

# SCOPING REPORT FOR THE SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

**QANTAS FLIGHT  
TRAINING CENTRE**

Prepared for  
**QANTAS AIRWAYS LIMITED**  
March 2019



**URBIS**

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# 1. INTRODUCTION

We write on behalf of Qantas Airways Limited (**Qantas**) (**the Proponent**) requesting that the Secretary prepares and issues Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) to accompany a State Significant Development Application (**SSDA**) for the proposed development of a new Flight Training Centre and associated development in Mascot.

Pursuant to Section 4.36(3) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**):

*The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development, but only if the Minister has obtained and made publicly available advice from the Independent Planning Commission about the State or regional planning significance of the development.*

On 28 February 2019, the Minister declared the Project as State Significant Development (**SSD**), through a notice in the New South Wales Government Gazette Number 20 which has allowed the Project to formally apply for SEARs.

To support the request for the SEARs this letter provides the following:

- A description of the site;
- An overview of the proposed development;
- An overview of the strategic and statutory planning context;
- The key likely environmental and planning issues associated with the proposal; and
- The expected consultation to be undertaken by the Department of Planning and Environment (**DPE**).

In accordance with the Department of Planning & Environment's (**the Department**) new protocol of 'Pre-DA meetings' prior to formal lodgement of SEARs a meeting was held on 4 March 2019 with key Departmental staff to discuss the Project.

## 2. THE SITE

'The site' for the purposes of the Project is located at 297 King Street, Mascot and is approximately 5.22ha in area (see **Figure 1**). The Site is legally described as Lots 2 & 4 of DP234489, Lot 1 of DP 202747, Lot B of DP 164829 and Lot 133 DP 659434. The site is located within the Bayside Council Local Government Area (**LGA**). The whole Site is zoned as IN1 General Industrial under the *Botany Bay Local Environmental Plan 2013 (BBLEP 2013)*.

The Site is bounded to the north by Qantas owned land, to the east by a hotel and corporate office development, to the south by King Street, and to the west by the Port Botany Freight Rail Line and Qantas Drive beyond which lies Sydney Kingsford Smith Airport (**the Airport**).

The site is largely level and has a variety of native and exotic trees and vegetation around the perimeter of the site which help screen the site from surrounding uses. The site is currently planted with multiple mature Plane Trees scattered throughout the car park. The site is bisected by an open drain Sydney Water Asset running east-west through the centre of the Site, on which Qantas currently enjoys right of access over in the form of two bridges and a third road for access over Railcorp land to the west.

