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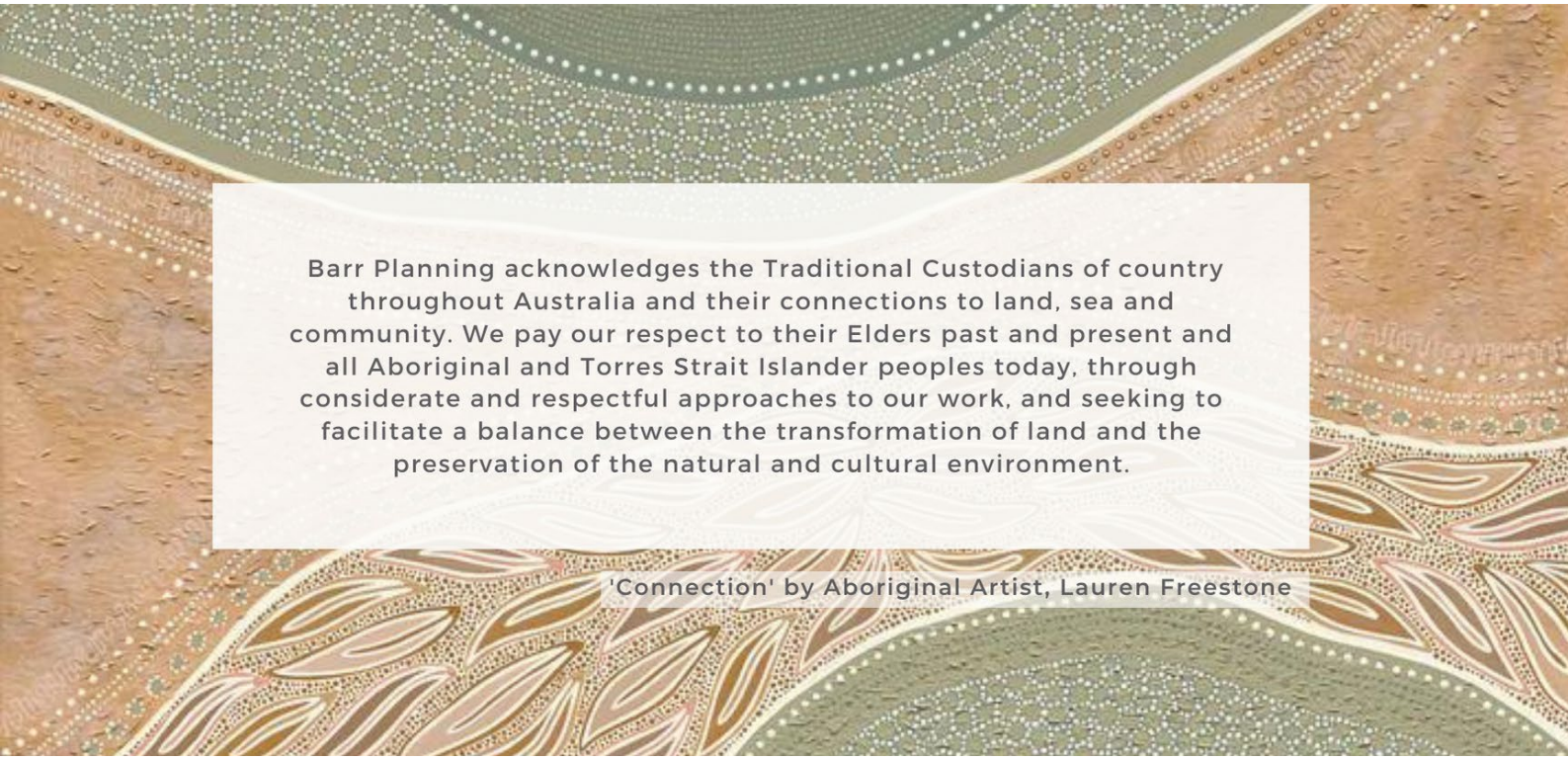
Scoping Report

Aircraft Maintenance Facility, Williamtown

Prepared by Barr Planning

for BAE Systems Australia Ltd

July 2024


Barr Planning acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present and all Aboriginal and Torres Strait Islander peoples today, through considerate and respectful approaches to our work, and seeking to facilitate a balance between the transformation of land and the preservation of the natural and cultural environment.
'Connection' by Aboriginal Artist, Lauren Freestone

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Signed





Samuel Liu
Senior Planner
BCom, MPlanning, MPIA

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

For queries about this report please contact

Samuel Liu
sliu@barrplanning.com.au
0402 768 55

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

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

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1 Introduction

This Scoping Report has been prepared by Barr Planning on behalf of BAE Systems Australia Ltd (BAESA) to support a request for the Secretary's Environmental Assessment Requirements (SEARs) to guide the preparation of an Environmental Impact Statement (EIS) for a State Significant Development (SSDA) Application, being proposed by BAESA.

The proposed SSDA is for the construction and operation of a new Aircraft Maintenance Facility, to be known as the Aircraft Coating Facility (ACF), at BAESA's Williamtown site. The facility will accommodate workshop, spray booths, storage areas, ancillary offices, and staff amenities. The development also includes new aircraft apron and hardstand. Enabling activities include demolition of the existing warehouse, removal of existing car parking areas, construction of new substation and electrical services, drainage works and fencing.

As the proposed development comprises an air transport facility and has an Estimated Development Cost (DC) exceeding $30 million, it is classified as State Significant Development (SSD) for the purposes of the Environmental Planning and Assessment Act 1979 (EP&A Act). In accordance with Clause 173 of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) and Clause 17 of Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) the proposal is classified as SSD.

1.1 Applicants Details

Applicant Contact	Christian Holt
Applicant Name	BAE Systems Australia Ltd
Applicant Address	Private Bag 313
	Hunter Region Mail Centre NSW 2310
ABN	29 008 423 005

1.2 Project Summary

Table 1 Project Summary

Project Element	Summary of the Project
Project Site Area	Approximately 9,296m^2
Site Description	Part Lot 43, DP 1045602 Part Lot 103, DP 873512
	Williamtown Drive, Williamtown, NSW.
Gross Floor Area (GFA)	4,078m^2
Building Height	20.1m (24.9m AHD) Two storeys

Project Element	Summary of the Project
Demolition	Demolition of existing depot warehouse and removal of 139 existing car parking and hardstand.
Construction	▪ Construction of new aircraft maintenance facility which will include workshop, spray booths, storage areas, ancillary offices, and staff amenities. ▪ Extension of the existing hardstand over the existing drainage channel along the western boundary. ▪ Construction of Air Vehicle (AV) apron to accommodate access and AV turning circles. ▪ New substation and high voltage electrical services. ▪ Associated works including drainage, retaining walls, and fencing.
Construction Hours	7am to 6pm (Monday to Saturday) No work on Sundays and Public Holidays Internal works (low-noise producing): 24 hours, 7 days a week
Proposed Hours of operation	Monday to Friday: 7am-5pm – staggered start and finish time within this period. Occasional need to operate for periods of up to 12 hours per day across 24 hours, 7 days a week.
Estimated Development Cost	$120 million
Job Creation	Construction: 175 FTE Operation: 29 FTE
Staff on site	Total: 49 FTE: Staff 29 Students: 20

1.3 Project Objectives

The objectives of the project and proposed development are:

- Construct and operate a new Aircraft Maintenance Facility to meet the requirements of BAESA's contract with the Commonwealth of Australia (CoA) to provide suitable Maintenance, Repair, Overhaul & Upgrade (MRO&U) facilities for the AV's based at the RAAF Base Williamtown.
- Create both temporary and permanent job opportunities during the demolition, construction, and operational phases of the development.
- Promote the principles of ecologically sustainable development through a responsive design.
- Minimise impacts relating to flooding, noise, emissions, amenity, traffic or any other such impacts on nearby airport users and businesses, and rural properties.



Figure 1 Regional context of the Site



Figure 2 Locality Plan. Source: Adapted from Six Maps

1.4 Project Background and Context

BAESA is a defence and security company located in Australia with a long and proud history specialising in providing advanced defence technology. The core capabilities of the company include designing, manufacturing, upgrading and providing support services to the Australian Defence Force and cyber intelligence and commercial organisations across the country.

The BAESA Williamtown Facility was established in 2000 and is located on Lot 103, DP873512 and Lot 43, DP1045602 adjacent to Newcastle Airport. BAESA Williamtown's Aircraft Maintenance Facility is utilised for the maintenance, repair, and upgrade of the Royal Australian Air Force (RAAF) AV fleets.

In February 2015, BAESA was assigned as the Air Vehicle (AV) MRO&U provider for the Southern Pacific Region with services nominated to be provided at the BAESA Williamtown site. In 2020, a facilities contract was established between the Commonwealth of Australia (CoA) and BAESA to facilitate the development of Design Options and a comprehensive Statement of Requirements (SOR) for the development of suitable MRO&U facilities at Williamtown.

The SOR is summarised in three schedules as detailed below:

- Schedule 1 – South Hangar Adaptive Reuse: Four new General Maintenance (GM) Bays to be located in the existing hangar, hangar floor fit-out, supporting facilities and site services amplification.
- Schedule 2 – The proposed North Hangar extension and associated ancillary works involves the refitting and extension of an existing facility, it will also include the expansion of the site's concrete apron and a dedicated wash bay and servicing equipment area.
- Schedule 3 – Aircraft Coating Facility (ACF) to support the protective coating of the certain AVs.

Schedule 1 was approved under DA 16-2022-763-1 in May 2023 by the Hunter Central Coast Regional Planning Panel. Schedule 2 is the subject of a separate State Significant Development Application (SSDA) (SSD-54974974) lodged with the Department of Planning, Housing and Infrastructure (DPHI) which is currently under assessment. Schedule 3 is the subject of the current scoping report.

In addition to the above schedules, enabling works, known as the Precinct Entry Works (PEW) including a new guardhouse and car parking, are proposed to be delivered on part of proposed Lot 100, 101 and 102, in the subdivision of Lot 11, DP 1036501, accessed via Jeffries Circuit in the adjoining Astra Aerolab precinct. The PEW will be the subject of a separate Development Application which will be submitted to Port Stephens Council in August 2024. This Development Application will provide car parking which will service the Project subject of the current SSDA. It is expected to be approved, constructed and operational prior to construction of this Project commencing.

2 Strategic Context

This section identifies the key strategic issues that are relevant to the justification and evaluation of the project and will be investigated in more detail in the EIS. This includes government strategies, policies or plans that provide strategic support for the project.

2.1 Key Strategic Policies

2.1.1 Hunter Regional Plan 2041

Hunter Regional Plan (HRP) 2041 was prepared by the NSW Government and adopted in December 2022 as an overarching framework to guide land use planning priorities and infrastructure funding decisions in the Hunter region over the next 20 years. The proposed development is generally consistent with the objectives of the HRP 2041, especially Objective 1.

Objective 1: *Diversify the Hunter's mining, energy and industrial capacity.*

The HRP seeks to provide a variety of employment uses and diversify the employment base with new employment lands serviced to avoid land conflict. The proposed development aligns with this objective by providing services aligning with the surrounding defence and aeronautical uses of the airport precinct.

2.1.2 Greater Newcastle Metropolitan Plan

The Greater Newcastle Metropolitan Plan 2036 (GNMP 2036) was launched on 17 September 2018 by Minister for Planning Anthony Roberts MP. The Plan aligns with the vision and goals of the HRP2041, which is for the Hunter to be the leading regional economy in Australia with a vibrant new metropolitan city at its heart. The Plan sets out strategies and actions that will drive sustainable growth across Cessnock City, Lake Macquarie City, Maitland City, Newcastle City and Port Stephens communities, which together make up Greater Newcastle.

The proposed development is in support of the goals of GNMP 2036 especially Outcome 1.

Outcome 1 *– Create a workforce skilled and ready for the new economy. GNMP 2036 seeks to grow the airport and defence precinct at Williamtown to support an ongoing growth in tourism and employment.*

The proposed development will support the GNMP 2036 by assisting in unlocking the potential of the growing the aeronautical and defence sectors in Williamtown as a catalyst area and enhancing Williamtown as a global gateway by supporting the maintenance of AVs used by the RAAF Base Williamtown.

2.1.3 Port Stephens Local Strategic Planning Statement (LSPS)

The Port Stephens LSPS was prepared by Port Stephens Council and adopted in July 2020. The LSPS identifies the 20-year vision for land use in Port-Stephens setting out social, economic and environmental planning priorities for the future. The proposed development will support planning priorities 1 and 2.

Planning Priority 1 *Support the growth of strategic centres and major employment areas.*

The LSPS seeks to focus employment and public and private infrastructure investment into 'Catalyst Areas' over the next 20 years. The proposed development supports this planning priority as it is located within the Williamtown catalyst area and will provide defence related jobs in support of the RAAF Base Williamtown.

Planning Priority 2 *Make Business Growth Easier.*

The LSPS seeks to support new and existing industries with most growth currently occurring in manufacturing, tourism and defence sectors. The proposed development will support the growth of businesses through servicing the AV's utilised by RAAF Williamtown thus supporting the defence sectors.

2.1.4 Port Stephens Economic Development Strategy 2021-2035

The Port Stephens Economic Development Strategy 2021 – 2035 is the 15-year economic plan for Port Stephens LGA which aims to support development to provide a strong and resilient economy and a vibrant and liveable place to support local economic growth.

The Strategy recognises the employment opportunities driven by advanced manufacturing, aviation, and defence of the site due to its proximity to the Williamtown RAAF Base, and the existing operation of internationally recognised companies such Raytheon, Lockheed Martin and Boeing in the area. Continued new investment in this area will support the continued operation of a specialised large scale international defence prime contractor and provide employment opportunities aligned with defence and aviation industries.

2.2 The Site

The site is located on the traditional lands of the Worimi people and is located within the boundary of the Worimi Local Aboriginal Land Council. The site is located in the Hunter Region, approximately 20km northeast of the city centre of Newcastle and is situated at the BAESA Williamtown Facility adjacent to Newcastle Airport.

The BAESA Williamtown Facility currently contains the following:

- South Hangar with attached administration building

- North Hangar
- Helicopter hangar
- GSE Storage building
- Warehouse building
- Associated hardstand areas and internal roads and carparking

The Project site is located on part Lot 103, DP 873512 and part Lot 43, DP 1045602, commonly referred to as Williamtown Drive, Williamtown. The Project has an area of approximately 9,296m^{2}and is zoned SP2 Defence/Air Transport Facility under the Port Stephens Local Environmental Plan 2013 (PSLEP 2013).

The site is bounded by Northern Hangar and associated apron to the north, the existing Southern Hangar to the east, the Astra Aerolab Precinct, specifically proposed Lot 101 and 102 which are vacant to the south, and proposed Lot 100 which is vacant, and the RAAF Base to the west.

The nearest residential receivers to the site are located approximately 770m to the east of the site at No. 8 and No. 2 Slades Road Williamtown. Other nearby residential receivers are located directly south, with the closest residential receiver at 80 Cabbage Tree Road, Williamtown being approximately 900m from the boundary from the southern boundary of the site. There are no other sensitive receivers within 1km of the proposed site.

The nearest commercial receivers would be the offices associated with Care Flight operations centre and the Newcastle Airport located terminal building to the north east of the site. Other existing development includes commercial offices and hotel approximately 600m to the east of the site. Immediately to the south of the site a number of commercial and industrial developments have been approved or proposed in Astra Aerolab precinct.

2.2.1 Access

Vehicular access to the site is currently provided via Williamtown Drive, a part private road which also provides access to Newcastle Airport. Legal access is provided by way of an easement over Lot 43, DP 1045602 with right of carriageway. Williamtown Drive becomes a local public road east at the intersection with Aerospace Avenue and connects to Nelson Bay Road, a classified road owned and managed by TfNSW.

Future vehicular access to the site is expected to be facilitated by PEW located in Astra Aerolab precinct to the south. The PEW site is accessed from Jeffries Circuit and Aerospace Avenue, which connects to Williamtown Drive. The PEW do not form part of the subject of the current proposal.

Aircraft access to the site occurs via Taxiway G. There are no flight movements on site with all aircraft landing on the RAAF Base Williamtown runway prior to arriving on site. AVs are transported to, and moved around the site, by either:

- being towed across from the adjacent RAAF Williamtown by a specialist aircraft tow motor.
- taxied to site boundary under their own power, and then towed by a specific aircraft tow motor.

The movement of aircraft on the RAAF Base is approved by the 2015 Environmental Impact Statement for Flying Operation of the F35 Lighting 11 Project, and does not form part of this SSDA.

2.2.2 Biodiversity

Although the site is developed and contains no significant vegetation, the site is partially mapped has having biodiversity value. The Biodiversity Values map identifies land that it deems to be sensitive to impacts relating to vegetation clearing associated with development.

Part of the site is also mapped as preferred Koala Habitat, Preferred Koala Habitat Buffer or Preferred Koala Habitat Link in the Consolidated Comprehensive Koala Plan of Management (CKPoM) Koala Habitat Map.

2.2.3 Wetland

The site is partially mapped as wetland under Clause 7.9 of the PSLEP 2013. It is noted that the Project site has been cleared and filled and predominantly contains hardstand areas. Notwithstanding this, Clause 7.9 of the PSLEP 2013 will need to be addressed in the SSDA.

2.2.4 Bushfire

The site is mapped as bushfire prone land, mapped primarily as Vegetation Buffer Land. The proposed development is characterised as an industrial building and will need to comply with the aims and objectives of the Planning for Bush Fire Protection Guidelines 2019. These will be addressed in the EIS, including bushfire protection measures commensurate to the level of risk to the development.

2.2.5 Soils

The site is primarily underlain by Quatermary sediments – Pleistocene undifferentiated coast barrier: marine sane and indurated sand. The subsurface sand soils with the site and surrounds are commonly referred to as Tomago Sand. The site is mapped as being located on Class 4 Acid Sulfate Soils.

2.2.6 Hydrology

Field work investigations has identified groundwater levels at 1.3m and 1.0m below ground level (RL 3.4m and 3.6 AHD). It was also noted that groundwater rises to the ground surface following a significant rainfall event.

