes it ideal for visitor economy uses,
- Proximity to established urban area to the east,
- Limited topographic and vegetation constraints,
- Opportunities to negotiate shared access intersection and the SP4 Enterprise zone.

Figure 6 The Oaks Aerodrome potential employment area



Source: HillPDA

The report conducts an appraisal of the site, considering the types of uses that has been proposed or may be suitable for the site. This includes:

- **Tourism uses:** amenity of the area and proximity to the Blue Mountains makes it ideal for tourism uses. Leverage the aviation heritage and intensify aviation recreation.
- **Commercial Uses:** Anecdotal, there has been interest from Aircraft Owners and Pilots Association to establish their head office on the site. Commercial uses that support aviation would be appropriate. There is unlikely to be significant demand for commercial uses including office and retail, however ancillary office space that supports aviation businesses or light industrial uses would be appropriate.
- **Aviation:** The Oaks Aerodrome would likely provide a more affordable alternative for hangar storage and aviation businesses to establish. It is however noted that the airport would be operating in competition with Western Sydney Airport, Camden Airport and Bankstown Airport, albeit on a much smaller scale
- **Residential air park:** Residential Airparks (or Skyparks) are becoming increasingly popular across Australia, following on from their success in the USA where there are over 400 residential airparks. Examples of airparks in Australia are generally in locations with strong scenic amenity or close to tourism hotspots.

Overall, the report concludes there is merit for increasing the density and diversity of uses at the Oaks Aerodrome.

2.1.7. Wollondilly Economic Development Strategy 2020

The Wollondilly Economic Development 2020 is an updated strategy to provide clear direction for a Council-wide economic development effort that can address the competitive advantages, challenges and future growth opportunities. To achieve the aspirations of the community outlined in the Community Strategic Plan, an increase in employment opportunities are required. The need for 15,000 new local jobs across the Shire by 2041 is identified in order to lower the rate at which resident workers have to leave the Shire. Accordingly, a proactive approach towards economic development is required.

The Strategy outlines key Growth Opportunities, summarised in the following table.

Table 3 Future Economic Growth Opportunities

Industry	Description	Competitive Advantages
Tourism	<ul style="list-style-type: none"> ▪ New accommodation development (hotel/motel, destination holiday park, eco-accommodation, other short-stay accommodation) ▪ Events (festivals, weddings, business events) ▪ Agri-tourism (farm-stay, farm tour, café/restaurant, retail outlet) ▪ Nature-based tourism experiences (trails, trekking, walking, mountain biking) 	<ul style="list-style-type: none"> ▪ Proximity to Sydney region (large population/customer base) ▪ Future population growth of Western Sydney ▪ Increasing trends towards more frequent, shorter duration trips ▪ Significant natural areas (national parks, reserves and water catchment areas) ▪ Unique character of towns and villages ▪ Future expected industry growth
Industrial	<ul style="list-style-type: none"> ▪ Transport/logistics related ▪ SME manufacturing, assembly and/or storage (advanced manufacturing) ▪ Larger scale businesses with considerable outside storage needs 	<ul style="list-style-type: none"> ▪ Proximity to Western Sydney and Western Sydney Airport ▪ Potential for more affordable industrial land ▪ Access to Hume Highway and future M9

Industry	Description	Competitive Advantages
		<ul style="list-style-type: none"> Future expected industry growth Future growth of Western Sydney Aerotropolis
Agri-business	<ul style="list-style-type: none"> Agricultural production (poultry, vegetables, fruit, etc.) Value-added processing of local production Nurseries (fresh cut flowers, tree nurseries) Agri-tourism (farm-stay, farm tour, café/restaurant, retail outlet) 	<ul style="list-style-type: none"> Existing agricultural production Proximity to Sydney region (large population/customer base) Current trends in food consumption (interest in eating locally produced foods)

The goal of the Strategy is the creation of an aspirational 15,000 local jobs for local residents and to support specific industry growth opportunities. The Strategy consists of four steps, comprising of:

1. Planning
2. Support Local Businesses
3. Marketing and Promotion
4. Investment Attraction

For the planning stage, it outlines many new businesses to the Shire will require new premises and therefore, new development of land is required for future. Future uses are likely to range from industrial to commercial as well as a variety of retail and tourism.

In terms of investment attraction, it is critical to attract investment from outside of the Council area to foster and support economic and employment growth. Along with the ongoing diversification and evolution of the local economy. Strategic initiatives seek to encourage and attract investment into new tourism products, accommodation and experiences.

2.1.8. Wollondilly Destination Management Plan 2018

Stafford Strategy were engaged by Wollondilly Shire Council to prepare a Destination Management Plan. The purpose of the document is to guide sustainable growth and help ensure the viability and resilience of the tourism industry in the Shire.

Wollondilly's visitation numbers has been growing, however, a large proportion of the visitor market are domestic day trippers. Accordingly, the DMP focuses on initiatives to increase overnight visitation to the Shire and to grow the average length of stay as these will deliver far higher economic benefits including local jobs and investment.

The PDMP identifies the barriers to growing Wollondilly's visitor economy, consisting of the key challenges impacting its ability to sustainably grow its visitor economy if not adequately addressed. These include product and supporting infrastructure, marketing and destination awareness, governance and industry collaboration, and other challenges. To guide the development of Wollondilly as a destination, a vision is proposed along with four activation areas to achieve this. The four activation areas are summarised in the following table.

Table 4 Activating the vision

Activation Area	Aim	Opportunities
Activation Area 1 Product and Infrastructure Development	<i>To diversify Wollondilly's product base and develop/enhance infrastructure to support the visitor economy.</i>	<ul style="list-style-type: none"> ▪ Destination holiday park and servicing centre ▪ Function/conference centre ▪ Nature photography experiences and tours ▪ Recreational attraction(s)
Activation Area 2 Destination Awareness and Visitor Services	<i>To grow awareness of Wollondilly as a visitor destination and to actively showcase what is on offer.</i>	<ul style="list-style-type: none"> ▪ Destination brand for Wollondilly ▪ Digital media for Wollondilly's trails ▪ Growing filming and film tourism in the Shire
Activation Area 3 Events Development	<i>To actively target niche events which Wollondilly has strengths in and to support the development of new events.</i>	<ul style="list-style-type: none"> ▪ Destination events calendar for major events ▪ Sport and adventure-based tourism events
Activation Area 4 Governance and Support	<i>To ensure there is a united approach to growing Wollondilly's visitor economy.</i>	<ul style="list-style-type: none"> ▪ Advocating for Wollondilly in the NSW visitor economy ▪ Business development programs and upskilling

In activation area 1 'production and infrastructure development', the DMP details the opportunity for small-scale aviation business hub. The potential exists to expand airfield facilities in Wollondilly, in which the Oaks Airfield presents the greatest potential. Accordingly, a feasibility study/ business case would need to be undertaken to investigate further.

2.2. KEY FEATURES OF SITE & SURROUNDS

The site is made up of three lots, situated at 995 Burragorang Road and 5-15 Lugarno Place, The Oaks, and is legally described as Lot 1 in DP 5866257 and Lots 2 and 3 in DP 633015 respectively. The site is currently used for aviation purposes, with the airfield operating as a non-licensed aerodrome. The site is privately owned.

The site is situated to the immediate west of The Oaks township which is anchored on the junction between Burragorang Road and Silverdale Road. The site has a direct interface with Werriberri Creek which defines the eastern periphery of the site. Situated to the west of the site includes the small villages of Nattai, Oakdale and Belimbla Park, all of which are linked by Burragorang Road and forms the gateway into the Nattai National Park and Burragorang Valley.

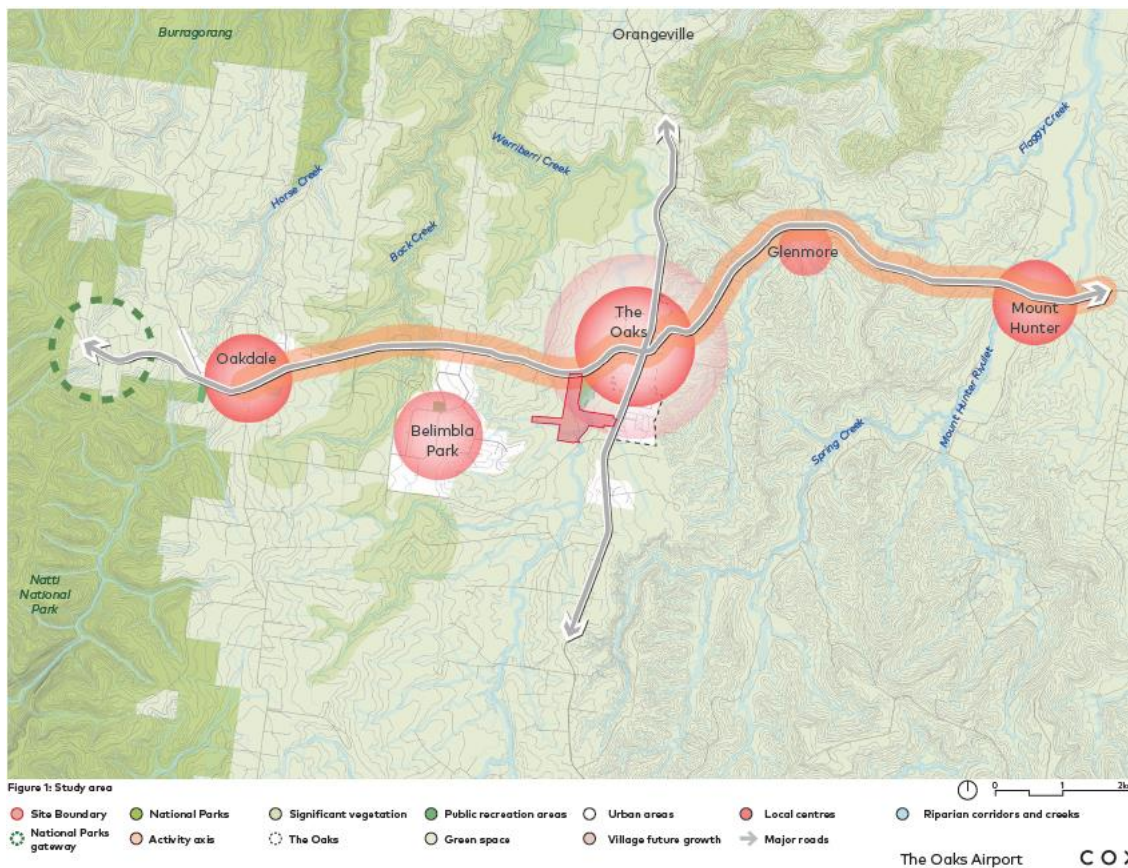
To the north and south of the site is defined by landscape areas which are mostly cleared of vegetation. The site is directly adjacent to the Dudley Chesham Sports Ground which is of local significance. The existing Oaks Airfield itself is listed as a local heritage item under the Wollondilly Local Environmental Plan (WLEP).