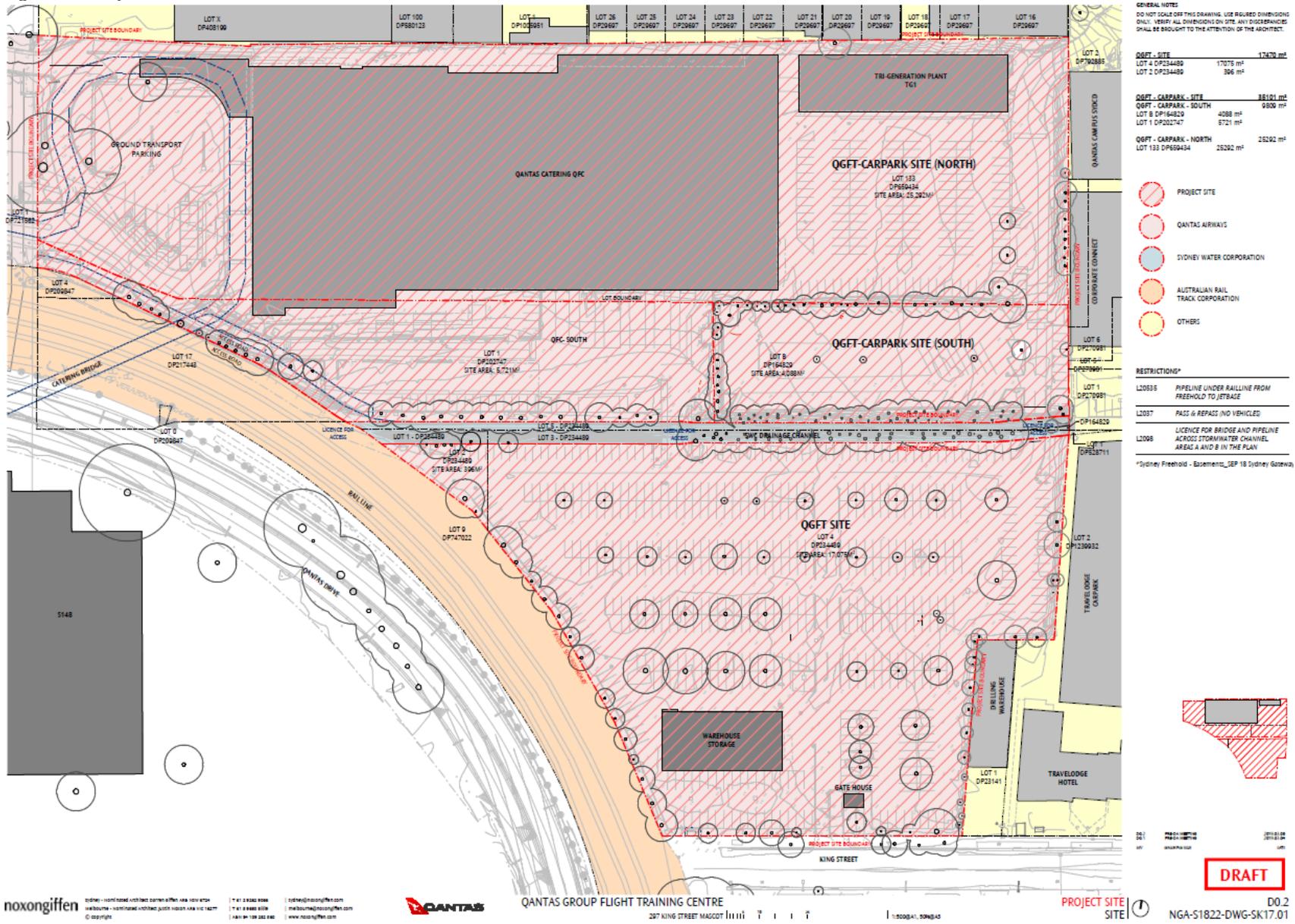
**Figure 2** shows the site and its key components including existing site improvements, including at-grade parking, an industrial shed used to store spare aviation parts, a substation and a disused gatehouse. The Site also includes the Sydney Water Asset, and the existing Catering Facility and Tri-generation plant which will all remain untouched.

Vehicular access to the site from the local road network is available from King Street. The site has intra-campus connections along the northern boundary in the form of two connecting driveways in the north-eastern and north-western corner of the site along the northern boundary which link it to the broader Mascot Campus (see arrows on **Figure 2** for location and direction of driveways).

The Projects seeks consent for the:

- demolition of all existing site improvements on Lots 2 & 4 of DP 234489 and Lot B of DP 164829;
- partial demolition of existing hardstand areas on Lot 1 of DP 202747 and Lot 133 of DP 659434;
- construction and operation of the flight training centre;
- the staged construction and operation of a multi-deck car park; and
- construction of associated supportive/facilitating works including internal roads works and landscaping.

Figure 1 – Project Site



Source: Noxon Giffen Architects

Figure 2 – The Site



Source: Urbis

### 3. OVERVIEW OF THE PROPOSED DEVELOPMENT

Safety is Qantas' first priority; the flight training centre is a key pillar of this value. The facility enables pilots and flight crews to undertake periodic testing to meet regulatory requirements by simulating both aircraft and emergency procedural environments. The Project seeks consent for the construction and operation of new flight training centre, comprising the following uses:

- **2 x cabin evacuation emergency trainers** – Full-scale cabin mock-ups are used as practical training devices. Within these, emergency situations are accurately portrayed. These allow pilots and cabin crew to handle emergency situations in both wide and narrow-bodied aircraft.
- **1 x (12.5 x 16) evacuation training pool** – Indoor pool facilitates realistic training for ditching emergencies. Water evacuations incorporating various types of slide rafts and survival equipment are rehearsed, this will include 2 wet rafts.
- **Door trainers** – Enables realistic training of use of emergency exits to evacuate air craft for pilots and cabin crew.
- **Rafts (2 x static 2 x wet)** – Full-scale rafts are used as practical training devices. Within these, emergency situations are accurately portrayed.
- **Fire trainers** – Enables practical tuition on fire fighting within the confined nature of an air craft.
- **Slide descent tower** – Enables realistic training of deployment and use of slides to evacuate air craft for pilots and cabin crew.
- **Security room** – Enable practical tuition on personal security training for staff to be able to restrain disruptive passengers.
- **Aviation medicine training** – Enables practical training on emergency medicine and aviation specific procedures.
- **Equipment rooms** – Storage of emergency equipment (oxygen tanks, defibrillators etc.) that supports the training and assessment of cabin crew and pilots on aviation medicine.
- **14 x simulator bays** – State of the art full motion flight simulators with visual fidelity, motion and sound. This allows crew to be trained in all aspects of normal and non-normal operations; including instrument approaches and landings in all weather conditions. The current flight training centre is the largest in the Southern Hemisphere and at opening will include 12 full motion flight simulators, with scope for further expansion in the future into the two extra bays that will be built but not fitted out or occupied.
- **11 x integrated procedures trainers** – Enable pilot training on lower level devices, these are smaller simulators for learning flight management systems.
- **Maintenance workshop and visual repair** – Workshop for the on-site maintenance and repair of simulator components.
- **Spares store** – On-site storage of spare parts for simulators.
- **SIM IT rooms and SIM offices** – Storage of the computers & power cabinets that drive and relate to each of the simulators.
- **28 x briefing and de-briefing rooms** – Pre-flight and post-flight rooms required for pilot simulator training.
- **Pilots and Crew Lounges** – Areas for pilots and crew to wait prior to simulator sessions and/or training.
- **QF Frequent Flyer Lounge (Meetings QFS)** – Area intended to be used for Qantas frequent flyers to 'buy' time on simulators (if available) with their frequent flyer points.
- **18 x classrooms** – Cabin crew, pilot & third-party classrooms for courses on emergency procedures and other relevant courses.
- **5 x CBT rooms**– Computer based training rooms used to create a basic cockpit layout for pilots to undertake training with reference to a physical cockpit arrangement.

- **1 x CBT exam room** – *Computer based training rooms and exam room for online training courses and testing.*
- **1 x auditorium** – *For larger group discussions.*
- **Meeting rooms** – *To support teaching services.*
- **Lunch/tea room** – *To support both teaching and training services.*
- **Reception** – *To control access and oversee centre.*
- **Project rooms** – *Serve as breakout rooms that are used to separate open plan offices for sensitive or important projects.*
- **Video room** – *To support teleconference capabilities and provision of a large screen for training videos and other required uses.*
- **Open plan office** – *Full-time staff office space for approximately 140 staff.*
- **Toilets, plant, loading dock, vertical circulation** – *To support centre generally.*
- **Internal Roads** – *New internal roads will be required to be constructed to service the flight training centre and car park.*
- **Multi-deck parking** – *multi-deck car park circa capacity 2,000 (TBC) is to be constructed in stages to enable Qantas to rationalise existing parking arrangements within the Mascot Campus. It is intended that the carparking will be constructed in two stages and will replace at a minimum the net loss of circa 800 car parks as a result of the Project.*

## 4. NEED FOR PROJECT

The Project's primary objective is to ensure business continuity for Qantas, by constructing a new flight training centre to replace their existing flight training centre that will be demolished as part of RMS' Gateway project.

As a result of Gateway, Qantas needs to relocate its existing flight training centre operations from their current location to the site for the following reasons:

- The widening of Qantas Drive to facilitate Gateway will require the partial demolition of the flight training centre which will result in the demolition of the pool, classrooms and emergency procedures training area that are critical to Qantas' operations.
- The noise and vibrations associated with the construction and operation of Gateway will exceed CASA's regulatory requirements in relation to the operation of simulators, which necessitates their relocation.
- Without a functioning and compliant flight training centre Qantas are unable to maintain the legislated level of training for their pilots and cabin crew. If pilots and cabin crew do not meet the training requirements as regulated by the CASA, then they are unable to fly. This has an obvious knock-on effect of Qantas being able to effectively run their business.

