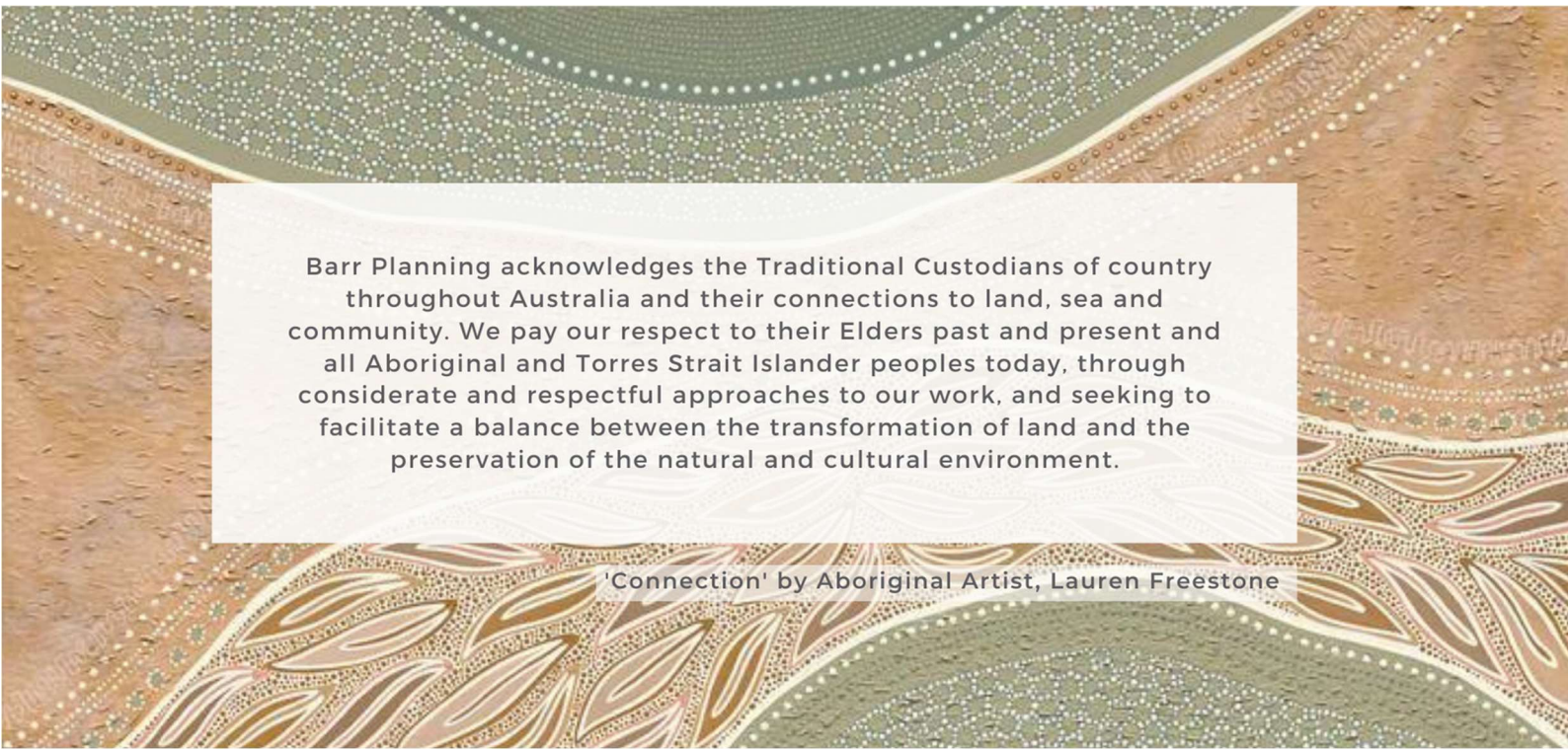
Environmental Impact Statement

High Technology Industry Williamtown

Prepared by Barr Planning

for Greater Newcastle Aerotropolis Ltd

June 2024


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

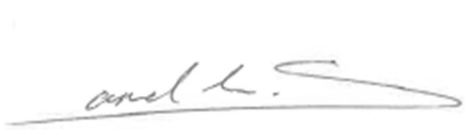
Document Control

Title:	High Technology Industry Williamtown
Address:	38 Cabbage Tree Road, Williamtown
Job No.	23NEW0112
Client:	Greater Newcastle Aerotropolis Pty Ltd (GNAPL)

Document Issue

Issue	Date	Prepared by	Reviewed by
Final Draft	31/05/2024	S Liu	R Johnston
Final	25/06/2024	S Liu	R Johnston

Signed



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Glossary and Abbreviations

Term or Acronym	Meaning
ACHAR	Aboriginal Cultural Heritage Assessment Report
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
AHIMS	Aboriginal Heritage Information Management System
AHIP	Aboriginal Heritage Impact Permit
ANEF	Australian Noise Exposure Forecast
AQR	aggregate quantity ration
AS	Australian Standard
ASS	Acid Sulfate Soils
Ausgrid	Ausgrid electricity distributor
BC Act	Biodiversity Conservation Act 2016
BCA	Building Code of Australia
BCSEPP	State Environmental Planning Policy (Biodiversity and Conservation) 2021
BDAR	Biodiversity Development Assessment Report
CASA	Australian Government Civil Aviation Safety Authority
CCTV	Closed circuit television
CDD	Commonwealth Department of Defence
CEMP	Construction Environmental Management Plan
CKPoM	Consolidated Comprehensive Koala Plan of Management
CMP	Construction Management Plan
CMS	Clearing Method Statement
Council	Port Stephens Council
CPTED	Crime Prevention Through Environmental Design
CTMP	Construction Traffic Management Plan
DA	Development Application
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DCP	Development Control Plan
DEH	Department of Environment and Heritage
DG	Dangerous Goods
DP	Deposited Plan
DPHI	NSW Department of Planning, Housing and Infrastructure
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPA	NSW Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESD	Ecologically Sustainable Development

Term or Acronym	Meaning
EV	electric vehicle
FRNSW	Fire & Rescue for New South Wales
FTE	Full Time Equivalent
GANSW	NSW Government Architect's Office
GNMP	Greater Newcastle Metropolitan Plan 2036
GTAs	General Terms of Approval
GtTGD	Guide to Traffic Generating Development
Ha	hectare
HIS	Heritage Impact Statement
HRP	Hunter Regional Plan
HRV	Heavy ridged vehicle
HWC	Hunter Water Corporation
IE SEPP	State Environmental Planning Policy (Industry and Employment) 2021
kVA	kilo-volt-amperes
L	litres
LALC	Local Aboriginal Land Council
LGA	Local Government Area
m	metre
m^2	square metres
MHF	Major Hazard Facility
NA	Not Applicable
NBN	NBN Communications
NSW	New South Wales
NSW Environment and Heritage	New South Wales Environment and Heritage
NSW Fire & Rescue	New South Wales Fire and Rescue
NSWH	New South Wales Health
NVIA	Noise and Vibration Impact Assessment
OMP	Operational Management Plan
PFAS	Per- and polyfluoroalkyl substances
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
PMZ	Primary Management Zone
PSC	Port Stephens Council
PSI	Preliminary Site Investigation
RAAF	Royal Australia Air Force
RAP	Remediation Action Plan
RAPs	Registered Aboriginal Parties
RFS	New South Wales Rural Fire Service
RH SEPP	State Environmental Planning Policy (Resilience and Hazard) 2021

Term or Acronym	Meaning
RSEPP	State Environmental Planning Policy (Regional) 2021
SafeWork NSW	Safe Work New South Wales
SBSEPP	State Environmental Planning Policy (Sustainable Buildings) 2022
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SSD	State Significant Development
SSDA	State Significant Development Application
STEM	Science Technology Engineering Maths
SWC	Subdivision Works Certificate
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
TI SEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021
WSUD	Water-Sensitive Urban Design
WMP	Waste Management Plan

Project Details

Project Details	
Project Name	High Technology Industry, Williamtown
Application Number	SSD-68721962
Address of the Land in respect of which the development application is made	38 Cabbage Tree Road, Williamtown, 2318
Applicant Details	
Applicant Name	Greater Newcastle Aerotropolis Pty Ltd (GNAPL)
Applicant Address	Private Bag 2001, Raymond Terrace NSW 2324
Applicant Contact:	Mark Purdy
	+61 431 380 473
	mpurdy@newcastleairport.com.au
Details of person by whom the EIS was prepared	
Name	Samuel Liu
Position	Senior Planner
Qualifications	BComm, MPlanning, MPIA
Name	Rebecca Johnston
Position	Director
Qualifications	BTP (Hons), Cert IV Project Management, MBA Registered Planner + REAP - PIA

Declaration

Declaration by registered environmental assessment practitioner	
Name:	Stephen Barr
Registration number	8885
Organisation registered with:	Planning Institute of Australia
Declaration:	The undersigned declare that this EIS: ▪ has been prepared in accordance the Environmental Planning and Assessment Regulation 2021; ▪ contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; ▪ does not contain information that is false or misleading; ▪ addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; ▪ identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; ▪ has been prepared having regard to the Department's State Significant Development Guidelines (2024) and Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement; ▪ contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; ▪ contains a consolidated description of the project in a single chapter of the EIS; ▪ contains an accurate summary of the findings of any community engagement; and ▪ contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.
Signature	
Name	Stephen Barr
Date	31 May 2024

Executive Summary

This Environmental Impact Statement (EIS) has been prepared on behalf of Greater Newcastle Aerotropolis Pty Limited (GNAPL) (the Applicant) and accompanies State Significant Development Application (SSD-68721962) for a High Technology Industry at Williamtown (the Project). The Project is located on part of proposed Lot 400 and proposed Lot 500, Newton Parade, in the subdivision approved by DA 16-2009-324-3, of Lot 11 Deposited Plan (DP) 1036501.

This EIS should be read in conjunction with the Secretary's Environmental Assessment Requirements (SEARs) attached at Appendix A, and the supporting technical documents provided at Appendix G.

The Project

The Project is located within the vicinity of Newcastle Airport, a significant gateway into the region and a driver of economic transformation for the locality.

The Project is to construct and operate a new High Technology Industry to be used for the hardware manufacture, assembly, integration, testing, verification, and maintenance of defence related components and associated software development and administration support, to support the defence industry.

The objectives of the Project are to construct and operate a new high technology industry development, in order to leverage the investment in the Newcastle Airport through the delivery of high technology industries where they have direct access to airside land. The principles of ecologically sustainable development through a responsive design that is energy efficient and the minimisation impacts relating to noise, emissions, amenity, traffic or any other such impacts on nearby airport users and businesses, and rural properties, has guided the Project design.

The development will comprise a three-storey building having a height of 12m. The building will have a footprint of 7,427m^2 and will be sited within an area of 22,000m^2. The development will have a total GFA of 9,189m^2. The Project will involve site establishment works and then construction of three-storey high technology industry development including:

- Production facilities
- Administration, offices and reception areas
- Staff amenities and end of trip facilities
- Building identification signage
- Hardstand and vehicle circulation areas including:
  - Vehicular access from Newton Parade
  - 135 car parking spaces
- Landscaping and security perimeter fencing
- External services infrastructure and utilities

The facility is proposed to operate as a 24-hour, 7 Day operation over three shifts. The proposal will create approximately 170 construction jobs and 150 operational jobs.