Figure 7 Site Location



Source: PSMA 2023

Figure 8 Local Context



Source: Cox Architecture

Figure 9 Site Photographs – Site Context



Picture 1 View along Burragorang Road looking south east, and into the existing site entry

Source: Google Streetview



Picture 2 View from Burragorang Road looking south over the existing runway

Source: Google Streetview



Picture 3 Eastern interface with the sportsground

Source: Google Streetview



Picture 4 Existing aircraft and hangars

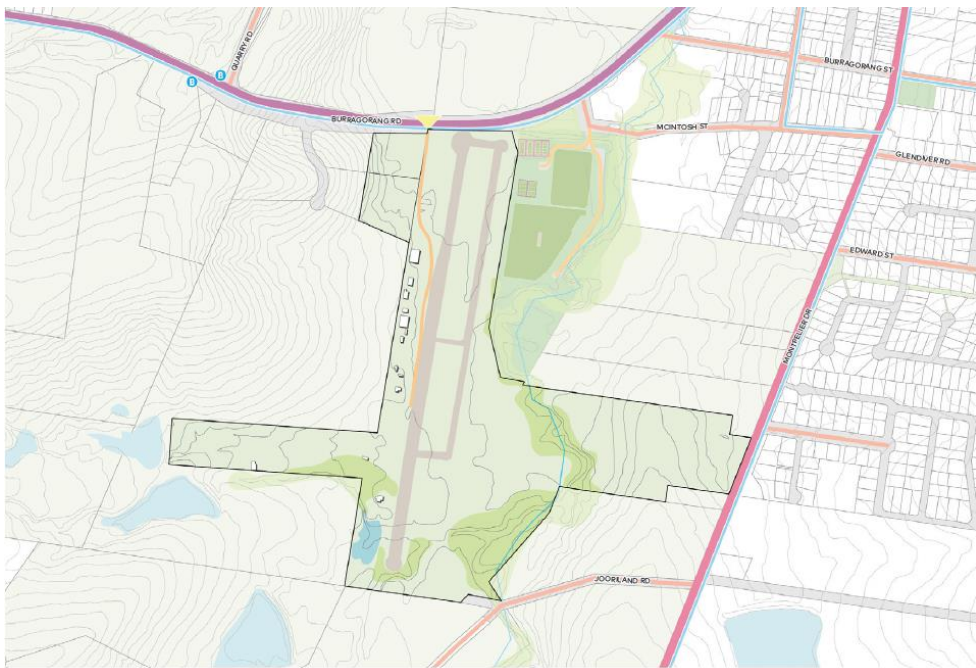
Source: Google Streetview

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below.

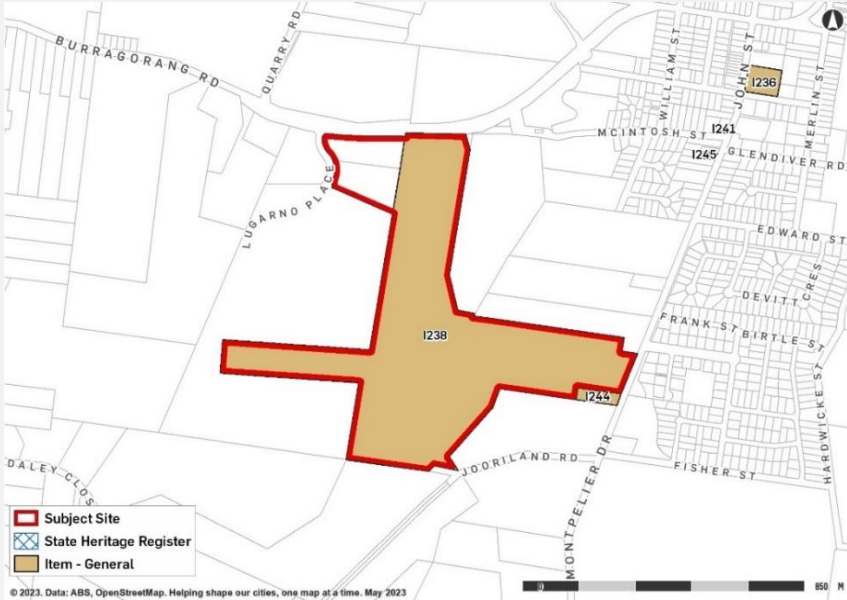
Table 5 Key Features of Site and Locality

Descriptor	Site Details
Land Configuration	The site consists of three (3) lots under single ownership by The Oaks Airport. The site has a total area of 36ha. The site is relatively flat across its full extent, which is appropriate for its current operation as an air strip. The site situated at a low point, with an increase in levels to the west and south east.
Existing Development	<p>The site comprises of an existing air strip which runs north-south within the central portion of the site. To the west of the air strip is a series of hangars and ancillary structures, used by Dave's Flying School and the Sydney Recreational Flying Club.</p> <p>The site is mostly cleared, particularly within the central portion of the site, which contains the air strip. There are a series of waterbodies within the southern portion of the site, along the Werriberri Creek corridor.</p> <p>The site contains a number of ad hoc buildings that were progressively added to the site from 1985 onwards. The structures relate to the site's use as a</p>

Descriptor	Site Details
	<p>recreational and general aviation flying and maintenance centre. Structures present onsite include:</p> <ul style="list-style-type: none"> Two steel framed hangars clad with sheet metal; Two-storey brick residence; and Several demountable buildings and ad hoc structures constructed of sheet metal. <p>There are no historic built structures within The Oaks Airfield that relate to some of the former uses of the site such as RAAF airfield operations and post-war agricultural crop-dusting functions.</p>
Local Context	<p>The surrounding locality is described below:</p> <ul style="list-style-type: none"> To the north of the site are dispersed rural residential landholdings. The majority of the lots are largely vacant, with residential dwellings fronting Quarry Road. To the east of the site is the Dudley Chesham Sportsground which is situated along the Werriberri Creek corridor. There are plans from Council to upgrade the sportsground to include a new multi-purpose amenities building, car park, skate park, an off leash dog area and a rugby and cricket oval. Further to the east, is the existing The Oaks township which comprises retail amenity along John Street, surrounded by single-detached dwellings. To the south of the site are dispersed rural residential uses and large landholdings, which is similar to the northern interface. There are also a series of larger waterbodies which form part of the Werriberri Creek corridor. To the west of the site are finer grain rural residential landholdings situated within steeper topography. The western interface of the site contains more vegetation and trees compared to the other interfaces, and is highly visible from the site, given the topography.
Regional Context	<p>The Oaks Airport is in close proximity to an established urban area in The Oaks and forms part of the Metropolitan Rural Area (MRA). The Oaks Airport is located approximately 20km from Campbelltown-Macarthur, 36km from Liverpool CBD and 50km from Parramatta CBD.</p> <p>The site is anchored on the junction between two major roads which include Burragorang Road, which provide access to the Camden Bypass to the east, and Montpelier Drive/Silverdale Road, which forms the north-south movement corridor adjacent to the Burragorang State Conservation Area. To the west of the site are the small villages of Nattai, Oakdale and Belimbla Park, which form the gateway into the Nattai National Park and Burragorang Valley.</p> <p>The Werriberri Creek which traverses the site is of regional significance, forming part of a broader waterway network which connect into the Burragorang State Conservation Area and the Nattai National Park.</p>
Infrastructure	<p>The site is currently well served by road infrastructure, with a direct interface with Burragorang Road and potential access to Jooriland Road, which links into</p>

Descriptor	Site Details
	<p>Montpelier Road. There are two (2) bus services which run along Burragorang Road, providing direct access into townships of Oakdale to the west, and The Oaks to the east.</p> <p>The site is in close proximity to a range of social infrastructure and recreational amenities, within The Oaks township, i.e. The Oaks Public School and Wollondilly Heritage Centre. There is also the proposed upgrade of Dudley Chesham Sportsground which is supported by an integrated master plan prepared by Wollondilly Council.</p>
Site Access	<p>Vehicular access to the site is currently provided at one (1) location off Burragorang Road, linking into an extend driveway along the western boundary of the site.</p> <p>Figure 10 Existing road network and site access</p>  <p>Figure 4: Road network and access</p>
Easements and Covenants	<p>There is a transmission easement which runs north-south along the western boundary of the site.</p> <p>Further assessment of title plans is required in order to identify any electrical easements within the site and the extent of these easements and to understand the extent of electrical easements within the site.</p>
Services	<p>The site is supported by utilities infrastructure as part of its current operations. Infrastructure capacity for the future uplift as part of the proposed development will require additional upgrades and be further investigated as part of the planning application.</p>
Acid Sulfate Soils	<p>The site does not contain acid sulfate soils.</p>

Descriptor	Site Details
Contamination	There are no major issues in relation to contamination based on existing site operations and management. A Detailed Site Investigation will accompany the planning application for the proposal.
Stormwater and Flooding	The site is subject to flood controls associated with Werriberri Creek within the eastern portion of the site. The 1% AEP Flood extent is largely confined to the south eastern portion of the site, along the creek corridor. The proponent has engaged Jones Nicholson - Consulting Civil and Stormwater Engineers to undertake a comprehensive study and design to meet all statutory requirements, which will form part of the EIS.
Bushfire Prone Land	<p>The large majority of the site is not identified as bushfire prone land.</p> <p>The western portion of the site, along the Werriberri Creek corridor, is identified as bushfire prone land. This area is mostly identified as a vegetation buffer zone, with central riparian corridor identified as Category 1 – Highest Risk.</p> <p>There is also a small area within the north western corner of the site which is identified a Category 2 – Lowest Risk.</p> <p>Figure 11 Bushfire Prone Land</p> 
Flora and Fauna	<p>The vegetation clusters within the site are limited to the location of the Werriberri Creek riparian corridor within the eastern and south eastern portion of the site.</p> <p>Given its current operation as an airfield, the site is largely cleared of vegetation.</p>
Aboriginal Heritage	The Oaks and the wider Macarthur region were originally inhabited by the Gundungurra and Tharawal nations. Confrontation with European settlers followed the construction of the Hume Motorway in the early 19th century and culminated in conflict, in turn displacing the Tharawal and instigating the movement of the Gundungurra to the area. The banks of Werriberri Creek have potential to be of

Descriptor	Site Details
	archaeological significance. This area will be further investigated as part of the planning application.
European Heritage	<p>The central lot contains a general heritage listed item in The Oaks Airfield. There are not heritage items within the immediate surrounds of the site.</p> <p>Figure 12 Heritage Map</p> 

2.3. CUMULATIVE IMPACTS

The site is situated within a rural setting, with northern and southern interfaces largely defined by cleared rural residential lots. The potential cumulative impacts of the project will be addressed in the EIS in accordance with the DPE *Assessing Cumulative Impacts* guidelines.

The cumulative impact assessment (CIA) will consider the expansion of the airfield operations, in addition to introduction of additional uses including tourism attractions, visitor accommodation, recreational amenities and residential accommodation all of which are ancillary to the air transport facility.