The site comprises largely of impervious areas with development predominately occur on areas of existing impervious hardstand. In regard to surface water, the existing drainage on the site is integrated with entire BAESA site. This includes the existing drainage outlets located along the western boundary adjoining the RAAF Base. The detention pond on Lot 43 DP 1045602 to the east of the site and located outside of the BAESA lease boundary also captures surface water from the site as part of the Newcastle Airport precincts overall stormwater management system.

The site is mapped as being located in the Drinking Water Catchment Map as part of the Tomago sand beds component of Hunter Water Special Regulation Area. Accordingly, Clause 7.8 of Port Stephens LEP 2013 (PSLEP 2013) applies.

2.2.7 Flooding

The Port Stephens Council flood mapping identifies the site as being flood prone land, but not within the Flood Planning Area. Flood prone land reflects the Probable Maximum Flood (PMF) being the largest flood that could occur.

The Flood Certificate for Lot 43, DP1045602 identifies the following flood characteristics of the site:

- Probable Maximum Flood Level (PMF) of 5.2m AHD
- Flood Planning Level (FPL) of 3.5m AHD

2.2.8 Contamination

A Preliminary Site Investigation was prepared as part of the SSDA-54974974 for the adjoining North Hangar Extension which undertook soil and groundwater sampling adjacent to the site. Soils were noted to be generally suitable for reuse on the Defence estate and able to be disposed of as General Solid Waste in accordance with the NSW EPA Waste Classification Guideline (2014).

The site is not identified in the primary management zone (PMZ) on the EPA's Williamtown Management Area map, however due to the proximity to the RAAF Base Williamtown the site is likely to be impacted by PFAS contamination.

2.2.9 Airspace Operations

The site is located within the operational airspace of Newcastle Airport and RAAF Base Williamtown. In accordance with the Port Stephens Council DCP mapping, the site within Bird Strike Group C, within the Obstacle Limitation Defence boundary, within the 35 – 40 ANEF Contour on the RAAF Base Williamtown & Salt Ash Air Weapons Range 2025 ANEF Map dated 10 August 2011.

The site is mapped as Zone 'D' for extraneous lighting where restrictions would apply in accordance with the Port Stephens Council DCP Part B6 mapping. The site is not located in the RAAF Base windshear trigger area.

2.2.10 Aboriginal Heritage

An AHIMS Search indicates that there are 6 AHIMs sites registered within 1km radius of the site. No AHIMS registered items are located on the site. An AHIMs search is included in Appendix B. An ACHAR was prepared for the North Hangar Extension (SSD-54974974) located adjacent to the subject site which identified no Aboriginal sites, places or artefacts during site surveys. Additionally, no potential archaeological deposits (PAD) were identified during the survey, due to the highly transformed environment. Considering AHIMS results, local and regional archaeological investigations,

environmental context, significant impacts from past land uses including complete clearing, excavation/construction works, car parks associated infrastructure and utilities, the ACHAR noted that no sites are expected to be present in the project area.

2.2.11 Historic Heritage

There are no heritage items located on the site. The nearest heritage item is located on Lot 1, DP832554 situated approximately 650m south of the subject site identified as a local heritage item under PSLEP 2013 as "Devon House" which includes the former Moxey's slab cottage, dairy, hay shed and slab barn.

The RAAF Base Williamtown located north of the site on Lot 201, DP1091749 is cited on the Commonwealth Heritage List (CHL) for its historic heritage values known as 'Williamtown RAAF Base Group, Nelson Bay Rd, Williamtown RAAF, NSW, Australia' (Place ID 105639). This is located approximately 600m away from the subject site.

2.3 Cumulative Impacts

The project is likely to generate cumulative impacts with other relevant future projects in the area.

In addition to the proposed facility, BAESA have a broader program of works proposed at the at Williamtown facility includes other separate facility projects, known as:

- South Hangar Refurbishment (and associated facilities) (Schedule 1 works) – completed in late 2024.
- North Hangar Expansion (and associated facilities) (Schedule 2 works).
- PEW – subject to Development Consent.

The Schedule 1 works was approved under DA 16-2022-763-1 in May 2023 by the Regional Planning Panel. The Schedule 2 is the subject of a separate State Significant Development Application (SSDA) (SSD-54974974) lodged with DPHI which is currently under assessment. The PEW will be the subject of separate development application to be submitted to Port Stephens Council in August 2024. The PEW will have an approximate construction duration of 6 months and are expected to be completed by August 2025, prior to the planned commencement of construction for the Project the subject of the SSDA in Q3, 2025.

A number of development consents have been issued for Newcastle Airport and the Astra Aerolab Precinct to facilitate the development adjacent to the project. The projects which may be constructed or are likely to be constructed at the same time as the proposed development are noted below.

Table 2 List of Nearby Projects

Project	Location	Detail	Status
Newcastle Airport Code E Expansion (DA 16-2023-205-1)	1 Williamtown Drive, Williamtown	Upgrades to the existing Terminal Apron and expansion of associated hardstand for storage of airport equipment	Construction will occur in 2025.
Astra Aerolab Subdivision (DA 16-2009-324-3, as modified)	38, 68 and 70 Cabbage Tree Road	Development of 103 lots to be delivered in six stages, and the development of roads, installation of services, drainage, and open space.	Stage 1 construction complete. Stage 2A, 2C, Stage 4 and 5 to commence construction in June 2024 and conclude Q3 2024.
Alterations and Additions to Newcastle Airport Terminal (DA 16-2008-940-6). Modification approved 30 March 2023	1 Williamtown Drive, Williamtown	Extension to the Newcastle Airport Terminal Building to facilitate international flights	Under construction to be completed in mid to late 2024.
Astra Aerolab Common User Carpark (DA 16-2022- 855-1)	Aerospace Avenue, Williamtown	Construction of 314 new parking spaces, accessed via McNamara Parade.	Approved 23 April 2023.
Industrial Development (Deferred Commencement Consent DA 16-2022-663-1)	Proposed Lot 109 located on Aerospace Avenue, Williamtown	Construction and operation of a general industrial development with associated offices	Approved 19 July 2023. Potential overlap with the construction period of the project.
Commercial Development (Deferred Commencement Consent DA 16-2022-834-1)	Proposed Lot 106 located on Aerospace Avenue, Williamtown	Construction and operation of a mixed-use development comprising an 8 storey building containing office and retail premises, and a restaurant café	Approved 11 August 2023. Potential overlap with the construction period of the project.
High technology industry (DA 16-2024-28-1)	Part proposed Lot 200 and 212,	Construction and operation of a high technology	Under Assessment. Potential overlap with

Project	Location	Detail	Status
	Newton Parade, Williamtown	industry development with offices and workshop.	the construction period of the project.
High technology industry (SSD-68721962)	Part proposed Lot 400/500, Newton Parade, Williamtown	Construction and operation of a high technology industry development with production and offices areas.	SEARs issued and EIS lodged in June 2024. Potential overlap with construction period of project.
BAESA North Hangar Extension (SSD-54974974)	Lot 11 DP 844528, Part Lot 43 DP 1045602, 55C Slades Road, Williamtown	Demolition of the existing helicopter hangar, internal demolition of the existing hangar, site preparation including bulk earthworks, extension and refitting of existing hangar, construction of new hardstand aprons, and construction of new combined washdown bay and GSE storage.	Under assessment. Potential overlap with construction period of project. Construction completion expected Q4, 2025.
BAESA South Hangar Alterations and Additions (DA 16-2022-763-1)	Lot 103, DP 873512 55C Slades Road, Williamtown	Change of use to general industry – aircraft maintenance and associated alterations and additions to the existing aircraft hangar	Approved 28 April 2023. Construction completion expected late 2024.

Accordingly, the identified projects above are not likely to be completed prior to construction of the proposed development commencing, with the exception of the South Hangar, and therefore the cumulative impacts of construction will need to be considered in the EIS.

2.4 Voluntary Planning Agreements

The applicant has not entered into any agreements with other parties to mitigate or offset the impacts of the project. This includes a voluntary planning agreements, an agreement with landowners, being the Commonwealth of Australia, or any benefit-sharing schemes.

3 The Project

This section provides an overview of the project, including the preliminary EDC, indicative timing and staging, and the indicative site layout and concept plans. Analysis of the project alternatives is also presented.

3.1 Project Summary

Table 3 Project Details

Project Element	Summary of the Project
Project Site Area	Approximately 9,296m^2
Site Description	Part Lot 43, DP 1045602 Part Lot 103, DP 873512
	Williamtown Drive, Williamtown, NSW.
Gross Floor Area (GFA)	4,078m^2
Building Height	20.1m (24.9m AHD) Two storeys
Demolition	Demolition of existing depot warehouse and removal of 139 existing car parking and hardstand.
Construction	▪ Construction of new aircraft maintenance facility which will include workshop, spray booths, storage areas, ancillary offices, and staff amenities. ▪ Extension of the existing hardstand over the existing drainage channel along the western boundary. ▪ Construction of Air Vehicle (AV) apron to accommodate access and AV turning circles. ▪ New substation and high voltage electrical services. ▪ Associated works including drainage, retaining walls and fencing.
Construction Hours	7am to 6pm (Monday to Saturday) No work on Sundays and Public Holidays Internal works (low-noise producing): 24 hours, 7 days a week
Proposed Hours of operation	Monday to Friday: 7am-5pm – staggered start and finish time within this period. Occasional need to operate for periods of up to 12 hours per day across 24 hours, 7 days a week.
Estimated Development Cost	$120 million
Job Creation	Construction: 175 FTE Operation: 29 FTE
Staff on site	Total: 49 FTE: Staff 29 Students: 20

3.2 Project Details

The proposed SSDA is for the construction and operation of a new Aircraft Maintenance Facility, at BAESA's Williamtown site. The development also includes new aircraft apron and hardstand. Enabling activities include demolition of the existing warehouse, removal of existing car parking areas, upgrade of electrical services, new site drainage works and fencing.

3.2.1 Demolition

Demolition works on the site will include of the existing storage warehouse, and existing car park and hardstand areas on the site.

3.2.2 Construction

The construction works will include:

- Site establishment works, including office, amenities, and temporary fencing.
- Construction of new building to contain the aircraft maintenance facility. The building will contain including two spray booths for the coating operation, an aircraft preparation bay, tool storage, Hazmat paint and waste storage areas, and ancillary staff amenities and office space. The building will be supported by pad footings founded approximately 1m below the finished surface level.
- Partial filling of existing drainage channel and erection of 1.7m L-shaped retaining wall and vehicle barrier on existing western boundary, and construction of new hardstand areas to the west and south of the new building.
- Construction of new apron to the east and north of the new building.
- Construction of a new High Voltage (HV) kiosk substation and service connection located at the western end of the existing general service equipment (GSE) shed. Installation of new consumer mains cabling from the new substation to the new Main Switchboard within the building.
- New drainage arrangements, including on-site detention (OSD) tanks will be constructed with excavation up to approximately 2m depth will be required.
- The new roof water from the new building will be directed to a new pit and pipe drainage arrangement that drains towards the existing outlet points that will need to be reconfigured.
- Earthworks will involve minor trimming / and or filling and excavation associated with civil works.
- Construction of in-ground capture tanks to collect liquid waste. An alternative to in-ground tanks would be the construction of a pipe to connect to the capture tanks proposed as part of the Northern Hangar project.

The works as proposed will be further refined during the detailed design process, however, the overarching components proposed, along with the proposed land use, will remain a constant. The site layout and proposed floor plan are illustrated in the figure below.

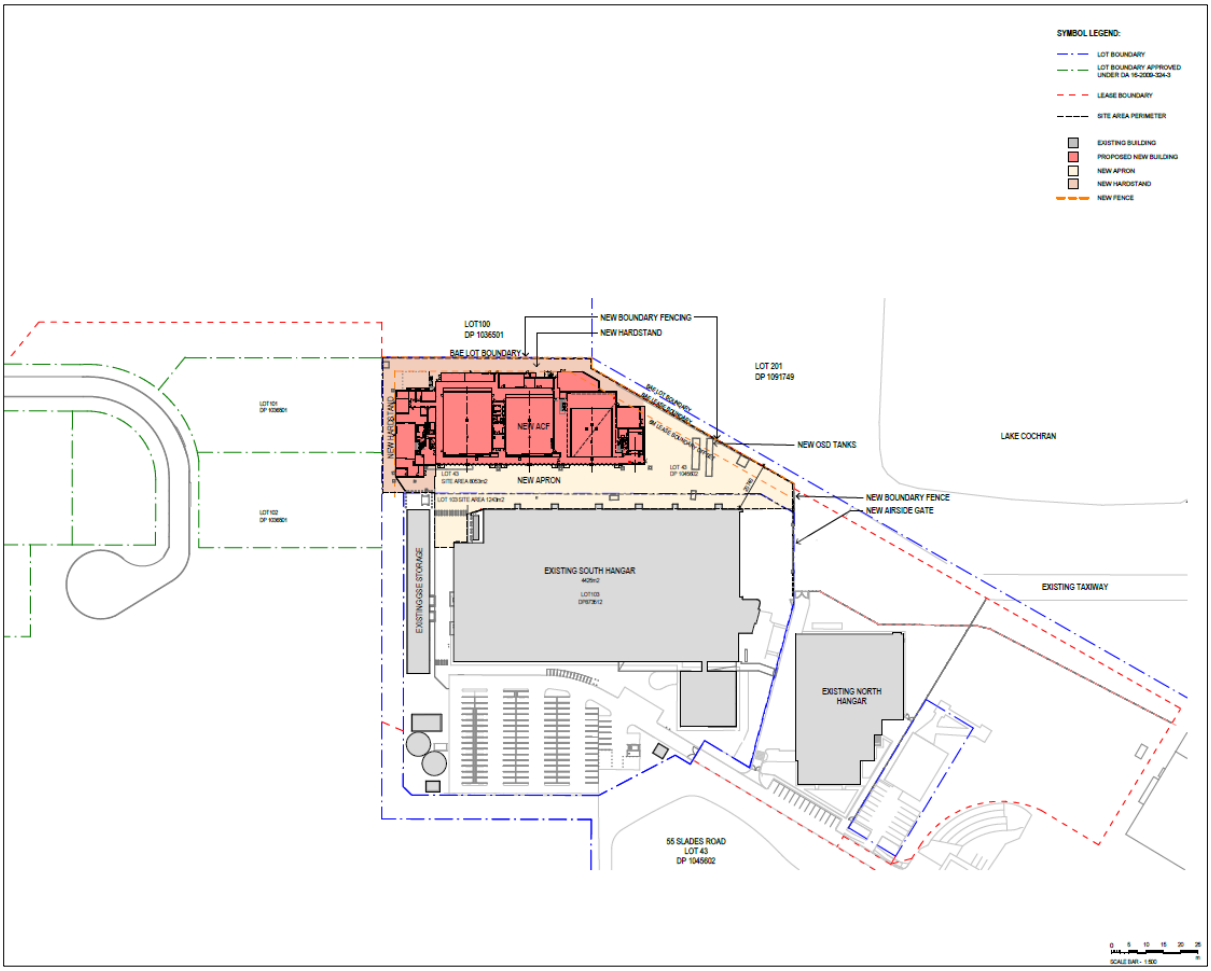


Figure 3 Site Plan. Source: DesignInc (4 July 2024)

3.2.3 Operation

The proposed facility will be used for aircraft maintenance including the application of protective coating to certain AVs. The application of protective coating will occur within designated spray booths located within the building.

The Project will have regular operating hours of 7am-5pm, Monday to Friday. It is noted that on occasion, works may be required outside these regular operating hours to satisfy BAESA's Contract with the Commonwealth Department of Defence. These events are expected to be infrequent, with operations contained within the aforementioned hours. Peak vehicular transit times will occur during the following times:

- 7:00am-8:30am (entry)
- 4:00pm-5:00pm (exit)

The facility will have employ 29 FTE operational staff. Additionally, the facility is expected to accommodate up to 20 students using the site on ad-hoc basis for educational training from other areas within the existing Williamtown BAESA facility.

Site access will be facilitated by PEW from the Astra Aerolab precinct from the south. The PEW will provide approximately 300 parking spaces which will support the parking demand for the whole BAESA Williamtown Facility, including the Project, and will offset the 139 parking spaces removed under the current proposal.

The largest design vehicle to access the site will be up to an articulated vehicle. The design vehicle is expected to access the site for the purpose of materials deliveries, container collection, waste collection (liquid and general).

Additionally, AVs will access the site from the north via existing Taxiway G. AVs will be towed across from the adjacent RAAF Williamtown by a specialist aircraft tow motor or will be taxied to site under their own power.

The site is a secure facility, and access to the site will be monitored by guardhouses and boom gates on the north and southern access points. Once the PEW are completed, access from Slades Road and Williamtown Drive will be limited to emergency access only. The Project will provide new security fencing along the boundary of the site.

Operational waste will include general waste and recycled waste streams, however, will also include contaminated wastewater from the proposed spray booths. This is proposed to be captured in below ground storage tanks and then transported for off-site management and will not be discharged to the sewerage system.

3.2.4 Staging

The project is not proposed as a staged Development Consent.

The normal stages of construction, including site establishment, demolition, construction and operation will be followed. Construction is planned to commence in Q4 2025 and will occur over a period of approximately 21 months.

3.3 Analysis of Project Alternatives

3.3.1 Do Nothing Option

The first option was a ‘do nothing’ approach, which would have meant retaining the site as is. This would mean that the requirements of the contract with the Commonwealth could not be met.

The facility is required to service, maintain, and upgrade the fleet of AV’s to be based at the adjoining RAAF Base Williamtown. The facility will also be designed to potentially accommodate and service regional AV’s from other national fleets in the future.

If the facility is not provided at BAESA in Williamtown, the facility would potentially need to be located at a different RAAF Base in a different state of Australia. This would create an onflow of logistical

maintenance issues for military aircraft, and a loss of jobs and economic benefits from the Hunter Region and New Soth Wales.

3.3.2 Alternate Location Option

The second option was to consider an alternate location for the facility, within Williamtown.