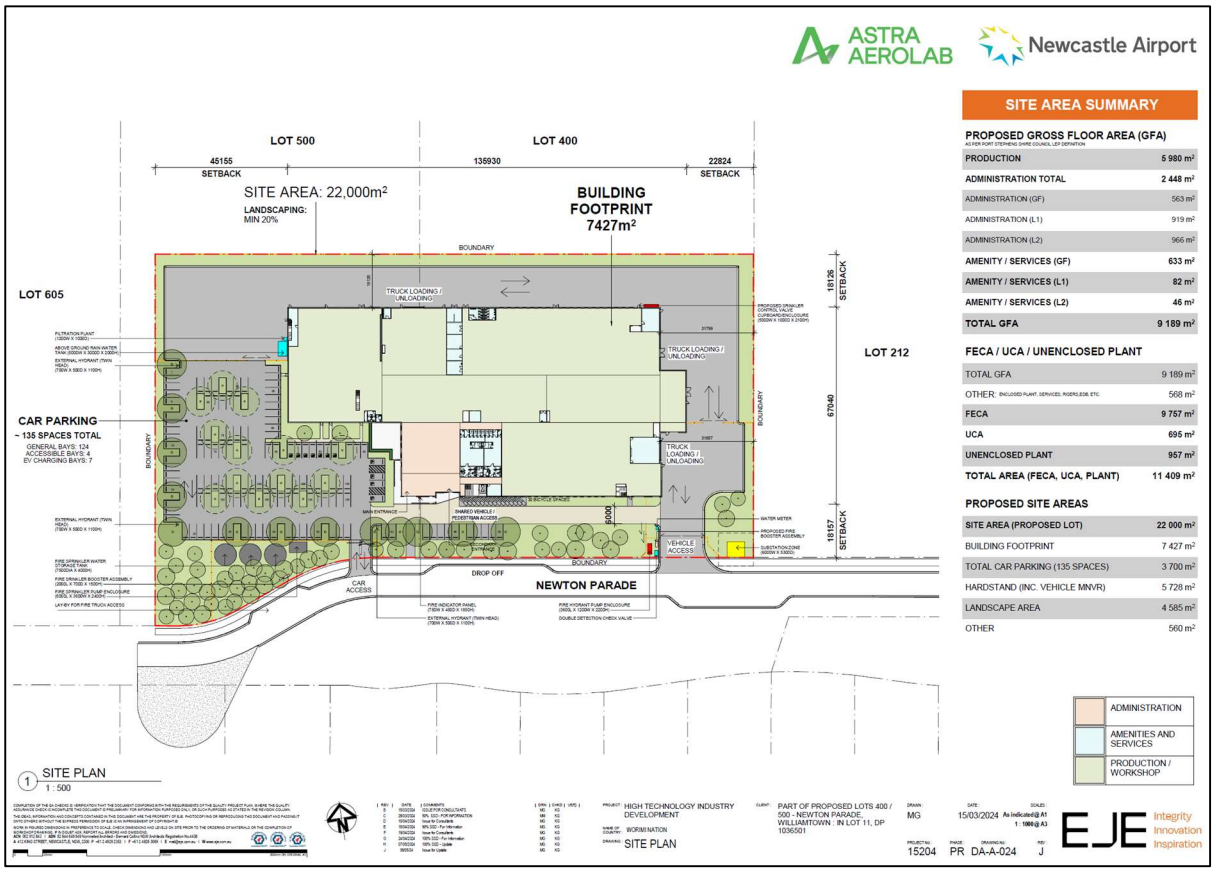

Figure 1 Site Plan. Source: EJE Architecture (May 2024)

Approval for the Project will be sought under Part 4, Division 4.7 of the EP&A Act. A high technology industry which is a type of light industry. Light industries are a permitted use with development consent within the B7 Business Park zone.

Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021 identifies state significant development to include 'other manufacturing industries' for the vehicle, defence or aerospace industry, where development that has an estimated development cost (EDC) of more $30 million. The Project will have an EDC of $102,995,000 and is therefore declared state significant development Section 4.36(2) of the EP&A Act.

The Project is not proposed as a staged state significant development. The normal stages of construction, including site establishment, construction and operation will be followed.

A number of options with regard to the Project site were considered. The selected site provides the best option for the development of facility of the required size and scale to accommodate the proposed workforce and the intended production and manufacturing processes. The site also allows for the customisation of the facility in terms of security measures, to ensure that it is suitable to undertake manufacturing of defence related equipment and components in a location that is proximate to the RAAF Base in Williamtown.

The Project Site

The Project is located on part of proposed Lot 400 and proposed Lot 500, Newton Parade, in the subdivision approved by DA 16-2009-324-3, of Lot 11 Deposited Plan (DP) 1036501. The site will be accessed from Newton Parade, which connects to Jeffries Circuit and Aerospace Avenue which thereafter connects to Williamtown Drive.

The site is currently the subject of subdivision works as part of the development of Astra Aerolab. The approved subdivision will facilitate future commercial and industrial development with airside access and strategic proximity to RAAF Williamtown and Newcastle Airport and is intended to facilitate development in related industries including defence, aerospace and advanced manufacturing.

Stakeholder Engagement

To support the SSD Application process, including the preparation of the site planning, architectural and landscape design and the EIS, the Project team undertook to engage with key stakeholders. The objectives of the consultation engagement process undertaken during the EIS preparation was to ensure the key stakeholders are informed of the Project, obtain feedback from key stakeholders and with certain stakeholders on the detailed assessment of key matters, such as the Department of Defence. This process was carried out in April and May 2024 ahead of the lodgement of the SSD, and is complementary to the statutory requirements for public exhibition of an SSD.

Where specific issues have been raised by government agencies or regulators in addition to matters identified in the SEARs or Agency correspondence, these are identified within the EIS. Where there was no specific response was received, this has also been noted. As part of the EIS preparation, consultation with the Worimi LALC was undertaken. The Worimi LALC did not request a meeting or any further Project information. There was no response to the Project Team with regard to the consultation undertaken with any adjoining land owners, other than with RAAF Base Williamtown.

Upon lodgement, the EIS will be placed on public exhibition by the DPHI and submissions will be invited in accordance with the requirements of Clause 176 of the EP&A Regulations. Public submissions are to be lodged through the portal. If the Project is approved, further engagement would occur with key stakeholders and any affected or potentially affected landowners regarding expected timing of works and proposed impact mitigation measures.

Assessment

The proposal has been assessed against all items contained to the SEARs issued for the Project. In summary:

- The site will be serviced by the required services infrastructure, utilities and vehicular access following completion of the Astra Aerolab subdivision works.
- The environmental constraints of the site including bushfire, flooding, contamination, aviation impacts and biodiversity do not preclude the development of the site and the Project has suitably designed to mitigate the identified risks and constraints.
- The Project is consistent with the land use objectives of the B7 Business Park zone and will facilitate development that is consistent with the strategic land use planning objectives for the site.
- The site is large enough to construct a building of a minimum size including minimum areas for production, manufacturing, assembly and storage as well as office and administration spaces.
- The site is generally not located near sensitive receivers or residential areas.

The impacts that are considered include:

- Built form and urban design compliance with Disability Discrimination Act and the Building Code of Australia
- Landscape and visual amenity
- Infrastructure and utilities
- Transport and accessibility
- Noise and vibration
- Air Quality
- Hazards and Risks
- Bushfire
- Biodiversity
- Flooding
- Water and Soils
- Contamination
- Heritage including Non-Aboriginal and Aboriginal heritage
- Aviation constraints
- Waste management
- Social impacts
- Economic impacts

The Project's construction and operational phases have been designed in a manner which respond to the constraints of the site and adjoining development. Suitable mitigation measures have been proposed to address the potential cumulative construction impacts and cumulative operational impacts resulting from other approved development within Astra Aerolab and Newcastle Airport

associated with noise, traffic, visual impact, infrastructure services demand, air quality and stormwater.

This EIS demonstrates that the Project meets Section 4.15 and the other relevant objects of the Environmental Planning and Assessment Act 1979, and therefore it is open to the Minister for Planning and Public Spaces to positively determine the Project.

1 Introduction

This Environmental Impact Statement (EIS) has been prepared on behalf of Greater Newcastle Aerotropolis Pty Limited (GNAPL) (the Applicant) and accompanies State Significant Development Application (SSD-68721962) for a High Technology Industry at Williamtown (the Project).

This EIS has been prepared in accordance with Department of Planning, Housing and Infrastructure (DPHI) State Significant Development Guidelines (March 2024), and should be read in conjunction with the Secretary's Environmental Assessment Requirements (SEARs) attached at Appendix A, and the supporting technical documents provided at Appendix G.

1.1 Applicants Details

Applicant Name	Greater Newcastle Aerotropolis Pty Ltd (GNAPL)
Applicant Address	Private Bag 2001, Raymond Terrace NSW 2324
ABN	90 629 359 726
Nominated Contact	Mark Purdy
Contact details	+61 431 380 473 mpurdy@newcastleairport.com.au

1.2 Project Summary

Table 1 Project Summary

Project Element	Summary of the Project
Application Number	SSD-68721962
Project Site Area	22,000m^2
Site Description	Part of proposed Lot 400 and proposed Lot 500, Newton Parade, in subdivision approved by DA 16-2009-324-3, of Lot 11 Deposited Plan (DP) 1036501.
Development Description	Construction and operation of a high technology development facility within an approved subdivision in Williamtown. The development includes an industrial building, office space and staff amenities. The facility is to be used for hardware manufacture, assembly, integration, testing, verification of defence related components and maintenance, software development and administration to assist in the delivery of defence acquisition programs.
Gross Floor Area (GFA)	Production: 5,980m^2 Administration: 2,448m^2 Amenities and services: 761m^2

Project Element		Summary of the Project
		Total: 9,189m^2
Maximum Height		3 storeys 12m (RL 17m AHD)
Floor Space Ratio (FSR)		0.41:1
Truck movements	Small delivery vans	2 x daily for drop and pick up
	B-Double (<26m)	1 delivery per week from supplier 2 dispatch of product per month
	Waste Collection (heavy rigid vehicle)	2 x weekly collection of garbage and recycled waste
Estimated Development Cost (EDC)		$102,995,000
Number of Construction Workers		170 on site
Number of employees		150
Job Creation		Construction: 267 full time equivalent (FTE) Direct and Indirect Operation: 250 FTE Direct and Indirect

1.3 Project Overview

This Project relates to the construction and operation of a new high technology industry development including production and administration areas. The Project will involve:

Site establishment

Site establishment works will include erection of temporary fencing works, construction site offices, and amenities.

Construction

- Construction of three-storey high technology industry development including:
  - Production facilities
  - Administration, offices and reception areas
  - Staff amenities and end of trip facilities
  - Building identification signage
- Hardstand and vehicle circulation areas including:
  - Vehicular access from Newton Parade
  - 135 car parking spaces
  - Internal ring road
- Landscaping and security perimeter fencing
- External services infrastructure and utilities

Operation

The facility is proposed to operate as a 24-hour, 7 Day operation over three shifts, as follows:

Table 2 Proposed Operational Details

Shift	Time	Duration (Hours)	Maximum No. Staff per shift
1	7:00am – 4:00pm	9 hours	90
2	4:00pm – 11:00pm	7 hours	30
3	11:00pm – 7:00am	8 hours	30

The facility will generate 150 operational jobs. The maximum number of staff on site at any time will be 120 staff including at shift handovers.

All truck deliveries will occur between 7am – 5pm with a summary of vehicle movements provided in the Table below.

Table 3 Summary of Vehicle Movements

Vehicle	Frequency
Small delivery vans	2 x daily for drop and pick up
B-Double (<26m)	1 delivery per week from supplier
	2 of product dispatch per month
Waste Collection (heavy rigid vehicle)	2 x weekly collection of garbage and recycled waste

Use and Storage of Dangerous Goods

The industrial activities to be carried out in the Project required the use and storage of some dangerous goods (DGs) and fuels. These will be stored in a dedication areas within the proposed building.