The key considerations in the CIA will include:

- **Traffic Generation** – The site has limited access options, so impacts of the increased vehicle movements will be a key consideration. In addition, the changing intensity arising from the increased floorspace and land use activity and the resultant change in traffic generation and impacts on the local street network function will be considered.
- **Acoustic Impacts** – The more intensive use of the site and proximity to a residential suburb to the east will be an important matter to address. The acoustic assessment will take into consideration of the construction and operational impacts arising from the changing intensity and built form and the resultant change to nearby receivers.
- **Environmental Impacts** – The potential impacts on biodiversity and environmental considerations as a result of land use intensification proposed under the Master Plan and the mitigation measures required to respond to these impacts.
- **Built Form Change** – The visual appearance of the increased height and scale of the development when viewed from surrounding areas.

3. THE PROPOSAL

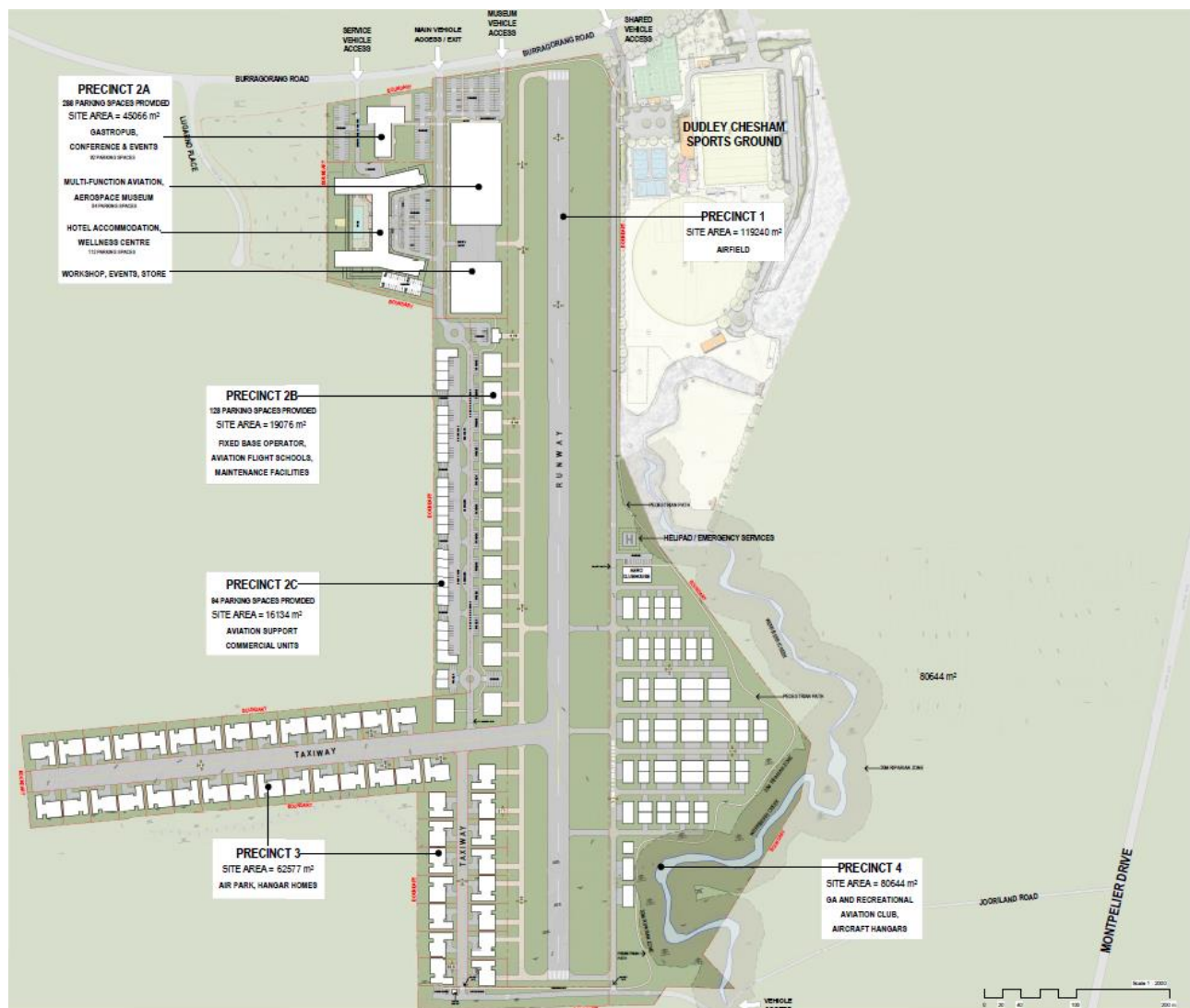
The proposal consists of a Concept Master Plan for The Oaks Airport which will “create a multiuse aviation, leisure and commercial hub to support Sydney’s aviation sector whilst generating local economic growth and employment opportunities for The Oaks community”.

This section outlines the key features of the proposed development, including the project area, the conceptual physical layout and design (including likely mitigation measures), the main land use activities and the likely timing for delivery of the project.

It also includes a high-level of feasible alternatives which were considered having regard to the project objectives outlined in Section 1.3 of this report, including the consequences of not carrying out the development.

It is important to note that the Concept Master Plan excludes the eastern periphery of the site, which is referred to as the Montpelier portion. This portion of the site, which is currently separated to the remainder of the site by Werriberri Creek, would form part of future stages of the development and subject to future development applications. Through initial consultation with Wollondilly Council, it was agreed there is the potential for future amalgamation with the properties north of Jooriland Road. This could create a contiguous lot with a frontage to both Jooriland Road and Montpelier Road.

Figure 13 Concept Master Plan – Precincts



Source: ADG Architects

3.1. PROPOSED DEVELOPMENT

The key components of the proposed development are listed in the following table. A copy of the architectural concept drawings is attached at **Appendix B**.

Table 6 Project Details

Descriptor	Project Details
Project Area	<p>The site has a total area of 360,887m² (approx. 36ha). The existing facility currently caters for general aviation and recreational aircraft maintenance and flight training. It also contains a landing strip which makes up a large majority of the site, as well as a staging facility for various emergency services, when required.</p> <p>The project area which the Concept Master Plan applies is only for the western and central portion of the site. The extension of the site towards Montpelier Drive, beyond the Werriberri Creek, does not apply to the Concept Master Plan and will not be redeveloped as part of this proposal.</p> <p>The Concept Master Plan includes the upgrade of the Werriberri Creek corridor which runs through the central western portion of the site, forming a continuous recreational corridor which connects into the Dudley Chesham Sportsground.</p> <p>The delivery of the Concept Master Plan will transform the site and require the demolition of existing hangars and ancillary structures within the western portion of the site. The air strip will be upgraded in a similar layout and configuration.</p>
Project Description	<p>The project comprises a Concept Master Plan for The Oaks Airport, and detailed works for Stage 1 of the central core of the site, anchored around the airstrip upgrade (Precincts 1, 2B, 2C and 4) (refer Figure 16). The proposal consists of the following:</p> <p><u>The Concept Master Plan</u> which applies to project area comprises:</p> <ul style="list-style-type: none"> ▪ Five (5) tourism, recreational and entertainment facilities within the northern and eastern portions of the site, supported by a series of aviation support facilities, commercial aircraft units and hangar homes, all of which is anchored on the airfield within the core of the site. ▪ An internal road network, building locations, GFA, setbacks, car parking and built form parameters across the project area. ▪ Six (6) precincts, each of which serving a different role and purpose. These include: <ul style="list-style-type: none"> – Precinct 1 – includes the airfield made up a single north-south runway which is to the east of the existing air strip. There are access points to the runway from the driveways to the commercial hangars and hangar homes. – Precincts 2A – detailed approval for the tourism and entertainment precinct of the Concept Master Plan, which consists of four (4) buildings including a Gastropub, aviation museum, hotel and wellness centre, and a events hall.

Descriptor	Project Details
	<ul style="list-style-type: none"> – Precinct 2B – concept approval for aviation flight school facilities and a series of maintenance facilities. – Precinct 2C – concept approval for aviation support commercial units. – Precinct 3 – concept approval for 44 hangar homes within the air park precinct, connected along two (2) taxiway routes, which provide access to the runway. – Precinct 4 – concept approval for 63 aircraft hangars and 1 recreational aircraft club. <ul style="list-style-type: none"> ▪ Additional ancillary uses – yet to be determined which will be subject to permissibility and demand. <p><u>Stage 1 Detailed Works</u> which applies to delivering the upgraded airstrip and ancillary hangars and aviation support structures and commercial units. The Stage 1 detailed works comprise of Precincts 1, 2B, 2C and 4, all of which directly interface with the airstrip and enable the operational of an air transport facility. Stage 1 detailed works</p> <ul style="list-style-type: none"> ▪ Demolition and site preparation works; ▪ Construction of an airstrip and associated access lanes into the airstrip; ▪ Construction and use of aviation support buildings and structures within Precincts 2B and 2C. ▪ Construction and use of aviation hangars within Precinct 4. ▪ Construction and use of a clubhouse function centre within Precinct 4. ▪ Provision of any additional site servicing infrastructure to allow the operation of the precinct; and ▪ Associated car parking, signage and landscaping.
Expected Capital Investment Value	<ul style="list-style-type: none"> ▪ Overall Concept proposal: \$293,220,000 (Appendix B) – Air Transport Facility building works (Stage 1 detailed works): \$68,967,018. – Related Land Uses: \$14,084,409. – General Siteworks: \$9,042,442. – Ancillary Works: \$137,820,817 – Margins and adjustments: \$62,665
Staging/Phasing	<p>It is intended that the delivery of the Concept Master Plan be delivered across six (6) stages across the 6 (six) precincts. Stage 1 details work is sought for Precincts 1, 2B, 2C and 4. The subsequent precincts will be subject to separate detailed applications and future approvals.</p> <p>The delivery of the new concept proposal within the Central Precinct will be delivered across three (3) stages. It is anticipated that Stage 1 of the Concept Master Plan will be delivered and operational by 2027 (2-3 years post approval). The remainder of the Concept Master Plan will be delivered across up to three sub-stages (3) stages, over a period of 1-3</p>

Descriptor	Project Details
	<p>years post Stage 1 delivery. The delivery of these sub-stages is also subject to current and future demand of both existing and proposed uses. The expected timeframe and number of stages will be further developed and provided to DPE as part of the EIS.</p> <p>Stage 1 of the proposal consists of the following components:</p> <ul style="list-style-type: none"> ▪ Maximum building height of RL 290 metres (16m from natural ground level). ▪ Total GFA of 30,629m², broken down as follows: <ul style="list-style-type: none"> – Precinct 1 – Runway: no GFA proposed. – Precinct 2B – Aviation support structures and hangars: 11,821m² – Precinct 2C – Commercial/industrial units: 5,394m² – Precinct 4 – General aviation hangars: 13,414m² ▪ Vehicle access will be provided at: <p>Four (4) entry points off Burragorang Road, including main estate access, museum access, service vehicle access to Precinct 2A and shared vehicle access for Precinct 4.</p> <p>One (1) entry point off Jooriland Road within the south eastern corner of the site.</p> <ul style="list-style-type: none"> ▪ On-site parking will be provided for 510 spaces. ▪ The provision of communal areas and landscaping.
Proposed Land Uses	<p>The Concept Master Plan consists of a series of land uses all of which are directly related to and contribute to the role of The Oaks Airport as an air transport facility (or airport), or is ancillary to the air transport facility operations.</p> <p>The categorisation of proposed uses within the site and the relevant land use classification include:</p> <ul style="list-style-type: none"> ▪ Runway (Precinct 1) – air transport facility. ▪ Aviation Museum (Precinct 2A) – information and education facilities. ▪ Events space (Precinct 2A) – function centre. ▪ Gastropub (Precinct 2A) – restaurant and cafe ▪ Hotel and Wellness Centre (Precinct 2A) – hotel and motel accommodation. ▪ Fixed Base Operator (FBO)/Air Charter Terminal Building, Flight schools, aviation support (Precinct 2B) – air transport facility. ▪ Aviation support (Precinct 2B) – air transport facility. ▪ Commercial/industrial units away from runway (Precinct 2C) – combination of air transport facility, light industrial, business premises. ▪ Hangar homes (Precinct 3) – residential accommodation.