The current BAESA leased site is fully developed or planned to be developed by other projects. The adjoining land in Astra Aerolab is ready for development, however it does not have constructed airside access, which is required for the facility. There is also substantial change in level between the existing BASESA site and the adjoining land, meaning that access via the existing site to adjoining land is not immediately viable without significant engineering.

Accordingly, an alternate location within Williamtown is not considered feasible, resulting in the current proposed development as the preferred option.

4 Statutory Context

This section provides an overview of the key statutory requirements for the project, having regard to EP&A Act and the EP&A Regulation, other relevant legislation, relevant environmental planning instruments, planning agreements and relevant approvals.

4.1 Power to Grant Consent

The EP&A Act and EP&A Regulation provide the framework for the statutory environmental planning in NSW.

Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 identifies state significant development to include development for 'air transport facilities' that has an EDC of more than $30 million. The Project is for the construction of an 'air transport facility' as defined under the Standard Instrument Principal Local Environmental Plan (SIPLEP) with an EDC exceeding $30 million and is classified as state significant development.

4.2 Permissibility

The subject site is zoned as SP2 Infrastructure - Defence/Air Transport Facility, pursuant to the Port Stephens Local Environmental Plan 2013 (PSLEP). Development for the purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose is permitted in the zone.

As per SIPLEP, the definition of an 'air transport facility' is as follows:

> ***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."

With an airport defined as:

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

The Project will be used for the maintenance and repair of aeroplanes and is hence characterised as an airport which is a type of air transport facility. The development is permitted with consent within the SP2 zone.

4.3 Other Approvals

The site is situated on land owned by the Commonwealth of Australia. Accordingly, consent from the landowner is required to be obtained for the carrying out of any works including the proposed development.

4.4 Pre-conditions to exercising the power to grant consent

The following pre-conditions that must be satisfied prior to the consent authority granting consent to the SSD application.

Table 4 Pre-conditions Table

Statutory Reference	Pre-condition	Relevance
Section 4.6(1), Chapter 4, RH 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 development is proposed to be carried out.	The site must be suitable in its current state, or following remediation (if required), for the proposed purpose.
Section 3.2(2), Chapter 3, SB SEPP	A consent authority must not grant development consent to non-residential development unless the consent authority is satisfied that the embodied emissions attributable to the development have been quantified.	The Project is non-residential development to which the chapter applies and an embodied emissions form is required.
Clause 7.6 PSLEP 2013	Development consent must not be granted to development unless the consent authority is satisfied that essential services are provided to the development or will be made available when required.	Essential services will be provided to the development. A new substation will be provided as part of the Project.
Clause 7.8, PSLEP 2013	Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development is designed, sited and will be managed to avoid any significant adverse impact on water quality and flows.	The Project is located in the drinking water catchment area. An assessment on impacts to water quality is required.
Clause 7.9, PSLEP 2013	Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development is designed, sited and will be managed to avoid any significant adverse environmental impact.	The Project is located on land mapped as being wetland under PSLEP 2013. An assessment impacts to water quality is required.

4.5 Mandatory Matters for Consideration

Under Section 4.15 of the EP&A Act are required to be addressed within the EIS assessment process. This includes relevant environmental planning instruments, draft environmental planning instruments, relevant planning agreements or draft planning agreements that has been entered into under section 7.4, or any draft planning agreement , Development Control Plans, the likely Impacts of the Development, the suitability of the Site for the development, and the Public Interest.

Table 5 Relevant EPIs and Matters for consideration

EPI or Matter	Detail of assessment
State Environmental Planning Policy (Planning Systems) 2021	State significant development under Clause 17, Schedule 1.
State Environmental Planning Policy (Resilience and Hazards) 2021	Assessment of potentially hazardous and potentially offensive development provisions under Chapter 3 Hazardous and Offensive Development.
	Assessment of Clause 4.6 contaminated land provisions under Chapter 4 Remediation of Land.
State Environmental Planning Policy (Sustainable Buildings) 2021	Assessment of relevant Chapter 3 provisions for non-residential development.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Assessment of Part 2.3, Division 1 provisions related to air transport facilities under Chapter 2 Infrastructure.
Biodiversity Conservation Act 2016	Assessment of Part 7 Biodiversity assessment and approvals under Planning Act
Port Stephens Local Environmental Plan 2013	Assessment of relevant PSLEP 2013 clauses.
Port Stephens Development Control Plan 2014	Assessment of relevant PSDCP 2014 clauses.

5 Engagement

This section identifies the stakeholder groups to be consulted as part of the project, provides an overview of the engagement activities undertaken as part of the preparation of the Scoping Report, and outlines the future engagement activities proposed to be undertaken as part of the preparation of the EIS.

All consultation undertaken as part of the project will be done in accordance with:

- Undertaking Engagement Guidelines for State Significant Projects (DPHI, March 2024)
- Social Impact Assessment Guideline (DPIE, February 2023)
- Aboriginal Cultural Heritage Consultation Guidelines for Proponents – DECCW April 2010

5.1 Stakeholders

A preliminary identification of stakeholders and was undertaken, and the following key stakeholder groups were identified:

- NSW Government authorities including DPHI, NSW Environment Protection Authority, Department of Climate Change, Energy, the Environment and Water, and Transport for NSW
- Commonwealth authorities include Department of Defence
- RAAF Base Williamtown
- Port Stephens Council
- Newcastle Airport Pty Ltd
- Utility Service providers
- Adjoining land owners or leaseholders
- Indigenous Groups including Worimi Local Aboriginal Land Council
- Businesses and industries located within the airport precinct
- Local, State and Federal elected representatives

5.2 Scoping Report Engagement

To support the SSD Application process, including the preparation of the Scoping Report, the project team engaged with key stakeholders:

5.2.1 Department of Defence

BAESA met with the Commonwealth Department of Defence (DoD) stakeholders including the RAAF Base Williamtown, on 18 June 2024.

The Project was presented to provide Defence stakeholders with an overview of the planned works to the site for the new maintenance facility and the adjacent PEW. Matters highlighted for consideration by the Project Team included:

- Security fencing arrangement for the projects will need to follow the Defence Standards and reflect the same level as on the RAAF base.
- The Project Team noted that the current design solution utilises the existing stormwater discharge points towards the RAAF Base, with on-site detention tanks utilised to not increase or change the existing arrangement, flow volume and rates.
- The DoD advised that their position is that the existing discharge points and arrangement will need to change as part of Project. All stormwater is to be directed to Fullerton Cove with new discharge points. However, during the construction phase the management of water on the Base would be considered under strict arrangements e.g. for dewatering.
- The Project Team confirmed that the current combined trade waste/foam capture tank solution utilises in ground trenching which directs all flow to a sealed tank, not connected to sewer but pumped out under associated licencing arrangements. It was also noted that groundwater environmental testing for the project has been undertaken as a design input.
- DoD noted that the main issue with the proposed facility relates to the stormwater strategy and management of water, which will need to be resolved. DoD noted that as and if required, the Project Team will need to engage with other stakeholders including NAPL to resolve broader water management matters.

The above matters are being considered as part of the refinement of the Project design and site management. The design solution and management strategy for water will be similar to that adopted under SSD-54974974 for the Northern Hangar as part of an integrated approach to minimise impacts. Further consultation with the DoD will be undertaken during the preparation of the final concept design and EIS.

5.2.2 Newcastle Airport Pty Limited (NAPL)

NAPL are the head lessor of the site and operator of adjoining infrastructure including Newcastle Airport, Williamtown Drive (part) and associated drainage. They also represent Greater Newcastle Aerotropolis (GNAPL) who are the owner and developer of the Astra Aerolab Precinct to the south of the site.

BAESA has regular engagement with NAPL regarding the management and operation of the broader airport precinct. A meeting to discuss the project was held on 2 July 2024 The following matters were discussed:

- The extent in inground capture tanks proposed and the suggestion that additional land could be acquired to install above ground capture tanks to limit excavation.
- Relationship of the Project to the PEW and other Astra Aerolab projects.

5.2.3 Department of Planning, Housing and Infrastructure

Preliminary discussions were held between the Project Team and DPHI's Regional Assessment Team on 24 June 2024. This discussion formed part of the preliminary stakeholder engagement activities.

The DPHI team noted the Project specific SEARS would be issued and provided advice on the process for lodgement of the SSDA. Key issues identified to be addressed in the Scoping Report included:

- Groundwater, Surface Water and Flooding, specifically advising acknowledge if groundwater take is required for this project and the proposed mitigation measures to prevent flooding in and around the site.
- Transport and accessibility, including the proposed parking arrangements and anticipated timeframes, noting that SSD-54974974 relies on a portion of the parking that is to be removed for this application.
- Hazards, to clarify if the development is considered hazardous or potentially hazardous.
- Aviation constraints, in particular to ensure the building is designed with consideration of relevant noise attenuation measures.
- Biodiversity to confirm if a BDAR Waiver will be applied for.

DPHI also advised that the Williamtown Special Activation Precinct (SAP) investigations undertaken by the Regional Development team can be used to inform the application. However, it was noted that agencies will likely provide site-specific advice as part of the SEARs process.

The above matters are being considered as part of the refinement of the Project design and site management. It is noted that the design solution and management strategy for water will be similar to that adopted under SSD-54974974 for the Northern Hangar as part of an integrated approach to minimise impacts.

5.2.4 Port Stephens Council

Port Stephens Council as the Council for LGA in which project located. The Project Team issued a letter on 17 June 2024 to Council providing high level details for the project and seeking early input in the proposed design and operation of the Project. A summary of comments provided by Council in correspondence dated 1 July 2024, is provided below:

- The SSD proposal should consider the impacts of new hardstand areas over the existing drainage channel along the western property boundary, the potential loss of carparking and increased generation of carparking within the airport precinct from the proposal.
- Details on street trees and landscaping to mitigate heat island effects and supporting studies to address known site constraints, including bushfire, flooding, contamination and aircraft noise should be provided.
- The proposal should be demonstrably consistent with existing approvals and broader airport master plans, including the Airport Terminal Expansion and Astra Aerolab Business Park.
- Cumulative traffic impacts should be considered with regard to other approved development's in the airport precinct, including the Airport Terminal Expansion and Astra Aerolab Business Park.

5.3 Engagement to be carried out for the EIS

As part of the preparation of the EIS, further stakeholder engagement will be undertaken. Any specific engagement activities or stakeholders required to be consulted with as directed by the SEARS will also be included in the engagement strategy. Key objectives of the engagement during the EIS preparation phase are as follows:

- keep stakeholders informed about the project
- obtain feedback from key stakeholders on the project
- engage with certain stakeholders on the detailed assessment of key matters such as PFAS and contamination, Aboriginal cultural heritage, biodiversity, water, noise, air quality and social impacts

The proposed consultation techniques to engage with various stakeholders are described below.

Table 6 Summary of Engagement Process

Stakeholder	Engagement Activities and Techniques
Federal Government	
Security and Estate Group	Regular stakeholder meeting to present project updates
RAAF Base Williamtown	Regular stakeholder meeting to present project updates
NSW Government authorities	
Transport for New South Wales	Letter and project fact sheet issued via Major Projects Portal
NSW Environment Protection Authority	Letter and project fact sheet issued via Major Projects Portal
NSW Department of Climate Change, Energy, the Environment and Water – Water, Biodiversity Divisions	Letter and project fact sheet issued via Major Projects Portal
NSW Fire and Rescue	Letter and project fact sheet issued via Major Projects Portal
NSW Rural Fire Service	Letter and project fact sheet issued via Major Projects Portal
NSW Health	Letter and project fact sheet issued via Major Projects Portal
Safe Work NSW	Letter and project fact sheet issued via Major Projects Portal
Port Stephens Council	Letter and information pack Presentation to Council and officers
NAPL and GNAPL	Regular stakeholder meeting to present project updates Presentation to key staff

Stakeholder	Engagement Activities and Techniques
Utility Service providers including: ▪ Hunter Water ▪ Ausgrid Energy ▪ NBN Communications	Letter and project fact sheet Meeting(s) as required
Air Services Australia	Letter and information pack
Civil Aviation Authority	Letter and information pack
Adjoining land owners or leaseholders	Letter and information pack Invitation for individual meetings if desired
Businesses and industries located within the airport precinct	Letter and information pack Invitation for individual meetings if desired
Indigenous Stakeholders	Meeting facilitated by and with experienced Indigenous engagement and undertaken in accordance with Aboriginal Cultural Heritage Consultation Guidelines for Proponents – DECCW April 2010, if requested.

The engagement activities and techniques outlined above are consistent with the community participation objectives in the Undertaking Engagement Guidelines for State Significant Projects.

The effectiveness of this engagement will be monitored, reviewed, and adapted over time to encourage ongoing stakeholder and community participation in the project. This will be implemented through the nomination of a project specific liaison officer and the provision of ongoing communication to stakeholders during construction and at the commencement of operations.

6 Proposed Assessment of Impacts

This section identifies the matters requiring further assessment in the EIS and the level of assessment that should be carried out for each matter. The scale and nature of the likely impacts of the project and the sensitivity of the receiving environment, whether the project is likely to generate cumulative impacts with other relevant future projects in the area, and the ability to avoid, minimise and offset the impacts of the project, has been considered in determining the key factors to be assessed in the EIS.

6.1 Built Form and Design

The existing hangar buildings on the BAESA site feature curvilinear roof forms and are of a mass and scale that is related to the surrounding airport. They are typically consistent in materiality, with concrete slab on ground floors; steel primary structure to support profiled metal roofing, and walls generally consisting of block work to low level, profiled metal cladding and glazing.

The proposed facility will comprise of a curvilinear roof form and will have a height of 20.1 metres above ground level. The proposed development will be constructed using a primary steel structure, lightweight metal roof and wall cladding and low level blockwork.

The Concept Development Plans are provided at Appendix B.

A Design Report will be prepared to articulate and illustrate how the proposed built form and building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, any signage and integration of services, including a detailed site and context analysis to justify the proposed site planning and design approach.

6.1.1 Visual Impact

The mass, scale and external finishes of the proposed development will closely resemble existing hangars on the site and will integrate effectively with the surrounding built environment. Appropriate perspectives and photomontages of the building will be included in the Architectural Plan package, along with a view analysis within the EIS.

Given that the site is not within an identified scenic landscape area, is not highly visible from a public place a Visual Impact Assessment is not considered to be required.

6.1.2 Disability Access

In line with the Disability Discrimination Act (DDA) 1992, the proposed building will be designed to comply with the relevant Australian Standards, in accordance with Schedule 1 Part A3.1 of the 'Disability (Access to Premises – Buildings) Standards 2010' (Disability Standards). Spatial planning and general arrangements of facilities will offer inclusion for all building users.

6.1.3 Preliminary Mitigation Measures

The following preliminary measures are likely to be proposed as part of the EIS:

- Shadow Diagrams to be prepared, to assess the impact of shadowing on adjoining development.
- Preparation of an Access Report that demonstrates that the fundamental aims of accessibility legislation are achievable within the proposed development.
- Implementation of any measures identified in the Access Report to ensure compliance with DDA.

6.2 Access, Traffic and Parking

6.2.1 Site Access

Existing site vehicular access is via a private road accessed from Williamtown Drive. The new site access will be facilitated following approval and construction of the PEW which are projected to be completed prior to the commencement of construction of the Project.

The Project has been designed to allow for the access and circulation of the new building by the required emergency vehicles. Swept path plans will be prepared as part of the SSDA to ensure that adequate clearances are provided to facilitate design vehicle movements.

AV access to the site will be provided via Taxiway G with a new apron will be constructed between the existing South Hangar and proposed facility to facilitate AV movements to the taxiway and enable facility operations.

The development will be designed and constructed in accordance with the relevant Australian Standards. AV swept path plans will be prepared as part of the SSDA to ensure that adequate clearances are provided to facilitate design vehicle movements.

6.2.2 Traffic and Parking

The proposed development will remove 139 existing car parking spaces which will be offset via the provision of approximately 300 car parks which will be located on part of proposed Lot 100, and Lots 101 and Lot 102 in Astra Aerolab. The Project is expected to generate 49 operational roles (FTE staff and students) on the site at any given time. The parking requirements can be adequately accommodated via the parking provided by the PEW. Truck traffic movements and temporary parking requirements will be generated by facility operational activities and will be assessed during preparation of the SSDA.

A comprehensive Traffic Impact Assessment will be prepared as part of the SSDA. This will assess traffic generation from the development and its impacts on the surrounding road network and intersections, as well as parking requirements. Impacts on public transport and other modes of transport will be included in the assessment.

6.2.3 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- Preparation of a Construction Traffic Management Plan to identify construction access and transport routes, construction worker car parking areas.
- Erection of temporary construction lay down areas delineated by appropriate construction fencing or hoarding.

6.3 Air Quality

6.3.1 Atmospheric Emissions

Demolition of the existing warehouse, removal of external car parking and ancillary earthworks will occur and may generate dust during construction.

The potential emissions to the atmosphere from the maintenance operations, specifically spray painting can include:

- evaporated solvents (as VOCs) from drying of coating formulations, thinners and cleaners.
- odours, caused by odorous solvents and VOCs.
- toxic compounds, to the extent that solvents, thinners and cleaners are toxic.
- coating overspray or 'carryover'.
- sanding and blasting dust arising from surface preparation in some activities.

The proposed development will contain internal facilities including a Dangerous Goods Room, HAZMAT Room, Paint Store and Paint Mixing Room. Materials and goods stored in these areas may also generate potentially hazardous airborne emissions.

The spray booths provide for the capture of overspray at the point of evaporation. A system of discharge stacks has been designed to discharge emissions to the atmosphere. Other environmental control measures will be detailed as part of mitigating the impacts of the atmosphere. An Air Quality Assessment of on-site and off-site air quality impacts for operation of the facility, will be prepared in accordance with relevant EPA Guidelines.

6.3.2 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- A Construction Environmental Management Plan (CEMP) will be prepared prior to commencement of the works, detailing dust mitigation measures.
- Systems, plant and equipment will be designed, installed and operated in accordance with relevant Australia Standards and industry best practice.

- Detailed Operational Management Plan will be prepared prior to operation commencing to detail the site 's operational procedures to ensure safe work practices and minimal impact on the environment.
- Any other mitigation measures identified by the Air Quality Assessment.