Waste Management

Operational waste will be sorted in different waste streams such as metal, cardboard, and plastic, to ensure that each type of material is recycled in the most appropriate way. The facility will be serviced by 3 x 1100L general waste bins and 5 x 1100L recycled waste bins located in the waste storage room located on the eastern elevation of the building. Waste will be collected twice weekly from the site by a private waste management contractor.

Some operational waste will be removed from the site by specialist waste management contractors on a scheduled basis, including any e-waste, sensitive material and secure documents, green waste and hazardous waste generated from operational handling and disposal of DGs.

1.3.1 Job Creation

The Project is a new facility and will create new jobs within the locality.

The Economic Impact Assessment (EIA) Report determined that a total construction employment generation as a result of the Project would be 267 full time equivalent (FTE) Direct and Indirect construction jobs. This has been estimated to be 126 FTE direct jobs, with a further 141 indirect jobs created which are related to supply chains.

In addition to the above, the actual number of construction workers likely to be on site at any given time will be approximately 170. This was identified to provide a suitable metric to assess the impacts of construction vehicle movements and parking demand.

The EIA also determined that a total employment generation as a result of operation of facility, would be 250 full time equivalent (FTE) Direct and Indirect jobs created This has been estimated to be 150 FTE direct jobs, with a further 100 indirect jobs created which are related to supply chains.

The details of the methodology to determine the job figures is provided in the EIA Report provided at Appendix G28.

1.3.2 Staging

The Project is not proposed as a staged state significant development. The normal stages of construction, including site establishment, construction and operation will be followed.

1.4 Project Objectives

The objectives of the Project are to:

- Construct and operate a new high technology industry development
- Leverage the investment in the Newcastle Airport through the delivery of high technology industries where they have direct access to airside land
- Create both temporary and permanent job opportunities during the construction and operational phases of the development
- Promote the principles of ecologically sustainable development through a responsive design that is energy efficient
- Minimise impacts relating to noise, emissions, amenity, traffic or any other such impacts on nearby airport users and businesses, and rural properties

1.5 Project Background

The Project is located within the vicinity of Newcastle Airport, a significant gateway into the region and a driver of economic transformation for the locality. The Australian Government has committed $66 million towards Newcastle Airport's runway upgrade to an international standard (Code E), which

will allow long range and wide-bodied aircraft, together with funding to expand its international terminal.

The upgrades to the Newcastle Airport together with Australian Defence Force programs attached to the RAAF Base Williamtown will provide a catalyst and strong platform for the development of employment land with a focus on defence and aerospace industries.

The Project will be used for the hardware manufacture, assembly, integration, testing, verification, and maintenance of defence related components and associated software development and administration support. The construction and operation of the facility in Williamtown will complement the development of similar facilities in other states of Australia.

1.6 Related Development

1.6.1 Astra Aerolab

Astra Aerolab is a newly emerging nationally significant defence and aerospace business park precinct which leverages the strategic proximity to Newcastle Airport and the Williamtown's RAAF Base.

Astra Aerolab is being developed as a six stage subdivision approved by Development Consent 16-2009-324-3 issued by Port Stephens Council (PSC) on 19 January 2011, and modified on 23 March 2022. The approved development subdivides four lots, including Lot 11 DP 1036501, to provide 101 development lots, available defence and airport related development. The works approved under the subdivision include:

- Construction of roads and footpaths
- Installation of street trees, public domain, landscaping
- Installation of utilities, including 8kVA electricity network for the site, water, sewer, NBN and dark fibre
- Construction of a precinct wide drainage infrastructure including two drainage basins, kerb and guttering, pits and pipes, drainage swales and rain gardens
- Construction of an Aboriginal Keeping Place in Stage 3 to contain any salvaged Aboriginal artefacts uncovered during works.

The approved subdivision will facilitate future commercial and industrial development with airside access and strategic proximity to RAAF Williamtown and Newcastle Airport and is intended to facilitate development in related industries including defence, aerospace and advanced manufacturing.

Subdivision Works

The approved subdivision works include the clearing of existing vegetation, the filling of land, and remediation. Assessment under other legislation including the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), Biodiversity Conservation Act 2016 (BC Act), National

Parks and Wildlife Act 1974, and Water Management Act 2000 was undertaken as part of the assessment. Conditions and General Terms of Approval are included in the Development Consent.

The following table sets out the approvals and works that have been issued or competed to date, as part of the delivery of the subdivision.

Table 4 Summary of Subdivision Works Approvals

Addressed in Subdivision Consent	Status	Documentation
Biodiversity		
Department of Climate Change, Energy, the Environment and Water (DECCW) Letter of Concurrence and Conditions of Consent requiring preparation of Clearing Method Statement (CMS).	▪ Land dedicated as part of Columbey National Park in December 2009. ▪ Biodiversity offset credits have been paid into the Biodiversity Conservation Fund to retire credits.	▪ DECC Letter dated 22 Dember 2009 confirming dedication of land in accordance with Deed of Agreement to offset impacts to biodiversity. ▪ EPBC Act Approval 2009/5063 issued 27 October 2021. ▪ Biodiversity Offset obligation – Biodiversity Conservation Fund paid December 2021 (BCT Reference: BCF273).
Aboriginal Heritage		
Heritage NSW Modifications of GTAs letter dated 27 September 2021 requiring updated Aboriginal Cultural Heritage Impact Assessment Report (ACHAR) to support Aboriginal Heritage Impact Permit (AHIP) application for Stage 2 to 6.	AHIP issued for part Stages 2 to 6 issued 7 March 2024.	▪ The ACHAR prepared by NGH dated October 2023. ▪ AHIP 5221 – Astra Aerolab Stage 2 to 6 – (DOC24/16905).
Hydrology, Flooding and Stormwater		
Conditions of consent requiring stormwater drainage to be developed indicating pipeline layout, flood levels, 1% AEP overland flows paths, stormwater quality and quantity control devices prior to issue of Subdivision Works Certificate.	Detention Basin 2 was constructed as part of Stage 1 which forms part of the precinct wide flood and stormwater management design.	Stormwater Management Report including updated flood modelling prepared by Northrop Engineering dated 14 December 2021 Rev B.
Contamination		

Addressed in Subdivision Consent	Status	Documentation
Conditions of Consent 73A, 74A and 74.1 were inserted in the DA 16-2009-324-3 modified consent requiring preparation of Construction Management Plan to manage PFAS contamination and the preparation of certification to confirm remediation of contaminated areas.	Remediation of Stage 1 completed.	▪ Preliminary Contamination Assessment prepared by Douglas Partners dated April 2009. ▪ Stage 1 Remediation Action Plan (RAP), Rev 0 prepared by Douglas Partners dated 5 November 2019. ▪ Stage 1 – Validation Report (NEW23P-0005-AA) prepared by Qualtest dated 30 January 2023.
Road Upgrades		
Conditions of consent identified required intersection upgrades and specified when these needed to occur. A review of trip generation rates was required prior to any subdivision certificate being granted beyond Stage 2A. Road upgrades included: ▪ Second right turn lane on western leg of Williamtown Drive / Nelson Bay Road intersection ▪ Bicycle lane ▪ Duplication of Williamtown Drive (Aerospace Avenue roundabout to Nelson Bay Road) prior to Stage 4. ▪ Connection with Cabbage Tree Road beyond Stage 5	Although Stage 2A is not yet constructed or registered, the Williamtown Drive and Nelson Bar Road intersection upgrade has progressed. It is currently under construction, with completion expected Q2 2024.	Works Authorisation Deed Williamtown TCS MR108 Nelson Bay Road (HTR20/0081) dated 30 June 2022.

Subdivision Construction

In 2022 GNAPL commenced the development of the Stage 1 of Astra Aerolab which included the lead in road, being Aerospace Avenue, small sections of McNamara Parade, Jeffries Circuit and Newton Parade, large development lots and a number of smaller lots to become the commercial core of the precinct. Construction of Stage 1 of the subdivision has been completed and is awaiting registration.

Construction of part of Stages 2A, 2C, 4 and 5 is to commence in June 2024. These works include vegetation clearing, bulk earthworks, stockpile management, construction access and compound establishment and PFAS management.

A Subdivision Works Certificate (SWC) Application for the Main Works Package was lodged 31 May 2024. The main works will include civil works for construction of Newtown Parade, stormwater, pavement marking and road signage, sewer, water reticulation, electrical servicing, street lighting and smart poles, NBN reticulation. Following completion of the mains works the subdivision will be registered.

The below table provides a summary of the subdivision works proposed and completed to date.

Table 5 Summary of proposed and completed subdivision works

Subdivision Works	Application Status
Stage 1 - Lots 100 – 110, part of Aerospace Avenue, Jeffries Circuit, Newton Parade, and McNamara Parade, part Lot 112 (Drainage Basin 1 and swale)	Construction completed. Subdivision is awaiting registration
Part of Stage 2A – Part of Lot 200, extension of Newton Parade, and drainage Lot 211	▪ Early Works SWC Application lodged ▪ Early Works SWC Application was issued on 30 May 2024 ▪ Works on site to commence clearing started June 2024 ▪ Main Works SWC Application was lodged on 31 May 2024 ▪ Main Works SWC Application is forecast to be issued in July 2024
Part of Stage 2C – Part of Lot 212, extension of Newton Parade, and drainage Lot 229	
Part of Stage 4 – Part of Lot 400, extension of Newton Parade, and drainage Lot 409	
Part of Stage 5 – Part of Lot 500, extension of Newton Parade, and drainage Lot 505	

The subject site is currently proposed on part of proposed Lot 400 and part of proposed Lot 500. A copy of the approved concept lot layout plan is included in Appendix B. Prior to the commencement of the Project, it is anticipated that the subdivision will be registered. The entirety of Lots 400 and 500 will then be consolidated. It is noted that the consolidation of lots is not development and development consent is not required.

Subdivision Operation

The Development Consent for the subdivision included conditions of consent regarding acoustic assessment for future individual buildings. The noise assessment completed for the subdivision recommended that future development address both noise impacts on the future occupants of the subdivision, and the impacts of the construction of the subdivision. These include consideration of the following in the assessment of future development:

- Mechanical plant
- Loading docks/deliveries
- Customers & staff
- Workshops
- Residential units/hotels/motels
- Car detailing
- Takeaway outlets
- Aircraft Tow-way
- Aircraft noise impact assessment
- Noise and vibration monitoring program
- Equipment selection
- Acoustic barriers/screening
- Community consultation/complaints handling procedure

The Assessment also recommended that buildings be designed in accordance with the AS2021-2000, Acoustic Noise Intrusion – Building Siting and Construction. It is noted that a whole of precinct, or individual stage or site project noise trigger levels were not identified.

This Project has considered mechanical plant, location of loading docks and timing of deliveries , the design of workshops, equipment selection, acoustic screening and construction noise and vibration monitoring. The building has been designed in accordance with the AS2021-2000, Acoustic Noise Intrusion – Building Siting and Construction. This is addressed in Section 6.6.

