

Pamela Morales
Senior Planning Officer, Industry Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

25 March 2019

Dear Pamela

RE: Case ID: PAE-14 Major Projects – New Request for Advice

I refer to your email on 11 March, inviting ARTC to provide input into the SEARS for the proposed replacement flight training centre at 297 King Street, Mascot (the proposal). Thankyou for the opportunity to provide input.

This submission includes:

- support for the Proposal
- consideration of the operating Botany Line adjacent the proposal, and
- consideration of the proposed Botany Rail Duplication Project within proximity of the proposal.

Background

The international gateways of Sydney Airport and Port Botany, together, directly serve the Greater Sydney area, the largest city region economy in Australia, and wider areas of NSW. ARTCs Botany Line connects Port Botany with Sydney's Metropolitan Freight Network and beyond. The Australian and NSW Governments have identified clear objectives to increase the share of freight moved by rail – from 17.5 per cent in 2016 to 28 per cent by 2021 (Transport for NSW, 2018). The ongoing operation of the Botany Line is critical to keeping the Port Botany gateway open.

It is acknowledged that Qantas's operations, as part of the general operations of Sydney Airport, are an integral part of this economic gateway. ARTC would therefore, like to extend its general support for the Proposal.

In addition, ARTC lodged a State Significant Infrastructure Application in 2018 for the proposed Botany Rail Duplication (BRD) project. The BRD Project responds to Sydney's growing freight task and governments renewed targets discussed above. The BRD project is proposed to be delivered by ARTC working closely alongside RMS as they deliver the Sydney Gateway Project. The EIS for BRD Project will likely be exhibited in late 2019/early 2020 with construction proposed to commence in early 2021.

ARTC and RMS have committed to working closely throughout the development and delivery phases of these projects to minimise the potential for cumulative impacts to businesses and community nearby. ARTC have also met with Qantas to provide a briefing of the BRD project.

Recommendations for the SEARs

The EIS should undertake an assessment to identify the impacts of the proposal on the operating Botany Line. As a minimum this would consider general operational activities, such as maintenance, and future growth responding to Sydney's growing economy and relevant targets (as above).

The applicant should consult with ARTC on any potential impacts to the freight rail line.

The assessment shall include but not be limited to the following:

- Protection of rail corridor and its operations, access, easements or infrastructure during construction and operation of the proposed development
- Consideration of existing policies and guidelines as it relates to the potential growth and development in proximity of the proposal
- Noise and vibration assessment identifying the associated acoustic treatments which may be appropriate for the proposed development given its location in proximity to an operating freight rail line
- Mechanisms for consultation with ARTC during construction of the proposal, to minimise the potential for cumulative impacts resulting from construction traffic or construction noise.

ARTC are looking forward to continuing to work closely with Qantas throughout the development and delivery phase of the Botany Rail Duplication project.

If you have any further questions about the Botany Rail Duplication project, please do not hesitate to contact me on the details below.

Yours sincerely



Stephanie Mifsud

Environment Manager, Sydney Projects

M. 0401 525 264 E. SMifsud@ARTC.com.au

William Hodgkinson

From: Jason Wall <jwall@ausgrid.com.au>

Sent: Wednesday, 13 March 2019 6:59 PM

To: Pamela Morales <pamela.morales@planning.nsw.gov.au>

Cc: Tim Knight <tknight@ausgrid.com.au>; Development/Ausgrid <development@ausgrid.com.au>; Paul Nakhle <pnakhle@ausgrid.com.au>; Property <property@Ausgrid.com.au>; Keiran Fleming <keiran.fleming@ausgrid.com.au>

Subject: RE: Case ID: PAE-20 Major Projects – New Request for Advice

Hi Pamela,

Ausgrid's recommendations are:

- Prepare an Infrastructure Management Plan in consultation with relevant agencies, detailing information on the existing capacity and any augmentation and easement requirements of the development for the provision of utilities including staging of infrastructure.
- Identify any potential impacts of the proposed construction and operation on the existing utility infrastructure and service provider assets, and demonstrate how these will be protected or impacts mitigated.

Thanks,

Jason Wall

Program Development Manager

(02) 9269 7133

11th February 2019

Our Ref: F18/ 679

Contact: Howard Taylor 9562 1663

Emma Fitzgerald - Consultant Planner
Urbis Pty Ltd
Tower 2 Level 23 Darling Park
201 Sussex Street
SYDNEY NSW 2000

Dear Ms Fitzgerald,

Re: State Significant Development – Qantas Flight Training Centre

Thank you for the opportunity to discuss the proposed Qantas Flight Training Centre at our meeting 1st February 2019. At the meeting, the following Architectural plans were presented for consideration and feedback:

- Drawing No. SK04.10 – 'Site Plan' dated 17 December 2018
- Drawing No. SK04.11 – 'Plans & Sections' dated 17 December 2018
- Drawing No. SK08.01 – 'Project Site' dated 14 December 2018

The construction of a multi-storey car park thirteen storeys in height to accommodate approximately 2,000 car parking spaces as part of the proposal was also discussed. Council notes that details of the car parking structure are not included in the plans.

Council officers have reviewed the Architectural plans and provide the following comments:

4.5 metre building setback to King Street:

The proposed location of the flight training centre results in a 4.5 metre setback to King Street. Whilst Council notes that the Botany Bay DCP 2013 does not apply to the development under clause 13 of *State Environmental Planning Policy (Stage and Regional Development) 2011*, Council recommends that a 9 metre setback along King Street be provided to align with the neighbouring site at 289-293 King Street, which was approved with a building setback ranging between 7 and 9 metres. Council may consider a reduced setback within the site adjoining the internal drop off road.

Proposed thirteen storey car park:

The proposed thirteen storey car park will accommodate approximately 2,000 car spaces. It is not clear whether this car park area will be solely for staff or for the public as well. Consideration is to be given to the height of the development in relation to the Obstacle Limitation Surface, and potential impacts from wind turbulence. An Aeronautical Impact Assessment report will be required to support any future Development Application (DA).

Eastgardens Customer Service Centre
Westfield Eastgardens
152 Bunnerong Road
Eastgardens NSW 2036, Australia
ABN 80 690 785 443 Branch 004

Rockdale Customer Service Centre
444-446 Princes Highway
Rockdale NSW 2216, Australia
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Phone 1300 581 299
T (02) 9562 1666 F 9562 1777
E council@bayside.nsw.gov.au
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Postal address: PO Box 21, Rockdale NSW 2216



Telephone Interpreter Services - 131 450

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Traffic:

The potential traffic impacts of the proposal to increase the amount of car movements within and surrounding the site will need to be considered. The proposed increase in car parking will contribute to significant traffic impacts on the existing street network and will have a degree of impact on the existing King Street/ O'Riordan Street intersection as this is the only point of entry and exit into King Street. Vehicle access off King Street and through the internal access roads will need to be further assessed by a traffic engineer.

A Traffic and Car Parking Impact Assessment report will need to accompany any future DA, including swept path diagrams, workplace travel plan, access paths and any traffic devices.

Qantas also sought feedback at the meeting in relation to whether:

- Council would allow 24 hour construction operations;
- Section 7.11 contributions (*Environmental Planning and Assessment Act 1979*) applies to the development; and
- Clause 6.16 Design Excellence of the *Botany Bay Local Environmental Plan 2013* applies to the development.

24 hour construction operations:

Council does not generally support 24 hour construction operations due to the impact of construction noise and vibrations on surrounding sites. This is particularly applicable in this instance as a hotel is in operation on the adjoining site. Council may consider longer hours i.e. 6am to 8pm however certain types of activities may be limited after a certain hour i.e. shoring/ piling, drilling, hammering.

Should the applicant pursue 24 hour construction operations, adequate justification and suitable mitigation measures would need to be provided. Any objections received during notification would be considered in the assessment of proposal.