6.4 Soil and Water

The management of environmental impacts on the Project on the local soil and hydrological systems will be

6.4.1 Groundwater

It is anticipated that excavation for the in-ground tanks will intersect with the groundwater table and will require specific consideration for dewatering, excavation support and groundwater treatment. The dewatering assessment prepared for the Northern Hangar project provides an indicative inflow rates and dewatering management options. A specific dewatering assessment for the Project will be completed for the specific inground structures are proposed.

6.4.2 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- Preparation of a Dewatering Assessment for the Project for the specific inground structures.
- Any additional measures identified in the Dewatering Assessment to be implement as part of the Construction Environmental Management Plan.

6.4.3 Drinking Water Catchment

The site is mapped as being located in a drinking water catchment under Clause 7.8 of Port Stephens LEP. The proposed development will be designed to with consideration to achieve a Neutral of Beneficial Effect (NorBE) on water quality to avoid any significant adverse impact on water quality and flows.

6.4.4 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- Sediment and erosion control measures will be implemented prior to construction in accordance with the Managing Urban Stormwater – Soils & Construction Volume 1 (Landcom, 2004) to manage stormwater runoff.

6.4.5 Stormwater

The site currently drains to two locations, west towards Lake Cochran in the RAAF Base and east towards an existing detention basin located within the Newcastle Airport precinct. The existing open drainage swale to the west of the South Hangar is currently proposed to be piped and filled as part of

the project to support new hardstand areas. Stormwater runoff from the facility building will be directed via new pit and pipe system towards existing outlet points.

The development's stormwater design will be reviewed during the subsequent design stage to confirm the requirement for any additional onsite detention. Water quality measures will be reviewed in the subsequent design phases against a MUSIC Model to with consideration to achieve Neutral or Beneficial Effect (NorBE) or Council's water quality stripping targets, whichever achieves the better water quality outcome.

Due to the likely high level of disturbance on the site, erosion and sediment control measures will be necessary to mitigate sediment laden waters discharging offsite and entering the receiving waters. A Stormwater Management Plan and Soil, and Surface Water Assessment will be prepared to assess the impacts of the development of the water and soil environments.

6.4.6 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- Stormwater from the new apron area will be collected and directed to Stormwater Quality Improvement Device (SQID) to capture any light oil spills from AV movements before being directed to new pipe and pit system.
- Sediment and erosion controls implemented in accordance with the 'Blue Book' Managing Stormwater Soils and Construction (Landcom 2004).
- Any additional measures identified in the Stormwater Management Plan and Soil, and Surface Water Assessment.

6.4.7 Acid Sulfate Soils

The site is mapped as being located on Class 4 Acid Sulphate Soils, pursuant to the Port Stephens Local Environmental Plan 2013 (PSLEP 2013 The development will also likely require excavation 2 metres below the natural ground surface to facilitate the construction of underground tanks.

6.4.8 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- Preparation of an Acid Sulphate Soil Management Plan.

6.5 Amenity

6.5.1 Noise and Vibration

The site is already established and utilised for industrial defence maintenance purposes. It is also located with the existing commercial airport precinct and adjoins the RAAF Base Williamtown, resulting in the site experiencing a high level noise environment. It is noted that the 2015

Environmental Impact Statement for Flying Operation of the F35 Lighting 11 Project provides approval for the aviation activities on the RAAF Base. This site is located in an ANEF contour of 35 – 40.

Additional noise will temporarily be generated by construction vehicles, however, this will be will not result in a significant impact on ambient noise due. No sensitive noise receivers will be adversely impacted by noise generated during construction. Construction hours will be managed and will occur in accordance with the EPA Noise Policy for Industry.

During operations, aircraft will be moved around the site using tow motor vehicles and will produce noise consistent with the current noise levels present on site. Operational noise from facility maintenance activities will be contained within insulated spray booths enclosed by panel doors. The facility will operate during the hours of 7am-5pm, Monday to Friday, and is not expected to result in adverse noise impacts due to the existing ambient noise of airside operations of Newcastle Airport and RAAF Base Williamtown.

A Noise and Vibration Impact Assessment will be prepared to support the SSSDA to ensure that the development complies with the required indoor design sound levels of AS 2021—2000 Acoustics – Aircraft Noise Intrusion. The development design will address the recommendations of the acoustic assessment to ensure that the required indoor design sound levels are achieved.

6.5.2 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- Building design to ensure compliance with the required indoor design sound levels of AS 2021—2000 Acoustics – Aircraft Noise Intrusion, including offices, rooms or spaces identified for use or occupation by staff.
- Any other mitigation measures identified by the Noise and Vibration Impact Assessment.

6.6 Biodiversity

The site is a developed industrial site and contains hardstand, industrial buildings and aircraft aprons and car parking and contains no significant vegetation other than some a small areas of garden and lawn within the car park and surrounding Administration Building. However, the site is mapped has having biodiversity value for part of the site.

The site is also partly mapped as containing wetlands and is hence subject to the provisions of Clause 7.9 of Port Stephens LEP. Lake Cochran is an artificial waterbody located immediately west of the site and is also classified as a wetland.

The Project is unlikely to have a significant impact on biodiversity values, accordingly a Biodiversity Development Assessment Report (BDAR) waiver will be requested as part of the application. The request will demonstrate that the Project:

- will not clear or remove native vegetation.
- will have negligible adverse impact on threatened species and ecological communities, considering habitat suitability, abundance, habitat connectivity, movement of species, water sustainability, and non-natural features such as non-native vegetation and human-built structures.
- will have negligible adverse impact on protected animals because of impacts on flight path integrity.

On the basis that a waiver for a BDAR is granted, no additional mitigation measures to address biodiversity are likely to be required.

6.7 Ecologically Sustainable Development

The EIS will include details of how ESD principles will be incorporated in the design and ongoing operational phases of the development.

In addition, the proposed development will also be designed to address Chapter 3 of the State Environmental Planning Policy (Sustainable Buildings) 2022 for a non-residential development, with consideration of the use of energy efficient technology, generation and storage of renewable energy and the minimised use of on-site fossil fuels, as part of the goal of achieving net zero emissions in New South Wales by 2050. The Project will not have more than 1,000m^2 of office premises and is not classified as a large commercial development.

A NABERS Embodied Emissions Material Form to disclose the amount of embodied emissions attributable to the development in accordance with section 35B of the EP&A Regulation, will be prepared.

6.8 Hazards and Risks

6.8.1 Bushfire

The site is mapped as bushfire prone land, mapped primarily as Vegetation Buffer Land. The bushfire risk is associated with vegetation the adjoining Astra Aerolab and RAAF Base. Some of the land within Astra Aerolab has already been cleared. Development of subsequent stages will also result in the clearing of vegetation, hence reducing the risk of bushfire within proximity of the development. The bushfire mapping lags behind the actual constraint and is expected to be updated at some stage to reflect the actual risk.

A Bushfire Assessment that details any required bush fire protection measures for the proposed building will be prepared as part of the SSDA.

6.8.2 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- The development will be designed in accordance with the Planning for Bushfire Protection 2019 requirements for Class 5 to 8 developments.
- Perimeter access road will be designed to allow for firefighting access.
- The development be designed to address the recommendations of the Bushfire Assessment identified to mitigate adverse impacts of on the development.

6.8.3 Flooding

Port Stephens Council flood mapping identifies the site as being flood prone land (PMF). The proposed development will have a ground flood level of 4.8m AHD which will be located above the applicable Flood Planning Level of 3.5m AHD, however, will be below the Probable Maximum Flood (PMF) level of 5.2m AHD, as indicated in the Flood Certificate issued by Port Stephens Council for the site. See Appendix B.

A Flood Impact Assessment will be prepared as part of the SSDA to account for adopted flood studies, the design solution and management strategy for water proposed in SSD-54974974 for the Northern Hangar, the potential effects of climate change, and any relevant provisions of the NSW Flood Risk Management Manual June 2023.

The impacts of the development, including any changes to flood risk on-site or off-site will be assessed in a Flood Impact Assessment, which will detail design solutions and operational procedures to mitigate flood risk where required.

6.8.4 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS.

- The preparation of an Operational Flood Emergency Management Plan will be prepared before construction commences.
- Any recommendations of the Flood Impact Assessment identified to mitigate adverse impacts of flooding on the development or the environment.

6.8.5 Contamination

As detailed in the Preliminary Site Investigation prepared as part of the SSDA-54974974 for the adjoining North Hangar Extension, soil sampling indicates that soils are generally suitable for reuse on the Defence estate and able to be disposed of as General Solid Waste in accordance with the NSW EPA Waste Classification Guideline (2014).

The site is not identified in the primary management zone (PMZ) on the EPA's Williamtown Management Area map, however due to the proximity to the RAAF Base Williamtown the site is likely to be impacted by PFAS contamination.

The preparation of a Construction Management Plan to manage interaction with PFAS contamination during construction. Suitable mitigation measures must be identified to prevent or limit, as far as possible, PFAS contact and exposure (for both human and environmental health) including appropriate measures to prevent unlawful offsite releases.

The identification of other contaminants will be undertaken through the preparation of a site specific Preliminary Site Investigation (PSI) to support the EIS.

6.8.6 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- A combination of mitigation measures would be employed to minimise the potential that PFAS will be mobilised during and after construction of development. This would include the preparation of a PFAS Management Plan, in accordance with the EPA's requirements.
- For any other contaminants identified, the preparation of a PSI and Detailed Site Investigation (DSI) and Remediation Action Plan (RAP), if required.

6.8.7 Dangerous Goods

Liquid, Dust and Gaseous Hazardous areas will likely be present within the proposed facility. The facility will include HAZMAT storage areas which will contain dangerous goods.

In accordance with Chapter 3 Hazardous and Offensive Development of the Hazards and Resilience SEPP, the development could potentially be categorised as a potentially hazardous industry, where:

> ***potentially hazardous industry*** *means a development for the purposes of any industry which, if the development were to operate without employing any measures (including, for example, isolation from existing or likely future development on other land) to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would pose a significant risk in relation to the locality—*
>
> *(a) to human health, life or property, or*
> *(b) to the biophysical environment,*
>
> *and includes a hazardous industry and a hazardous storage establishment.*

A Risk Screening Assessment has been carried out in accordance with the Hazardous and Offensive Development Application Guidelines – Applying SEPP 33 and is included in Appendix C. The Project will involve the storage of Dangerous Goods (DGs) which will be located in a designated DG storage room on the southwest elevation of the building. The DGs expected to be stored within the building are shown in the table below.

Table 7 Summary of Dangerous Goods

Dangerous Good Class	Quantity (in L)	Quantity (in tonnes)
Class 3 flammable liquids	1,850	3
Class 8 corrosive materials	100	0.2
Class 2.1 flammable gases (aerosols).	50	0.04

The proposed Class 3, 8 and 2.1 DGs stored on the site will not exceed the screening threshold criteria given the proposed quantities or traffic movements of DGs and the Project is not considered a potentially hazardous industry. Accordingly, a Preliminary Hazard Assessment (PHA) will not be required to be prepared.

6.8.8 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- Only essential electrical equipment may be installed in hazardous areas. The electrical design of equipment within defined hazardous areas will be in accordance with AS/NZS 60079.14, based on the final Hazardous Area Classification.

6.8.9 Airspace Operations

Bird Strike

The proposed development will be designed to operate in a manner which complies with NASF Guideline C: Managing the Risk of Wildlife Strike in the Vicinity of Airports (Wildlife Strike Guidelines) and will implement appropriate management, storage and disposal of operational waste.

Extraneous Lighting

The site is located in the Zone 'D' extraneous lighting zone with maximum intensity of light sources (candela), measured at 3 degrees above the horizontal, being restricted to 450cd. The development will be designed to address the relevant requirements of National Airports Safeguarding Framework (NASF) Guideline E: Managing Pilot Lighting Distraction. It is noted that the Department of Defence have their own Extraneous Lighting Requirement control. Restrictions will apply to the site on the amount of upward light emitted to comply with the criteria outlined in Part 5, Chapter 7 of Australian Defence Force Publication 602 (ADFP 602).

Height

The site is identified in the Height Trigger Map incorporating both the OLS and PANSOps. The airspace heights do not preclude development, but does necessitate appropriate assessment and referral to the Department of Defence/Newcastle Airport, and in some cases CASA. It is noted that the Project includes flues which extend above the height of the building and will be assessed as part of the referral to the Department of Defence during the assessment period.

6.9 Waste

The proposed development will generate a number of different waste streams during demolition, construction and operation. These are likely to include:

During demolition and construction:

- Concrete waste
- Metal waste
- Green waste
- Residual waste for landfill

During operation:

- Co-mingled recycled waste
- Food waste
- Liquid Waste including foam and waste water from paint spray booths captured in-ground tanks and then transported for off-site
- Hazardous solid waste including empty containers

To support the EIS, a Waste Management and Minimisation Plan will be prepared to identify, quantify and classify all the likely waste streams to be generated during demolition, construction and operation, and identify appropriate servicing arrangements for the removal of waste from the site.

6.9.1 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- A hazardous materials survey be prepared for the existing warehouse and car park that are proposed to be demolished.
- Any measures identified in the Waste Management and Minimise Plan to manage, reuse, recycle and safely dispose of waste.

6.10 Heritage

6.10.1 Aboriginal Heritage

A total of 6 AHIMS listed items are located within 1 km radius of the site, however, no AHIMs items are located on the Project site. within the SAP boundary, however, no items of Aboriginal heritage were listed for the site. Having regard for the ACHAR prepared for the North Hangar Extension (SSD-54974974) located adjacent to the subject site, and the existing disturbed and modified built environment the subject of the application, the likelihood of adverse impacts to items of Aboriginal cultural heritage is low. Given, the investigations undertaken to date, a site specific ACHAR is not considered warranted. The potential for impacts can be suitably managed and mitigated via implementation of an unexpected finds protocol.

6.10.2 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- A Construction Environmental Management Plan (CEMP) will be prepared prior to commencement of construction which will include an unexpected finds protocol.
- In unlikely event that Aboriginal objects or historical relics, including possible human skeletal remains, are identified during the proposed works, all works in the area will cease immediately and the relevant department notified.

6.10.3 Historic Heritage

The Project is located approximately 600m from the RAAF Base Williamtown runway located north of the site on Lot 201, DP1091749 which is cited on the Commonwealth Heritage List (CHL) for its historic heritage values known as 'Williamtown RAAF Base Group, Nelson Bay Rd, Williamtown RAAF, NSW, Australia' (Place ID 105639). The proposed development will not occur on Lot 201, and no adverse impacts to RAAF Base Williamtown heritage value will occur.

No heritage items are located on the site, and the site is not located in a heritage conservation area. No impacts to non-Aboriginal heritage items will result from the Project.

An assessment of historic heritage can be suitably undertaken within the EIS, and a Statement of Heritage Impact is not considered to be necessary. Any unexpected finds encountered during demolition and construction can be suitably managed via an unexpected finds protocol.

6.10.4 Preliminary Mitigation Measures

The following preliminary mitigation measures are likely to be proposed as part of the EIS:

- A Construction Environmental Management Plan (CEMP) will be prepared prior to commencement of construction which will include an unexpected finds protocol.

6.11 Social

The request for SEARs is supported by the submission of a Social Impact Assessment (SIA) Scoping Report. The Scoping Report identifies the potential social impacts and preliminary mitigation measures, that will be assessed in the Social Impact Assessment (SIA).

An SIA prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects.

6.12 Economic

The Economics Report dated February 2022 by Deloitte and updated Final Report dated December 2022 was prepared to consider the current and prevailing economic make up and catalytic forces

expected through development of the Williamtown Special Activation Precinct. The Economic Report identified that there are significant economic wins to be found through the development of land around Newcastle Airport. Specifically, the proximity of the site to Williamtown RAAF Base presents unique opportunities for defence maintenance facilities and adjacent aerospace industries. The proposed development is expected to make a significant contribution to the provision of 29 Full Time Equivalent (FTE) jobs and support the training and development of 20 students.

The EIS will be supported by the preparation of a detailed EDC Report to calculate the EDC in accordance with the relevant Planning Circular. An estimate of retained and new jobs created during construction and operational phases of the development will also be provided.

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

The Housing and Productivity Contribution (HPC) replaces the previous Special Infrastructure Contribution (SIC) in the NSW planning legislation and commenced on 1 October 2023. The HPC prescribes contributions for industrial development at a rate of $15 per square metre of new gross floor area for industrial development and $30 per square metre of new gross floor area for commercial development. As the proposed development includes industrial and office floor space, contributions under the HPC may also be applicable.