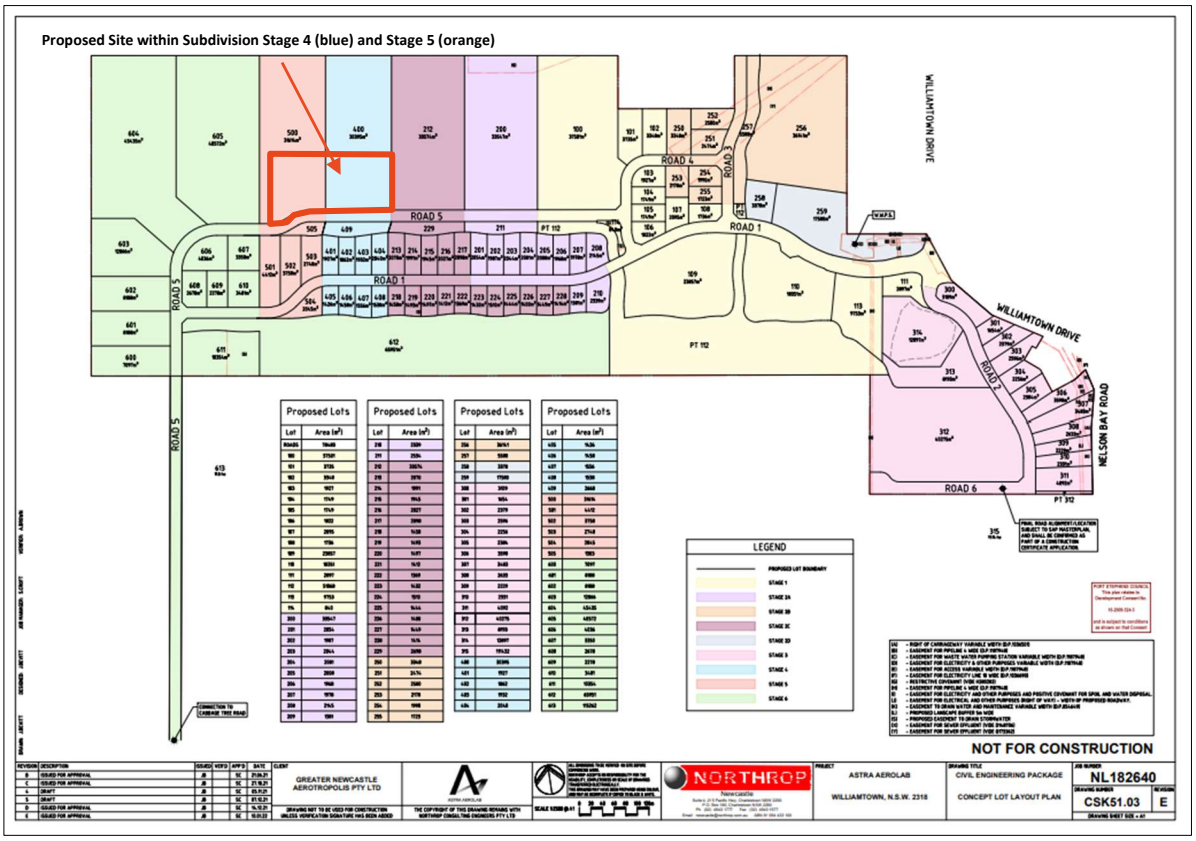

Figure 2 Development Consent 16-2009-324-3 Approved Concept Lot Layout Plan. Dated 22 March 2022

1.7 Other Approved Developments

A summary of proposed and approved development within the Astra Aerolab Precinct is provided in the Table below.

Table 6 Summary of Approved and Proposed Development within Astra Aerolab Precinct

Development Application No.	Location	Description	Determination Date
DA 16-2022-663-1	Proposed Lot 109	Construction and operation of a general industrial development with associated offices.	19/07/2023
DA 16-2022-834-1	Proposed Lot 106 and 107	Construction and operation of a mixed-use development comprising an 8-storey building containing office and retail premises, and a restaurant café.	18/08/2023

Development Application No.	Location	Description	Determination Date
DA 16-2024- 28-1	Proposed Lot 200 and 212	Construction and operation of a high technology industry development with offices and workshop.	Under assessment. To be determined by the Hunter and Central Coast Regional Planning Panel in July 2024.

In addition to development on the approved Astra Aerolab subdivision, a range of development consents have also been issued on Lot 43, DP1045602 on the Newcastle Airport site. These have been summarised in the table in Section 2.5 of the report with an assessment of cumulative impacts.

1.8 Report Structure

This Environmental Impact Statement (EIS) has been prepared with the structure shown in the following Table:

Table 7 EIS Structure

Chapter	Content
1. Introduction	▪ Applicants' details and Project objectives ▪ Site map ▪ Project background and history
2. Strategic context	▪ Key strategic issues and relevance and support to Government strategies, policies and plans ▪ Key features of the site and regional surrounds, environment and landscapes ▪ Assessment of potential cumulative impacts ▪ Project justification and analysis of alternatives
3. The Project	▪ Comprehensive Project description, objectives and area ▪ Summary of development including works, use of land and description of Project details ▪ Staging and sequencing details
4. Statutory context	▪ Assessment of proposal against relevant legislation and environmental planning instruments
5. Engagement	▪ Summary of consultation processes and activities with community, Government agencies and Aboriginal stakeholders ▪ Details of proposed ongoing consultation
6. Environmental Impact Assessment	▪ Condition of the existing environment ▪ Assessment of impact of proposal on environment

Chapter	Content
	▪ Identification of mitigation measures
7. Project Justification	▪ Provides justification for the Project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development
8. References	
9. Appendices	
Appendix A	SEARs Compliance Table
Appendix B	Details Maps and Plans
Appendix C	Statutory Compliance Table
Appendix D	Community Engagement Table
Appendix E	Mitigation Measures
Appendix F	Planning Certificates
Appendix G	Technical Reports

1.9 Supporting Technical Reports

This EIS is supported by the following documentation including Technical Reports and Plans which have been prepared by the following specialised consultants, as outlined below.

Table 8 Supporting Technical Documentation

Document	Consultant	Appendix
Estimated Development Cost Report	Muller Partnership	G1
Architectural Plans	EJE Architecture	G2
Biodiversity Development Assessment Report (BDAR) Wavier	Department of Climate Change, Energy, the Environment, and Water	G3
Air Quality Impact Assessment (AQIA)	AECOM	G4
Infrastructure Delivery, Management and Staging Plan Report	NDY Group	G5
Preliminary Contamination Review (PCR)	Qualtest	G6
Detailed Site Investigation (DSI)	Qualtest	G7
Flood Impact and Risk Assessment (FIRA)	Northrop	G8
Bushfire Threat Assessment	Anderson Environment & Planning	G9
Design Quality Report	EJE Architecture	G10
Access Report	Purple Apple Access	G11
Civil Engineering Report	ACOR Consultants Pty Ltd	G12
Landscape Plans	Terras Landscape Architects	G13
Traffic Impact Assessment (TIA)	SECA Solution	G14
Risk Screening Assessment	Riskcon Engineering	G15
Embodied Emissions Form	Muller Partnership	G16

Document	Consultant	Appendix
Noise and Vibration Impact Assessment (NVIA)	NDY Group	G17
Construction Waste Management Plan	Elephant Foot	G18
Ecological Sustainable Development (ESD) Report	NDY Group	G19
NABERS Agreement to Rate Contract	The National Australian Built Environment Rating System (NABERS)	G20
Salinity and Acid Sulfate Soil Assessment	Qualtest	G21
Building Code of Australia (BCA) Compliance Capability Statement	BM+G	G22
Visual Impact Assessment (VIA)	Terras Landscape Architects	G23
Bushfire Emergency Management and Evacuation Plan	Anderson Environment & Planning	G24
Aboriginal Cultural Heritage Assessment Report	NGH Pty Ltd	G25
Operational Waste Management Plan	Elephant Foot	G26
Social Impact Assessment	Barr Planning	G27
Economic Impact Assessment	Morrison Low	G28

2 Strategic Context

This Chapter provides an overview of the importance of the Project within the strategic planning context. It identifies the relevant policies or plans which demonstrate the strategic planning context and need for the Project and provides a description of how the Project complies with the relevant policies and plans.

2.1 New South Wales State Strategies

2.1.1 Hunter Regional Plan 2041

The Hunter Regional Plan 2041 (HRP) is the five-yearly review of the Hunter Regional Plan 2036 and was prepared by the NSW Government and adopted in December 2022. It is an overarching framework to guide land use planning priorities and infrastructure funding decisions in the Hunter region over the next 20 years. The land use vision of the HRP is for the Hunter Region to be the leading regional economy in Australia, connected to and caring for Country, with a vibrant metropolitan city and sustainable 15-minute neighbourhoods at its heart. The Project aligns with the objectives set out in the HRP, particularly:

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

Objective 1 of the HRP 2041 envisions that the Hunter's industrious land capacity is increased to provide a diversity of employment uses developed in appropriate locations to avoid land use conflict, environmental constraints, and sensitive land uses. The HRP acknowledges that advanced manufacturing is now occurring at the aerospace and defence precinct at Williamtown.

The proposed development aligns with this objective as it will deliver an industrial facility activating the developing business park at Astra Aerolab where it will be co-located with other industrial land uses on neighbouring lots. As part of the identified aerospace and defence precinct at Williamtown the Project will contribute to relevant employment uses.

- *Objective 4: Build an inter-connected and globally focused Hunter*

This objective seeks to ensure knowledge clusters are globally and nationally connected vibrant, collaborative places that drive innovation and creativity in the market, attract investment and enhance human capital. The Project will also support the long-term growth of the defence related development within the Newcastle Airport RAAF Base Williamtown precinct.

As a specialised industrial facility, the Project is directly in line with supporting defence interests within the Williamtown area and the greater east coast of Australia.

2.1.2 Greater Newcastle Metropolitan Plan 2036

The Greater Newcastle Metropolitan Plan 2036 (GNMP 2036) was published in September 2018 to achieve the vision of the HRP 2041. This primarily includes the provision of short- and medium-term outcomes for the region and the strategies that will aid in achieving the HRP 2041 vision.

The Newcastle Airport precinct, including Astra Aerolab, is designated as a 'Global Gateway' and lies within the 'Metro Frame' – the outer fringe of Greater Newcastle. The Project supports the goals of GNMP, in particular:

Outcome 1: *Create a workforce skilled and ready for the new economy.*
Strategy 2: *Grow the airport and aerospace and defence precinct at Williamtown.*

The Project is located in Astra Aerolab, the purpose-built defence, aerospace and innovation business park, and adjacent to the RAAF Base Williamtown. The proposed operation of the Project will provide 150 FTE jobs in the defence industry. This in turn will promote collaboration between community, private business and the three tiers of government to foster innovation and growth in the aviation sector in the Hunter Region, New Soth Wales and Australia. Opportunities for the establishment of broader pathways for strategic defence partnerships with the University of Newcastle and TAFE through Science Technology Engineering Maths (STEM), and industry innovation programs, will also be facilitated.

2.1.3 Future Transport Strategy 2056

The Future Transport Strategy 2056 (FTS) sets the direction for connecting people, communities and businesses in NSW to provide a successful and thriving future. The Lower Hunter, is one of the six cities where the 30-minute metropolitan city concept focused on ensuring most people can access key destinations by public transport in 30 minutes. The FTS notes that *"Providing efficient transport links, including through emerging aviation technologies and airport upgrades in regional areas, will help NSW take advantage of these growing markets*" (p18).

The Project will be developed in the newly emerging Astra Aerolab Precinct, located adjacent to the RAAF Base Williamtown and Newcastle Airport. This locality is a major employment precinct within 30 minutes of Newcastle city centre and surrounding residential centres in Port Stephens and Newcastle local government areas (LGA).

The M1 to Raymond Terrace Pacific Highway Upgrade project, located approximately 12km to the west of the Project will include upgrades to the surrounding road network, such as Tomago Road. This will enhance the ease of access to national highway and major road networks.

The Project will help realise employment benefits from public investment in transport projects.

2.2 Local Planning Strategies

2.2.1 Port Stephens Local Strategic Planning Statement 2020

The Port Stephens Local Strategic Planning Statement (LSPS) was adopted in July 2020 and identifies the 20-year vision for land use in Port Stephens. It sets out social, economic, and environmental planning priorities for the future and identifies when they will be delivered. The LSPS identifies the land use planning actions to achieve the directions in the HRP and the GNMP.