Section 7.11 contributions:

It is acknowledged that the proposal will relocate an existing flight training centre to the site and for this reason the applicant proposes that a contribution is not applicable in this case.

The site falls within Mascot Station Precinct under the Section 7.11 Contribution Plan 2016 - Amendment 1. It is considered that the proposal will lead to a net increase in gross floor area or employment which will require contributions to be paid as per the plan.

Council will consider justification provided by the applicant to demonstrate why the proposal should be exempt from paying any contributions as part of any future DA.

Clause 6.16 Design Excellence of the Botany Bay LEP 2013

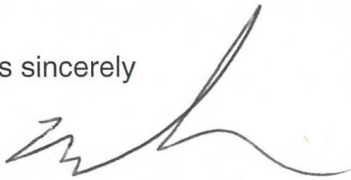
The site falls under the Mascot Station Precinct within the Key Area map of the Botany Bay LEP 2013. Any future application will need to consider the sub clauses under Clause 6.16 particularly relating to subclause (3) which states:

'development consent must not be granted to development involving the construction of a new building or to external alterations to an existing building on land to which this clause applies unless the consent authority considers that the development exhibits design excellence.'

The proposal does not require a design competition however may be referred to a Design Review Panel for consideration.

If you have any queries regarding this submission please contact Howard Taylor, Urban Planner on 9562 1663 or email: howard.taylor@bayside.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read 'Michael McCabe', with a stylized, flowing script.

Michael McCabe
Director City Futures

William Hodgkinson

Subject: FW: Qantas Flight Training Centre - 297 King Street, Mascot SEARs Input Request
[SEC=UNCLASSIFIED]

From: Alder, David <David.Alder@casa.gov.au>

Sent: Wednesday, 27 March 2019 9:38 AM

To: William Hodgkinson <William.Hodgkinson@planning.nsw.gov.au>

Subject: RE: Qantas Flight Training Centre - 297 King Street, Mascot SEARs Input Request [SEC=UNCLASSIFIED]

UNCLASSIFIED

William

CASA has no specific input to the SEARs for the Qantas Training Centre.

CASA recommends that NSW Planning obtain comments from Sydney Airport Corporation Ltd (SACL) regarding any potential impacts on aircraft operations from the proposed building.

CASA takes this opportunity to recommend that when a proposal in the vicinity of an airport is to be assessed, NSW Planning should approach the operator of the airport in the first instance for comments.

I have sent a copy of this response to the NSW Planning representatives on the National Airports Safeguarding Advisory Group (NASAG), Mr Brett Whitworth and Ms Deanne Frankel.

Regards

David Alder

Aerodrome Engineer

Air Navigation, Airspace and Aerodromes Branch

CASA Aviation Group

p: 02 6217 1342 **m:** 0455 051 611

16 Furzer Street, Phillip ACT 2606

GPO Box 2005, Canberra ACT 2601

www.casa.gov.au





Department of Industry

OUT19/3265

Pamela Morales
Senior Planning Officer
Industry Assessments
NSW Department of Planning and Environment

pamela.morales@planning.nsw.gov.au

Dear Ms Morales

**Qantas Flight Training Centre (9793)
Comment on the Secretary's Environmental Assessment Requirements (SEARs)**

I refer to your email of 11 March 2019 to the Department of Industry (DoI) in respect to the above matter. Comment has been sought from relevant branches of Lands & Water and Department of Primary Industries (DPI), and the following requirements for the proposal are provided:

DoI – Water and Natural Resources Access Regulator

- The identification of an adequate and secure water supply for the life of the project. This includes confirmation that water can be sourced from an appropriately authorised and reliable supply. This is also to include an assessment of the current market depth where water entitlement is required to be purchased.
- A detailed and consolidated site water balance.
- Assessment of impacts on surface and ground water sources (both quality and quantity), related infrastructure, adjacent licensed water users, basic landholder rights, watercourses, riparian land, and groundwater dependent ecosystems, and measures proposed to reduce and mitigate these impacts.
- Proposed surface and groundwater monitoring activities and methodologies.
- Consideration of relevant legislation, policies and guidelines, including the NSW Aquifer Interference Policy (2012), the Guidelines for Controlled Activities on Waterfront Land (2018) and the relevant Water Sharing Plans (available at <https://www.industry.nsw.gov.au/water>).

Any further referrals to Department of Industry can be sent by email to landuse.enquiries@dpi.nsw.gov.au.

Yours sincerely

Liz Rogers
Manager, Assessments
Lands and Water - Strategy and Policy
21 March 2019



Our Ref: DOC19/208437
Your Ref: SSD 10154

Ms Pamela Morales
Senior Planning Officer
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

By email: pamela.morales@planning.nsw.gov.au

Dear Ms Morales,

Request for SEARs – Qantas Flight Training Centre – 297 King Street, Mascot – SSD 10154

I refer to email correspondence received on 12 March 2019 inviting the NSW Environment Protection Authority ("EPA") to provide input on the Secretary's Environmental Assessment Requirements ("SEARs") for the development of the Qantas Flight Training Centre at 297 King Street, Mascot.

The EPA understands the proposal involves the demolition of existing infrastructure, and the construction and operation of the flight training centre and associated supporting structures including a multi-deck carpark and internal roads.

The EPA understands that the proposal is being undertaken under Division 4.7 of the *Environmental Planning and Assessment Act 1979*. Based on the information provided, the proposal does not constitute a Scheduled Activity under Schedule 1 of the *Protection of the Environment Operations Act 1997* (POEO Act). The EPA does not consider that the proposal will require an Environment Protection Licence under the POEO Act. The EPA understands that the proposal is not being undertaken by or on behalf of a NSW public authority. The EPA is therefore not the appropriate regulatory authority for the proposal.

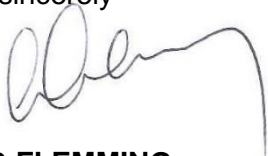
The EPA has considered the details of the project and has identified a number of key environmental issues that should be addressed as part of the project. These issues have been included in Attachment A and include:

- General Comments
- Statutory Considerations
- Noise and Vibration
- Water Quality
- Waste
- Air Quality
- Contaminated Land.

Guidance and supporting documents which may be useful in addressing the above issues are included in Attachment B.

If you have any further queries regarding this matter please contact Claire McQueeney on (02) 8837 6396 or via email at claire.mcqueeney@epa.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Craig', with a long, sweeping horizontal line extending to the right.

22 March 2019

CRAIG FLEMMING
Unit Head Sydney Industry
Environment Protection Authority

Attachment 1

EPA's Environmental Assessment Requirements for the Qantas Flight Training Facility (SSD 10154)

General Comments

The proponent should ensure that the EIS is sufficiently comprehensive and detailed to allow the EPA to determine the extent of the impact(s) of the proposal. The EIS should both:

- (a) describe mitigation and management options that will be used to prevent, control, abate or minimise identified environmental impacts associated with the project and to reduce risks to human health and prevent the degradation of the environment; and
- (b) include an assessment of the effectiveness and reliability of the measures and any residual impacts after these measures are implemented.

Statutory Requirements

The *Protection of the Environment Operations Act 1997* ("**the Act**") contains a core list of activities that require authorisation, by way of an Environment Protection Licence to undertake those activities or works. These scheduled activities are listed in Schedule 1 of the Act and can be accessed at the New South Wales legislation website. The EPA recommends the proponent consider Schedule 1 of the Act when determining if the proposal will require an Environment Protection Licence under the POEO Act.

Noise and Vibration

The EIS should include an assessment of the predicted noise impacts associated with the demolition, site preparation, bulk excavation and construction related work in accordance with the EPA's *Interim Construction Noise Guidelines* and *Noise Policy for Industry (2017)*. The assessment should include, but need not be limited to:

- identification and assessment of all potential noise and vibration sources associated with the proposal.
- identify the locations of all sensitive receptors.
- proposed hours associated with any demolition activities.
- an assessment of compliance with the project specific construction noise emission criteria as determined using the above guidelines.
- any proposed noise mitigation, monitoring and management measures.