Descriptor	Project Details
	<ul style="list-style-type: none"> ▪ Hangars and general aviation (Precinct 2B and 4) - air transport facility. ▪ Aero Clubhouse (Precinct 4) – function centre. <p>A detailed breakdown of the proposed land uses within the Concept Master Plan, permissibility under the relevant LEP or SEPP, and land use definitions are provided in Appendix F.</p>
Proposed Subdivision	<p>The site has a minimum lot size control of 16ha under the Wollondilly LEP. The proposed Concept Master Plan and future subdivision will be designed in accordance with the minimum lot size control.</p> <p>The property titles proposed for each of the precincts include:</p> <ul style="list-style-type: none"> ▪ Precinct 1 - Runway/Taxiway– Torrens Title ▪ Precinct 2A – Torrens Title (3 lots – Hotel, Tavern & Museum/Events Centre) ▪ Precincts 2B and 2C – Strata Title ▪ Precinct 3 – Airpark – Community Title ▪ Precinct 4 – General Aviation Hangars/Aero Club – Strata Title ▪ All Precinct adjoining the runway/taxiways, will have irrevocable rights/easements for access, to use the runway taxiways. <p>It is acknowledged that under Clause 4.1(4) of the WLEP states the minimum lot size control does not apply to the subdivision of any land—</p> <p><i>(a) by the registration of a strata plan or strata plan of subdivision under the Strata Schemes Development Act 2015, or</i></p> <p><i>(b) by any kind of subdivision under the Community Land Development Act 2021.</i></p> <p>The proposed subdivision includes strata and community titles within the site at Precincts 2B, 2C, 3 and 4, where the minimum lot size control of 16ha is not applicable. The areas proposed to become a Torrens title arrangement include Precincts 1 and 2A which make up a total area of 164,306m² and hence meets the minimum lot size control of 16ha.</p>

Descriptor	Project Details
	<p>Figure 14 Minimum Lot Size Map</p>

3.1.1. Concept Master Plan

The Oaks Airport Concept Master Plan will deliver a multi-faceted development and expand of its role as an air transport facility, through delivering a range of aviation, business, tourism and residential uses which are ancillary to the air transport facility. The primary objective of the Concept Master Plan is to maintain the historic air transport facility as a working aviation site, with facilities to support the existing operation of flight schools and recreational flying clubs, whilst transforming the site to provide a greater tourism and employment offering to the local community and broader Wollondilly LGA.

The Concept Master Plan will facilitate the vision envisaged for the 'The Oaks Aerodrome' precinct by Wollondilly Council, through consultation with the local community, as identified in the Wollondilly ELS Addendum 2022. The ELS Addendum identifies strategic merit for the site to be further investigated as a future employment precinct, and the potential to deliver a series of uses, which would complement the air transport facility operations, including tourism, commercial, aviation and residential air park uses.

The key objectives of the Concept Master Plan include:

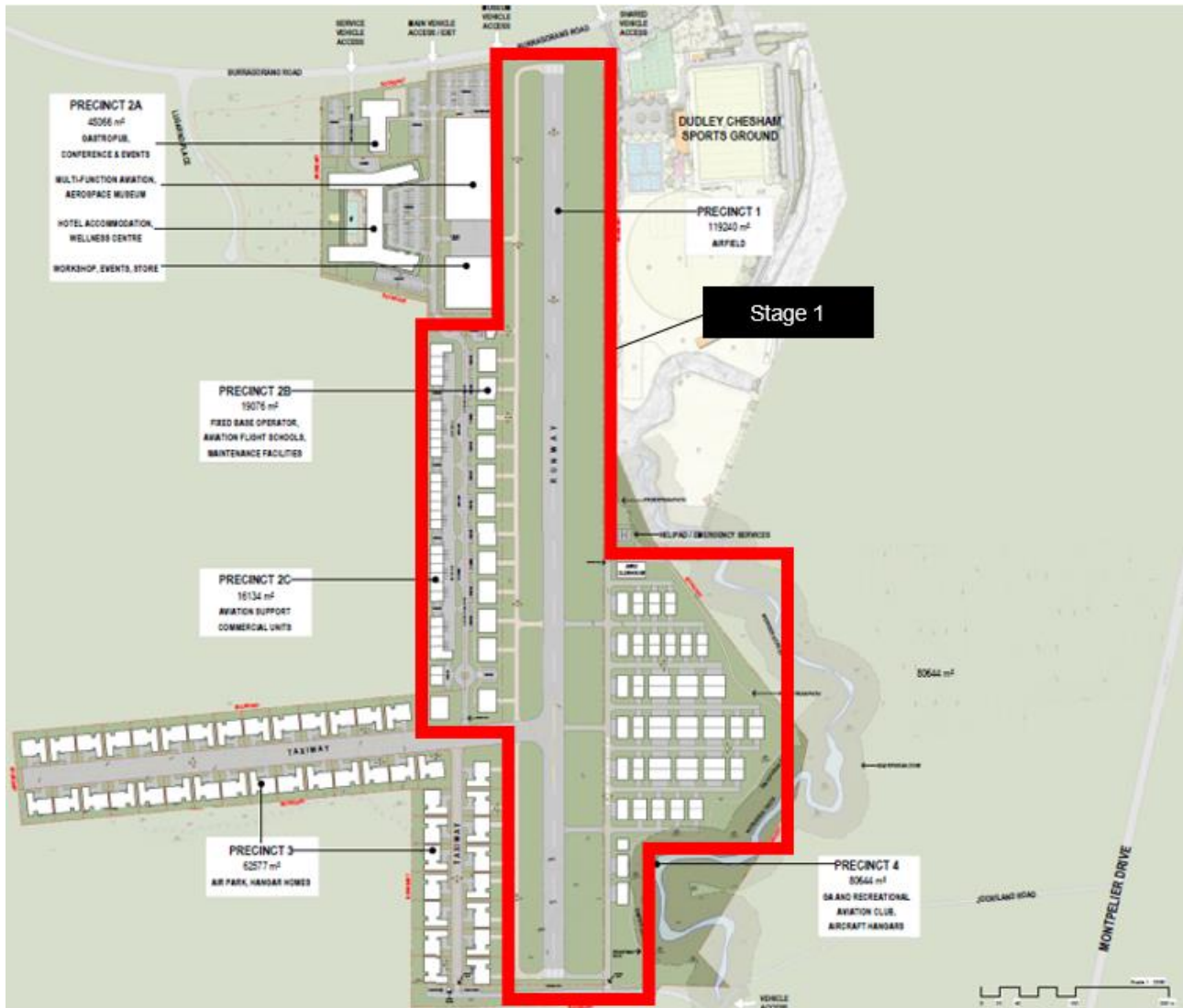
- To promote aviation uses within south western Sydney and contribute to the role which small aircraft aviation has to play across the eastern seaboard of Australia.
- To deliver a tourism and recreational hub within Wollondilly which can support employment growth, and create a destination along Burragorang Road.
- Deliver an active transport link along the extent of the interface with Werriberri Creek connecting Burragorang Road to Jooriland Road.
- Improve and green the interface with the adjacent Dudley Chesham Sportsground, and regenerate Werriberri Creek corridor to become part of a broader active transport and recreation corridor.
- Provide increased greenery throughout to mitigate the urban heat island effect.

Figure 15 Concept Master Plan – Precincts



Source: Cox Architecture

Figure 16 Stage 1 detailed works comprising Precincts 1, 2B, 2C and 4



Source: Cox Architecture

The following sections provide a detailed breakdown of each of the six (6) precincts within the Concept Master Plan and is summarised in **Table 7** below. A further breakdown is provided at **Appendix F**.

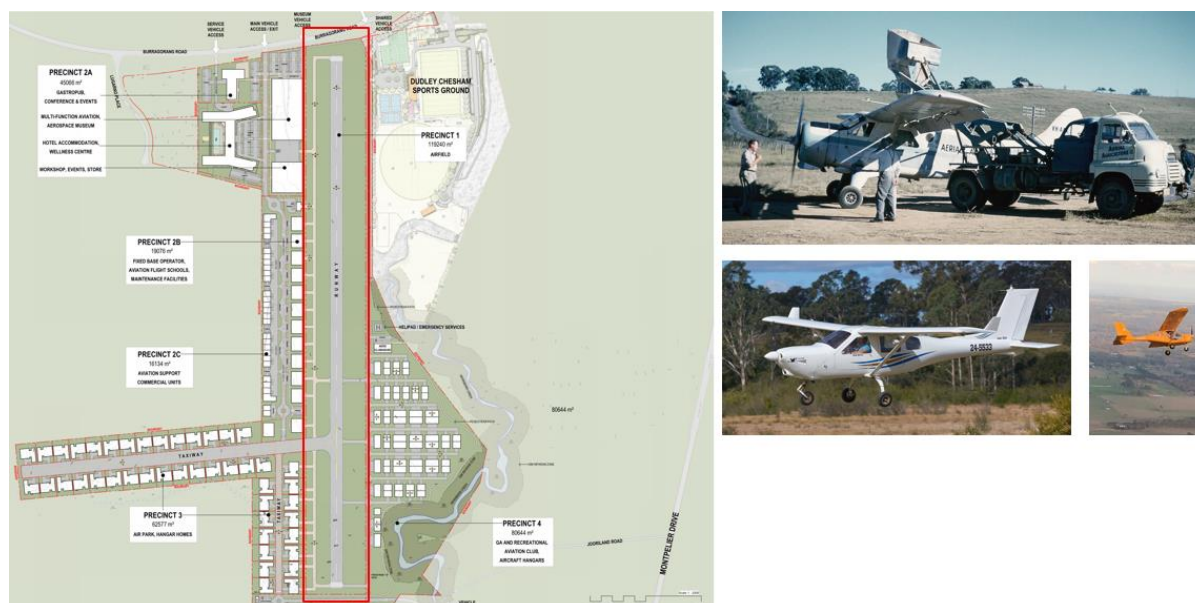
Table 7 Precincts and Proposed Land Uses