The Project essentially represents a like-for-like replacement of the existing flight training centre, however due to modern construction efficiencies the floor plate is 10% more efficient and smaller than the existing flight training centre.

## 5. STATUTORY AND STRATEGIC CONTEXT

The site is located within the Bayside LGA. As such the relevant Acts, environmental planning instruments and development controls relating to the site and relevant to considerations for the SSD application are as follows:

- *Environmental Planning and Assessment Act 1979*;
- *State Environmental Planning Policy (State and Regional Development) 2011*;
- *State Environmental Planning Policy No. 55 - Remediation of Land*;
- *State Environmental Planning Policy No. 64 – Advertising and Signage*; and
- *Botany Bay Local Environmental Plan 2013*.

Each of the above are described further below in terms of their relevance to the subject site and the proposed development.

### 5.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

As discussed earlier Pursuant to Section 4.36(3) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**):

*The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development, but only if the Minister has obtained and made publicly available advice from the Independent Planning Commission about the State or regional planning significance of the development.*

On the 28 February 2019 the Project was gazetted as SSD through a Ministerial Call In which allows the Project to apply for SEARs and follow the standard SSD process.

### 5.2. STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

The Project does not fit within an established planning pathway under Schedule 1 of *State Environment Planning Policy (State and Regional Development) 2011* (**SEPP SRD**), and has been gazetted as SSD through a Ministerial Call In as of 28 February 2019.

Clause 13 of SEPP SRD extends the application of clauses 9-11 of SEPP SRD to applications that have been called in and declared SSD under Section 4.36(3) of the EP&A Act. Of importance is clause 11 which relates to the exclusion of application of development control plans to SSD:

*Development control plans (whether made before or after the commencement of this Policy) do not apply to:*

- State significant development, or*
- development for which a relevant council is the consent authority under section 4.37 of the Act.*

As the proposed application has been declared SSD through a Ministerial Call In, it is exempt from the controls outlined in the Botany Bay Development Control Plan 2013.

### 5.3. STATE ENVIRONMENTAL PLANNING POLICY NO.55 – REMEDIATION OF LAND

*State Environmental Planning Policy No. 55 - Remediation of Land* (**SEPP 55**) applies to all development in NSW. Clause 7(1) requires the consent authority to consider whether land is contaminated prior to granting consent to a development application. An Environmental Site Investigation will be undertaken to confirm the site's suitability from a contamination perspective for the Project, as part of the Environmental Assessment Report prepared in support of the SSDA.

## 5.4. STATE ENVIRONMENTAL PLANNING POLICY NO.64 – ADVERTISING AND SIGNAGE

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) aims to ensure that advertising and signage is compatible with the desired amenity and visual character of an area and provides effective communication in suitable locations and is of high quality design and finish. It does not regulate the content of signs and advertisements.

Clause 8 and Clause 13 of SEPP 64 prevents development consent from being granted to signage unless the consent authority is satisfied that it is consistent with the objectives of the SEPP and has satisfied the assessment criteria specified in Schedule 1.

An assessment of the proposed signage against Schedule 1 of SEPP 64 will be included as part of the EIS prepared in support of the SSDA.

## 5.5. BOTANY BAY LOCAL ENVIRONMENTAL PLAN 2013

The Site is zoned as IN1 – General Industrial in the BBLEP 2013. The objectives of this zone are:

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.

The land use table for IN1 lists development that is permitted without consent, development that is permitted with consent, and development that is prohibited.

The flight training centre is best defined as an industrial training facility, which is defined in the Dictionary of the BBLEP 2013 as *a building or place used in connection with vocational training in an activity (such as forklift or truck driving, welding or carpentry) that is associated with an industry, rural industry, extractive industry or mining, but does not include an educational establishment, business premises or retail premises.*

Fundamentally a Flight Training Centre is a building or place used in connection with vocational training in an activity (pilot and cabin crew training) that is associated with an industry (aviation). It is not an educational establishment because it is not constituted by or under an Act. Therefore, the Flight Training Centre is defined as an industrial training facility.