Water Quality

The EIS should describe the nature and degree of any likely impacts to both surface water and groundwater from the proposed works and clearly outline any proposed mitigation, monitoring and management measures the proponent intends to apply to ensure pollution of waters (including surface and groundwater) does not occur.

The EIS should clearly identify any sensitive areas nearby and provide details on any potential impact this proposal may have on these areas including any associated mitigation measures.

Construction activities may result in exposed soils from excavations. It is important that prior to, during and following construction, appropriate stormwater and erosion/sedimentation management systems are implemented to prevent water pollution from the site.

Waste

The EIS should include a Waste Management Plan which includes the following matters:

1. Identify, characterise and classify all waste that will be generated, recycled, reused and disposed of. This includes construction activities (i.e. demolition wastes) as well as the operation of the facility.
2. Provide an estimate of the quantities of materials generated.
3. Provide details of how waste will be handled and managed both onsite and offsite to minimise pollution. This should include information on the procedures and protocols to be implemented to ensure that any waste leaving the site is transported and disposed of lawfully and does not pose a risk to human health or the environment. If the waste possesses hazardous characteristics, the EIS must provide details of how the waste will be treated or immobilised to render it suitable for transport and disposal.
4. Describe the proposed methods of treatment, processing, reuse, recycling and disposal for each of these waste types (for example, crushing on site, treatment on site, removal to another premise for treatment or disposal).

Air Quality

The EIS should consider air quality impacts during demolition, site preparation, excavation and construction related work. Sufficient detail to accurately communicate the characteristics and quantity of all emissions must be provided. A description of any proposed mitigation, monitoring and management measures the proponent intends to apply should also be included.

Australian Standard (AS) 2601 – *The Demolition of Structures* should be consulted for all demolition activities. This may include the preparation of a Hazardous Substances Management Plan following an audit of hazardous substances that may be present, for example, asbestos, PCBs, lead paint or roof dust, to ensure the protection of the environment and human health.

Contaminated Land

The requirements of *State Environmental Planning Policy (SEPP) 55* will need to be satisfied and documented in the EIS. SEPP 55 states that as part of the development process, the following key considerations should be addressed:

- Whether the land is contaminated
- If the land is contaminated whether it is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes to which the land will be used
- If the land requires remediation; will be made suitable for any purpose for which the land will be used.

All contaminated soil and associated waste materials must be managed in accordance with the POEO Act 1997 and associated regulations and characterised in accordance with the EPA's Waste Classification Guidelines.

ATTACHMENT B - GUIDANCE MATERIAL

| Title | Web address |
|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Licensing</u> | |
| Protection of the Environment Operations Act 1997 | http://www.legislation.nsw.gov.au/maintop/view/inforce/act+156+1997+cd+0+N |
| EPA Guide to Licensing | www.epa.nsw.gov.au/licensing/licenceguide.htm |
| <u>Air Quality</u> | |
| Approved methods for modelling and assessment of air pollutants in NSW | http://www.epa.nsw.gov.au/resources/air/ammodelling05361.pdf |
| Approved Methods for the Sampling and Analysis of Air Pollutants in NSW | http://www.epa.nsw.gov.au/resources/air/07001amsaap.pdf |
| Technical Framework - Assessment and Management of Odour from Stationary Sources in NSW | http://www.epa.nsw.gov.au/resources/air/20060440framework.pdf |
| Technical Notes - Assessment and Management of Odour from Stationary Sources in NSW | http://www.epa.nsw.gov.au/resources/air/20060441notes.pdf |
| POEO (Clean Air) Regulation 2010 | http://www.legislation.nsw.gov.au/maintop/view/inforce/subordleg+428+2010+cd+0+N |
| Air quality guidance note Construction sites | http://www.epa.nsw.gov.au/resources/air/mod3p3construc07268.pdf |
| <u>Noise and Vibration</u> | |
| Interim Construction Noise Guideline (2009) | http://www.epa.nsw.gov.au/noise/constructnoise.htm |
| Assessing Vibration: a technical guideline (2006) | http://www.epa.nsw.gov.au/noise/vibrationguide.htm |
| Noise Policy for Industry (EPA, 2017) | http://www.epa.nsw.gov.au/your-environment/noise/industrial-noise/noise-policy-for-industry-(2017) |
| NSW Road Noise Policy (2011) | http://www.epa.nsw.gov.au/noise/traffic.htm |
| Technical Basis for Guidelines to Minimise Annoyance Due to Blasting Overpressure and Ground Vibration (ANZECC 1990) | http://www.epa.nsw.gov.au/noise/blasting.htm |
| <u>Waste, Chemicals and Hazardous Materials and Contaminated Land</u> | |
| Waste Classification Guidelines (2008) | http://www.epa.nsw.gov.au/waste/envguidlns/index.htm |
| Resource recovery exemption | http://www.epa.nsw.gov.au/waste/RRecoveryExemptions.htm |
| <u>Water and Soils</u> | |
| Water Quality Objectives | http://www.environment.nsw.gov.au/ieo/index.htm |
| ANZECC (2000) Guidelines for Fresh and Marine Water Quality | http://www.environment.nsw.gov.au/water/usinganzeccandwqos.htm |
| Applying Goals for Ambient Water Quality Guidance for Operations Officers – Mixing Zones | http://deccnet/water/resources/AWQGuidance7.pdf |
| Approved Methods for the Sampling and Analysis of Water Pollutant in NSW (2004) | http://www.environment.nsw.gov.au/resources/legislation/approvedmethods-water.pdf |

| Title | Web address |
|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Stormwater | |
| Managing urban stormwater: soils and construction | http://www.environment.nsw.gov.au/stormwater/publications.htm |
| Wastewater | |
| National Water Quality Management Strategy: Guidelines for Sewerage Systems - Effluent Management (ARMCANZ/ANZECC 1997) | http://www.epa.gov.au/water/policy-programs/nwqms/ |
| National Water Quality Management Strategy: Guidelines for Sewerage Systems – Use of Reclaimed Water (ARMCANZ/ANZECC 2000) | http://www.epa.gov.au/water/policy-programs/nwqms |
| Bunding and Spill Management | |
| Storing and Handling Liquids: Environmental Protection - Participants Manual | http://www.environment.nsw.gov.au/resources/sustainbus/2007210liquidsManual.pdf |
| Environmental Compliance Report: Liquid Chemical Storage, Handling and Spill Management - Part B Review of Best Practice and Regulation | http://www.environment.nsw.gov.au/resources/licensing/ecrchemicalsb05590.pdf |
| Contaminated Land | |
| State Environmental Planning Policy 55 - Remediation of Land (SEPP55) | http://www.planning.nsw.gov.au/assessingdev/pdf/sepp55_remediatio.pdf |
| Managing Land Contamination Planning Guidelines SEPP 55–Remediation of Land | http://www.epa.nsw.gov.au/resources/clm/gu_contam.pdf |
| Guidelines under the Contaminated Land Management Act made or approved by the EPA | http://www.epa.nsw.gov.au/clm/guidelines.htm |

William Hodgkinson

From: Adrian Hohenzollern
Sent: Wednesday, 13 March 2019 2:45 PM
To: Pamela Morales <pamela.morales@planning.nsw.gov.au>
Subject: RE: Case ID: PAE-14 Major Projects – New Request for Advice

Hi Pamela

Thanks for the referral.

I've looked at the documents and there are no State Heritage concerns in relation to the proposed development. DPE does not need to refer this project, including any future modifications, to the Heritage Council (i.e Heritage Division of OEH), however other Divisions of OEH may respond separately in relation to Aboriginal Cultural Heritage or biodiversity.