7 References

Aboriginal Cultural Heritage Consultation Guidelines for Proponents – DECCW April 2010

Australian Defence Force Publication 602 (ADFP 602)

National Airports Safeguarding Framework (NASF) Guideline C: Managing the Risk of Wildlife Strike in the Vicinity of Airports (Wildlife Strike Guidelines)

National Airports Safeguarding Framework (NASF) Guideline E: Managing Pilot Lighting Distraction

NSW Flood Risk Management Manual – June 2023

Planning for Bushfire Protection 2019

Port Stephens Council Development Control Plan 2012

Port Stephens Council Local Environmental Plan 2012

Social Impact Assessment Guideline (DPIE, February 2023)

State Significant Development Guidelines – Preparing a Scoping Report – DPE October 2022

Undertaking Engagement Guidelines for State Significant Projects (DPHI, March 2024)

Williamtown Special Activation Precinct Economics Report (Deloitte, February and December 2022)

8 Appendices

Appendix A – Scoping Report Summary

Table 8 Scoping Report Summary of Assessment

Level of Assessment	Matter	CIA	Engagement	Relevant government plans, policies and guidelines	Scoping Report Reference
Standard	Access – Traffic and Parking	Y	General	▪ Guide to Traffic Generating Developments (RMS, 2002) ▪ Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development	Section 6.2
Detailed	Air Quality	Y	General	▪ NSW EPA Air Quality Guidelines	Section 6.3
Standard	Soil and Water	N	General	▪ Managing Urban Stormwater – Soils & Construction Volume 1 (Landcom, 2004) ▪ Acid Sulfate Soil Manual (NSW Acid Sulfate Soil Management Advisory Committee, 1998)	Section 6.4
Standard	Amenity – Noise	N	General	▪ Interim Construction Noise Guidelines (DECCW, 2009) ▪ NSW Noise Policy for Industry 2017 (EPA, 2017) ▪ Australian Standard 2021-2000 Acoustics—Aircraft noise intrusion—Building siting and construction	Section 6.5
Standard	Amenity – Visual Impact	N	General	▪ Refer to body of scoping report	Section 6.1
Standard	Biodiversity	N	General	▪ State Environmental Planning Policy (Biodiversity and Conservation) 2021	Section 6.6
Standard	Hazards and Risks – Bushfire	N	General	▪ Planning for Bushfire Protection Guidelines (RFS, 2019)	Section 6.8

Level of Assessment	Matter	CIA	Engagement	Relevant government plans, policies and guidelines	Scoping Report Reference
Standard	Hazards and Risks – Flooding	N	General	▪ Flood Risk Management Manual 2023 (DPE, 2023)	Section 6.8
Standard	Hazards and Risks – Contamination	N	General	▪ Managing Land Contamination: Planning Guidelines - SEPP 55 Remediation of Land ▪ Chapter 4, State Environmental Planning Policy (Resilience and Hazards) 2021	Section 6.8
Detailed	Hazards and Risks – Dangerous Goods	N	General	▪ Chapter 3, State Environmental Planning Policy (Resilience and Hazards) 2021 ▪ Applying SEPP 33: Hazardous and Offensive Development Application Guidelines (DP, 2011)	Section 6.8
Standard	Hazards and Risks – Waste	N	General	▪ Waste Classification Guidelines (EPA, 2014)	Section 6.9
Standard	Hazards and Risks – Airspace Operations	N	Specific	▪ National Airports Safeguarding Framework (NASF) Guideline E: Managing Pilot Lighting Distraction ▪ National Airports Safeguarding Framework (NASF) Guideline C: Managing the Risk of Wildlife Strike in the Vicinity of Airports (Wildlife Strike Guidelines) ▪ Part 5, Chapter 7 of Australian Defence Force Publication 602 (ADFP 602)	Section 6.8
Standard	Heritage – Aboriginal	N	General	▪ Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011)	Section 6.10

Level of Assessment	Matter	CIA	Engagement	Relevant government plans, policies and guidelines	Scoping Report Reference
				▪ Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW, 2010)	
No further assessment required	Heritage – Non-Aboriginal	N	N/A	▪ N/A	Section 6.7.3
Standard	Social	N	Specific	▪ Social Impact Assessment Guidelines for State Significant Projects (DPIE, 2021)	Section 6.8
Standard	Economic	N	General	▪ Planning Circular PS 21-020: Calculation of capital investment value (DPE, 2021)	Section 6.9
Standard	Ecologically Sustainable Development	N	General	▪ Clause 193, Environmental Planning and Assessment Regulation 2021	Section 6.10

Appendix B – Supporting Information

Development Concept Plans

BAE SYSTEMS SCHEDULE 3 - AIRCRAFT COATING FACILITY FACILITIES EXPANSION PROGRAM

55, 55A & 55C SLADES ROAD, WILLIAMTOWN, NEW SOUTH WALES

DRAWING REGISTER - AIRCRAFT COATING FACILITY

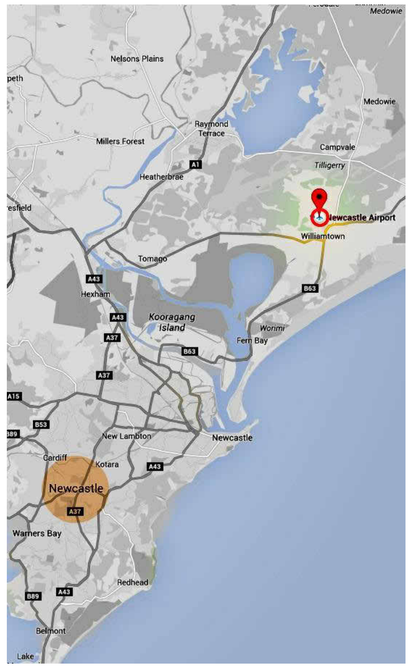
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P22-186-ACF-AR-SSDA-100	A	EXISTING - SITE PLAN	1:750
P22-186-ACF-AR-SSDA-101	A	EXISTING - PROGRAM WORKS	1:750
P22-186-ACF-AR-SSDA-102	A	EXISTING & DEMOLITION - SITE PLAN	1:750
P22-186-ACF-AR-SSDA-103	A	PROPOSED SITE PLAN	1:750
P22-186-ACF-AR-SSDA-201	A	PROPOSED GROUND FLOOR PLAN	1:200
P22-186-ACF-AR-SSDA-202	A	PROPOSED LEVEL 1 PLAN	1:200
P22-186-ACF-AR-SSDA-203	A	PROPOSED LEVEL 2 PLAN	1:200
P22-186-ACF-AR-SSDA-204	A	PROPOSED ROOF PLAN	1:200
P22-186-ACF-AR-SSDA-300	A	PROPOSED ELEVATIONS	1:200
P22-186-ACF-AR-SSDA-400	A	PROPOSED SECTIONS	1:200

TOTAL: 11

CIVIL ENGINEERS DRAWING REGISTER - AIRCRAFT COATING FACILITY PREPARED BY AECOM

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P22-186-ACF-CV-DRG-1001	C	DEMOLITION PLAN	1:300

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SITE CONTEXT
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SITE LOCALITY PLAN
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A	04.07.2024	SCOPING REPORT	CK

PROJECT MANAGER: rps

BOOTH SUPPLIER: PFi Junair

FIRE ENGINEER: CORE

TRAFFIC ENGINEER: ptc.

BCA / DDA CONSULTANT: JENSEN HUGHES

ENVIRONMENTAL ENGINEER: senversa

GEOTECHNICAL ENGINEER: PSM

ENGINEER: AECOM

D&C CONTRACTOR: Built

ARCHITECT

DesignInc

DesignInc Sydney Pty Ltd
Level 12, 126 Phillip Street
Sydney NSW 2000 Australia
+61 2 8905 7100
sydney@designinc.com.au

Nominated Architects
Ian Armstrong 7260
Cathryn Drew-Bredin 7269
Mary Anne McGirr 10946
Cameron Martin 9194

CLIENT: BAE SYSTEMS

PROJECT
AIRCRAFT COATING FACILITY (ACF)

WILLIAMTOWN, NSW 2313

DETAILS

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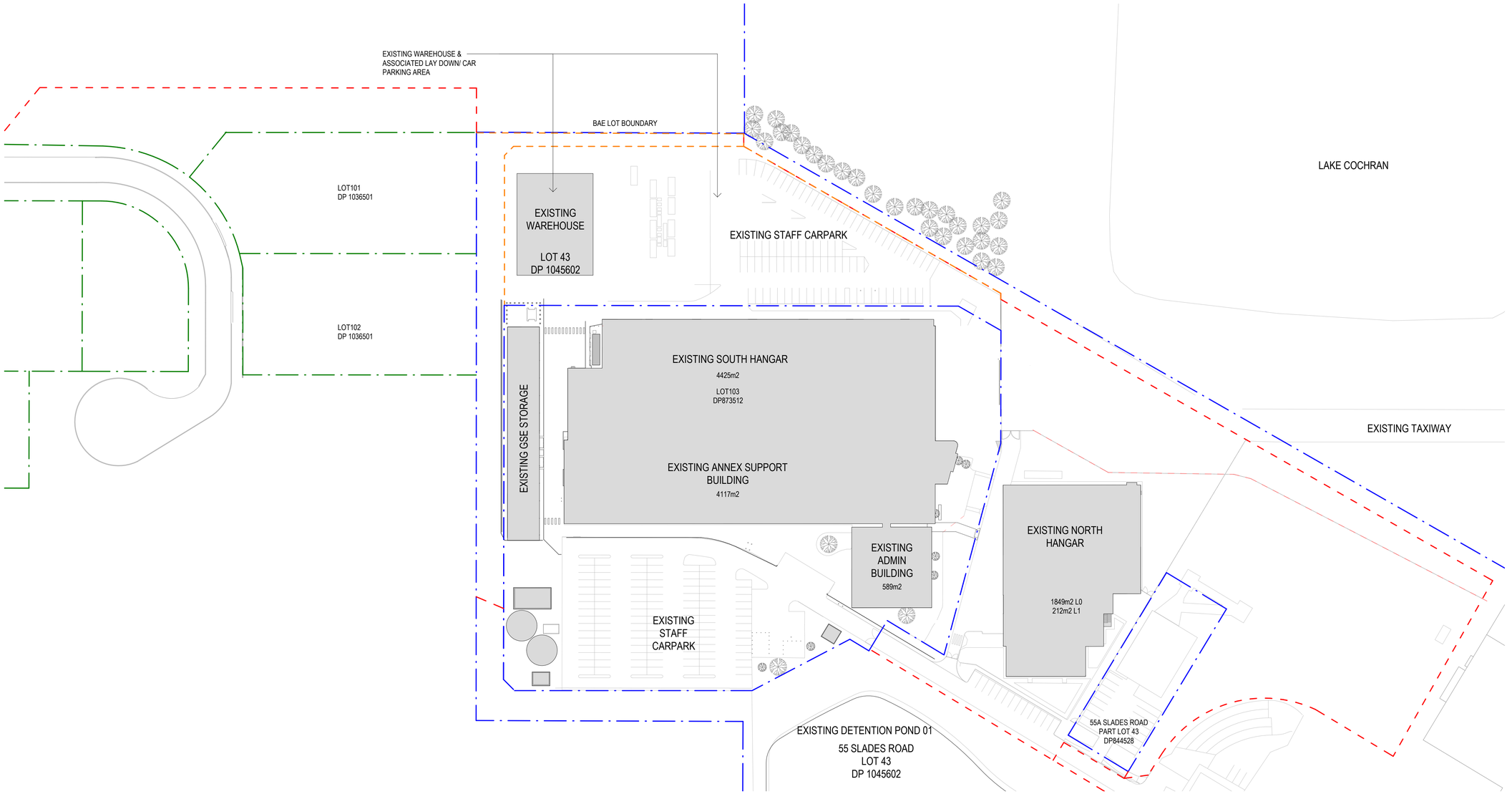
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REVISION: A

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TRAFFIC ENGINEER: ptc.

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GEOTECHNICAL ENGINEER: PSM

ENGINEER: AECOM

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ARCHITECT

DesignInc

DesignInc Sydney Pty Ltd
Level 12, 126 Phillip Street
Sydney NSW 2000 Australia
+61 2 8905 7100
sydney@designinc.com.au

Nominated Architects

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Cathryn Drew-Bredin	7269
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Cameron Martin	9194

CLIENT: BAE SYSTEMS

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WILLIAMTOWN, NSW 2313

DETAILS

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EXISTING - SITE PLAN

STATUS

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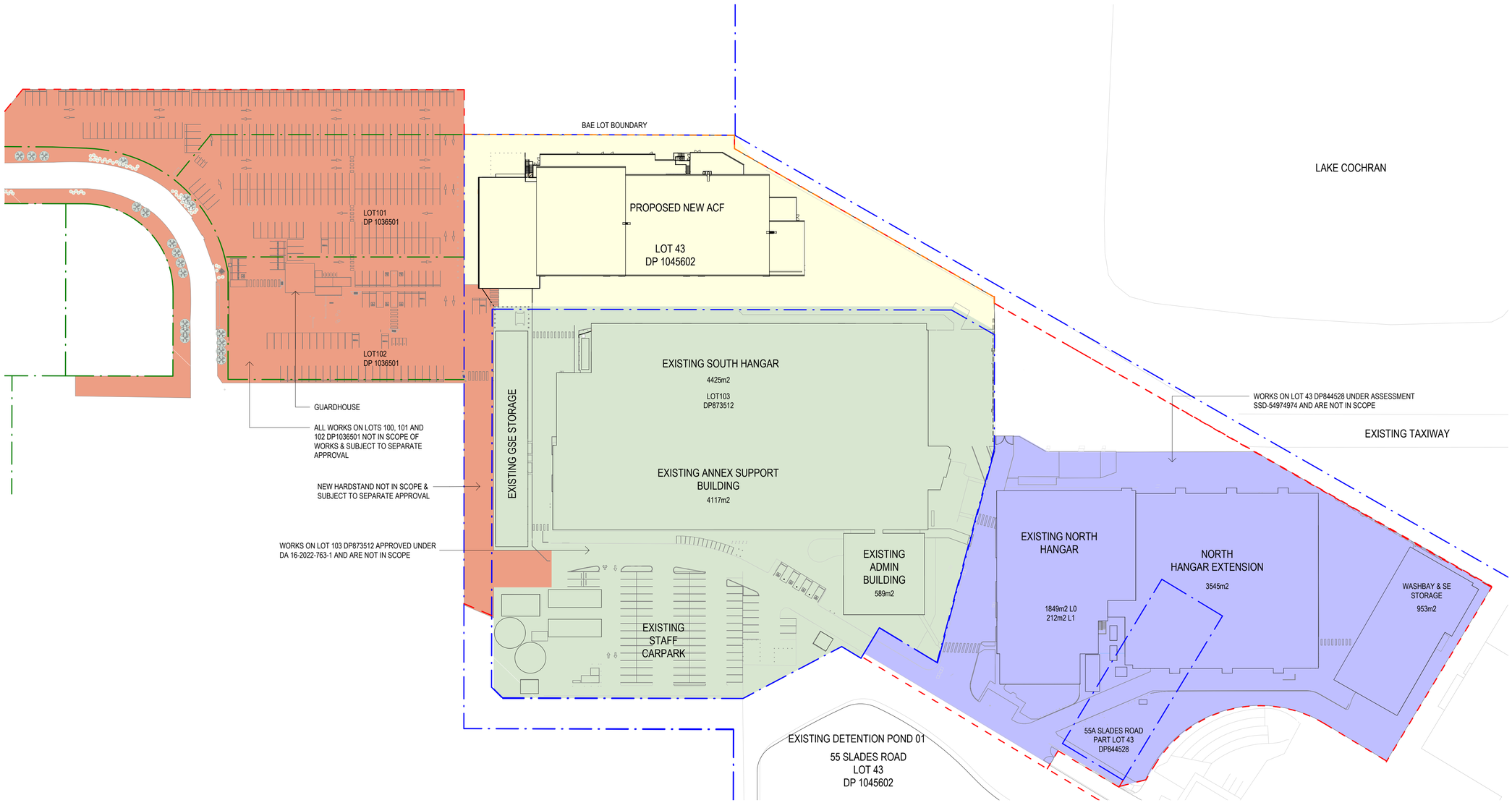
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- EXISTING BUILDING
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- LOT 43 - NORTH HANGAR
- LOT 103 - SOUTH HANGAR
- LOT 101 & 103 - PRECINCT ENTRY WORKS



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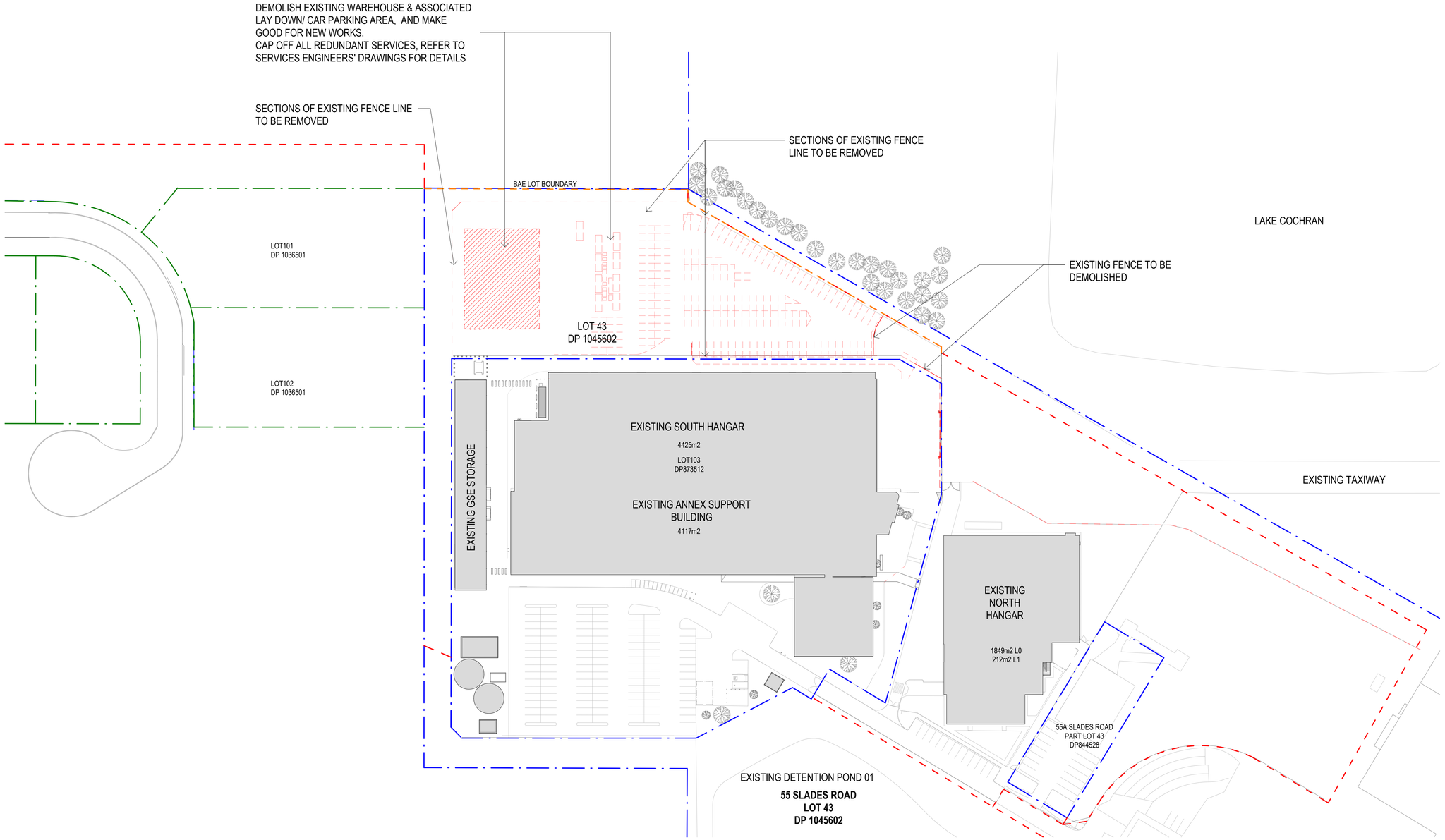
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- EXISTING BUILDING
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No	DATE	REVISIONS	BY
A	04.07.2024	SCOPING REPORT	CK

PROJECT MANAGER: rps

BOOTH SUPPLIER: PFi Junair

FIRE ENGINEER: CORE

TRAFFIC ENGINEER: ptc.