Industrial training facilities are listed as works permitted with consent in the land use table.

A preliminary assessment of preliminary Project plans against the principal development standards within the BBLEP 2013 is provided below.

Table 1 – BBLEP 2013 Principal Development Standards Compliance Table for Flight Training Centre

Development Standard	Control	Existing (Catering Facility)	Currently Proposed (FTC)	Currently Proposed (Carpark)	Currently Proposed Site	Complies
4.3 Height of Buildings	44m	25.4m	18.75m	43.2m (top of lift core)	43.2m	Yes
4.4 Floor Space Ratio	The site has a base FSR of 1.2:1, however under cl.9A of Sch.1 the maximum FSR is 1.5:1.	0.6:1	0.85:1	0	0.725:1	Yes

Clause 2.5 of the BBLEP 2013 outlines the requirements for Additional Permitted Uses (APU) for particular land within the LGA. The site is identified as benefitting for APU as outlined in clause 9A(1) of Schedule 1 by virtue of being listed as applicable parcels of land. Sub-clause 9A(2) and (3) identify the types of development that is permitted with consent under the clause:

(2) *Development is permitted with development consent:*

(a) *for any of the following purposes, but only if the purpose relates to the use of Sydney (Kingsford Smith) Airport:*

- (i) *commercial premises,*
- (ii) *function centres,*
- (iii) *information and education facilities,*
- (iv) *passenger transport facilities,*
- (v) *tourist and visitor accommodation, or*

**(b) for the purpose of any other building or place used only for purposes that relate to the use of Sydney (Kingsford Smith) Airport.**

(3) *Without limiting subclause (2), development is permitted with development consent for the purpose of a building or place used for the provision of any of the following services:*

(a) *services related to any of the following uses carried out at Sydney (Kingsford Smith) Airport:*

- (i) *the assembly, storage or land transport of air freight,*
- (ii) *the accommodation, or transportation by air or land, of air passengers or air crew,*
- (iii) *the storage, operation, maintenance or repair of aircraft or aircraft components,*
- (iv) *the administrative functions associated with the airport, such as airport management and security,*
- (v) *the functions of government departments and authorities related to air passengers and air freight,*

(b) *services provided for hotel or motel guests, including banking, dry cleaning, hairdressing and the like, that are located within the confines of the hotel or motel building.*

The proposed development of a new flight training centre will only be used for purposes that relate to the Airport, being the training of pilots and cabin crew to enable the safe and lawful operation of commercial aircraft.

The proposal is permissible with consent under both the IN1 Zone, and clause 2.5 APU as development for the purpose of a building or place used only for purposes that relate to the use of the Airport.

## **5.6. OTHER RELEVANT POLICIES AND PLANS**

In addition to the above statutory provisions, the following relevant planning, goals and strategic planning objectives will be addressed:

- *NSW State Priorities;*
- *State Infrastructure Strategy 2018-2038;*
- *A Metropolis of Three Cities – The Greater Sydney Region Plan 2018;*
- *Eastern City District Plan 2018;*
- *Future Transport 2056 Strategy;*
- *Sydney Airport Master Plan 2033 (2014); and*
- *Draft Sydney Airport Master Plan 2039 (2018).*

## **6. KEY MATTERS FOR CONSIDERATION**

The key environmental planning issues that are proposed to be addressed in the EIS are outlined below to assist the Department and the Secretary in identifying the Environmental Assessment Requirements for the proposal.

### **6.1. DESIGN AND BUILT FORM**

The Project has been designed around the operational requirements of the flight training centre, including the inevitable requirements of replacing simulators in time. Preliminary Scheme Plans are provided at **Appendix A**.

The scheme will be well articulated and reflective of the scheme's high level of architectural design in order to reflect and acknowledge the key location of the proposal as a Gateway building to Sydney within an industrial setting. Key views of the facility will be from Qantas Drive (and Gateway) and from King Street.

### **6.2. DESIGN EXCELLENCE**

It is understood that the BBLEP 2013 has a requirement for design excellence that is applicable to the site. A Design Excellence Report will be submitted with the EIS detailing how the project addresses the requirements of clause 6.16. Clarity is sought from the Department regarding any additional requirements in relation to design excellence for the project, noting that it is for an industrial training facility.