Kind regards
Adrian

Adrian Hohenzollern
Senior Team Leader

Customer Strategies, Heritage Division
Office of Environment and Heritage
Locked Bag 5020 PARRAMATTA NSW 2124
Level 6, [10 Valentine Ave, PARRAMATTA NSW 2150](#)
T: 02 9860 1505 E: adrian.hohenzollern@environment.nsw.gov.au
W www.environment.nsw.gov.au | www.environment.nsw.gov.au/cultureandheritage.htm

William Hodgkinson

Subject: PAE-14 Major Projects – New Request for Advice
Attachments: Pipeline Location WRT 297 King Street (002).pdf

From: Luke Duncan <luke.duncan@jemena.com.au>
Sent: Monday, 25 March 2019 4:53 PM
To: William Hodgkinson <William.Hodgkinson@planning.nsw.gov.au>
Cc: Paul Zurek <paul.zurek@jemena.com.au>; Danny Guerrero <Danny.Guerrera@jemena.com.au>
Subject: RE: : PAE-14 Major Projects – New Request for Advice

Hi William,

Jemena can confirm that it has reviewed the land parcel location of 297 King Street, Mascot which is the subject of a SEAR consideration for its proposed redevelopment. Jemena has an existing critical main that traverses within the Sydney Airport Precinct and more particularly within the road reserve of Qantas Drive approximately 30 radial metres from the subject land parcel. The proposed development (Flight Training centre) as known is consistent with land uses in the immediate area. Jemena is not proposing any additional control measure to mitigate against external interference that could lead to a gas release from the gas main in proximity to the development site.

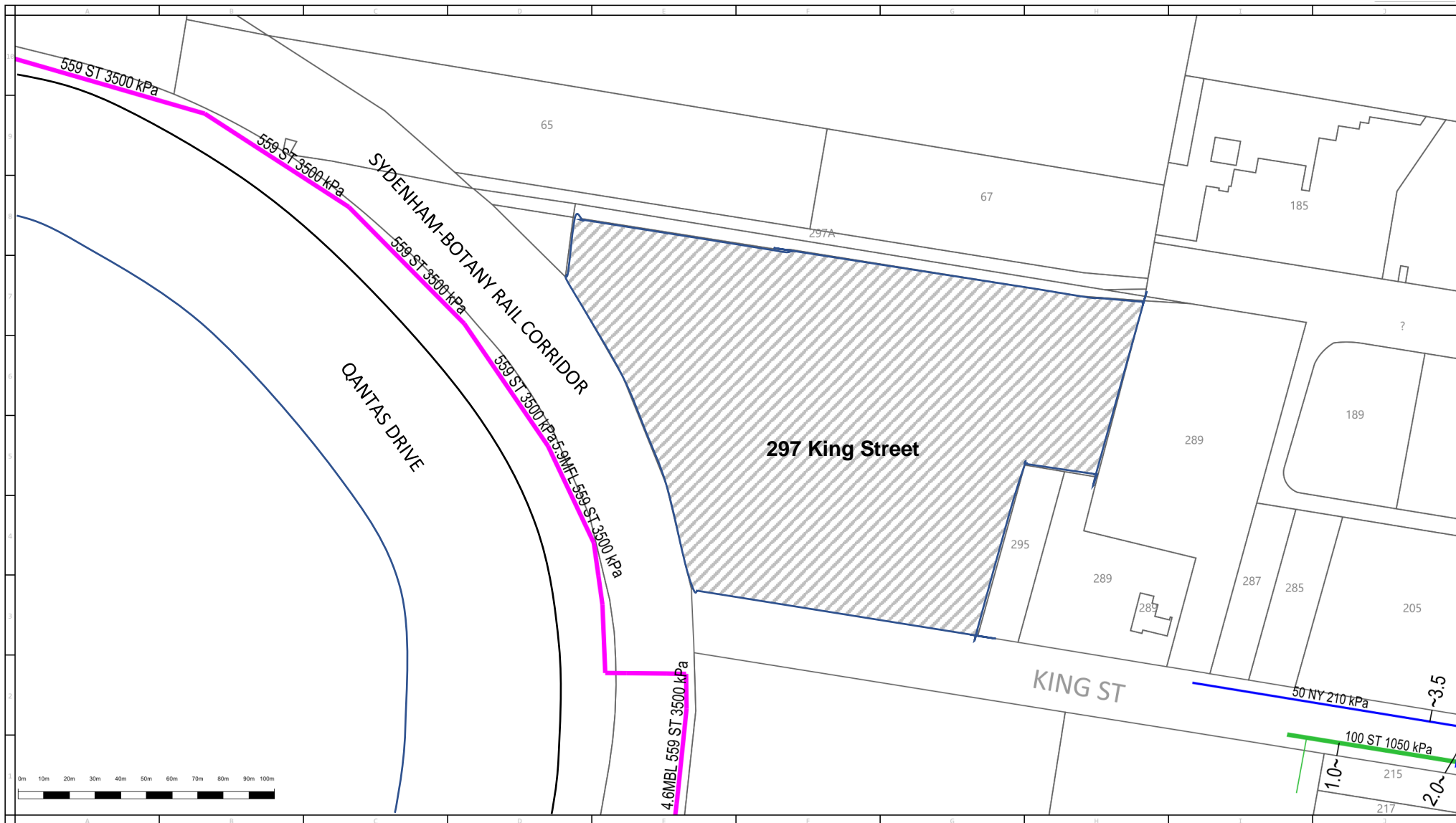
If you require further clarification, please let me know.

Kind Regards

Luke Duncan
Property Coordinator
Network Property
Jemena
Level 12, 99 Walker Street, North Sydney 2060
PO Box 1220, North Sydney 2060
(02) 9867 8104
luke.duncan@jemena.com.au | www.jemena.com.au








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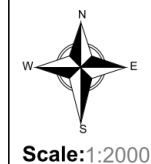


| Main | In Service | Proposed |
|------------------------|------------|-----------|
| Unknown Pressure | — | - - - - - |
| Distribution - 2 kPa | — | - - - - - |
| Distribution - 7 kPa | — | - - - - - |
| Distribution - 30 kPa | — | - - - - - |
| Distribution - 100 kPa | — | - - - - - |

| Main | In Service | Proposed |
|------------------------|------------|-----------|
| Distribution - 210 kPa | — | - - - - - |
| Distribution - 300 kPa | — | - - - - - |
| Distribution - 400 kPa | — | - - - - - |

| High Pressure Main & Pipeline | In Service | Proposed |
|-------------------------------|------------|-----------|
| Secondary - 1050 kPa | — | - - - - - |
| Secondary Service | — | - - - - - |
| Primary - 3500 kPa | — | - - - - - |
| JGN Trunk - 7000 kPa | — | - - - - - |
| Transmission | — | - - - - - |

| Fittings, Valves & Regulators | |
|-----------------------------------------------|---------------------------------------------------------------------------------------|
| Siphon |  |
| Valve |  |
| Distance in metres of Main from Boundary Line | ~ 1.5 |
| MBK = Metres Back of Kerb | |
| MFL = Metres from Fence Line | |
| Regulator Set |  |
| Regulator Station |  |
| Automatic Line Break Valve |  |



Issue Date: 05/02/2019
DBYD Seq No: 79884862
DBYD Job No: 15698586

William Hodgkinson

Subject: NSW Fire and Rescue

From: Fire Safety <FireSafety@fire.nsw.gov.au>

Sent: Tuesday, 19 March 2019 4:00 PM

To: Pamela Morales <pamela.morales@planning.nsw.gov.au>

Subject: Review and request for agency comments for the Secretary's Environmental Assessment Requirements (SEARs) for the Qantas Airways Limited, flight training centre at 297 King Street, Mascot (Bayside LGA)

Dear Pamela,

In regards to your email correspondence dated the 11th of March 2019, Fire & Rescue NSW confirms receipt of the request for agency input for Secretary's Environmental Assessment Requirements (SEARs) for the Qantas Airways Limited, flight training centre at 297 King Street, Mascot (Bayside LGA).