The LSPS states a clear goal of collaboration *"with the State Government in planning for a 'Special Activation Precinct' at Williamtown".*

The primary planning priority of the LSPS that is of relevance to the Project is:

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

Williamtown is identified as the home of Newcastle Airport, the RAAF Base Williamtown, and associated aerospace and aviation support services. The Project will contribute to aerospace and aviation support services by providing suitable industrial and commercial office space for use by these industries. As a result this is identified as a major employment area.

2.2.2 Port Stephens Economic Development Strategy 2021-2025

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

The Strategy recognises the employment opportunities driven by advanced manufacturing, aviation, and defence, at the Astra Aerolab Precinct due to its proximity to the Williamtown RAAF Base, and the existing operation of internationally recognised companies such BAE Systems, Raytheon, Lockheed Martin and Boeing in the area. Continued investment in this area will further grow opportunities for advanced manufacturing by bringing together specialised large scale international prime contractors, small and medium enterprises, and research and development institutions to create jobs and attract talent into the region. The Project will provide employment opportunities aligned with defence, aviation and advanced manufacturing industries.

2.3 Key Features of the Site

The key features of the site and surrounds that could affect, or be affected by, the Project have been identified in the following section.

2.3.1 Natural Features

Biodiversity

The site is mapped as having biodiversity value. The NSW Biodiversity Values map identifies land that it deems to be sensitive to impacts relating to vegetation clearing associated with development. The site is also mapped as preferred Koala Habitat in the Port Stephens Council (PSC) Consolidated Comprehensive Koala Plan of Management (CKPoM) Koala Habitat Map.

Notwithstanding this, the site is the subject of a Development Consent for subdivision which includes approval for the clearing of land which includes the site of the proposed development. All native vegetation that currently exists on the subject site will be removed prior to the proposed SSD being constructed, under the approved Astra Aerolab precinct subdivision approval.

Accordingly, a request to waive the requirement for a BDAR was submitted at the same time as the request for SEARs was made. The request was considered by the Biodiversity Conservation Division (BCD) of the DCCEEW, and it was determined that the Project is not likely to have any significant impact on biodiversity values and therefore a BDAR is not required. The BDAR Waiver is provided in Appendix G3.

Topography

The topography of the area in which the site is located in is relatively flat. Upon completion of the subdivision earthworks, the site will have a slope of approximately 0.5%.

Soil and Geology

The site is located within the 'Tea Gardens' soil landscape area, comprising Pleistocene beach ridges on the Tomago Coastal Plain. Limitations to this soil landscape include permanently high water tables, seasonal waterlogging, ground water pollution hazard and acidic soils of low fertility.

Based on the site location, and the subsurface conditions observed, it is considered the soil types on site comprise brownish black to brownish grey loose loamy sand and bleached loose sand greyish yellow brown, often bleached light grey.

The site is mapped as being Class 4 Acid Sulfate Soils (ASS) on the Department of Planning Spatial Viewer identifying the requirement for development consent for works more than 2 metres below natural ground surface under Port Stephens Local Environmental Plan (LEP) 2013. Reference to the NSW ASS Risk map indicates that the site is within an area mapped as a low probability of occurrence of ASS at depths greater than 3m below the ground surface.

Hydrology

There are no watercourses mapped on the site, however the artificial waterbody of Lake Cochran is located approximately 350m northeast of the site. Three registered groundwater bores located

approximately 1km southeast of the site indicate standing water in the wells is 0.6m below ground level. Groundwater beneath the site is anticipated to be present in an unconfined aquifer and located within 2m of current ground surface prior to subdivision works. Based on the regional topography and the inferred flow direction of nearby water courses, the anticipated flow direction of groundwater beneath the site is to the south to south-west, towards Fullerton Cove, the likely receiving surface water bodies for the groundwater flow path.

The site is located on the unconfined aquifer known as the Tomago Sandbeds and is within a gazetted drinking water catchment area.

There are no Ramsar or Nationally Important Wetlands on the site, with the nearest being the Ramsar-listed and Nationally Important Wetland of the Hunter Estuary Wetlands/Kooragang Nature Reserve located 2.83km away at its nearest point.

The site is mapped as being impacted by a wetland on the PSLEP 2013 Wetlands Map. Notwithstanding this, the site is the subject of a Development Consent for subdivision which includes the development of precinct wide drainage scheme. The impact of the removal of any wetland on the site has been previously assessed by the subdivision.

Air Quality

The NSW Department of Environment and Heritage (DEH) operate a wide air quality monitoring network in NSW. Air quality levels recorded at the closest monitoring stations at Beresfield, Carington and Mayfield indicate that the annual average PM_{10} particulate matter concentrations were below the NSW Environment Protection Authority (EPA) annual criteria of 25µg/m_3 at monitoring locations between 2021 and 2023. $PM_{2.5}$ particulate matter concentrations were also below the EPA annual criteria of 8µg/m_3 over the same observed period. The closest monitoring station, being Beresfield, is approximately 16.2km from the site. Further information regarding the exiting air quality environment is provided in the Air Quality Impact Assessment Report Appendix G4.

National Parks and Recreation Areas

A series of National Parks and Conservation Areas are located within 5 km of the Project Area. These are the Tilligerry State Conservation Area (North, East, and West), the Hunter Wetlands National Park (South-west), the Worimi State Conservation Area (South-east), and the Worimi National Park (East).

2.3.2 Heritage and Archaeology

Historic Heritage

The heritage, archaeology and history of sites provide valuable information about its past occupation, the use of the environment and its specific resources it provided including diet, raw materials, transportation, stone tool manufacture, and the movement of groups throughout the landscape.

There are no listed local or state heritage items located on the site and the site is not located within a heritage conservation area. The nearest heritage item is located on Lot 1, DP832554 situated approximately 1.1km south of the subject site identified as a local heritage item under PSLEP 2013 as Item I109 "Devon House" which includes the former Moxey's slab cottage, dairy, hay shed and slab barn.

The RAAF Base Williamtown located north of the site on Lot 201, DP1091749 is cited on the Commonwealth Heritage List (CHL) for its historic heritage values known as 'Williamtown RAAF Base Group, Nelson Bay Rd, Williamtown RAAF, NSW, Australia' (Place ID 105639). This is located 1km away from the subject site.

Aboriginal Heritage

An Aboriginal Heritage Information Management System (AHIMS) search was completed on 5 March 2024 which indicated no registered items on the site of the Project. The nearest recorded site of Aboriginal heritage significance is 100m from the site.

The site is the subject of a Development Consent for subdivision, which included GTAs from Heritage NSW requiring an AHIP to be issued prior to subdivision works commencing. An AHIP Application was lodged in December 2023. To support the application, an ACHAR was prepared by NGH Consulting dated October 2023.

AHIP 5221 – Astra Aerolab Stage 2 to 6 – (DOC24/16905) was issued for subdivision Stages 2 to 6 dated 7 March 2024. The first phase of surface collection of the Aboriginal heritage site #38-4-2004 and the wider surface collection area in the land authorised the AHIP has been undertaken. To date no items have been found on the site.

2.3.3 Regional and Local Context

The site is located on the traditional lands of the Worimi people and is located within the boundary of the Worimi Local Aboriginal Land Council.

Zoning

The land application area is identified as being located within the Port Stephens Local Environmental Plan 2013 (PSLEP 2013). The site is part of proposed Lot 400 and 500 within Lot 11, DP 1036501 ('Lot 11'). Lot 11 is dual zoned B7 Business Park and RU2 Rural Landscape pursuant to PSLEP 2013. The part of Lot 11 being developed as the Astra Aerolab is zoned entirely B7 Business Park.

Land Use

The site was used for cattle grazing from circa 1900 to about 1989. The site was uncleared bushland until between 1984 and 1998, when the southern portion/edge of the site was cleared of all vegetation and appeared to be subject to sand quarrying. The vegetation on the remainder of the site

appeared to be thinned. By 2010, the area used for sand quarrying has become revegetated. The site has remained relatively unchanged from 2010 to present day.

Lot 11 is predominantly surrounded by rural land to the west and south, defence and airport land to the north including ancillary facilities, such as car parking and Newcastle Airport Terminal and a hotel and commercial development to the east.

The nearest residential receivers to the site are located to the south of the site fronting Cabbage Tree Road. The closest residential receivers to the site boundary, being proposed Lots 400 and 500, are 80, 100 and 62 Cabbage Tree Road, which are located approximately 850m, 970m and 980m to the south east, respectively. There are no other sensitive receivers within 1km of the prosed site.

Approximately 1km east of the site are located a variety of land use activities including hotel accommodation, commercial premises, service station and food and drink premises. The nearest commercial receivers are the offices associated with BAE facility to the northeast and the commercial offices and hotel to the east of the site, approximately 1km from the site.

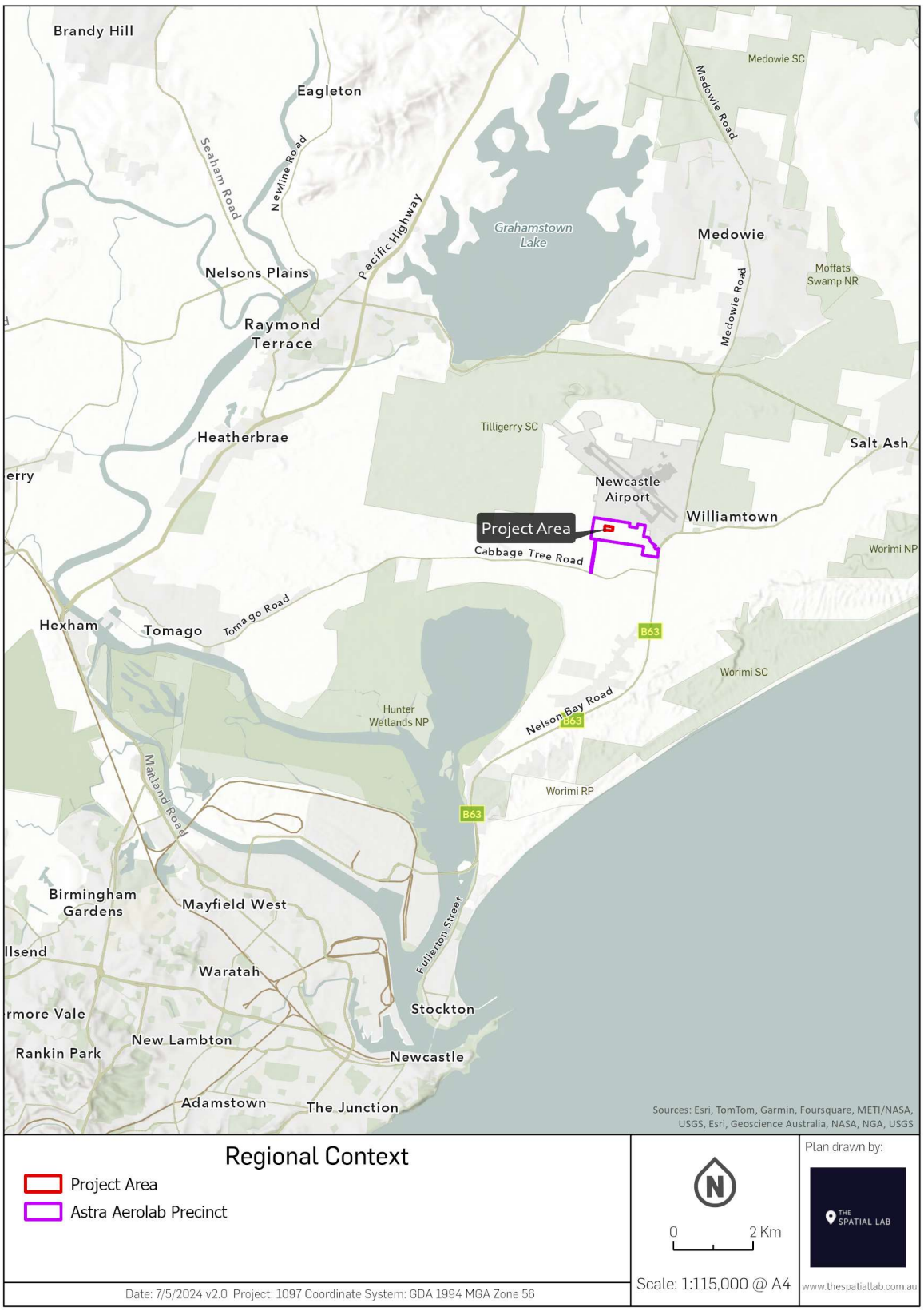

Figure 3 Location Plan – Regional Context. Source Spatial Lab (May 2024)