BCA / DDA CONSULTANT: JENSEN HUGHES

ENVIRONMENTAL ENGINEER: senversa

GEOTECHNICAL ENGINEER: PSM

ENGINEER: AECOM

D&C CONTRACTOR: Built

ARCHITECT

DesignInc

DesignInc Sydney Pty Ltd
Level 12, 126 Phillip Street
Sydney NSW 2000 Australia
+61 2 8905 7100
sydney@designinc.com.au

Nominated Architects

Ian Armstrong	7260
Cathryn Drew-Bredin	7269
Mary Anne McGirr	10946
Cameron Martin	9194

CLIENT: BAE SYSTEMS

PROJECT

AIRCRAFT COATING FACILITY (ACF)

WILLIAMTOWN, NSW 2313

DETAILS

DRAWN	SA	SCALE
CHECKED	CK	
APPROVED	CDB	1:750 @ A1

TITLE

EXISTING & DEMOLITION - SITE PLAN

STATUS

PRELIMINARY DESIGN

DRAWING NUMBER: P22-186-ACF-AR-SSDA-102

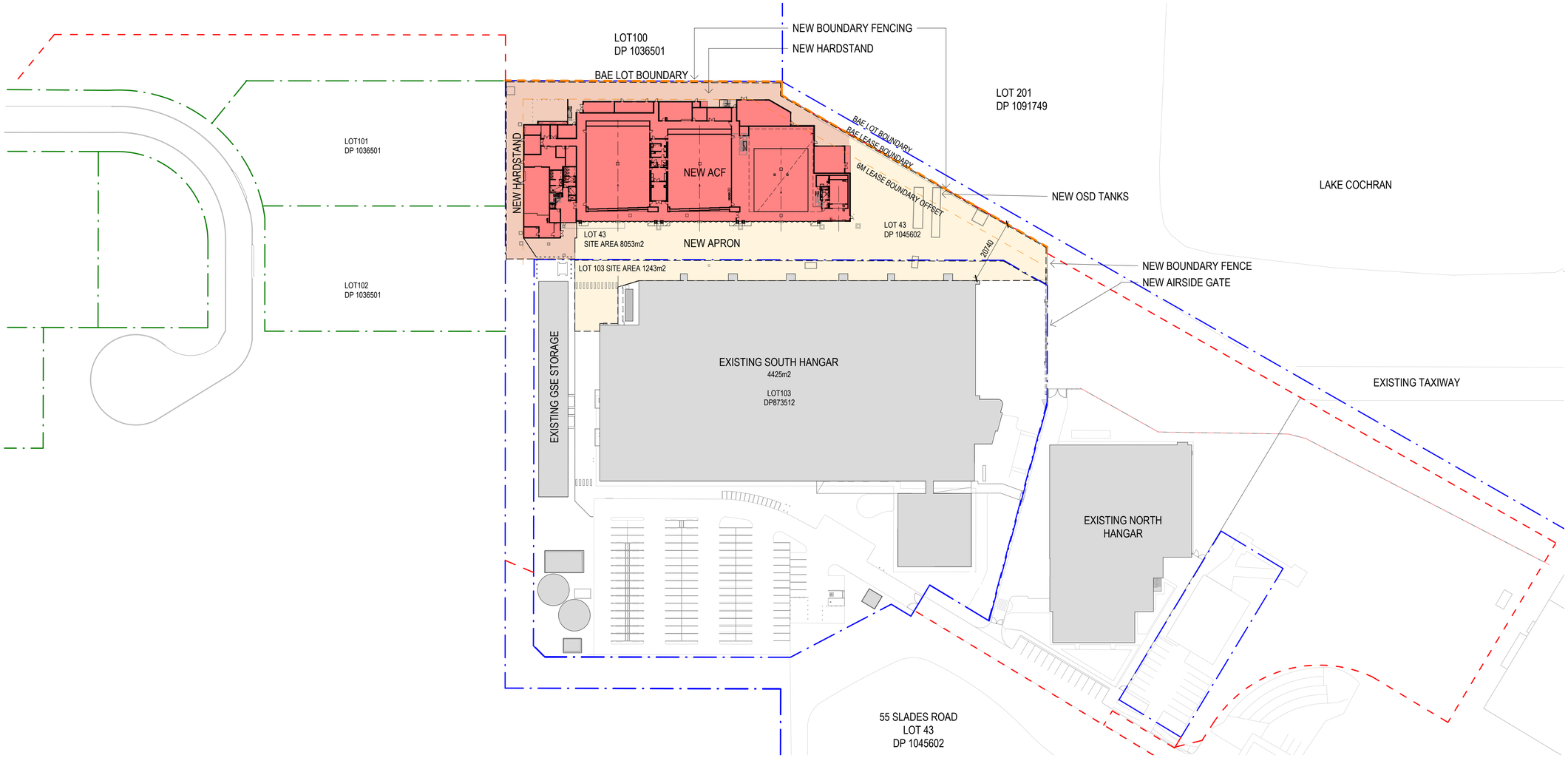
REVISION: A

NOT FOR CONSTRUCTION

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SYMBOL LEGEND:

- LOT BOUNDARY
- LOT BOUNDARY APPROVED UNDER DA 16-2009-324-3
- LEASE BOUNDARY
- SITE AREA PERIMETER
- EXISTING BUILDING
- PROPOSED NEW BUILDING
- NEW APRON
- NEW HARDSTAND
- NEW FENCE



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No	DATE	REVISIONS	BY
A	04.07.2024	SCOPING REPORT	CK

PROJECT MANAGER: rps
BOOTH SUPPLIER: PFi Junair
FIRE ENGINEER: CORE
TRAFFIC ENGINEER: ptc.
BCA / DDA CONSULTANT: JENSEN HUGHES
ENVIRONMENTAL ENGINEER: senversa
GEOTECHNICAL ENGINEER: PSM
ENGINEER: AECOM
D&C CONTRACTOR: Built

ARCHITECT
DesignInc

DesignInc Sydney Pty Ltd
Level 12, 126 Phillip Street
Sydney NSW 2000 Australia
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sydney@designinc.com.au

Nominated Architects
Ian Armstrong 7260
Cathryn Drew-Bredin 7269
Mary Anne McGirr 10946
Cameron Martin 9194

CLIENT: BAE SYSTEMS

PROJECT
AIRCRAFT COATING FACILITY (ACF)

WILLIAMTOWN, NSW 2313

DETAILS

DRAWN	FL	SCALE
CHECKED	CK	
APPROVED	CDB	1:750 @ A1

TITLE
PROPOSED SITE PLAN

STATUS
PRELIMINARY DESIGN

DRAWING NUMBER: P22-186-ACF-AR-SSDA-103
REVISION: A

NOT FOR CONSTRUCTION

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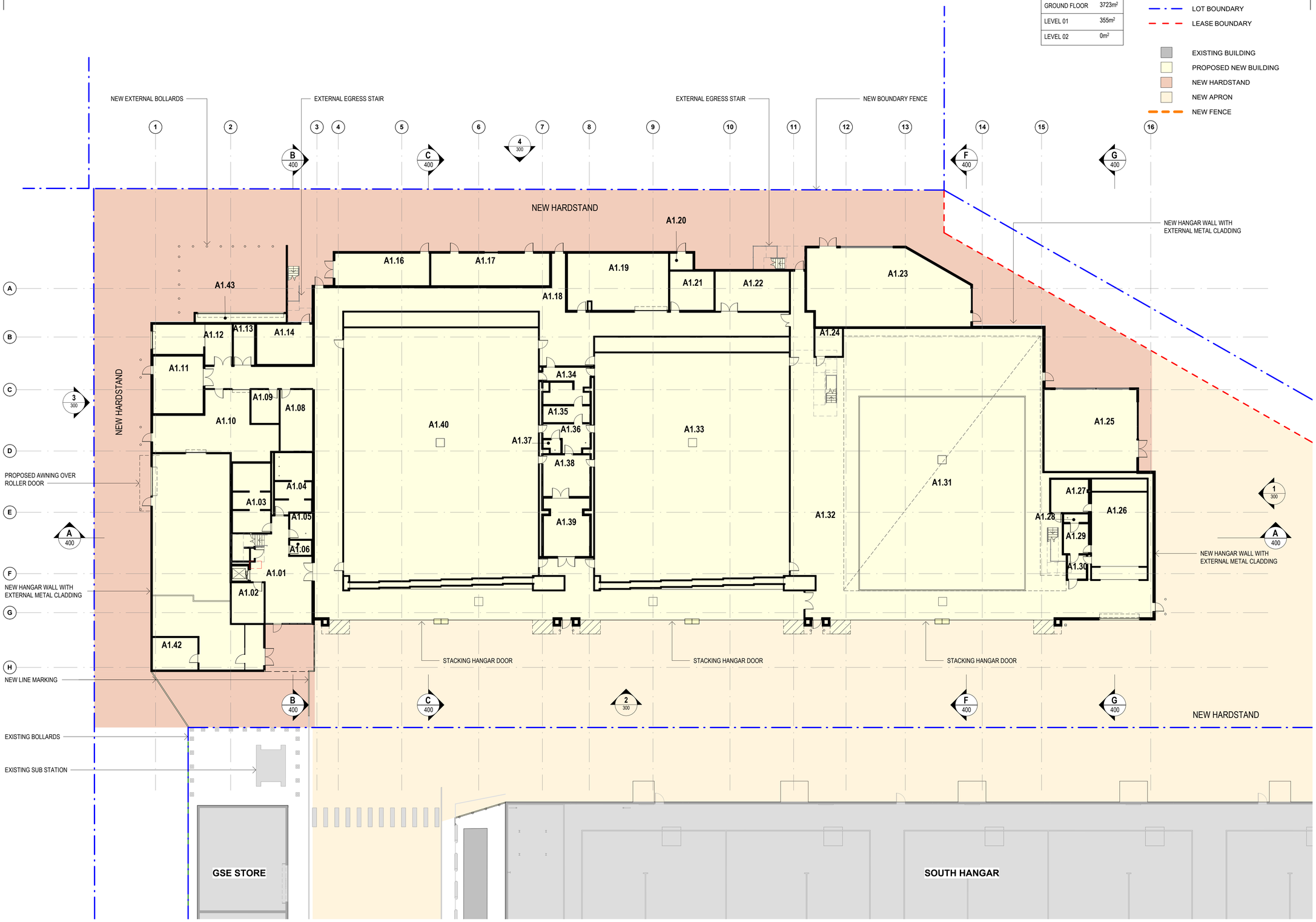
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PLOTTED : 4/07/2024 1:18:14 PM

GROSS FLOOR AREA	
GROUND FLOOR	3723m²
LEVEL 01	355m²
LEVEL 02	0m²

SYMBOL LEGEND:

- LOT BOUNDARY
- LEASE BOUNDARY
- EXISTING BUILDING
- PROPOSED NEW BUILDING
- NEW HARDSTAND
- NEW APRON
- NEW FENCE



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No	DATE	REVISIONS	BY
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PROJECT MANAGER: rps
BOOTH SUPPLIER: PFi Junair
FIRE ENGINEER: CORE
TRAFFIC ENGINEER: ptc.
BCA / DDA CONSULTANT: JENSEN HUGHES
ENVIRONMENTAL ENGINEER: senversa
GEOTECHNICAL ENGINEER: PSM
ENGINEER: AECOM
D&C CONTRACTOR: Built
ARCHITECT: DesignInc

DesignInc Sydney Pty Ltd
Level 12, 126 Phillip Street
Sydney NSW 2000 Australia
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sydney@designinc.com.au

Nominated Architects
Ian Armstrong 7260
Cathryn Drew-Bredin 7269
Mary Anne McGirr 10946
Cameron Martin 9194

CLIENT: BAE SYSTEMS

PROJECT
AIRCRAFT COATING FACILITY (ACF)

WILLIAMTOWN, NSW 2313

DETAILS

DRAWN	SA	SCALE	
CHECKED	CK		
APPROVED	CDB	1 : 200 @ A1	

TITLE
PROPOSED GROUND FLOOR PLAN

STATUS
PRELIMINARY DESIGN

DRAWING NUMBER: P22-186-ACF-AR-SSDA-201
REVISION: A

NOT FOR CONSTRUCTION

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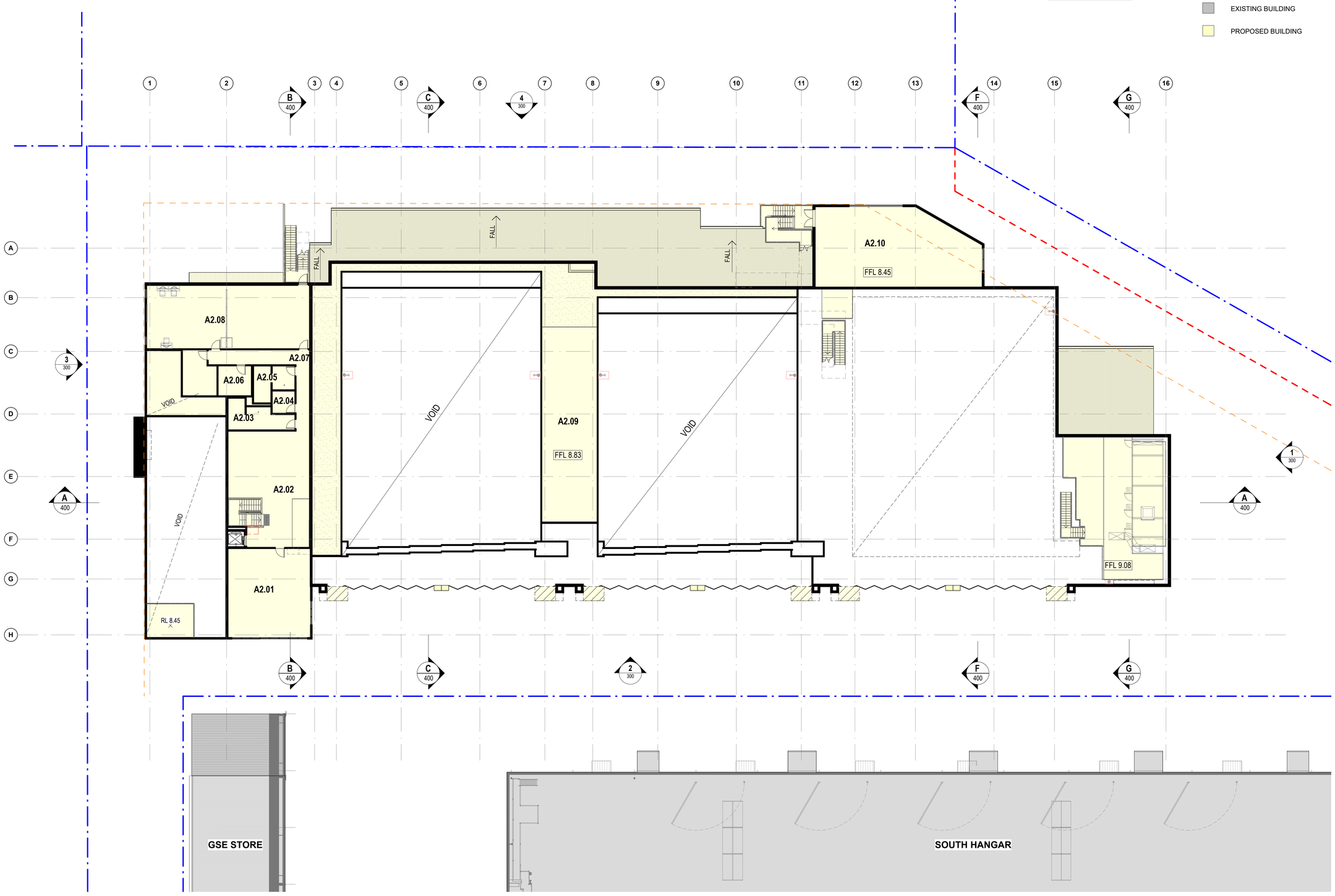
DRAWING TO BE PRINTED IN COLOUR

PLOTTED : 4/07/2024 1:18:21 PM

GROSS FLOOR AREA	
GROUND FLOOR	3723m²
LEVEL 01	355m²
LEVEL 02	0m²

SYMBOL LEGEND:

- LOT BOUNDARY
- LEASE BOUNDARY
- EXISTING BUILDING
- PROPOSED BUILDING



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No	DATE	REVISIONS	BY
A	04.07.2024	SCOPING REPORT	CK

PROJECT MANAGER: rps

BOOTH SUPPLIER: PFi Junair

FIRE ENGINEER: CORE

TRAFFIC ENGINEER: ptc.