As additional details become available Fire & Rescue NSW requests to be consulted with respect to the operational capability of the proposed fire and life safety systems and their configuration at the project's preliminary and final design phases through the fire engineering brief process.

FRNSW requests the opportunity to review and comment on the EIS report once completed.

While there is currently no requirement for a fire safety study, FRNSW may request one be undertaken at a later stage should information be provided such it is deemed that the development poses unique challenges to the response to and management of an incident.

If you have any further queries regarding this matter, please contact the Fire Safety Branch on 9742 7434 quoting your reference number.

Regards,



Administration Officer
Fire Safety Administration Unit
Community Safety Directorate | Fire and Rescue NSW

T: (02) 9742 7434

1 Amarina Ave, Greenacre, NSW 2190 | Locked Bag 12, Greenacre, NSW 2190

PREPARED FOR ANYTHING.

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Office of
Environment
& Heritage

DOC19/228118
SSD-10154

Ms Pamela Morales
Industry Assessments
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms Morales

Secretary's Environmental Assessment Requirements – Qantas Flight Training Centre – 297 King Street Mascot - SSD-10154

Thank you for your email of 11 March 2019, requesting comments from the Office of Environment and Heritage (OEH) on the Secretary's Environmental Assessment Requirements (SEARs) for the above State Significant Development.

OEH has reviewed the Scoping Report for SEARs and provides the following comments and its recommendations in Attachment A.

Flood

OEH recommends the SEARs include the attached OEH Flood SEARs.

Aboriginal Cultural Heritage

OEH recommends the SEARs include the attached OEH Aboriginal Cultural Heritage SEARs.

Biodiversity

OEH recommends SEARs include the attached OEH Biodiversity SEARs.

Landscaping

OEH notes landscaping plans will be submitted with the EIS. OEH recommends the site landscaping uses a diversity of local provenance species (trees, shrubs and groundcovers) from the native vegetation community (or communities) that once occurred on the site (rather than use exotic plant species or non-endemic native species) due to the numerous benefits of using local natives. It is recommended the SEARs include: "the landscape plan is to give preference to using local native provenance tree, shrub and groundcover species".

Ecologically Sustainable Development (ESD)

OEH recommends the SEARs include:

- *The development incorporates green walls, green roof and/or cool roof into the design (see comments below on building design)*
- *The climate change projections developed for the Sydney Metropolitan area are used to inform the building design and asset life of the project (see comments below on building design)*

→ *Relevant Data and Guidelines:*

- *NSW and ACT Government Regional Climate Modelling (NARClIM) climate change projections are used to inform the building design*
- *OEH (2015) Urban Green Cover in NSW Technical Guidelines.*

Building Design

OEH recommends the development incorporates a Green Roof, Cool Roof and/or Green Wall into the design and the SEARs address this. The benefits of Green Roofs, Cool Roofs and Green Walls are outlined in the OEH (2015) Urban Green Cover in NSW Technical Guidelines which can be found at the following link:

<http://climatechange.environment.nsw.gov.au//Adapting-to-climate-change/Green-Cover>

Green roofs are roof surfaces that are partially or fully vegetated. Cool roofs use reflective material to reflect and emit more solar energy than dark coloured roofs. Green Walls are vegetated systems that are grown on the vertical façade of the building envelope. Green roofs and cool roofs can have a strong regulating effect on the temperature of roofs and building interiors, reducing the energy needed for cooling and the impact of the Urban Heat Island effect. Green Walls can reduce heating and air-conditioning requirements. The provision of an Intensive Green roof or Green Wall would increase habitat and biodiversity at the site, particularly if local provenance plant species are used from the relevant native vegetation community (or communities).

It is recommended the NSW and ACT Governments Regional Climate Modelling (NARClIM) climate change projections developed for the Sydney Metropolitan area are used to inform the building design and asset life of the project. These include over 100 climate variables, including temperature, rainfall, hot days and cold nights, severe Forest Fire Danger Index (FFDI) and are publicly available online and at fine resolution (10km and hourly intervals) for 20-year time periods: 2020–2039 near future and long-term 2060–2079. Further, sustainable design measures such as green roofs should be incorporated into the project design to maximise the long-term ecologically sustainable development outcomes of the proposal. The climate change projections for the Sydney Metropolitan area are found at the following link:

<https://climatechange.environment.nsw.gov.au/Climate-projections-for-NSW/Climate-projections-for-your-region/Metro-Sydney-Climate-Change-Downloads>

Heritage

A separate response may be provided on heritage matters by the Heritage Division of OEH as delegate of the Heritage Council of NSW.

Should you have any queries regarding this matter, please contact Janne Grose on 8837 6017 or janne.grose@environment.nsw.gov.au

Yours sincerely

 22/3/19

MARNIE STEWART
A/Senior Team Leader Planning
Greater Sydney
Communities and Greater Sydney Delivery

Attachment A – OEH Environmental Assessment Requirements

| Biodiversity |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> 1. Biodiversity impacts related to the proposed development are to be assessed in accordance with Section 7.9 of the Biodiversity Conservation Act 2017 the Biodiversity Assessment Method and documented in a Biodiversity Development Assessment Report (BDAR). The BDAR must include information in the form detailed in the Biodiversity Conservation Act 2016 (s6.12), Biodiversity Conservation Regulation 2017 (s6.8) and Biodiversity Assessment Method, including an assessment of the impacts of the proposal (including an assessment of impacts prescribed by the regulations). 2. The BDAR must document the application of the avoid, minimise and offset framework including assessing all direct, indirect and prescribed impacts in accordance with the <u>Biodiversity Assessment Method</u>. 3. The BDAR must include details of the measures proposed to address the offset obligation as follows; <ul style="list-style-type: none"> • The total number and classes of biodiversity credits required to be retired for the development/project; • The number and classes of like-for-like biodiversity credits proposed to be retired; • The number and classes of biodiversity credits proposed to be retired in accordance with the variation rules; • Any proposal to fund a biodiversity conservation action; • Any proposal to conduct ecological rehabilitation (if a mining project); • Any proposal to make a payment to the Biodiversity Conservation Fund. <p>If seeking approval to use the variation rules, the BDAR must contain details of the <u>reasonable steps</u> that have been taken to obtain requisite like-for-like biodiversity credits.</p> 4. The BDAR must be submitted with all spatial data associated with the survey and assessment as per Appendix 11 of the BAM. 5. The BDAR must be prepared by a person accredited in accordance with the Accreditation Scheme for the Application of the Biodiversity Assessment Method Order 2017 under s6.10 of the <i>Biodiversity Conservation Act 2016</i>. |
| Aboriginal cultural heritage |
| <ol style="list-style-type: none"> 6. The EIS must identify and describe the Aboriginal cultural heritage values that exist across the whole area that will be affected by the development and document these in an Aboriginal Cultural Heritage Assessment Report (ACHAR). This may include the need for surface survey and test excavation. The identification of cultural heritage values must be conducted in accordance with the Code of Practice for Archaeological Investigations of Aboriginal Objects in NSW (OEH 2010), and guided by the Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011) 7. Consultation with Aboriginal people must be undertaken and documented in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW). The significance of cultural heritage values for Aboriginal people who have a cultural association with the land must be documented in the ACHAR. |

8. Impacts on Aboriginal cultural heritage values are to be assessed and documented in the ACHAR. The ACHAR must demonstrate attempts to avoid impact upon cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, the ACHAR must outline measures proposed to mitigate impacts. Any objects recorded as part of the assessment must be documented and notified to OEH.