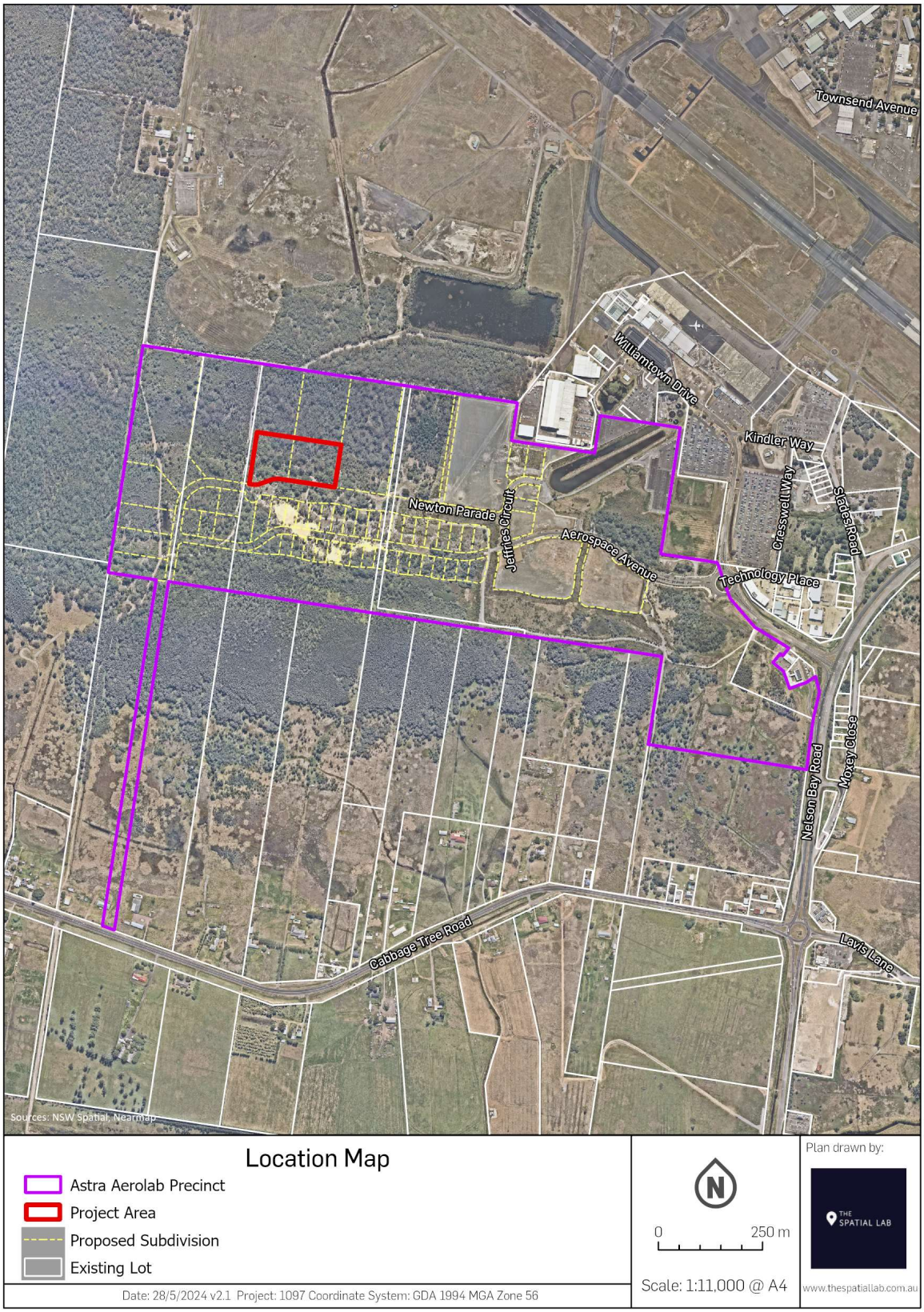

Figure 4 Location Plan. Source Spatial Lab (May 2024)

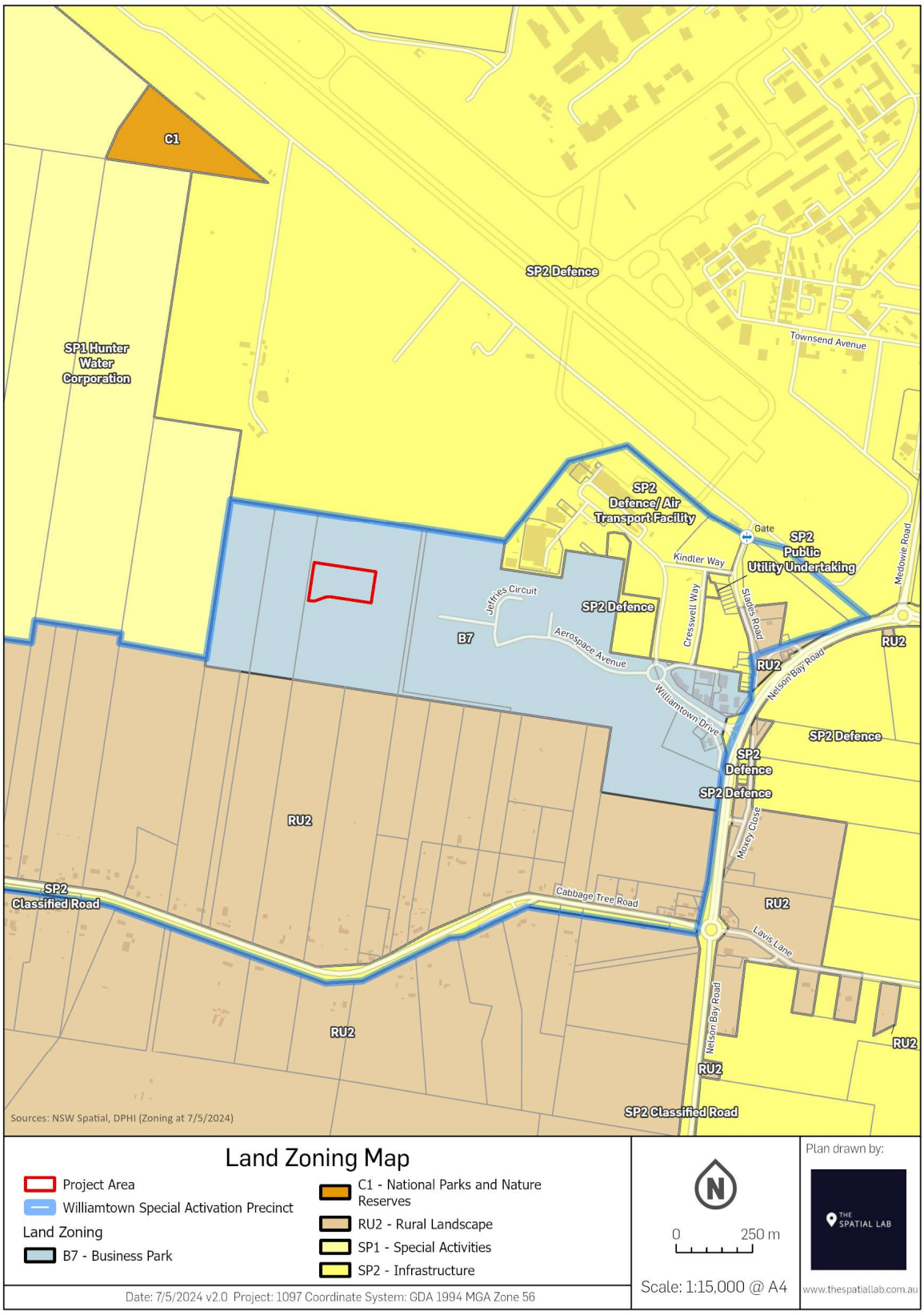

Figure 5 Zoning Map. Source: Spatial Lab (May 2024)

Local Population

The 2021 Census estimated the resident population of Williamtown to be 762 people which reflected a 13.9% decrease in resident population compared to the 2016 Census. The median age of Williamtown recorded in the 2021 Census was a median age of 56 years, higher than the median age of 43 years recorded for the rest of the NSW.

In 2021, the three main industries of employment for the Williamtown community were Public Administration and Safety (17.68%), Health Care and Social Assistance (12.54%) and Retail Trade (9.97%). The median income for Williamtown in 2021 was $889/week which was lower than the Port Stephens LGA of $1,372/week and rest of NSW $1,434/week respectively.

As per 2021 Census results, of people who travelled to work, 57.7% travelled to work in a car as the driver with 2.7% travelling to work via car as passenger. Private vehicle reflected the predominant mode of travel to work in the most recent census results.

A review of index of relative socio-economic advantage and disadvantage (IRSAD) based on 2021 Census data classifies Williamtown community with a score 924 and a quintile of two, classifying the Williamtown community as being 'disadvantaged', based on the scale of quintile one being most disadvantaged and quintile five being most advantaged.

2.3.4 Built Form

The site is currently undeveloped and consists of vegetated land which will be cleared as part of the construction of the approved Astra Aerolab subdivision. The surrounding built form to the east includes a service station, a four-storey Mercure Hotel and two-storey commercial development at Williamtown Aerospace Centre.

Built form to the northeast includes hardstand parking, car park shade structures, warehouse and air transport hangar facilities, Newcastle Airport Terminal, RAAF Base Williamtown which has buildings up to seven storeys, and adjoining the airfield and taxiways. Detached brick and timber clad dwellings and ancillary outhouse structures are located south of the site fronting Cabbage Tree Road situated in a low density rural residential environment.

2.3.5 Utilities and Services

Utilities and services to the site are being delivered as part of subdivision works are as follows:

Electricity

The extension of underground high-voltage (11kV) and low-voltage electrical reticulation infrastructure within the Newton Parade Road Reserve along the frontage of proposed Lots 400 and 500 will occur as part of subdivision works. Street lighting along the full length of the Newton Parade will also be provided as part of the subdivision works. The electrical infrastructure will be an Ausgrid owned asset, whilst street lighting will be a PSC asset.

Water

The extension of the existing DN150 water main within the Newtown Parade road reserve along the frontage of proposed Lots 400 and 500 will occur as part of subdivision works. The water infrastructure will be a Hunter Water Corporation (HWC) owned asset.

Sewer

The extension of the existing sewer pressure reticulation main within the Newton Parade Road Reserve along the frontage of Lots 400 and 500 will occur as part of subdivision works. This sewer infrastructure will be a HWC owned asset.

Communications

The extension of underground NBN pit and pipe network within the Newton Parade road reserve along the frontage of proposed Lots 400 and 500 will occur as part of subdivision works. A dark fibre private security communications network for Defence related communication infrastructure within the Newton Parade road reserve will be provided along the frontage of proposed Lots 400 and 500.