Descriptor	Project Details	Proposed Land Uses	Land Use Classification
Precinct 1	Site Area – 119,240m ² GFA – N/A	Airfield	Air transport facility
Precinct 2A	Site Area – 45,066m ² GFA – 19,936m ²	Gastropub, conference & events, multi-function aviation, aerospace museum, hotel accommodation, wellness centre, workshop, event space, store.	Function centre Tourism and visitor and accommodation ancillary to the air transport facility Restaurant and cafe
Precinct 2B	Site Area – 19,076m ² GFA – 11,821m ²	Fixed base operator, aviation flight schools, maintenance facilities.	Air transport facility
Precinct 2C	Site Area – 16,134m ² GFA – 5,394m ²	Aviation support, commercial units.	Air transport facility Commercial and industrial uses, ancillary to the airport transport facility
Precinct 3	Site Area – 62,577m ² GFA – 22,704m ²	Airpark, hangar homes	Residential accommodation ancillary to the air transport facility
Precinct 4	Site Area – 80,644m ² GFA – 13,792m ²	GA and recreational aviation club, aircraft hangars	Air transport facility Function centre

3.1.1.1. Precinct 1

Precinct 1 is at the centre of the development proposal which underpins the air transport and airport operations within the site. The precinct has a total area of 11.9ha (119,240m²), and is accessed from the taxiways and driveways from the aviation support/commercial units, hangar homes and aircraft hangars in Precincts 2, 3 and 4, respectively. The precinct comprises the reconfiguration and maintenance of the runway to allow aviation activities to operate in an accessible and safe environment. This precinct contains the existing airstrip, which is of heritage value and listed under the WLEP2011, and hence will need to be designed and delivered in accordance with the Conversation Heritage Plan (refer **Section 6.6.1**). The proposed works within Precinct 1 includes the re-instatement of the heritage runway to its original location. The entirety of Precinct 1 can be classified as part of an air transport facility which is permissible development under the terms of WLEP2011.

Figure 17 Precinct 1



Source: ADG Architects

Typical Trips

The typical trips to and from The Oaks Airport facility will comprise of interstate pilots visiting Sydney from around NSW and Australia, utilising the site to land and park their aircraft to potentially attend meetings and other events. Some visitors may stay for a day and others for up to a week, potentially.

The current operation of the airfield consists of local recreational and GA aircrafts traveling from Bankstown, Camden and Wedderburn, as well as visiting aircrafts across NSW and Australia. It is intended the proposed upgrade to the air transport facility will continue the similar operational pattern, albeit at a higher frequency. This will be further described, with potential impacts and mitigation measures detailed in the EIS.

The NSW National Park and Wildlife Service currently use the facility as a base when conducting operations at the nearby Blue Mountains National Park. The typical aircraft used is a larger Cessna Caravan (refer **Figure 19**). The Rural Fire Service and Polair use the facility as a base for operations during a variety of emergencies.

Independent politician, Garry Dollin, bases his Cessna aircraft at The Oaks and conducts regular trips to visit colleagues and constituents in Goulburn, Crookwell, Young, Canberra and Boorawa.

3.1.1.2. Precinct 2A, 2B and 2C

Precinct 2, which forms the north western portion of the site, defines the entry experience into The Oaks Airport and will become a gateway along the Burragarang Road corridor. The precinct has a total area of 9ha (88,571m²). Precinct 2 contains a range of uses, all of which are complementary to the air transport facility and be categorised as aviation tourism (Precinct 2A), aviation business and technology (Precinct 2B) and aviation support (Precinct 2C). These categories define the three sub-precincts which make up Precinct 2. Access into Precinct 2 is provided off three entry points along Burragarang Road, including the main vehicle access (for Precincts 2A, 2B and 2C), the service vehicle access and museum access which apply to Precinct 2A only.

Precinct 2 will become the key attraction and destination within the Concept Master Plan and delivers on a number of potential land use opportunities highlighted within the Wollondilly EIS Addendum, including tourism, commercial and aviation uses. It will also help to generate employment opportunity for The Oaks, and the broader Wollondilly LGA.

The aviation museum and the tourist accommodation will celebrate the historical nature of aviation on the site and aviation in general. This is a feature of the proposal that has considerable strategic merit and support from Council, as demonstrated in the EIS. The aviation museum is classified as an information and education facility which is permissible under the WLEP2011. Tourism accommodation is classified as tourist

and visitor accommodation, which is permissible under the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP), if the development is ancillary to the air transport facility (refer Table 6).

The aviation business and commercial units within Precinct 2B can be considered commercial premises and/or hangars for aircraft storage or maintenance which are ancillary to the air transport facility, and hence are permissible under the Transport and Industry SEPP. Precinct 2B also includes a Fixed Based Operator (FBO) terminal building which will be operated by a charter company to provide regular flight passenger and freight services to regional locations.

Figure 18 Precinct 2A



Source: ADG Architects

Figure 19 Precinct 2B and 2C



Source: ADG Architects

3.1.1.3. Precinct 3

Precinct 3 is situated within the south western portion of the site and forms the residential component of the Concept Master Plan. Precinct 3 has a total area of 6.3ha (62,577m²) will include an airpark which comprises a total of 44 hangar homes, which are ancillary to and complement the air transport facility. Access to Precinct 3 will be provided off the main vehicle access from Burragorang Road to the north, and the vehicle access point from Jooriland Road to the south.

Hanger homes, also commonly known as airparks, are residential properties directly connected to a runway via shared taxiways. The dwellings are designed with attached hangers (garages) which is the dominant portion of the built form structure. The residential component within airparks introduces an opportunity for a type of living that is not readily available and of a type that can introduce a community to the site that will ensure the vibrancy and viability of the development.

Sotera Aviation have prepared an aviation assessment which assesses the role of airparks globally and also in the context of Australia and NSW. It is understood the concept of airparks are a proven and popular concept within the United States, as it enables residents and visitors to commute via private aircrafts from the hangars attached to their homes, rather than road. Lifestyle choices and travel-time savings make it an attractive proposition in many parts of the world. There are a number of operating airpark developments in Australia all of which are supported by local Councils, including Temora and Rylstone in NSW, Gatton and Whitsunday Island in QLD, and also Esperance and Denmark in WA.

The proximity of The Oaks to major centres and locations within Greater Sydney, makes it an attractive location for an airpark which can also promote the local aviation community. As an established airfield, The Oaks Airport appears to be the last and only practical location in the Greater Sydney region for such a development.

This residential component of Precinct 3 is permissible under the Transport and Infrastructure SEPP, as it relates to residential accommodation which is ancillary to the air transport facility.

Figure 20 Precinct 3



Source: ADG Architects

Airpark Benchmarks

Temora, NSW (Australia)

The Temora Airport is owned by Temora Shire Council and has a long history in aviation dating back to WWII, where pilot training first began and continues today. Temora Airport is currently home to the Temora Aviation Museum and also contains an airpark estate which was developed in the mid 1990s, offering house and hangar, and commercial lots direct access to taxiways and the runways. There was a significant demand for the airpark estate which saw a number of subsequent stages being delivered which increased the

residential capacity to a total of 90 lots. The Temora Aviation Museum was established in 1999 and has become a national and regional attraction with a collection of flying historic aircrafts. The museum has become a major tourist attraction for the Temora and the broader region and hosts a series of aircraft showcase events and airshows throughout the year.

Temora Airport is situated to the immediate north west of the Temora township and directly adjoins rural residential landholdings, similar to The Oaks Airport. In 2004, Temora Council completed a \$3.8 million upgrade to the airport, introducing a new runway to handle larger aircrafts in variable wind conditions.

Figure 21 Perspective over the aircraft hangars, commercial units and museum at Temora Airport



Source: Flight Sim

Figure 22 An airshow hosted at Temora Airport



Source: Airshow Travel

Spruce Creek Airport – Florida (United States)

The Spruce Creek Airport is a private airport located in Volusia County, Florida, United States. Constructed during WWII as an outlying field, the airport was originally operated by the US airforce and navy until 1946. The Spruce Creek Airport directly adjoins residential development to the immediate north, east and south.

The airport consists of a single runway, connected via three taxiways, and is supported by a series of commercial hangars, commercial units, a café and a series of hangar home dwellings. Spruce Creek contains 1,300 residential homes and 700 aircraft hangars. The residential community within the airpark of Spruce Creek mostly consist of professional pilots.

Figure 23 Perspective view of Spruce Creek Airport



Source: EaseMyTrip

Figure 24 A hangar home within the Spruce Creek Airport airpark



Source: EaseMyTrip

3.1.1.4. Precinct 4

Precinct 4 is situated within the eastern portion of the site and is bound by the Werriberri Creek corridor. Access to Precinct 4 will be provided off the shared vehicle access from Burragorang Road to the north, and the vehicle access point from Jooriland Road to the south. The precinct has a total area of 8.1ha (80,644m²) and will provide standard aircraft hangar facilities for those requiring safe, secure and accessible aircraft parking and/or storage facilities. There is currently a shortage of supply in aircraft parking and storage facilities within the Greater Sydney region in comparison to the number of registered private aviators. This

component of the development is key in ensuring the viability of the site as a 'small aircraft' air transport facility. Situated within the northern portion of Precinct, is a proposal for an Aero Clubhouse which is an indoor recreational facility. This facility will directly interface with the Dudley Chesham Sportsground and the Werriberri Creek corridor.

The aviation hangars within Precinct 4 are classified as hangars for aircraft storage or maintenance ancillary to the air transport facility, and hence are permissible under the Transport and Industry SEPP.