### **6.3. NOISE AND VIBRATION**

The design of the proposed development will need to be sensitively considered, given the acoustic and vibration requirements for the full-motion flight simulators to ensure that they would not be affected by any future works along the Sydney Gateway and Port Botany Freight Rail Line corridors.

The noise and vibrations associated with the construction and operation of Gateway will exceed the Civil Aviation Safety Authority's regulatory requirements in relation to the operation of simulators in their current location, which necessitates their relocation. Any design will be designed to take into consideration the impact of the proposed expansion within the rail corridor and intensification within the Gateway corridor.

### **6.4. SECURITY**

The design of the new flight training centre will need to be cognisant of the security requirements related to aviation land uses. It is recognised that the Project will require a secure site with high levels of access control, however the realisation of the facility's security needs while also maintaining a high level of amenity along King Street will need to be fully resolved for the EIS. It is proposed that a comprehensive landscape scheme and a CPTED assessment will assist in mitigating any impacts associated with the level of required security.

### **6.5. TIMEFRAMES AND EXTENDED CONSTRUCTION HOURS**

The Site has been selected to accommodate the new flight training centre given its location adjacent to the Airport and Qantas' existing operations within the broader Mascot Campus. The existing flight training centre is located on the Qantas Jetbase within the Airport and is required to be demolished as part of RMS' Gateway project. Project's primary objective is to ensure business continuity for Qantas, by constructing a new flight training centre to replace their existing flight training centre that will be demolished as part of RMS' Gateway project. Absent for Gateway, Qantas would not be moving from their existing flight training centre.

RMS requires the existing flight training centre to be vacated by 30 June 2021 to enable Gateway to meet its construction deadlines. Qantas expects that construction of a new flight training centre will take 16 months to construct and then a further 7 months for the installation, commissioning and calibration of the simulators. In order to meet RMS' timeframes and to avoid either delaying the construction of Gateway or potential grounding their fleet, Qantas needs to begin construction of its replacement flight training centre by no later than 01 September 2019 and will likely require extended construction hours to facilitate the delivery of the project.

## 6.6. TRANSPORT AND ACCESSIBILITY

The assessment will be limited to the Project site and not the wider Qantas Mascot Campus or broader Qantas operation. The site and surrounding road network's capacity to accommodate the circa 2,000 (TBC) car park will be assessed, which will replace the approximately 800 car parks that would be lost as a result of the Project, and the consolidation of a further approximately 1,200 from other areas that will be lost in the future. The car parking works proposed will represent a rationalisation of existing parking provision within the Qantas campus and are not expected to result in additional traffic generation in the long term.

The impact of the traffic generated by the development on the existing and future public transport infrastructure and road network will be assessed in a Traffic and Access Report. An assessment will be made of the delivery and service vehicle movements and circulation. The EIS will demonstrate the provision and arrangement on-site, nearby car parking, bicycle accessibility and the availability of public transport will be acceptable. It is expected that a Transport and Accessibility Report will be lodged with the SSD application.

## 6.7. CAR PARKING

The car parking scheme is still being detailed, however it is expected that consent will be sought for a 14 level multi-deck car park circa 2,000 spaces (TBC) to be constructed in stages. This will enable Qantas to rationalise existing parking arrangements within the Mascot Campus and across the area more broadly. It is intended that the carparking will be constructed in stages and will replace at a minimum the loss of circa 800 car parks as a result of the Project. As such the net increase in parking on the site is expected to be in the order of an additional 1,200 car parks (TBC) however these will replace existing Qantas parking in other areas.

## 6.8. CONTAMINATION

The site is not expected to be impacted by any significant contamination, however in accordance with SEPP 55, Geotechnical and Contamination investigations will be undertaken as part of the preparation of the EIS.