Stormwater

Proposed Lots 400 and 500 will be serviced by a dedicated stormwater conveyance infrastructure (e.g. reinforced concrete box culverts) to convey the 1% AEP 'developed' scenario to the Astra Aerolab Precinct wide stormwater management basins. Onsite detention is not required for Lots 400 and 500 as it is already provided for within the Astra Aerolab precinct-wide management system.

An Infrastructure Delivery, Management and Staging Plan Report is provided in Appendix G5.

2.3.6 Roads

Regional Roads

The major road through the locality is Nelson Bay Road which is a state classified road providing dual lane divided carriageway comprising two through lanes in each direction separated by a central median. Nelson Bay Road provides the major road connection between Newcastle and Nelson Bay via Williamtown.

Williamtown Drive connects with Nelson Bay Road at a three way signalised intersection with non-signalised left turn slip lanes to and from Nelson Bay Road. Williamtown Drive provides a single lane of travel in each direction with widening where appropriate to allow for turn movements at various intersections. Williamtown Drive also provides access to the Newcastle Airport terminal and other commercial/industrial elements within the airport precinct.

Road works are currently being completed to upgrade the Williamtown Drive and Nelson Bay Road intersection as well as the broader road network servicing the subdivision. The works include:

- Construction of second right turn lane on western leg of the Williamtown Drive/Nelson Bay Road intersection.

- Duplication of Williamtown Drive between the Aerospace Avenue roundabout and Nelson Bay Road.
- Construction of a bicycle lane.

Local Roads

The Project Site will front Newton Parade, which will be extended from Stage 1 and connect to Jeffries Circuit, which connected to Aerospace Avenue. Newtown Parade has a 9m wide carriageway and is designed to accommodate vehicle movements up to 26m long B-Double. All roads with Astra Aerolab will be dedicated to PSC and managed as local roads.

A nominal 2.5m wide shared path, for pedestrians and cyclists, is proposed along the northern verge of Newton Parade Road Reserve which will connect to both the Newcastle Airport precinct as well as through Stage 1 to Williamtown Drive and Nelson Bay Road.

Aerospace Avenue connects to Williamtown Drive at a five-leg roundabout providing a gateway to the Astra Aerolab Precinct with its main access being a spine road with a generally east west orientation. Aerospace Avenue provides a single lane of travel in both directions and does not allow for kerb side parking along its length.

2.3.7 Public Transport

The area is not serviced by public train service. The nearest station is Hexham Station, located approximately 14km to the southwest of the site.

The closest public bus services operate from the airport terminal which provides a terminus for various bus routes including Route 130 (Airport to Newcastle, 131 (Fingal Bay to Newcastle), 136 (Stockton to Raymond Terrace), 138 (Newcastle to Lemon Tree Passage) and 145 (Airport to Green Hills). The existing public bus terminal at Newcastle Airport is located approximately 1.2km from the site of the proposed development.

A shared pedestrian pathway links Newcastle Airport and Astra Aerolab via Jeffries Circuit around the Defence Transpiration Pond to the site via Newton Parade. The Newcastle Airport bus terminal is accessible from the site via the aforementioned shared pedestrian pathway.

2.3.8 Hazards and Risks

Relevant hazards and risks of the site including contamination, flooding bushfire and aviation constraints due to proximity to Newcastle Airport and the RAAF Base.

2.3.9 Contamination

The site is known to be the subject of Per- and polyfluoroalkyl substances (PFAS) contamination being located within the Williamtown Primary Management Zone (PMZ), which is known for existing PFAS contamination of soil and groundwater from legacy activities conducted at RAAF Base Williamtown.

Based on the results from the publicly available Annual Interpretive Report – 2021 PFAS Operational Management Plan (OMP) – RAAF Base Williamtown (AECOM, 2022), groundwater beneath the site is inferred to be contaminated with PFAS above the adopted screening criteria.

A Preliminary Contamination Review (PCR) included a site observation which identified the following:

- Evidence of the historic sand quarrying on southern portion/edge of site
- Use of fill material in access tracks and stockpiling of fill materials
- Illegal dumping of waste materials
- Migration of PFAS contamination onto the site from the RAAF Base

An assessment of contamination risks is provided in Section 6.12 and is supported by a PCR and Detailed Site Investigation (DSI) provided at Appendix G6 and G7.

2.3.10 Flooding

The site is located within the Williamtown – Salt Ash Floodplain and is mapped on the PSC flood mapping as being flood prone land. The site immediately prior to subdivision works was partially located within the Flood Planning Area and mapped as being in the low hazard flood fringe area.

A summary of the site's upstream and downstream flood levels is shown in the Table below:

Table 9 Flood Level Summary. Source: Northrop

Event	Upstream (m AHD)	Downstream (m AHD)
1% AEP	3.7	1.7
1% AEP 2100	4.0	2.5
PMF	5.2	5.2

Prior to the commencement of the Project, bulk earthworks will be completed under the Astra Aerolab subdivision with resulting lot levels ranging from 4.1m AHD to 4.8m AHD which will locate site levels above the 1% AEP and 1% AEP 2100.

The existing evacuation route is via Nelson Bay Road in the 1% AEP. It is noted that Nelson Bay Road is already compromised in this event, and with evacuation to occur well in advance of rainfall commencing. The Williamtown and Salt Ash Floodplain Risk Management Study and Plan identifies a warning time of greater than 12 hours for evacuation with notice provided by a network of gauges within the catchment.

An assessment of flood risks is provided in Section 6.10 and a Flood Impact and Risk Assessment is provided at Appendix G8.

2.3.11 Bushfire

The site is mapped as bushfire prone land comprising Category 1 and Category 3 land. It is noted that the vegetation and topography has changed significantly since the bushfire prone land mapping was prepared due to tree clearing and construction of Stage 1 of the Astra Aerolab subdivision.

The site is classified as having a Fire Danger Index (FDI) of 100 and equivalent Grassland Fire Danger Index (GFDI) of 130, as defined in NSW Rural Fire Service (2017) NSW Local Government Areas FDI. Hazard vegetation within 140m of the site is located to the southwest, west and northwest has been classified a 'Forest' (as defined by Keith 2004). The slope beneath hazard vegetation has been assessed to be flat / upslope.

The site is surrounded by land that will be developed in the future within the approved subdivision. As such, it is likely that hazard vegetation currently present to the west of the site will not remain in the long term.

An assessment of bush fire risks is provided in Section 6.9 and a Bushfire Threat Assessment is provided at Appendix G9.

2.3.12 Aviation

The site is subject to a number of constraints due to its proximity to Newcastle Airport and RAAF Base Williamtown. The site is subject to the requirements of the National Airports Safeguarding Framework and associated guidelines including obstacle limitation surface, wildlife hazards, lighting and prescribed airspace. The site is also located within the Australian Noise Exposure Forecast (ANEF) 30-35 contour and is subject to the requirements of the Australian Standard 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction indoor noise requirements.

An assessment of aviation operational risks is provided in Section 6.15 of the EIS.

2.4 Cumulative Impact

Cumulative Impact Assessment Guidelines for State Significant Projects' (DPE, 2022b) (Cumulative Guidelines) provides a framework for assessing project-level cumulative impacts in an EIS and Social Impact Assessments (SIA). To evaluate the cumulative impact the key questions outlined in Section 3.1 of the Cumulative Guidelines have been considered, as demonstrated below.

Table 10 Consideration of Cumulative Impact Scoping Questions

Scoping Question	Considerations	Comment
What to assess?	▪ The government's strategic planning framework for the area, having regard	Consideration of the NSW Government planning strategies and the key

Scoping Question	Considerations	Comment
	to any relevant legislation, plans, policies or guidelines.	legislation is provided in Section 2 and Section 4 of the EIS.
	▪ The project and other potentially relevant future projects that may be developed over the same time period or similar timeframes as the project.	Other future projects that may be developed over the same time period. The EIS will consider the cumulative impacts of traffic, noise, visual and air quality.
	▪ Potential material impacts on features including National Parks and other protected areas, environmentally sensitive areas, threatened species and ecological communities, important natural resources, culturally significant resources, key infrastructure and industries, sensitive land use zones, population centres, settlements and residential areas.	Section 2.3 and 2.4 identify the key features of the site including proximity to sensitive receivers.
	▪ The likely scale and nature of the cumulative impacts of these projects.	The cumulative impacts of this and future projects is considered in Section 6 for each specific aspect where relevant.
What study area?	The study area selected for the cumulative impact assessment of each matter will vary depending on the specific characteristics of the assessment matter and the scale and nature of the potential impacts on the matter resulting from the project with other relevant future projects.	The study area for cumulative assessment will be limited to future projects that are approved or currently being assessed that are located within the Astra Aerolab, the Newcastle Airport precinct. This is considered broad enough to capture all relevant cumulative impacts but is not unnecessarily larger or include areas, for example Tomago Industrial Precinct, where the cumulative impacts are likely to be negligible.
Over what time period?	Like the study area, the time period selected for the cumulative impact assessment on each matter will vary depending on the characteristics of the matter and the scale and nature of the potential impacts on the matter.	The Project timeframe is outlined in Section 3.6. The construction period is a fixed period. The project will operate for an open-ended period.

Scoping Question	Considerations	Comment
What other projects to include?	The following types of development need to be identified for inclusion as 'relevant' future projects: ▪ other SSD projects ▪ projects that are classified as designated development and require an EIS ▪ projects that require assessment under division 5.1 of the EP&A Act that are likely to significantly affect the environment and require an EIS ▪ projects that have been declared to be controlled actions under the EPBC Act ▪ any major greenfield and urban renewal developments that are scheduled for the area	See projects included in the cumulative impact assessment. It is noted that there are no projects that: ▪ require assessment under Part 5.1 of the EP&A Act ▪ have been declared controlled actions under the EPBC Act ▪ are greenfield or urban renewal developments

Projects with potential for cumulative impacts are described in the table below:

Table 11 List of nearby projects with a potential for cumulative impacts

Project	Location	Detail	Status	Potential Impact
Astra Aerolab Subdivision (DA 16-2009-324-3, as modified)	38, 68 and 70 Cabbage Tree Road	Development of 101 lots to be delivered in six stages, and the development of roads, installation of services, drainage, and open space.	Stage 1 completed. Part of Stage 2A, 2C, 4 and 5, being extension of Newton Parade, proposed Lot 200, 212, 400, 500, 211, 229, 409 and 505 to commence construction in June 2024 and be completed in January 2025.	Expected overlap with the construction period of the project. Construction impacts on air quality, noise and traffic considered. No operational impacts.