Figure 25 Precinct 4



Source: ADG Architects



4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999*
- *NSW Biodiversity Act 2016*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning Assessment Regulation 2021.*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *Statement Environmental Planning Policy (Resilience and Hazards) 2021*
- *Statement Environmental Planning Policy (Transport and Infrastructure) 2021*
- *Wollondilly Local Environmental Plan 2011 (WLEP)*
- *Wollondilly Development Control Plan 2021 (Cumberland DCP)*

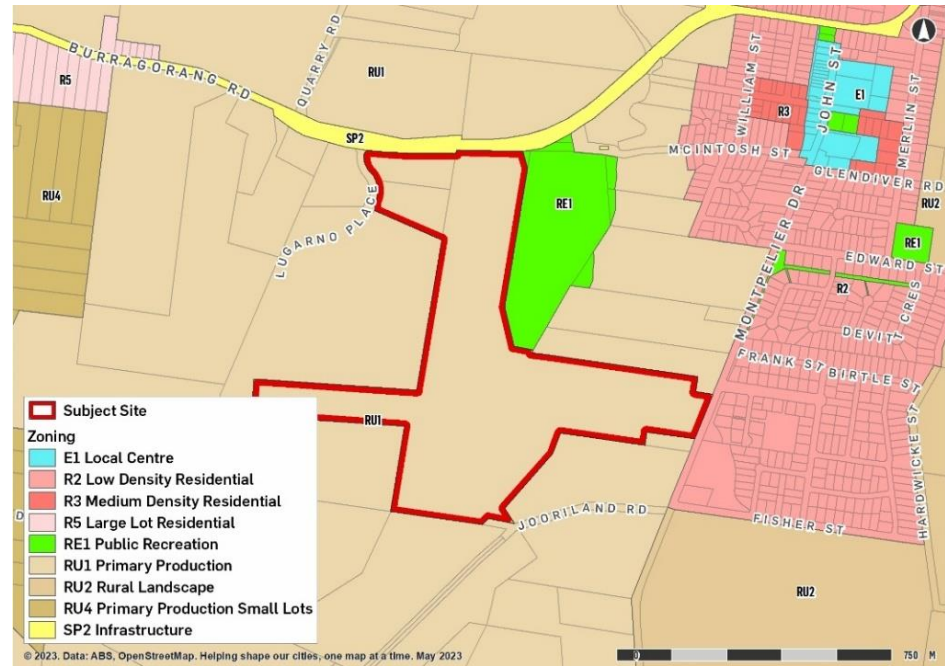
The following table categorises and summarises the relevant requirements in accordance with the DPE *State Significant Development Guidelines*.

Table 8 Identification of Statutory Requirements for the Project

Statutory Relevance	Action
<i>Power to grant approval</i>	<p>Section 4.36 of the EP&A Act provides for a process where development can be declared SSD either by a SEPP or Ministerial order published in the Government Gazette. Section 4.37 of the EP&A Act provides that the Minister is the consent authority for SSD. Part 4, Division 4.7 of the EP&A Act sets out the provisions which apply to the assessment and determination of development applications for SSD. The proposal is subject to Section 4.38 Consent for State Significant Development.</p> <p>The proposed development has a CIV of \$293,220,000 of which \$68,967,018 relates to the construction and use of the air transport facility components and \$9,042,442 for general siteworks including site preparation, landscaping improvements and stormwater drainage infrastructure (Appendix D), and as such meets the statutory threshold to be categorised SSD.</p> <p>Accordingly, the development is classified as a State Significant Development (SSD) under Schedule 1, Clause 17 of the (Planning Systems SEPP), which has a CIV threshold of \$30M for air transport facilities.</p>

Permissibility	<p>The Wollondilly Local Environmental Plan 2011 (WLEP) is the primary environmental planning instrument governing development on the site.</p> <p>The site is zoned RU1 Primary Production, where air transport facilities are permitted with consent (refer Figure 6) where no development is proposed.</p> <p>The WLEP provides the following definitions of relevance for the proposed development –</p> <ul style="list-style-type: none"> ▪ Air transport facility means an airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures. ▪ Airport 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. Note – Airports are a type of air transport facility. ▪ Airstrip means a single runway for the landing, taking off or parking of aeroplanes for private aviation only, but does not include an airport, heliport or helipad. <p>The existing use and operation of The Oaks Airport, as well as its future intended use proposed within the Concept Master Plan, categorise the site as an air transport facility, as defined under the Standard Instrument. The Oaks Airport is registered and recognised by Wollondilly Council as an airport. It is acknowledged that airstrips are a component within an airport which enable its operation as an air transport facility.</p> <p>There is an additional planning mechanism which underpins the permissibility of the proposed development, within the <i>State Environmental Planning Policy (Transport & Infrastructure) 2021</i> (T&I SEPP). Division 1 Clause 2.25 of the T&I SEPP states –</p> <p>2.25 Development permitted with consent</p> <p><i>Development for any of the following purposes may be carried out with consent on land within the boundaries of an existing air transport facility if the development is ancillary to the air transport facility—</i></p> <ul style="list-style-type: none"> <i>(a) passenger transport facilities,</i> <i>(b) facilities for the receipt, forwarding or storage of freight,</i> <i>(c) hangars for aircraft storage or maintenance,</i> <i>(d) commercial premises,</i> <i>(e) industries,</i> <i>(f) recreation areas, recreation facilities (indoor) or recreation facilities (outdoor),</i> <i>(g) residential accommodation,</i> <i>(h) tourist and visitor accommodation.</i>
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Figure 26 Land Zoning



Other approvals

The following Acts will be considered in the assessment of the EIS, but by virtue of the application being SSD and the nature of the proposal, it is understood no further approval is required under the following:

- *NSW National Parks & Wildlife Act 1974;*
- *NSW Heritage Act 1977;*
- *NSW Roads Act 1973;*
- *NSW Water Management Act 2000;*
- *NSW Rural Fire Service Act 1997; and*
- *NSW Protection of the Environment Operations Act 1997.*

No requirements for other approvals have been identified at this stage.

4.1. PRE-CONDITIONS

Table 9 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the Scoping Report.

Table 9 Pre-Conditions

Statutory Reference	Pre-condition	Relevance
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Under Clause 4.9 Consent authority in relation to remediation works of the R&H SEPP, a consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the	Potential sources of contamination exist at the site but are not expected to preclude the proposed development of the site.

Statutory Reference	Pre-condition	Relevance
	<p>development is proposed to be carried out.</p> <p>In accordance with R&H SEPP, an Environmental Site Assessment will be undertaken as part of the preparation of the EIS.</p>	
Concept development consent (see section 4.24 of the Act)	Determination of any further development application in respect of the site cannot be inconsistent with the consent for the concept proposals for the development of the site.	The existing consent which applies to the site is not a concept approval.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Under Clause 2.121 Traffic Generating Development of the T&I SEPP, the consent authority must refer development for Warehouse and Distribution centres with a site area / GFA greater than 20,000sqm with access to any road to Transport for NSW.	The site meets this threshold and will need to be referred.

4.2. MANDATORY CONSIDERATIONS

Table 10 outlines the relevant pre-conditions to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 10 Mandatory Considerations

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	To be addressed in the EIS
Section 4.15	<p>Relevant environmental planning instruments</p> <ul style="list-style-type: none"> ▪ Relevant environmental planning instruments ▪ Relevant draft environmental planning instruments ▪ Relevant planning agreement or draft planning agreement ▪ Development control plans ▪ The likely impacts of that development, including environmental impacts on both the natural and built 	To be addressed in the EIS

Statutory Reference	Mandatory Consideration	Section in EIS
	<p>environments, and social and economic impacts in the locality.</p> <ul style="list-style-type: none"> ▪ The suitability of the site for the development ▪ The public interest 	
Section 4.24	Concept approval will be sought as part of this SSDA, which future development applications on site will need to be consistent with.	To be addressed in the EIS.
Mandatory relevant considerations under EPIs		
Wollondilly Local Environment Plan 2011 (WLEP)	<p>Objectives and land use for RU1 Primary Production.</p> <ul style="list-style-type: none"> ▪ Part 4 – Principal development standards ▪ Part 5 – Miscellaneous provisions ▪ Part 7 – Additional local provisions 	To be addressed in the EIS.
Transport and Infrastructure SEPP	<p>Chapter 2 Infrastructure of the Transport and Infrastructure SEPP – Aims of chapter.</p> <p>Division 1 Air transport facilities</p> <ul style="list-style-type: none"> ▪ Clause 2.24 (1) Development for the purpose of an airport may be carried out by or on behalf of a public authority without consent on land in RU1 Primary Production. ▪ Clause 2.25 Development for any of the following purposes may be carried out with consent on land within the boundaries of an existing air transport facility if the development is ancillary to the air transport facility— <ul style="list-style-type: none"> – (a) passenger transport facilities, – (b) facilities for the receipt, forwarding or storage of freight, – (c) hangars for aircraft storage or maintenance, – (d) commercial premises, – (e) industries, – (f) recreation areas, recreation facilities (indoor) or recreation facilities (outdoor), – (g) residential accommodation, – (h) tourist and visitor accommodation. 	To be addressed in the EIS
Considerations under other legislation		
<i>Biodiversity Conservation Act 2016</i> (BC)	The likely impact of the proposed development on biodiversity values as assessed in a Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not	To be addressed in the EIS.

Statutory Reference	Mandatory Consideration	Section in EIS
Act) – section 7.14	required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	
Development Control Plans		
Wollondilly Development Control Plan 2016	<p>The Wollondilly Development Control Plan (DCP) 2016 is the applicable DCP for the Wollondilly LGA.</p> <p>Whilst the proponent is seeking an SSDA for the for the Concept Master Plan there is no requirement for assessment of the proposal against the Wollondilly DCP for this SSDA. Notwithstanding this, consideration has been given to the following provisions:</p> <ul style="list-style-type: none"> ▪ Volume 6 – Tourism and Events ▪ Volume 7 – Industry and Infrastructure. <p>Given the uniqueness of the proposal and airparks and hangars homes being a relatively new concept within the Wollondilly LGA, there is potentially the need to prepare a site-specific DCP for The Oaks Airport, which sets out the design principles and controls for proposed uses within the site.</p>	To be addressed in the EIS

5. COMMUNITY ENGAGEMENT

The following sections of the report describe the engagement activities that have already been carried out for the project, including preliminary community views, and the engagement to be carried out during the preparation of the EIS.

5.1. CURRENT ENGAGEMENT

As mentioned previously, The Oaks Airport has been in close consultation with Wollondilly Council since 2020 in relation to the potential opportunities to expand the offerings of the site. The Proponent has engaged with a number of departments and personnel within Council, including internal staff and elected official.

Internal Staff

Consultation with internal staff was conducted through a number of meetings, site visits and briefings. The internal staff consulted include:

- Council CEO, Ben Taylor;
- Strategic Planning Manager and team;
- Economic Development Manager and team;
- Development Assessment Manager and team;
- Councils Executive Planner Business and Investment;
- Traffic and Transport Team and
- Councils Engineers.

Staff Views

Through consultation with Council staff, it was evident there was strategic merit and support to enhance the site's function as an air transport facility and to introduce complementary uses around tourism, recreation, and ancillary residential accommodation. This was ultimately reflected in the Wollondilly ELS Addendum which was prepared by HillPDA on behalf of Council and released in March 2023.

Some preliminary views through the initial consultation with Council staff include:

- Economic Development Staff have been overwhelmingly interested and supportive of the project in terms of economic uplift and value adding for the area in terms of the proposed Museum, Hotel etc.
- Development Assessment and Strategic Planning staff have been generally supportive of most of the elements of the proposal but have emphasised the idea of investigating the State Significant Development (SSD) pathway for consent.
- Councils traffic and transport team have been engaged with substantially regarding the access from Burragorang Road, the shared driveway and intersection of the Council owned RE1 lands directly to the east of the site, including the potential for upgrades in this area to the access and intersection with the approved upgrading of the adjoining Dudley Chesham Sports Ground.