## 6.9. ABORIGINAL HERITAGE

Although there is no indication that items of Aboriginal heritage significance are likely to be present on the site, it is understood that a standard requirement of SSD's from the Office of Environment and Heritage is the preparation of an Aboriginal Cultural Heritage Assessment Report (**ACHAR**) and historical archaeological assessment. This process has been commenced, however it is not expected to be finalised until June 2019. In order to meet project timeframes, it is requested that the EIS and SSDA are lodged with an interim ACHAR Report and assessed while the consultation process continues in parallel. Once the ACHAR is concluded this would then be submitted in its final form for assessment.

## 6.10. CONSTRUCTION MANAGEMENT

A Preliminary Construction and Environmental Management Plan will detail the traffic, transport and road safety impacts during any construction and how these impacts will be mitigated and or controlled. Further measures to minimise potential noise and vibration impacts will be incorporated into the plan. Measures and procedures will be identified to minimise and manage the generation and off-site transmission of sediment, dust and fine particles.

## 6.11. OVERSHADOWING

The erection of a 14 storey car park in the north of the site will generate overshadowing impacts to the land to the south where the new flight training centre is proposed. The car park will also generate additional overshadowing impacts to the commercial properties to the east of the site. The extent of increased overshadowing arising from the scale and form of development anticipated by and permissible under the planning controls is an inevitable consequence of the realisation of the project. The proposal will demonstrate the extent of overshadowing and outline measures which have been incorporated into the proposal to minimise shadow impacts to the public domain of King Street to the south of the site.

## **6.12. OPERATIONAL MANAGEMENT**

A Preliminary Operational Management Plan will be prepared to identify the way in which the new flight training centre will operate. This will detail how any impacts of the operation of the site will be mitigated and or controlled.

Ultimately, it is anticipated that any negative impacts of the proposal will be suitably addressed through the design of the proposal or otherwise mitigated as part of the project evolution.

## **6.13. CHEMICAL STORAGE**

A Chemical Management Plan will be included as part of the EIS to address the safe storage and use of all chemicals associated with the flight training centre (gases used to inflate emergency training equipment such as life rafts and slides).

## **6.14. PUBLIC DOMAIN AND LANDSCAPING**

Landscaping Plans will be submitted with the EIS that will detail all landscaping components of the proposal.

## **6.15. ACCESSIBILITY AND BCA**

An Access Report will accompany and support the EIS which will document the design of the proposal and how it meets the relevant criteria, and where required what performance solutions have been proposed. Given that the facility is of a highly specialised nature, it is anticipated that some elements of the project will require performance solutions to meet the intent of the standards.

A BCA Report will accompany the EIS and will confirm that the proposal is either compliant with or capable of complying with the relevant provisions of the BCA.

## **6.16. ESD**

An ESD report will accompany the EIS and will detail the ESD initiatives that have been incorporated within the project.

## **6.17. DRAINAGE AND FLOODING**

A Stormwater Concept Plan will accompany the EIS, detailing the proposed stormwater drainage design for the project.

## **6.18. CONSULTATION**

During the assessment of the SSD application, we would expect that the Department of Planning and Environment would consult with the following relevant bodies:

- Roads and Maritime Services;
- Sydney Airport Corporation Limited;
- Australian Rail and Track Corporation;
- Bayside Council;
- Sydney Water;
- Service providers; and
- Any relevant local community bodies.

It is expected that a requirement of the SEARs would be consultation with the above bodies and with surrounding landowners and the local community. Qantas have already undertaken extensive dialogue with the NSW Government, RMS and SACL. In anticipation of consultation being a requirement of the SEARs, consultation has already begun with key stakeholders including but not limited to: Australian Rail and Track Corporation; Bayside Council and Sydney Water.

## 7. CONCLUSION

The purpose of this letter is to request SEARs for the preparation of an EIS for a new flight training centre and associated development at 297 King Street, Mascot to service Qantas' fleet. It will include space to house full motion flight simulators for pilot training, and emergency training for pilots and cabin crew and a multi-deck carpark. It includes a description of the site, an overview of the proposed development, and an outline of what are considered to be the key issues for the assessment of the SSD Application.

We trust that the information detailed in this letter is sufficient to enable the Department to issue the Secretary's Environmental Assessment Requirements to guide the preparation of the EIS.

# DISCLAIMER

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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

# **APPENDIX A      PRELIMINARY SCHEME PLANS**



### **BRISBANE**

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