Water and soils

9. The EIS must map the following features relevant to water and soils including:
- Acid sulfate soils (Class 1, 2, 3 or 4 on the Acid Sulfate Soil Planning Map).
 - Rivers, streams, wetlands, estuaries (as described in s4.2 of the Biodiversity Assessment Method).
 - Wetlands as described in s4.2 of the Biodiversity Assessment Method.
 - Groundwater.
 - Groundwater dependent ecosystems
 - Proposed intake and discharge locations
10. The EIS must describe background conditions for any water resource likely to be affected by the development, including:
- Existing surface and groundwater.
 - Hydrology, including volume, frequency and quality of discharges at proposed intake and discharge locations.
 - Water Quality Objectives (as endorsed by the NSW Government <http://www.environment.nsw.gov.au/ieo/index.htm>) including groundwater as appropriate that represent the community's uses and values for the receiving waters.
 - Indicators and trigger values/criteria for the environmental values identified at (c) in accordance with the ANZECC (2000) Guidelines for Fresh and Marine Water Quality and/or local objectives, criteria or targets endorsed by the NSW Government.
 - Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions <http://www.environment.nsw.gov.au/research-and-publications/publications-search/risk-based-framework-for-considering-waterway-health-outcomes-in-strategic-land-use-planning>
11. The EIS must assess the impacts of the development on water quality, including:
- The nature and degree of impact on receiving waters for both surface and groundwater, demonstrating how the development protects the Water Quality Objectives where they are currently being achieved, and contributes towards achievement of the Water Quality Objectives over time where they are currently not being achieved. This should include an assessment of the mitigating effects of proposed stormwater and wastewater management during and after construction.
 - Identification of proposed monitoring of water quality.
 - Consistency with any relevant certified Coastal Management Program (or Coastal Zone Management Plan)
12. The EIS must assess the impact of the development on hydrology, including:
- Water balance including quantity, quality and source.
 - Effects to downstream rivers, wetlands, estuaries, marine waters and floodplain areas.

- c. Effects to downstream water-dependent fauna and flora including groundwater dependent ecosystems.
- d. Impacts to natural processes and functions within rivers, wetlands, estuaries and floodplains that affect river system and landscape health such as nutrient flow, aquatic connectivity and access to habitat for spawning and refuge (e.g. river benches).
- e. Changes to environmental water availability, both regulated/licensed and unregulated/rules-based sources of such water.
- f. Mitigating effects of proposed stormwater and wastewater management during and after construction on hydrological attributes such as volumes, flow rates, management methods and re-use options.
- g. Identification of proposed monitoring of hydrological attributes.

Flooding and coastal hazards

13. The EIS must map the following features relevant to flooding as described in the Floodplain Development Manual 2005 (NSW Government 2005) including:
 - a. Flood prone land.
 - b. Flood planning area, the area below the flood planning level.
 - c. Hydraulic categorisation (floodways and flood storage areas)
 - d. Flood Hazard.
14. The EIS must describe flood assessment and modelling undertaken in determining the design flood levels for events, including a minimum of the 5% Annual Exceedance Probability (AEP), 1% AEP, flood levels and the probable maximum flood, or an equivalent extreme event.
15. The EIS must model the effect of the proposed development (including fill) on the flood behaviour under the following scenarios:
 - a. Current flood behaviour for a range of design events as identified in 14 above. This includes the 0.5% and 0.2% AEP year flood events as proxies for assessing sensitivity to an increase in rainfall intensity of flood producing rainfall events due to climate change.
16. Modelling in the EIS must consider and document:
 - a. Existing council flood studies in the area and examine consistency to the flood behaviour documented in these studies.
 - b. The impact on existing flood behaviour for a full range of flood events including up to the probable maximum flood, or an equivalent extreme flood.
 - c. Impacts of the development on flood behaviour resulting in detrimental changes in potential flood affection of other developments or land. This may include redirection of flow, flow velocities, flood levels, hazard categories and hydraulic categories
 - d. Relevant provisions of the NSW Floodplain Development Manual 2005.
17. The EIS must assess the impacts on the proposed development on flood behaviour, including:
 - a. Whether there will be detrimental increases in the potential flood affection of other properties, assets and infrastructure.
 - b. Consistency with Council floodplain risk management plans.
 - c. Consistency with any Rural Floodplain Management Plans.
 - d. Compatibility with the flood hazard of the land.

- e. Compatibility with the hydraulic functions of flow conveyance in floodways and storage in flood storage areas of the land.
- f. Whether there will be adverse effect to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the site.
- g. Whether there will be direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.
- h. Any impacts the development may have upon existing community emergency management arrangements for flooding. These matters are to be discussed with the NSW SES and Council.
- i. Whether the proposal incorporates specific measures to manage risk to life from flood. These matters are to be discussed with the NSW SES and Council.
- j. Emergency management, evacuation and access, and contingency measures for the development considering the full range of flood risk (based upon the probable maximum flood or an equivalent extreme flood event). These matters are to be discussed with and have the support of Council and the NSW SES
- k. Any impacts the development may have on the social and economic costs to the community as consequence of flooding.

(END OF SUBMISSION)

25 March 2019

Our Reference: SYD19/00378
DP&E Case ID: PAE

The Director
Department of Planning & Environment
320 Pitt Street
SYDNEY NSW 2000

Attention: Pamela Morales

Dear Sir/Madam,

**REQUESTS FOR SEARs – QANTAS FLIGHT TRAINING CENTRE
297 KING STREET, MASCOT**

Reference is made to the Department's correspondence dated 11 March 2019, requesting Roads and Maritime Services (Roads and Maritime) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

Transport for NSW (TfNSW) will provide a separate submission.

Roads and Maritime requests that the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed redevelopment (during both construction and operational phases), including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required).

All affected intersections should be examined / modelled. These should include, but not be limited to:

- a. King Street/O'Riordan Street
 - b. O'Riordan Street/Qantas Drive/Joyce Drive
 - c. O'Riordan Street/Bourke Road
2. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).
 3. Proposed number of car parking spaces and compliance with the appropriate parking codes.

Roads and Maritime Services

4. Details of light and heavy vehicle movements for construction and operational phases (including vehicle type and likely arrival and departure times).
5. To ensure that the above requirements are fully addressed, the transport and traffic study must properly ascertain the cumulative study area traffic impacts associated with the redevelopment and any other known proposed developments in the area.
6. Roads and Maritime requires the transport and traffic impact assessment to assess the implications of the proposed development for public and active transport; the potential for implementing a location-specific sustainable travel demand management strategy and the provision of end of trip facilities to increase active transport usage to and from the site.

If you have any further inquiries in relation to this development application Kerry Ryan, Development Assessment Officer, would be pleased to take your call on 8849 2008 or by email at development.sydney@rms.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'BEPeg' or similar, with a stylized flourish at the end.

Brendan Pegg
Senior Land Use Planner
Sydney Division, South East Precinct

22nd March 2019

Pamela Morales
Senior Planning Officer
Industry Assessments
Department of Planning & Environment
pamela.morales@planning.nsw.gov.au

Dear Ms Morales,

**Sydney Water input to SEARs for 297 King Street, Mascot (Qantas Flight Training Centre)
– (MCI 9793)**

Thank you for your letter of 28 February 2019 seeking Sydney Water's input on the Secretary's Environmental Assessment Requirements for the abovementioned proposal. We have reviewed the proposal and provide the following comments for your consideration. Sydney Water requests that the Department of Planning and Environment include the following Secretary's Environmental Assessment Requirements relating to the provision of water-related services for the subject site:

Water-related Infrastructure Requirements

1. The proponent of development should determine service demands following servicing investigations and demonstrate that satisfactory arrangements for drinking water, wastewater, and recycled water (if required) services have been made.
2. The proponent must obtain endorsement and/or approval from Sydney Water to ensure that the proposed development does not adversely impact on any existing water, wastewater or stormwater main, or other Sydney Water asset, including any easement or property. When determining landscaping options, the proponent should take into account that certain tree species can cause cracking or blockage of Sydney Water pipes and therefore should be avoided.
3. Strict requirements for Sydney Water's stormwater assets (for certain types of development) may apply to this site. The proponent should ensure that satisfactory steps/measures been taken to protect existing stormwater assets, such as avoiding building over and/or adjacent to stormwater assets and building bridges over stormwater assets. The proponent should consider taking measures to minimise or eliminate

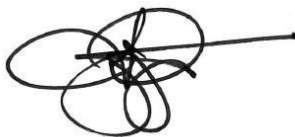
potential flooding, degradation of water quality, and avoid adverse impacts on any heritage items, and create pipeline easements where required.