Elected Officials

In addition to internal Council staff, The Oaks Airport have also liaised with Council's elected officials via the following mechanisms:

- Councillor Briefing sessions;
- Meetings with various Councillors; and
- Site Visits with The Mayor and Staff.

5.2. COMMUNITY VIEWS

The Oaks Airport engaged with a number of community and aviation groups to understand sentiment around the upgrade of the air transport facility. A summary of community and industry consultation to date is detailed in Table 11 below.

Table 11 Community engagement and views

Community/Industry Group	Views
Wollondilly Tourism Association	The Oaks Airport hosted an event with the Wollondilly Tourism Association on 14 September 2022, to introduce future plans and upgrades for the airfield and the opportunities to deliver new attractions and amenity for the broader LGA. The event was attended by Wollondilly Councillor Judy Hannan and the Mayor at the time, Matt Gould, both of which expressed support for the potential contribution The Oaks Airport had to play in increasing tourism within the LGA.
Aircraft Owners and Pilots Association of Australia	<p>The following is provided by Benjamin Morgan, Chief Executive of the Aircraft Owners and Pilots Association of Australia;</p> <p><i>Following airport privatisation in 1998 there has been a broad refocusing of aviation activities by the private airport leaseholders within the Sydney Metropolitan basin, focusing on emergency services and larger corporate and business aviation exclusively.</i></p> <p><i>Consequently, the Sydney Metropolitan basin has seen a wide array of small to medium sized businesses relocate interstate or to regional locations. These businesses comprise largely of critical aviation service providers (maintenance, training, component overhaul and support services) that are required to maintain a healthy national and state aviation industry and economy.</i></p> <p><i>The Oaks Airport would provide a viable and affordable alternative for small to medium sized aviation businesses, ensuring the viability of the aviation industry and economy within the Sydney Metropolitan basin.</i></p> <p><i>In addition, the proposed aviation and aerospace learning centre would be a powerful addition to the state's aviation capabilities, opening pathways for schools, universities, and other tertiary organisations to become involved in future aviation technology.</i></p>
The Oaks Historical Society Inc.	The proponent engaged with The Oaks Historical Society Inc. at the Wollondilly Heritage Centre on 7 November 2022 to present the Concept Master Plan and the potential aviation museum and aviation uses within the site. The group were pleased with the opportunity to be involved in the design process for Master Plan and were also supportive of tourism uses and facilities which can provide additional employment opportunities for the local area.
Neighbouring landowners	The proponent has been engaged with a number of adjoining landowners for many years, given the current operations of the airport. Since developing the

Community/Industry Group	Views
	proposed the Master Plan, the proponent has further engaged to inform them of the proposal.

5.3. FUTURE ENGAGEMENT PLAN

Engagement will take place with key stakeholders and agencies during the preparation of the EIS. The Project Team will continue to liaise with key services and agencies throughout the course of the EIS preparation. The Applicant intends to engage with:

- Wollondilly Council
- Heritage NSW
- Transport for NSW
- Department of Planning and Environment
- Transport for NSW
- Natural Resource Access Regulator
- Sydney Water
- Ausgrid/Endeavour Energy
- Cumberland City Council
- Surrounding residents, businesses and local community groups

A stakeholder engagement company is in the process of being engaged by the Applicant to prepare an engagement strategy for the project, which will accompany the EIS. The proposed engagement strategy is likely to include:

- Direct consultation with agencies in the preparation of detailed specialist studies and the EIS.
- As part of early engagement, a fact sheet in the form of a postcard will be sent to neighbouring businesses and stakeholders identified that outlines the proposal, the benefits, the planning process and the consultation process. This will be followed up by a newsletter to provide information on how to give feedback and how that feedback will be used.
- An Engagement and Communication Outcomes Report will accompany the EIS.
- The EIS and supporting documentation will be placed on public exhibition once DPE has reviewed the EIS to confirm that it has satisfactorily responded to each of the issues identified in the SEARs. The key stakeholders will be provided with an additional opportunity to review the Project, including the final development plans and the detailed specialist studies and assessment reports accompanying the final EIS.

6. PROPOSED ASSESSMENT OF IMPACTS

This section identifies the key impacts which will be further investigated and assessed within the EIS, including the proposed approach to assessing each of these matters. It also identifies the matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS.

6.1. MATTERS REQUIRING FURTHER ASSESSMENT IN THE EIS

The following section of the report provide a comprehensive description of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders. It includes each of Key Issues and Other Issues as identified in the Scoping Summary Table (refer **Appendix A**).

6.1.1. Acoustic

An Acoustic Assessment will be prepared by an acoustic consultant to understand the potential impacts generated as a result of the proposed development, both during the construction and operational phase, and to provide a road and aviation traffic noise assessment.

The expansion of the site's capacity and use as an air transport facility would result in an increase in the air traffic density in the vicinity of the airfield. The current operation of the airfield consists of local recreational and GA aircrafts traveling from Bankstown, Camden and Wedderburn, as well as visiting aircrafts across NSW and Australia. As with all noise-sensitive locations, pilots understand and comply with 'fly-neighbourly' procedures that constrain aircraft noise to publicly acceptable levels and areas. Soteria Aviation, in their preliminary Aviation Assessment (**Appendix E**), identifies a series of measures to achieve 'fly-neighbourly' procedures can be achieved, which are detailed in the table below.

Table 12 Measures to mitigating acoustic impacts

Acoustic measures	Description
Daytime only operations	Day-only operations preclude aircraft noise from significantly interfering with sleep. Day-only operations is important not just for the surrounding community but also for residents within the airpark itself, who stay and rest in the residential dwellings. As a result, aircraft noise will also tend to be self-regulated by the resident airport community.
Containment	The line of site for take off and landing within the future airfield strip will be obscured by aircraft hangars from The Oaks township to the east. As a result, the hangars will reflect much of the noise up and away from the airport where it is of little consequence.
Take-off power	The aircraft noise generated from take-off is generally at the highest in the early stages of the take-off roll and at times is required to be maintained throughout the climb, depending on the weight of the aircraft. In the context of The Oaks, the existing terrain consisting of downhill rolls and falling terrain ahead of the runway means the period of rapid acceleration is relatively short, and hence result in a lower duration of noise generated per take-off.
Departure and arrival routes	Standard departure and arrival lanes can be specifically planned to minimise the noise footprint for the local community. This may include narrow routes in some areas and dispersed routes in others to minimise the number of flights conducted over any given area.
Taxiing	Ground taxiing can be performed at minimal power and therefore minimal noise footprint.

The more intensive use of the site and proximity to a residential suburb to the east will be an important matter to address.

6.1.2. Access

Transport, access and parking

A Traffic and Parking Assessment has been prepared by Vargo Traffic Planning (VTP) for the proposed development to understand the proposed traffic impacts of the proposed uses which include an aviation museum, event centre, hotel, commercial offices, aircraft hangars and 'hangar home' dwellings. The EIS will assess the key findings, potential impacts and mitigation measures identified as part of this assessment.

The site has direct frontage to Burragorang Road which is classified as a regional road, to the east of John Street and becomes an unclassified road to the west of the John Street. Burragorang Road provides the key east-west road link to the area, linking The Oaks and Camden to the east, and The Oaks and Nattai to the west. Jooriland Road is also a local, unclassified rural road which is primarily used to provide vehicular and pedestrian access to frontage properties.

The assessment prepared by VTP will respond to any updates to the Concept Master Plan as part of the future design changes as part of the planning process.

6.1.3. Built Environment

Built Form and Urban Design

An architectural plan has been prepared by ADG Architects and is attached at **Appendix B**. The proposed built form responds to the demand for aviation facilities and ancillary land uses. A preliminary urban design assessment has been prepared by Cox Architecture at **Appendix C**.

6.1.4. Landscape and Visual Impact

The proposed development will be supported by a Landscape Plan to ensure it meets environmental objectives relating to tree canopy and pervious surface requirements. The Landscape Plan will identify communal areas and landscape areas which will provide amenity to the estate and future workers.

The visual impact of the proposed warehouse buildings will be assessed in the EIS from vantage points outside of the site, in accordance with key view corridors from key open spaces and road corridors.

6.1.5. Heritage

Aboriginal Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) is being prepared to assess the site for Aboriginal potential or heritage significance. The outcomes of the assessment will be detailed in the EIS. A management and mitigation protocol will ensure that any findings can be properly managed during the construction phases of the development.

Non-Indigenous Heritage

The site contains a heritage listed item under the WLEP in 'The Oaks Airfield'. The land surrounding the airstrip contains cleared farmland with low lying grasses. The airstrip runs north-south through the centre of the site. The airstrip consists of a flat strip of land featuring two runways of manicured grass separated by a strip of long grass. The airstrip follows the original airstrip alignment dating from RAAF's use of the site.

The landscape is more heavily vegetated along Werriberri Creek at the east of the site. The landforms to the north and west are characterised by moderately steep-sided crests. The western edge of the airstrip contains a number of buildings associated with the operation of the site. The southwestern edge contains a shed, some light aircraft parked along the southern boundary, a small dam and unused vehicles.

The Proponent engaged Extent Heritage to prepare a Conservation Management Plan (CMP) in August 2022 to provide conservation principles and also high-level, strategic framework for the ongoing management of the heritage significant of the airfield. The CMP will inform future operational and conservation management, adaptive re-use, new works and interpretation of the site, including the Concept Master Plan.

The Oaks Airfield has continued to operate in some capacity connected to aviation following the RAAF's disposal of the site. The site was used as a privately owned aerodrome for agricultural services and more recently, recreational uses.

The CMP acknowledges that The Oaks Airfield has operated in some capacity connected to aviation following the RAAF's disposal of the site. The recent uses comprise those of a privately owned aerodrome for agricultural services and more recently, recreational uses. Extent Heritage identifies the opportunity to build on this current use by incorporating a cultural or heritage space, such as an aviation museum or tourism centre to the site.

These potential developments would work to enhance the significance of the place through increasing awareness, education and experiences. Additionally, these cultural uses could be supported by commercial enterprises such as commercial leases, retail, short-term accommodation and permanent residential areas. There is the potential for limited areas of residential development at the site. Ideally these additional supporting uses are directly related and invested in the ongoing functions of the Aerodrome, which in turn maintains its historically significant value as an in-use airfield. The policies developed in this report will provide guidance for any future works to ensure the conservation and maintenance of the place and landscape elements that contribute to the significance of the place is understood.

In terms of any future development planned for The Oaks Airfield, the CMP concludes that a Statement of Heritage Impact will need to be prepared before any physical modifications to the place are undertaken. Such development may include minor alterations to the built fabric, reduction of heritage curtilage, construction of new buildings or a changed use. In any case the probable impact of such a change will need to be assessed by a suitably qualified heritage consultant. The EIS will further elaborate on the potential heritage impacts of the proposed Concept Master Plan, which will also be refined in response to further heritage assessment.