BCA / DDA CONSULTANT: JENSEN HUGHES

ENVIRONMENTAL ENGINEER: senversa

GEOTECHNICAL ENGINEER: PSM

ENGINEER: AECOM

D&C CONTRACTOR: Built

ARCHITECT

DesignInc

DesignInc Sydney Pty Ltd
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sydney@designinc.com.au

Nominated Architects
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Cathryn Drew-Bredin 7269
Mary Anne McGirr 10946
Cameron Martin 9194

CLIENT: BAE SYSTEMS

PROJECT
AIRCRAFT COATING FACILITY (ACF)

WILLIAMTOWN, NSW 2313

DETAILS

DRAWN	SA	SCALE
CHECKED	CK	
APPROVED	CDB	1 : 200 @ A1

TITLE
PROPOSED LEVEL 1 PLAN

STATUS
PRELIMINARY DESIGN

DRAWING NUMBER: P22-186-ACF-AR-SSDA-202

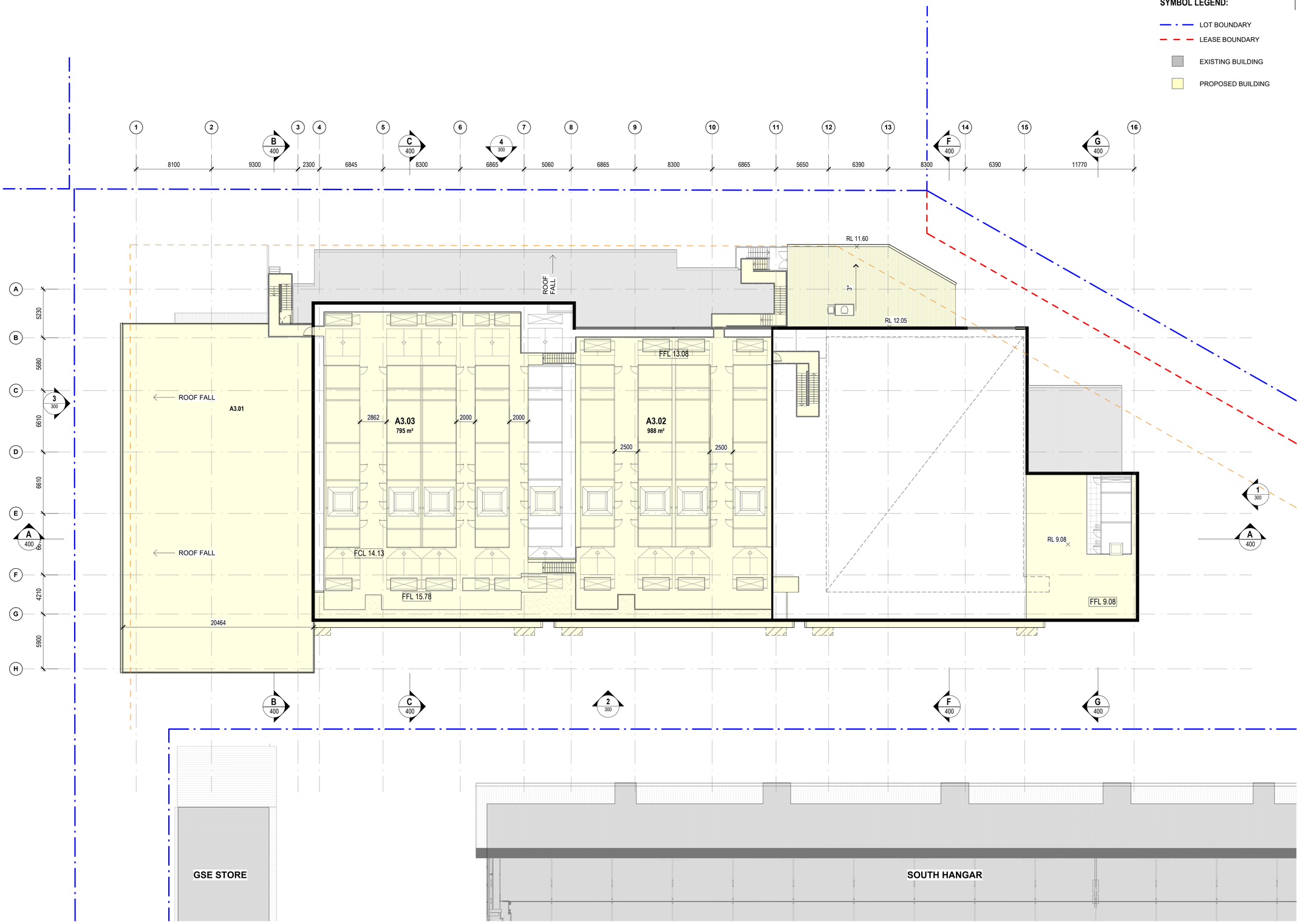
REVISION: A

NOT FOR CONSTRUCTION

SCALE BAR - 1:200 (0 2 4 6 8 10 m)

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No	DATE	REVISIONS	BY
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PROJECT MANAGER: rps

BOOTH SUPPLIER: PFi Junair

FIRE ENGINEER: CORE

TRAFFIC ENGINEER: ptc.

BCA / DDA CONSULTANT: JENSEN HUGHES

ENVIRONMENTAL ENGINEER: senversa

GEOTECHNICAL ENGINEER: PSM

ENGINEER: AECOM

D&C CONTRACTOR: Built

ARCHITECT

DesignInc

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Sydney NSW 2000 Australia
+61 2 8905 7100
sydney@designinc.com.au

Nominated Architects
Ian Armstrong 7260
Cathryn Drew-Bredin 7269
Mary Anne McGirr 10946
Cameron Martin 9194

CLIENT: BAE SYSTEMS

PROJECT
AIRCRAFT COATING FACILITY (ACF)

WILLIAMTOWN, NSW 2313

DETAILS

DRAWN	VP	SCALE	
CHECKED	CK		
APPROVED	CDB	1 : 200 @ A1	

TITLE
PROPOSED LEVEL 2 PLAN

STATUS
PRELIMINARY DESIGN

DRAWING NUMBER: P22-186-ACF-AR-SSDA-203

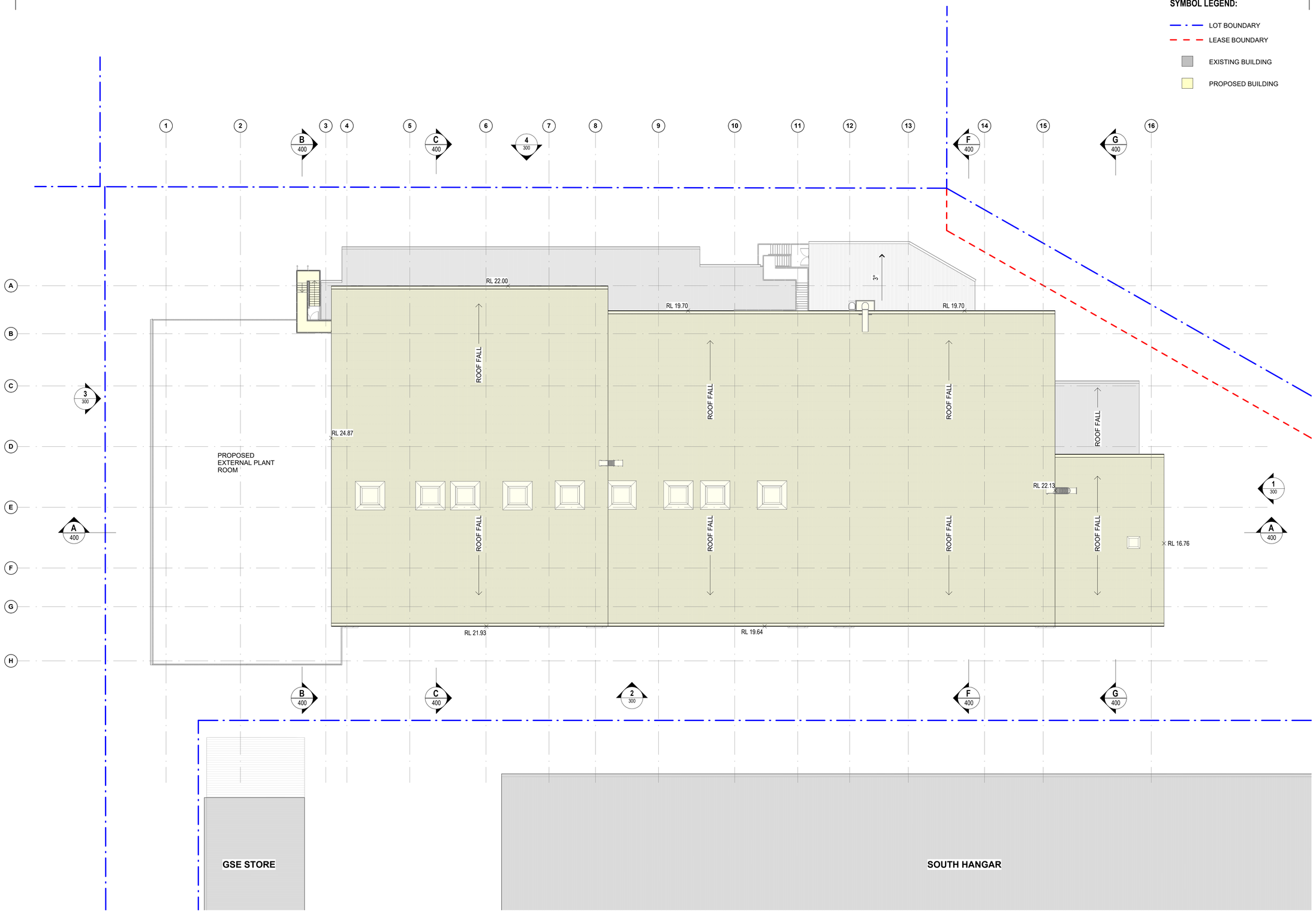
REVISION: A

NOT FOR CONSTRUCTION

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No	DATE	REVISIONS	BY
A	04.07.2024	SCOPING REPORT	CK

PROJECT MANAGER: rps

BOOTH SUPPLIER: PFi Junair

FIRE ENGINEER: CORE

TRAFFIC ENGINEER: ptc.

BCA / DDA CONSULTANT: JENSEN HUGHES

ENVIRONMENTAL ENGINEER: senversa

GEOTECHNICAL ENGINEER: PSM

ENGINEER: AECOM

D&C CONTRACTOR: Built

ARCHITECT

DesignInc

DesignInc Sydney Pty Ltd
Level 12, 126 Phillip Street
Sydney NSW 2000 Australia
+61 2 8905 7100
sydney@designinc.com.au

Nominated Architects
Ian Armstrong 7260
Cathryn Drew-Bredin 7269
Mary Anne McGirr 10946
Cameron Martin 9194

CLIENT: BAE SYSTEMS

PROJECT
AIRCRAFT COATING FACILITY (ACF)

WILLIAMTOWN, NSW 2313

DETAILS

DRAWN	FL	SCALE
CHECKED	CK	
APPROVED	CDB	1 : 200 @ A1

TITLE
PROPOSED ROOF PLAN

STATUS
PRELIMINARY DESIGN

DRAWING NUMBER: P22-186-ACF-AR-SSDA-204

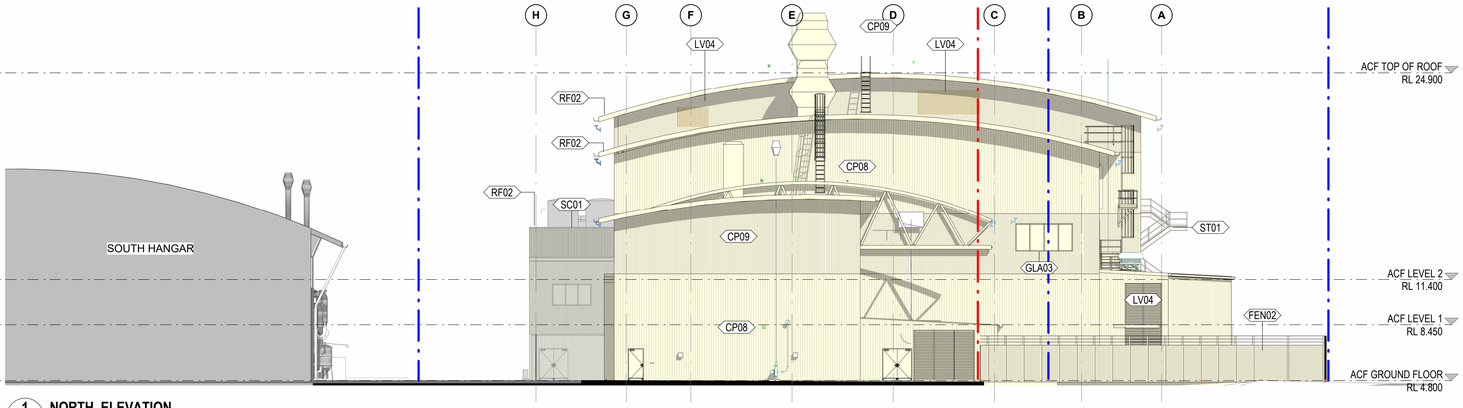
REVISION: A

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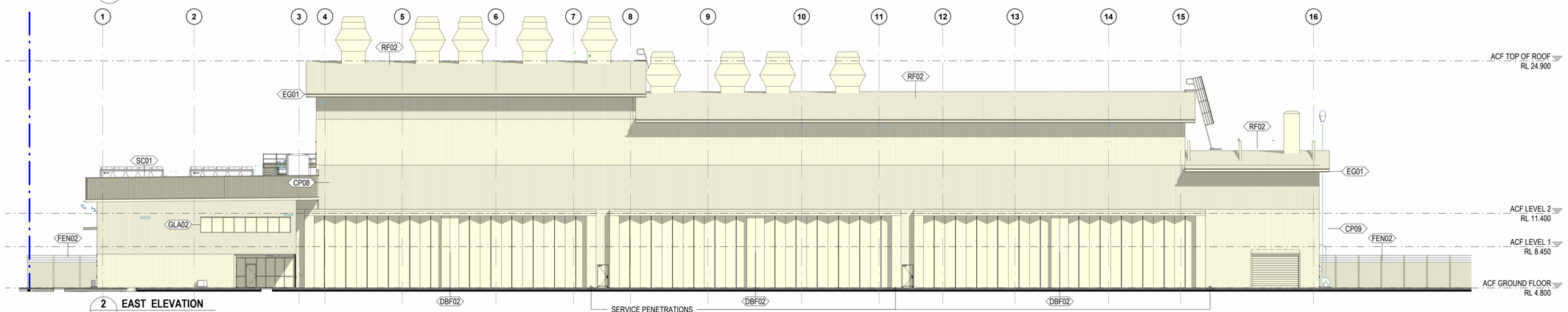
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NOT FOR CONSTRUCTION

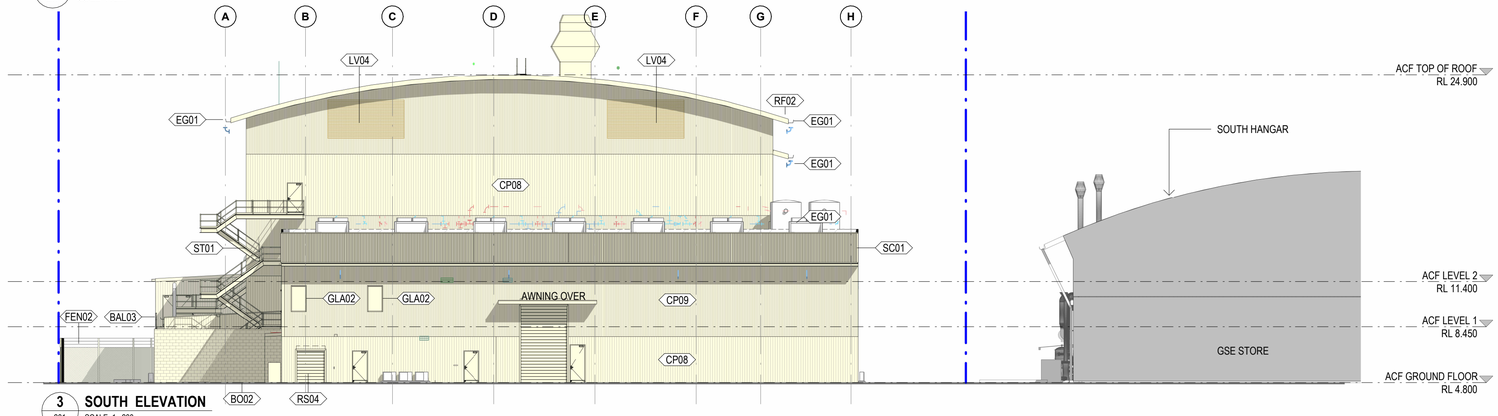
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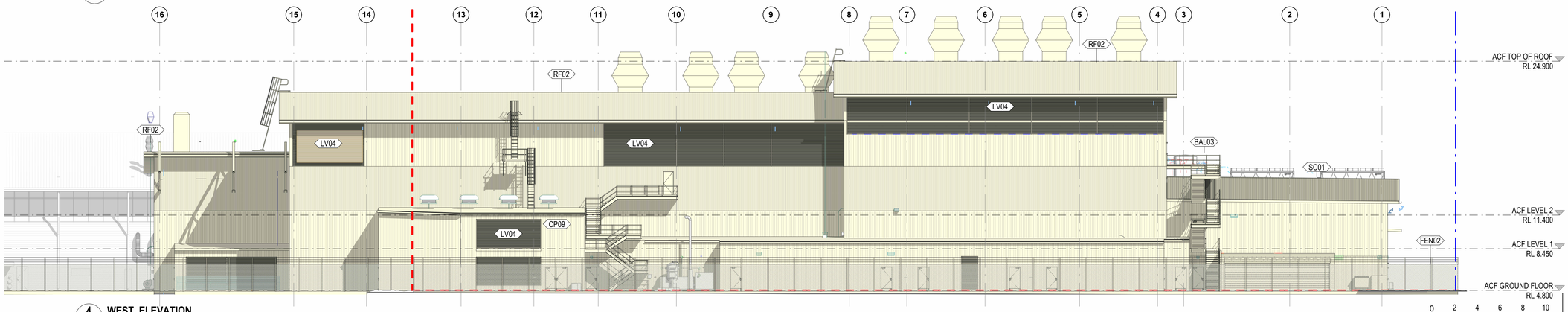
1 201 **NORTH ELEVATION**
SCALE 1 : 200



2 201 **EAST ELEVATION**
SCALE 1 : 200



3 201 **SOUTH ELEVATION**
SCALE 1 : 200



4 201 **WEST ELEVATION**
SCALE 1 : 200

0 2 4 6 8 10 m
SCALE BAR - 1:200

SYMBOL LEGEND:

- LOT BOUNDARY
- LEASE BOUNDARY
- EXISTING BUILDING
- PROPOSED BUILDING

KEYNOTE LEGEND

CODE	DESCRIPTION
BAL03	Balustrade
BO02	New External Bollards - fixed
CP08	Metal sheet cladding - profile 1
CP09	Metal sheet cladding - profile 2
DBF02	Hangar Door
EG01	Half Round Gutter
FEN02	Chain Wire Security Fence
GLA02	External Façade Double Glazing
GLA03	External Façade Glazing
LV04	Louvres
RF02	Metal sheet roofing
RS04	Roller Shutter
SC01	Screen
ST01	Galvanized Steel stair

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No	DATE	REVISIONS	BY
A	04.07.2024	SCOPING REPORT	CK

PROJECT MANAGER
BOOTH SUPPLIER
FIRE ENGINEER
TRAFFIC ENGINEER
BCA / DDA CONSULTANT
ENVIRONMENTAL ENGINEER
GEOTECHNICAL ENGINEER
ENGINEER
D&C CONTRACTOR
ARCHITECT

DesignInc Sydney Pty Ltd
Level 12, 126 Phillip Street
Sydney NSW 2000 Australia
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sydney@designinc.com.au

Nominated Architects
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Cathryn Drew-Bredin 7269
Mary Anne McGirr 10946
Cameron Martin 9194

CLIENT

PROJECT
AIRCRAFT COATING FACILITY (ACF)

WILLIAMTOWN, NSW 2313

DETAILS

DRAWN	LT	SCALE
CHECKED	CK	
APPROVED	CDB	1 : 200 @ A1

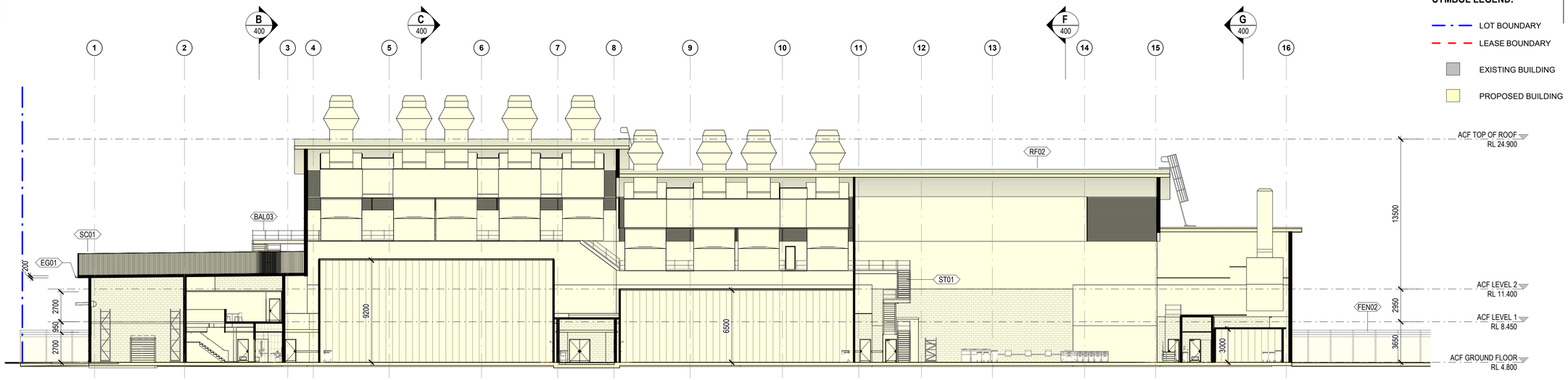
TITLE
PROPOSED ELEVATIONS

STATUS
PRELIMINARY DESIGN

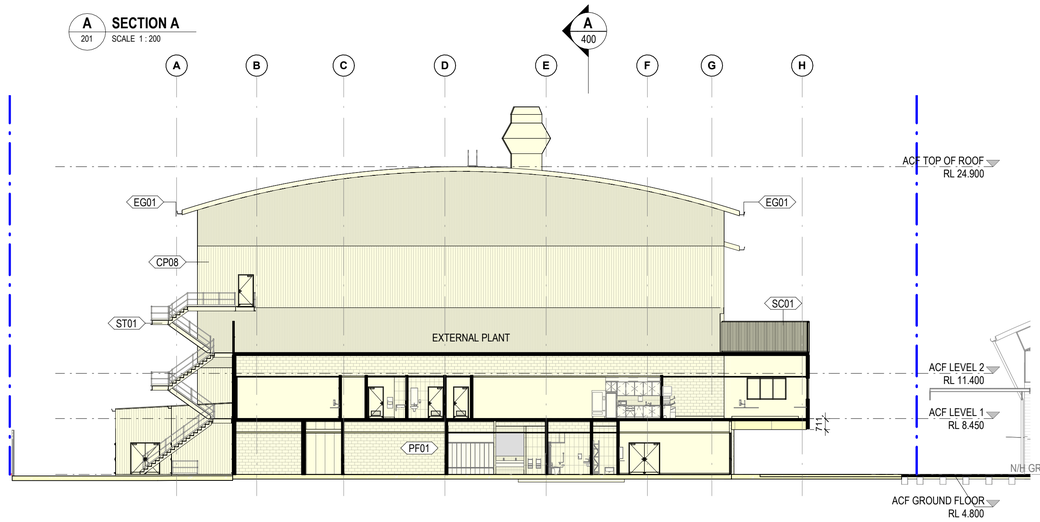
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REVISION
A

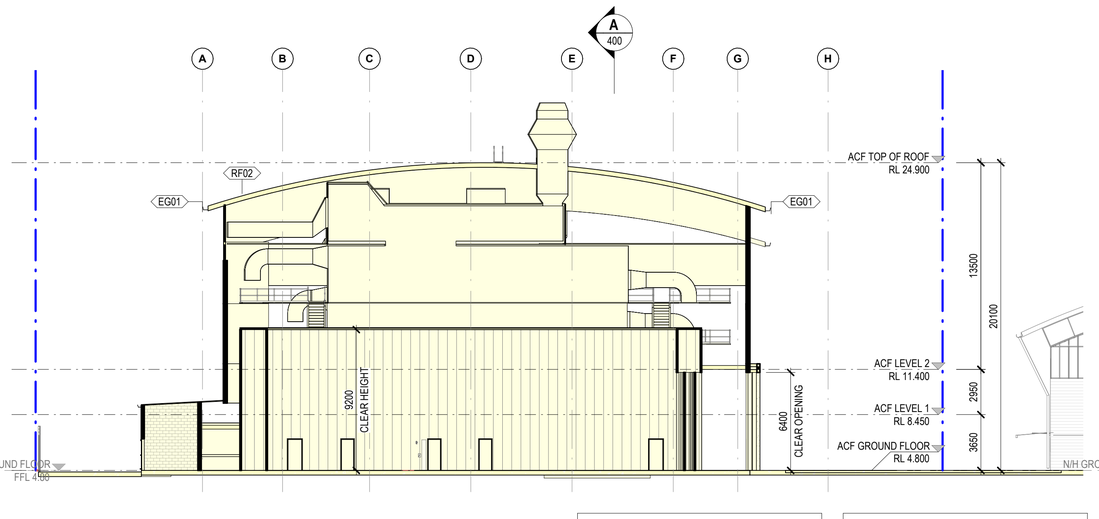
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A 201 **SECTION A**
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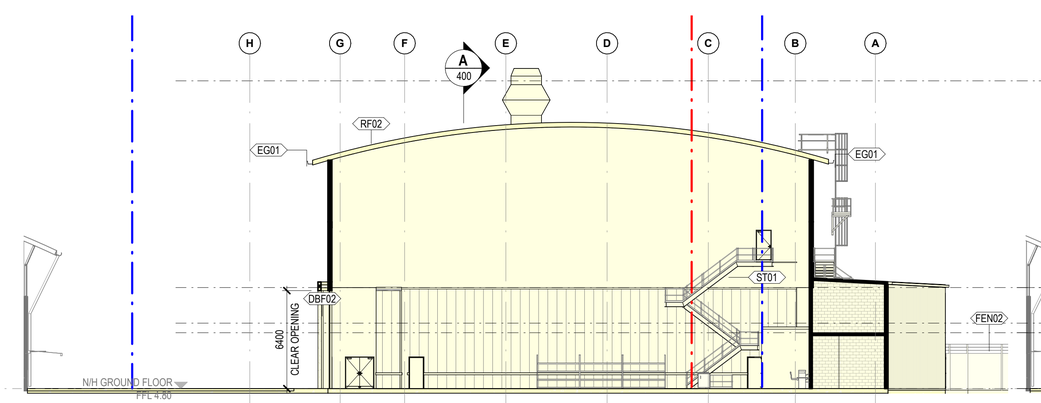
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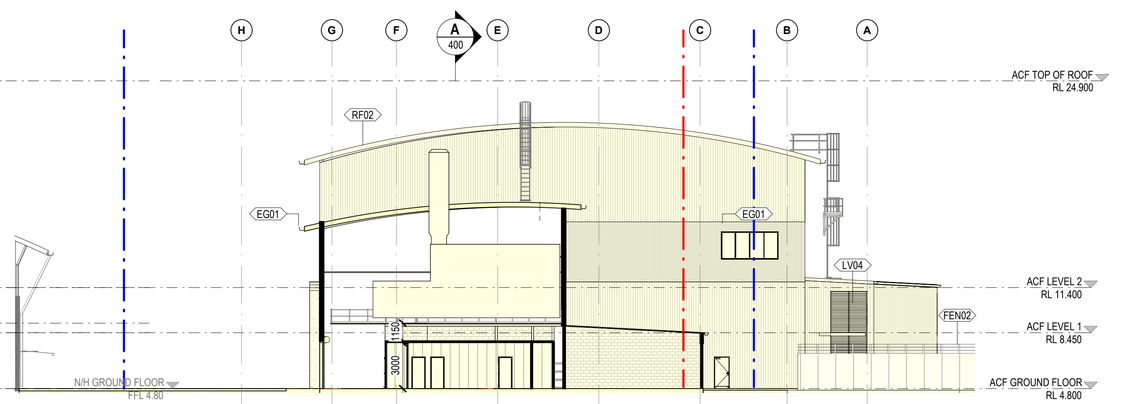
C 201 **SECTION C**
SCALE 1 : 200

KEYNOTE LEGEND	
CODE	DESCRIPTION
BAL03	Balustrade
CP08	Metal sheet cladding - profile 1
DBF02	Hangar Door
EG01	Half Round Gutter
FEN02	Chain Wire Security Fence

KEYNOTE LEGEND	
CODE	DESCRIPTION
LV04	Louvres
PF01	Paint Finish
RF02	Metal sheet roofing
SC01	Screen
ST01	Galvanized Steel stair



F 201 **SECTION F**
SCALE 1 : 200



G 201 **SECTION G**
SCALE 1 : 200

0 2 4 6 8 10 m
SCALE BAR - 1:200

DRAWING TO BE PRINTED IN COLOUR

PLOTTED : 4/07/2024 1:46:15 PM

OFFICIAL
BAE SYSTEMS PROPRIETARY

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No	DATE	REVISIONS	BY
A	04.07.2024	SCOPING REPORT	CK

PROJECT MANAGER
BOOTH SUPPLIER
FIRE ENGINEER
TRAFFIC ENGINEER
BCA / DDA CONSULTANT
ENVIRONMENTAL ENGINEER
GEOTECHNICAL ENGINEER
ENGINEER
D&C CONTRACTOR
ARCHITECT

DesignInc Sydney Pty Ltd
Level 12, 126 Phillip Street
Sydney NSW 2000 Australia
+61 2 8905 7100
sydney@designinc.com.au

Nominated Architects
Ian Armstrong 7260
Cathryn Drew-Bredin 7269
Mary Anne McGirr 10946
Cameron Martin 9194

CLIENT

BAE SYSTEMS

PROJECT
AIRCRAFT COATING FACILITY (ACF)

WILLIAMTOWN, NSW 2313

DETAILS

DRAWN	FL	SCALE
CHECKED	CK	
APPROVED	CDB	1 : 200 @ A1

TITLE
PROPOSED SECTIONS

STATUS
PRELIMINARY DESIGN

DRAWING NUMBER
P22-186-ACF-AR-SSDA-400

REVISION
A

NOT FOR CONSTRUCTION

AHIMS Search

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : 23NEW0060
Client Service ID : 798361

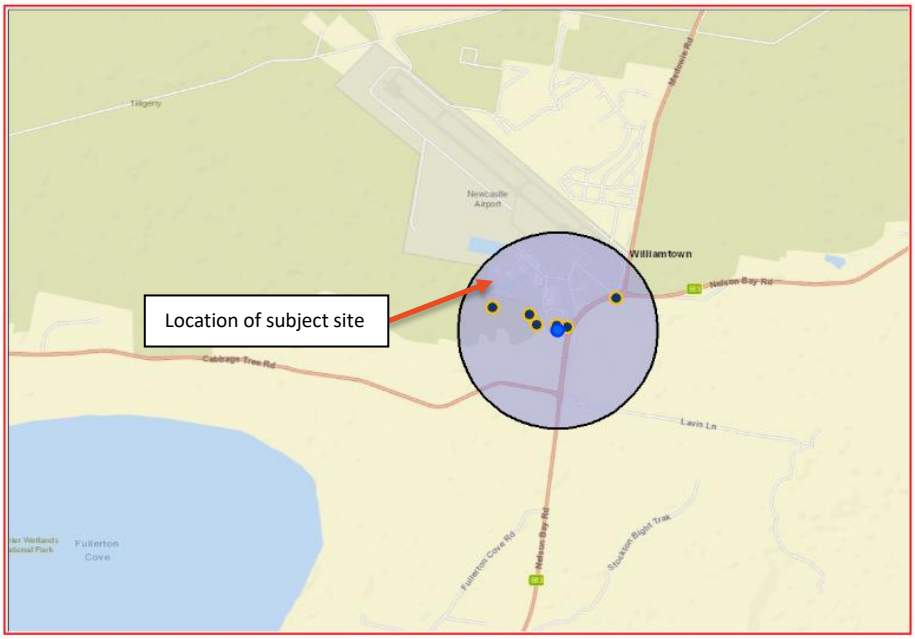
Barr Property and Planning
PO Box 3107
Merewether New South Wales 2291
Attention: Stephen Barr
Email: planning@barrpandp.com.au

Date: 07 July 2023

Dear Sir or Madam:

AHIMS Web Service search for the following area at Address : 5 WILLIAMTOWN DRIVE WILLIAMTOWN 2318 with a Buffer of 1000 meters, conducted by Stephen Barr on 07 July 2023.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

6	**Aboriginal sites are recorded in or near the above location.**
0	**Aboriginal places have been declared in or near the above location. ***

Flood Certificate

PORT STEPHENS COUNCIL

FLOOD CERTIFICATE

File No: PSC2013-05401
Issue date: 7-Apr-22
Property ID: 38060

Barr Planning
sliu@barrplanning.com.au

Certificate number: 83-2022-937-1

Property details: 55 Slades Road WILLIAMTOWN NSW 2318 (LOT: 43 DP: 1045602)

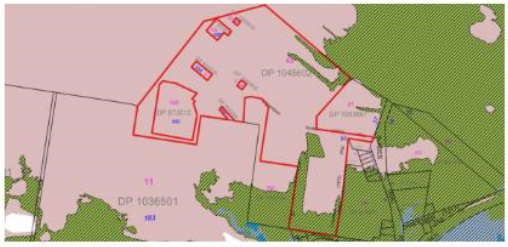
Thank you for your recent flood enquiry regarding the above property. This certificate confirms that this property **is** located in a **flood prone** area. This **is** a "flood control lot" for the purposes of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

Flood Planning Level	**3.5 metres AHD** (velocity = 0.1 m/s)	(This level defines the minimum floor level for habitable rooms and land that is subject to flood-related development controls (refer to Port Stephens DCP Section B5).
Highest Hazard Category	**Low Hazard Flood Fringe area**	

Flood levels that may be useful are:

Probable maximum flood level	5.2 metres AHD (velocity = 1.6 m/s)	(The highest flood level that could conceivably occur at this location. If required, onsite flood refuges are built at or above this level, refer to the Port Stephens Development Control Plan B5.2)
Surveyed floor level	5.21 metres AHD	(Council may have a floor level at the entrance to the residence on this site that was surveyed June 2013 as part of the preparation of a Floodplain Risk Management Study for this area.)
Current day 1% AEP flood level	2.9 metres AHD	(This level is useful for insurance purposes, refer to your insurance policy and the Insurance Contracts Regulation 1985 (Cwealth).)
Adaptable minimum floor level	3.5 metres AHD	(The 1% AEP flood level plus 0.5m, 50 years from now, refer to the Port Stephens Development Control Plan B5.2.)
Minimum onsite wastewater level	3.0 metres AHD	(The 5% AEP level 50 years from now, refer to the Port Stephens On-site Sewage Management Development Assessment Framework and AS/NZS 1547:2012 5.5 land application system design.)

Flooding extent on subject lot, categorised by hazard



Crown © NSW Land and Property Information, © Port Stephens Council

Flood Hazard Categories

- Flood Prone Land
- Flood Planning Level
- Low Hazard Flood Fringe area
- Low Hazard Flood Storage area
- Low Hazard Overland Flow Path area
- Low Hazard Floodway area
- High Hazard Flood Fringe area
- High Hazard Flood Storage area
- High Hazard Overland Flow Path area
- High Hazard Floodway area
- Flood Prone Land subject to further investigation

Information derived from Port Stephens Council 2017 *Williamtown / Salt Ash River Floodplain Risk Management Study and Plan*, BMT WBM, Newcastle and Port Stephens Council 2012, *Williamtown / Salt Ash Flood Study Review*, BMT WBM, Newcastle.

PORT STEPHENS COUNCIL

116 Adelaide Street
Raymond Terrace NSW 2324

PO Box 42
Raymond Terrace NSW 2324

Phone: 02 4980 0255
Email: council@portstephens.nsw.gov.au

www.portstephens.nsw.gov.au
ABN 16 744 377 876

Appendix C – Risk Screening Assessment

Appendix D – Social Impact Assessment Scoping Report