Integrated Water Cycle Management

4. The proponent should outline any sustainability initiatives that will minimise/reduce the demand for drinking water, including any alternative water supply and end uses of drinking and non-drinking water that may be proposed, and demonstrate water sensitive urban design (principles are used), and any water conservation measures that are likely to be proposed. This will allow Sydney Water to determine the impact of the proposed development on our existing services and required system capacity to service the development.

If you require any further information, please contact Growth Planning and Development at urbangrowth@sydneywater.com.au.

Yours sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Fernando Ortega

A/Manager, Growth Planning and Development

Pamela Morales
Senior Planning Officer
Industry Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms. Morales,

Request for Input to SEARs for proposed Qantas Flight Training Centre at 297 King Street, Mascot

Thank you for your email dated 11 March 2019 requesting Transport for NSW (TfNSW) input to the Secretary's Environmental Assessment Requirements (SEARs) for the subject proposal.

The following key assessment requirements should be addressed within the SSD EIS:

Traffic and Transport (Operational and Construction)

- an estimate of the total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips;
- existing and proposed pedestrian and bicycle movements within the vicinity of the site;
- the adequacy of public transport, pedestrian and bicycle provisions to meet the likely future demand of the proposed development;
- daily and peak (AM and PM) vehicle movements impact on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity and the need for any upgrading or road improvement works, if required;
- proposed access arrangements and measures to mitigate any associated traffic, public transport, pedestrian and bicycle networks impacts;
- Car parking analysis to assess and recommend the appropriate number of car parking spaces, noting from the Scoping Report that additional car parking spaces would be provided as a replacement of other Qantas parking areas in addition to the loss of 800 spaces as a result of the Project;
- service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times);
- details of access arrangements for emergency vehicles;
- bicycle parking provision, including end-of-trip facilities considering the availability of public transport and the requirements of the relevant parking codes and Australian Standards;
- location of pedestrian and bicycle parking facilities in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance;
- sustainable travel initiatives for employees and visitors, particularly for the provision of green travel plans and wayfinding strategies;
- provision of sufficient electrical power supply and conduits for the installation of EV charging stations within proposed car park to cater for Electric and Hybrid vehicles;
- Consideration to future adaptability and repurposing of car parking should there be reduction of demand in the future;

- traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, bicycles, parking and public transport, including the preparation of a preliminary Construction Traffic Management Plan to demonstrate the proposed management of the impact.

Relevant Policies and Guidelines:

- Guide to Traffic Generating Developments (Roads and Maritime Services)
- EIS Guidelines – Road and Related Facilities (DoPI)
- NSW Planning Guidelines for Walking and Cycling
- Cycling aspects to Austroads Guide
- Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development
- Standards Australia AS2890.3 (Bicycle parking facilities)

Botany Rail Line (Freight)

The Australian and NSW Governments have identified clear objectives to increase the share of freight moved by rail. Operation of the Botany Rail Line, to and from Port Botany, is critical to keeping Sydney and Australia's freight moving. The EIS shall undertake an assessment to identify the impacts of the proposed development on the Botany Rail Line, which should consider operational activities, such as maintenance and future growth.

The applicant should consult with ARTC on any potential impacts to the freight rail line, noting that ARTC are proposing to delivering the Botany Rail Duplication project at a similar time.

The assessment shall include but not be limited to the following:

- Protection of rail corridor and its operation, access, easements or infrastructure during construction and operation of the proposed development;
- Geotechnical investigation for the excavation for the proposed development adjacent to the Botany Rail Line;
- Noise and vibration assessment and associated acoustic treatments which may be appropriate for the proposed development

Relevant Policies and Guidelines:

- Development near Rail Corridors and Busy Roads – Interim Guideline (2008)
- T HR CI 12080 ST External Developments version 1.0

Consultation

- Transport for NSW
- Roads and Maritime Services
- Sydney Trains
- ARTC

Thank you for the opportunity of providing input to the draft SEARs. If you require clarification with any of the information provided above, please contact Billy Yung, Senior Transport Planner, via email at Billy.Yung@transport.nsw.gov.au.

Yours sincerely



25/3/2019

Mark Ozinga
Principal Manager, Land Use Planning & Development
Freight, Strategy & Planning

CD19/02146

Pamela Morales

Subject: RE: 2019-124 - Case ID: PAE-19 Major Projects – New Request for Advice

From: Easements&Development <Easements&Development@transgrid.com.au>

Sent: Tuesday, 12 March 2019 2:35 PM

To: Pamela Morales <pamela.morales@planning.nsw.gov.au>

Subject: RE: 2019-124 - Case ID: PAE-19 Major Projects – New Request for Advice

Hi Pamela,

TransGrid Reference Number: 2019-124

Qantas Training School

Lots 2/4 in DP 234489, Lot 1 in DP 202747, Lot B in DP 164829, Lot 133 in DP

659434

Thank you for notifying TransGrid of the abovementioned proposal.

We can advise this site is not affected by either a TransGrid Asset or Easement. Therefore, we have no comments to raise on this notification.

If you have any questions, please contact me.

Kind regards,

Skye Shanahan

Enquiry Services Coordinator | Works Delivery

TransGrid | 200 Old Wallgrove Road, Wallgrove, NSW, 2766

E: Skye.Shanahan@transgrid.com.au **W:** www.transgrid.com.au

Pamela Morales

Subject: RE: Case ID: PAE-22 Major Projects – New Request for Advice

From: Alison Kniha <Alison.Kniha@waternsw.com.au>
Sent: Tuesday, 12 March 2019 8:16 AM
To: Pamela Morales <pamela.morales@planning.nsw.gov.au>
Subject: RE: Case ID: PAE-22 Major Projects – New Request for Advice

Good Morning,

Thank you for your email requesting WaterNSW's input for the SEARs for a Qantas flight training centre at 297 King Street, Mascot (Bayside LGA).

The proposal is not located near any WaterNSW land assets or infrastructure, therefore we have no particular requirements for the EIS.

WaterNSW requests the Department continue to refer proposals to us that have the potential to impact on our land and assets, using the email Environmental.Assessments@waternsw.com.au.

Regards

Alison Kniha
Catchment Protection Planning Manager



PO Box 398, Parramatta NSW 2124
Level 14, 169 Macquarie Street
Parramatta NSW 2150
alison.kniha@waternsw.com.au
www.waternsw.com.au

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From: no-reply@majorprojects.planning.nsw.gov.au <no-reply@majorprojects.planning.nsw.gov.au>
Sent: Monday, 11 March 2019 4:48 PM
To: Environmental Assessments <Environmental.Assessments@waternsw.com.au>
Cc: pamela.morales@planning.nsw.gov.au
Subject: Case ID: PAE-22 Major Projects – New Request for Advice



Dear WaterNSW,

The Department of Planning and Environment has received a request for Secretary's Environmental Assessment Requirements (SEARs) from Urbis on behalf of Qantas Airways Limited (the Applicant) for a flight training centre at 297 King Street, Mascot (Bayside LGA). The proposal involves demolition works, construction and operation of the flight training centre, construction of a multi-level car park and associated internal road works and landscaping.