6.1.6. Social

The proposed Concept Master Plan will support the delivery of multi-purpose air transport facility designed in accordance with community aspiration, local Government policies, as well as market demand and operational requirements.

The EIS and Social Impact Assessment will include detailed analysis and assessment of the potential social benefits associated with the proposal. This will include an assessment of any negative impacts associated with traffic generation or visual impact against the positive, long term social benefits from the creation of increased employment opportunities and local spending associated with the construction and operational phases. This assessment will conclude the social impact of the proposal on people's way of life, community, accessibility, decision making, culture, livelihoods, surroundings and health and wellbeing.

The Social Impact Assessment which was prepared in accordance with the *Social Impact Assessment Guidelines for State Significant Projects* (2023).

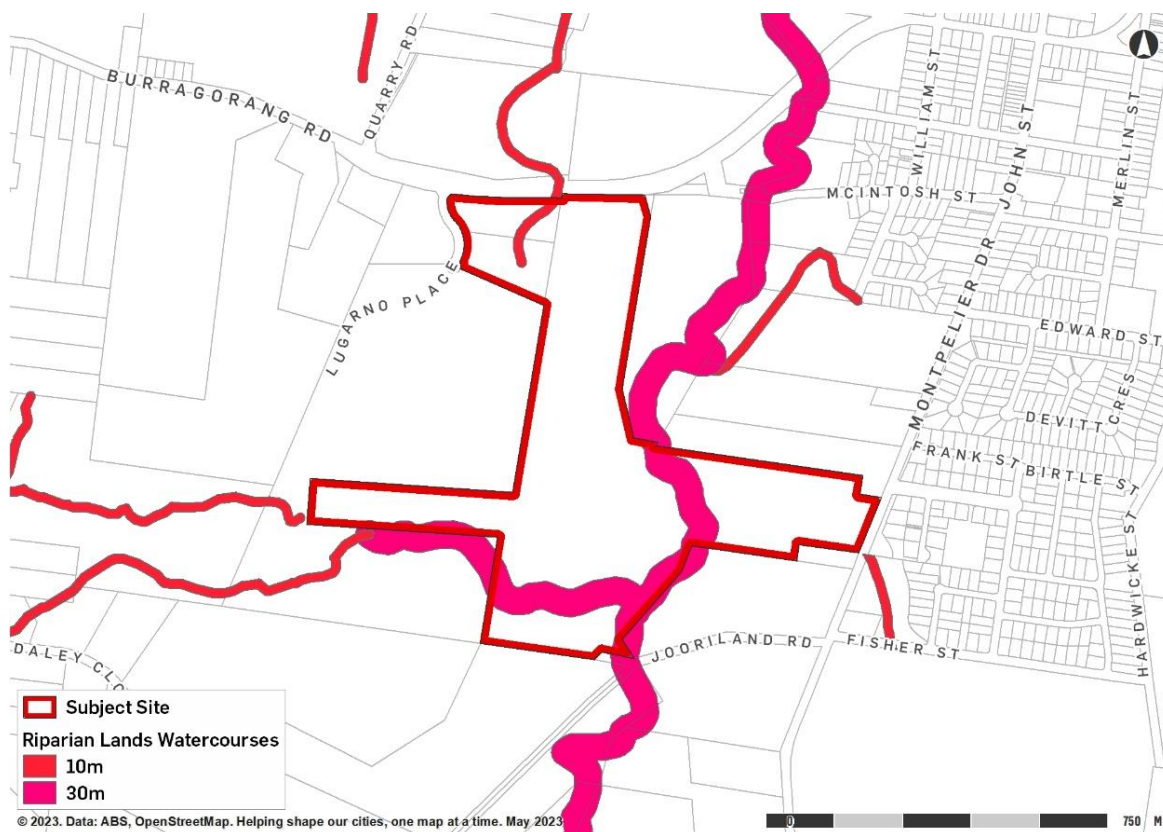
6.1.7. Economic

The proposed Concept Master Plan will deliver significant economic benefits associated with the delivery of multi-purpose air transport facility, accompanied by supporting recreational and tourism amenities, and creation of jobs within The Oaks Airport. The EIS and Economic Impact Assessment will include a detailed analysis of the location suitability, employment and economic value generated along with any other potential non-quantifiable economic benefits the proposed development may deliver.

6.1.8. Biodiversity

A biodiversity and riparian lands assessment will accompany the EIS in order to understand the existing quality of the riparian corridors and watercourses within the site, and the opportunity to potentially remove or realign portions of the riparian corridor which contain minimal biodiversity value.

Figure 27 Riparian land within the site



Source: PSMA 2023

6.1.9. Land

Soil

The underlying geology and soil of the site will be detailed in the EIS and the geotechnical investigations will identify any acid sulfate soils, salinity, erosions or other forms of land degradation.

An Erosion and Sediment Control Plan will be prepared to detail measures and procedure to minimise and manage the generation of off-site sediment and dust transmission.

Geotechnical and Contamination

The historic records indicate that the site was not subject to extensive landform modification or disturbance through widespread construction or build structure. The site currently contains an operational airfield and ancillary structures which make up a small portion of the site. Based on historic land uses, land disturbance and contamination are likely to be limited.

Further detailed investigations will be undertaken to confirm the suitability of the site to accommodate the proposed development, including any site preparation works to be completed prior to operation. The EIS will detail any required works to be incorporated in the proposed development.

Earthworks

Whilst the site is relatively flat, early works earthworks in some portions of the site may still be required to facilitate the development. Civil plans will be prepared to identify the amount of cut and fill required to facilitate the delivery of a multi-storey distribution centre within the Central Precinct of the site. The Civil works will consider the cumulative impacts and ensure no negative externalities will affect properties upstream and downstream of the site.

6.1.10. Water

Stormwater and Flood Management

The site is affected by the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) flood events defined within existing flood mapping. The proposed development will be designed to address potential flood risks including an onsite detention basin.

The proponent has engaged Jones Nicholson - Consulting Civil and Stormwater Engineers to undertake a comprehensive study and design to meet all statutory requirements, which will form part of the EIS. A Stormwater Management Plan will be prepared to outline how the water quality and quantity will be managed across the site, including mitigation measures for upstream runoff such as rainwater tanks to capture water for potential re-use.

6.1.11. Air Quality

An Air Quality Assessment will be provided within the EIS and will consider potential impacts on local and regional air quality, including details of any proposed mitigation measures that will prevent (or reduce) the generation and emission of dust particles during construction. The construction and operation of the proposed development will be assessed against the cumulative air quality impacts of the surrounding uses to ensure there are no major implications on air quality for nearby sensitive receivers.

6.1.12. Other Issues

Additional relevant issues to be addressed in the EIS includes the following:

Aviation Safeguarding Assessment

The EIS will provide an assessment of aviation impacts and considerations given the existing and proposed operations as an air transport facility. The Concept Master Plan has been designed in accordance with an initial Aviation Assessment prepared by Soteria Aviation prepared for the site in June 2021. The assessment provides a review of airfield design requirements relating to runway length, runway hardness, and runway slope and types of aircraft operations.

Soteria Aviation identifies the potential types of aircraft likely to be based at The Oaks which include balloons, ultralights, gliders, gyroplanes, Light Sport Aircraft (LSA), sport aircraft and GA aircraft. The Oaks could also support single engine types such as the Cessna Caravan, as well as piston twin engine types such as a Cessna 310 and Beechcraft Baron— typically 12 seats maximum. The site would also be suitable for rotary wing (helicopter) operations. Both private and commercial operations would be viable, however, commercial operations would be limited to ballooning, flying training (already conducted at The Oaks), passengers in small numbers and/or small volumes/mass of freight intrinsically capped by the 5700kg maximum take off weight (MTOW0) restriction. Some examples of these aircraft types are provided in **Figure 26** below.

Soteria Aviation confirms that the proposed design of the airfield itself meets or exceeds requirements of the Civil Aviation Safety Authority (CASA) Civil Aviation Advisory Publication (CAAP) 92-1(1) and therefore the risk posed by operations at The Oaks would be reasonably minimised in accordance with the CAAP design principals. The addition of an airpark with hangars, local aviation and aviation-related businesses would likely ensure the feasibility of The Oaks as a self-sustaining private airfield enterprise.

Figure 28 Typical aircraft types which will typically utilise The Oaks Airport



Picture 5 Tecnam P2008 – Recreational Aircraft



Picture 6 Typical Light General Aviation Training Aircraft



Picture 7 Cessna Caravan – Typical of the Largest GA Aircraft to utilise The Oaks



Picture 8 Beechcraft Baron – Typical GA Twin Engine Aircraft

Source: Soteria Aviation

Utility and Infrastructure Delivery

The EIS will outline the adequacy of the existing potable water, sewer, electricity and telecommunications infrastructure to accommodate the proposed development, including any necessary upgrades to meet forecasted demand.

Ecologically Sustainable Development

The EIS will demonstrate the way in which Ecologically Sustainable Development (ESD) principles have been incorporated into the siting and design of the proposed development.

It will identify potential measures to be implemented into the building design and construction to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water, power, etc.

Waste Management

The EIS will provide detailed measures to avoid, minimise or manage waste generated during the site preparation, construction and operation phases.

Bushfire Assessment

The EIS will provide a bushfire assessment for the site and provide a review of the bushfire prone land within the site, particularly along the northern western and south eastern portions of the site. The assessment will provide appropriate mitigation measures for future development within bushfire prone lane to ensure impacts from bushfire activity within the site and immediate surrounds are minimised.

7. CONCLUSION

The purpose of this report is to request site-specific SEARs for the preparation of an EIS for multi-purpose air transport facility, in accordance with the Concept Master Plan, at The Oaks Airport, The Oaks.

The Concept Master Plan will deliver a total GFA of 76,646m², made up of 22,935m² of tourism amenities and visitor accommodation, 17,215m² of aviation support and commercial units, a 22,704m² residential airpark and 13,792m² of aircraft hangars. The Concept Master Plan will be supported by a central airstrip, an internal road network, landscaped areas, communal areas and a revitalised riparian corridor.

The Applicant is committed to working with key stakeholders, including State government agencies and Wollondilly Council to deliver a high-quality development.

This SEARs request outlines the approval pathway for the application, the legislative framework and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the proposal is suitable for the site and the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

We trust that the information detailed in this letter is sufficient to enable the Department to issue the site-specific SEARs to guide the preparation of the EIS.

8. DISCLAIMER

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

SCOPING SUMMARY TABLE

APPENDIX B

CONCEPT MASTER PLAN

APPENDIX C

PRELIMIARY URBAN DESIGN REPORT

APPENDIX D

CIV REPORT

APPENDIX E

PRELIMINARY AVIATION ASSESSMENT

APPENDIX F

PROPOSED LAND USE TABLE