On 28 February 2019, the Minister declared the project State Significant Development through a notice in the New South Wales Government Gazette Number 20 pursuant to Section 4.36(3) of the *Environmental Planning and Assessment Act 1979*.

Please provide input into the SEARs for the proposal including details of any key issues and assessment requirements by **COB Monday 25 March 2019**.

If you have any enquiries, please contact Pamela Morales on 9274 6386 at pamela.morales@planning.nsw.gov.au.

Regards

Pamela Morales

Senior Planning Officer

Industry Assessments

320 Pitt Street | GPO Box 39 | Sydney NSW 2001

T 02 9274 6386

Please do not reply to this email.

Kind Regards,

Department of Planning and Environment

Please do not reply to this email.

Kind regards

Department of Planning and Environment



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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Wednesday, 3 April 2019
Reg No.: 19/0243

TO: NSW PLANNING & ENVIRONMENT

Notice to Proponent Property Development

Dear Sir/Madam

Application for approval pursuant to s.183 Airports Act - Notification of decision under Reg 15A(2) of the Airports (Protection of Airspace) Reg's 1996

Proposed Activity: PROPERTY DEVELOPMENT

Location: 297 KING STREET, MASCOT

Proponent: NSW PLANNING & ENVIRONMENT

Date: 25/03/2019

Sydney Airport received the above application from you.

This location lies within an area defined in schedules of the Civil Aviation (Buildings Control) Regulations which limit the height of structures to 15.24 metres above existing ground height (AEGH) without prior approval of the Civil Aviation Safety Authority.

The application sought approval for the PROPERTY DEVELOPMENT to a height of 47.5 metres Australian Height Datum (AHD).

In my capacity as Airfield Design Manager and an authorised person of the Civil Aviation Safety Authority (CASA) under Instrument Number: CASA 229/11, in this instance, I have no objection to the erection of this development to a maximum height of 47.5 metres AHD.

The approved height is inclusive of all lift over-runs, vents, chimneys, aerials, TV antennae, construction cranes etc.

Should you wish to exceed this height a new application must be submitted.

Should the height of any temporary structure and/or equipment be greater than 15.24 metres AEGH, a new approval must be sought in accordance with the Civil Aviation (Buildings Control) Regulations Statutory Rules 1988 No. 161.

Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations.

Sydney Airport advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.

Information required by Sydney Airport prior to any approval is set out in Attachment A.

"Prescribed airspace" includes "the airspace above any part of either an Obstacle Limitation Surface (OLS) or Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surface for the airport (Regulation 6(1)).

The height of the prescribed airspace at this location is 51 metres above AHD.

Planning for Aircraft Noise and Public Safety Zones

Current planning provisions (s.117 Direction 3.5 NSW Environmental Planning and Assessment Act 1979) for the assessment of aircraft noise for certain land uses are based on the Australian Noise Exposure Forecast (ANEF). The current ANEF for which Council may use as the land use planning tool for Sydney Airport was endorsed by Airservices in December 2012 (Sydney Airport 2033 ANEF).

Whilst there are currently no national aviation standards relating to defining public safety areas beyond the airport boundary, it is recommended that proposed land uses which have high population densities should be avoided.

Yours Sincerely



Peter Bleasdale
Airfield Design Manager

NOTE:

1. a person who conducts a controlled activity otherwise than with or in accordance with an approval commits an offence against the Act.
 - s. 183 and s. 185 Airports Act 1996.
 - Penalty: 250 penalty units.
2. if a structure is not authorised, the Federal Court may order a person to carry out remedial works, mark or light, or reduce the height of or demolish, dismantle or remove a structure.

Attachment A

Application for Approval of Crane Operation

[Sections s.182, 183, Airports Act 1996]

[Airports (Protection of Airspace) Regulations 1996 – Reg 7]

TO: Sydney Airport Corporation Ltd

c/- Airport Design Services
Locked Bag 5000
Sydney International Airport
NSW 2020
Email: airspaceprotection@syd.com.au

APPLICATION PURSUANT TO AIRPORT (PROTECTION OF AIRSPACE) REGULATIONS REG 7:

- (a) Pursuant to s. 183 of the *Airports Act 1996* and Reg 7 of the *Airports (Protection of Airspace) Regulations 1996*, the Proponent must apply through the Airport to the Secretary of the Department of Infrastructure and Regional Development for approval of the operation ("controlled activity") set out in the **Schedule**.
- (b) An Application for approval must be given to the Airport at least 28 days before commencement of the operation.
- (c) The operation must not commence without approval, and must only proceed in compliance with any conditions imposed on such approval.
- (d) Sydney Airport has delegated authority from the Secretary to determine "short term" operations (less than 3 months).
- (e) The Airport is required to invite submissions from CASA and Airservices regarding the proposed operation.
- (f) The Secretary and the Airport, as applicable, may request further information before determining an application.
- (f) The "**Important Notes**" must be read and accepted.
- (g) The Proponent must complete this Application and provide it to Sydney Airport, with a copy to the Council as part of the relevant Development Application.

CERTIFICATE BY PROPONENT:

I certify that the Application for approval is complete to the best of my knowledge.

Dated:

Signature of Proponent:

Title of signatory:

Schedule to Application for Approval of Crane Operation

Information required by the *Airports (Protection of Airspace) Reg's – Reg 7:*

APPLICANT::[Proponent]

Of:

Contact:

Phone:

Email:

1. Description of proposed crane operation:

-

2. Period of Operation:

- fromto

3. Days and hours of operation:

- days:
- hours:

4. Location:

- Address:
- Mapping Grid of Australia (MGA94) co-ordinates:
 -E
 -N

5. Details of crane height

- (i) maximum height: metres above ground
- (ii) maximum height: metres AHD
- (iii) resting crane height: metres AHD

6. Purpose of the crane operation:

-

7. Reference to relevant Development Application:

- Council and DA reference:

SAFETY CASE FOR ACTIVITY: The Proponent proposes the following safety case:

-
.....

IMPORTANT NOTES TO APPLICATION FOR APPROVAL OF CRANE OPERATION WHICH IS A CONTROLLED ACTIVITY

[Airports Act 1996]

[Airports (Protection of Airspace) Regulations 1996]

1. Section 182: defines "*controlled activities*" – includes intrusions by cranes into prescribed airspace.
2. Section 187: if a controlled activity is carried out without approval, or is carried out otherwise than in accordance with an approval, the Federal Court may order a person to carry out remedial work on a building, structure or thing; to mark it or light it or both; to reduce its height.
3. Section 183: a person who carries out a controlled activity without the approval of the Secretary or Airport commits an offence against section 183 of the Act.

Penalty: 250 penalty units for each such offence.
4. Regulation 8: a building authority that receives a proposal for a building activity that, if undertaken, would constitute a controlled activity in relation to an airport must give notice of the proposal to the airport.

Penalty: 50 penalty units for each such offence.
5. If the activity is a short term activity (less than 3 months), the Airport will determine the application pursuant to delegated authority from the Secretary.
6. If the activity is a long term activity (greater than 3 months), the Secretary will determine the application.
7. If the activity is a long term intrusion into PANS-OPS, the application will not be approved. [Reg 9].
8. The Airport will give notice of the application to, and invite submissions from, the Civil Aviation Safety Authority of Australia (CASA) and Airservices Australia. [Reg 10].
9. Upon receipt of submissions from CASA and Airservices, the Airport will refer the application and any submissions from CASA and Airservices, as well as the Airport, to the Secretary, or will determine the application itself if it is a short term activity.

The Secretary or the Airport will notify you in writing of their decision.
10. Neither the Secretary or the Airport will approve any activity if CASA advises that carrying out the activity would have an unacceptable effect on the safety of existing or future air transport operations into or out of the Airport. [Reg14(6)].