Project	Location	Detail	Status	Potential Impact
BAE South Hanger Refurbishment (DA 16-2022-763-1)	55C Slades Road, Williamtown	Continued use of general industry-aircraft maintenance and associated alterations and additions to the existing aircraft hangar.	Approved in May 2023.	Potential overlap with the construction period of the project. Construction impacts on air quality, noise and traffic considered. Operational impacts could include traffic and noise.
North Hangar Extension at BAE Systems, Williamtown (SSD-54974974)	55 and 55A Slades Road, Williamtown	A proposed hangar extension and ancillary works within the Newcastle Airport precinct, including re-fit and extension of an existing facility, expansion of a concrete apron, and installation of a dedicated wash bay and servicing equipment area.	SSDA currently being assessed.	Potential overlap with the construction period of the project. Construction impacts on air quality, noise and traffic considered. Operational impacts could include traffic and noise.
Alterations and Additions to Newcastle Airport Terminal (DA 16-2008-940-6). Modification approved 30 March 2023	1 Williamtown Drive, Williamtown	Extension to the Newcastle Airport Terminal Building to facilitate international flights.	Under construction to be completed in mid to late 2024.	No cumulative construction impacts expected. Operational impacts could include traffic, noise and air quality associated with terminal

Project	Location	Detail	Status	Potential Impact
				operational activity.
Newcastle Airport Code E Expansion (DA 16-2023-205-1)	1 Williamtown Drive, Williamtown	Upgrades to the existing Terminal Apron and expansion of associated hardstand for storage of airport equipment	Construction has commenced and is due to be completed in Q4 2024.	No cumulative construction impacts expected.
Astra Aerolab Common User Carpark (DA 16-2022- 855-1)	Aerospace Avenue, Williamtown	Construction of 314 new parking spaces, accessed via McNamara Parade. Construction of the car park provide parking facilities for future development in Stage 1,	Approved 23 April 2023.	Potential overlap with the construction period of the project. Construction impacts on air quality, noise and traffic considered. Operational impacts could include traffic.
Industrial Development (Deferred Commencement Consent DA 16-2022- 663-1)	Proposed Lot 109 located on Aerospace.	Construction and operation of a general industrial development with associated offices.	Approved 19 July 2023.	Potential overlap with the construction period of the project. Construction impacts on air quality, noise and traffic considered. Operational impacts could include traffic and noise.
Commercial Development	Proposed Lot 106 located	Construction and operation of a	Approved 11 August 2023.	Potential overlap with the

Project	Location	Detail	Status	Potential Impact
(Deferred Commencement Consent DA 16-2022- 834-1)	on Aerospace Avenue, Williamtown	mixed-use development comprising an 8 storey building containing office and retail premises, and a restaurant café.		construction period of the project. Construction impacts on air quality, noise and traffic considered. Operational impacts could include traffic and noise.
High technology industry (DA 16-2024- 28-1)	Part proposed Lot 200 and 212, Newton Parade, Williamtown	Construction and operation of a high technology industry development with offices and workshop.	Under Assessment	Expected overlap with the construction period of the project. Construction impacts on air quality, noise and traffic considered. Operational impacts could include traffic and noise.

2.5 Relevant Planning Agreements and Contributions

The applicant has not entered into any agreements with other parties to mitigate or offset the impacts of the project.

A Voluntary Planning Agreement has not been entered into in relation to the site.

2.5.1 Local Contributions Plan

The development will be subject to Port Stephens Council Local Infrastructure Contributions Plan. The development will be subject to Section 7.12 contributions. Contributions required under Section 7.12 will be determined in accordance with the maximum levies set out in Section 208 of the EP&A Regulation 2021 (the Regulation) with a levy of 1% where the cost of development exceeds $200,000.

An EDC Report is included in Appendix G1 which indicates an EDC of $102,995,000. On this basis, a Section 7.12 contribution of 1% will be levied on the project.

2.5.2 Housing and Productivity Contribution

The Housing and Productivity Contribution applies to the Lower Hunter region which includes the site of the Project. The contribution applies to industrial development where new floor space is created at a contribution rate of $15/m^2 for new GFA for industrial development. The Project is for a high technology industry development which is a type of industrial development and has a GFA of 9,189m^2. On this basis, the development will be subject to a contribution of $137,835.

As per guidance from Department of Planning, Housing and Infrastructure (formerly Planning and Environment) dated May 2023 on the proposed implementation of the contribution, transitional arrangements will apply with the following discount rates applicable at the time that payments are considered payable.

Table 12 Housing and Productivity Contribution Transitional Arrangements. Source: DPE (2023)

Year	Discount Rate
Initial period (1 October 2023–- June 2024)	50%
Second year (July 2024 – June 2025)	25%
Third year (July 2025 onwards)	0%

It is understood that the applicable Housing and Productivity Contribution will be subject to discount rates shown in the Table above.

2.6 Project Justification

2.6.1 Project Benefits

The construction and operation of a new high technology industry development in Astra Aerolab will provide the following benefits:

- Leverage the investment in the Newcastle Airport through the delivery of high technology industries where they have direct access to airside land.
- Creation of construction jobs including approximately 170 direct jobs.
- The total construction industry impact as a result of the Project is $129 million.
- Promote the principles of ecologically sustainable development through a responsive design that is energy efficient.
- Creation of 150 FTE new permanent jobs and attract top talent and new skills and employment opportunities.
- The total industry impact of the Project operating is $281 million
- Will support the productivity and build international competitiveness of the existing manufacturing sector in the Hunter region.

- Will promote the collaboration between community, private and the three tiers of government to foster innovation and growth in the aviation sector in the Hunter Region, New South Wales and Australia.
- Provide pathways for strategic defence partnerships with opportunities for University of Newcastle and TAFE partnerships through STEM and industry innovation programs.
- Provides for the orderly development and economic use of zoned land that is approved for development.
- Will deliver an economic return for the land owner, being GNAPL which is in part owned the City of Newcastle and Port Stephens Council, providing economic return for the benefit of the community.

2.6.2 Site Suitability

In selecting the site, GNAPL considered the requirements of the operator of the proposed development facility. These included:

- A site large enough to construct a building of a minimum size including minimum areas for production, manufacturing, assembly and storage as well as office and administration spaces.
- A site large enough to accommodate all employee parking, garbage and recycling facilities, hardstand and turning areas for delivery vehicles.
- A site that could facilitate the development of a building that could reuse and regain as much of the building supply of heat, cooling and compressed air energy.
- A site large enough to ensure that all required physical security measures could be implemented, including separation distances to other development.
- A site that was located within proximity to RAAF Base Williamtown and with the potential for access to the Airfield in the future.
- A site that was suitably zoned, with access to services and utilities and ready for construction in the short to medium term.
- A site that was with proximity of suitable workforce with access to major road networks, including the Pacific Motorway (M1).
- A site that was generally not located near sensitive receivers or residential areas.

The proposed site meets the above criteria and is suitable for the Project.

2.6.3 Alternative Options

Do Nothing

The first option would be a 'do nothing' approach. This would mean not developing the site for the Project.

If the facility is not developed at all, the facility would potentially need to be located at a different facility in a different state in Australia. This would likely result in the lack of job creation and loss economic benefits from the Hunter Region and New South Wales.

Alternative Location within Astra Aerolab

The second option was to consider an alternative location for the facility, within the other stages of the Astra Aerolab Precinct.

The Astra Aerolab subdivision is intended to be delivered in six stages, with each stage containing a range different sized commercial and industrial development lots.

Stages 2B, 3 and 6 were not considered as these stages are either constrained by existing infrastructure or are sequenced to be developed at a later stage. Stages 1, 2A, 2C, 4, and 5 all contain a large lot greater than 30,000m^2 located adjacent to the Precincts northern boundary which provides the potential for future access to the airfield.

Stage 1 of the subdivision has been constructed. Consideration of a number of sites in Stage 1 were considered, however these sites were not of an appropriate size to accommodate the proposed facility. Development sites within Stage 1, with the exception of proposed Lot 100, also do not allow for future expansion or access to the Airfield to the north. Lot 100 was not considered as this has been nominated as a future development site for a defence capability project.

GNAPL identified the next tranche of the Astra subdivision to be the extension of Newtown Parade and proposed Lot 200 in Stage 2A, Lot 212 in Stage 2C, proposed Lot 400 in Stage 4 and Lot 500 in Stage 5. Proposed Lot 200 and 212 are the subject of Development Application (DA 16- 2024-28-1) being considered by Port Stephens Council. Accordingly, there were no other alternative locations within the Astra Aerolab subdivision that were available or suitable to be development for the project.

Alternate Location in Williamtown

There is no other appropriately zoned and developed land within Williamtown that could facilitate the Project. It is noted that a high technology industry is permissible within the RU2 Rural Landscape zone and that there is RU2 zoned land within proximity to the RAAF Base. This land could be developed for a high technology industry, however, the majority of the surround RU2 land is currently used for rural uses and is significantly constrained by way of biodiversity and flooding.

It is noted that some of this land was included in the Williamtown Special Activation Precinct, which was the subject of a precinct wide rezoning and land activation project. The NSW Government has decided not to proceed with this project and the land is not proposed to be rezoned for industrial and commercial development. The decision was made on the basis that the funding needed to address the complex hydrology, flooding and drainage issues made the development cost prohibitive.

The development of RU2 land for a high technology industry would likely result in an isolated development. This is unlikely to promote the orderly and economic use of land or development.

Preferred Location

The preferred location for the Project is the proposed site. This site provides the best option for the development of facility of the required size and scale to accommodate the proposed workforce and the intended production and manufacturing processes. The site also allows for the customisation of the facility in terms of security measures, to ensure that it is suitable to undertake manufacturing of defence related equipment and components in a location that is proximate to the RAAF Base in Williamtown.

3 The Project

This section provides an overview of the Project, including the EDC, indicative timing and staging, and the indicative site layout and concept plans.

3.1 Project Summary

The proposed SSDA is for the construction and operation of a new high technology industry development including production and office areas. The table below provides a summary which captures the main elements of the Project.

Table 13 Summary of the main elements of the project

Project Element	Summary of the Project
Project Site Area	22,000 m^2
	2.2 ha
Site Description	Part of Proposed Lot 400 and proposed Lot 500, Newton Parade, in subdivision approved by DA 16-2009-324-3, of Lot 11 DP 1036501, 38 Cabbage Tree Road, Williamtown
GFA	Production: 5,980m^2 Office: 2,448m^2 Amenities and services: 761m^2 Total: 9,189m^2
Maximum Height	3 storeys 12m (RL 17m AHD)
FSR	0.41:1
Access	Access will be provided via a newly constructed extension to Newton Drive
Total parking spaces	135 car parking spaces
Landscaped Area	4,585m^2
Hard Stand Area and Circulation	5,728m^2
Construction Hours	Monday to Friday: 7am to 6pm Saturday: 8am to 1pm Sunday and public holidays: no work
Proposed hours of operation	24 hours a day, 7 days a week with the following shifts: Shift 1: 7am – 4pm Shift 2: 4pm – 11pm

Project Element	Summary of the Project
	Shift 3: 11pm – 7am
Operational truck movements	Small delivery vans: 2 x daily for drop and pick up. B-Double (<26m): 1 deliveries per week from supplier 2 dispatch per month of product Waste collection and disposal (heavy rigid vehicle): 2 x weekly for collection of general and recycled waste.
Estimated Development Cost	$102,995,000
Number of Construction Workers	170 on site
Number of employees	150
Job Creation	Construction: 267 full time equivalent (FTE) Direct and Indirect Operation: 250 FTE Direct and Indirect

3.2 Project Objectives

The objectives of the project are:

- Construct and operate a new high technology industry development.
- Leverage the investment in the Newcastle Airport through the delivery of high technology industries where they have direct access to airside land.
- Create both temporary and permanent job opportunities during the construction and operational phases of the development.
- Promote the principles of ecologically sustainable development through a responsive design that is energy efficient.
- Minimise impacts relating to noise, emissions, amenity, traffic or any other such impacts on nearby airport users and businesses, and rural properties.

3.3 Project Area

The development will be located on part of proposed Lot 400 and proposed Lot 500, Newton Parade, in subdivision approved by DA 16-2009-324-3, of Lot 11 DP 1036501 ('Lot 11'), otherwise identified as 38 Cabbage Tree Road, Williamtown. The site will be accessed from Newton Parade, which connects to Jeffries Circuit and Aerospace Avenue which thereafter connects to Williamtown Drive.

3.4 Project Details

This section provides a detailed description of the scope of works for which approval is sought and the basis on which the environmental impact assessment has been undertaken.

3.4.1 Building Design

The development will comprise a three-storey building having a height of 12m. The building will have a footprint of 7,427m^2 and will be sited within an area of 22,000m^2 on Part Lot 400 and Part Lot 500. Architectural Plans are provided at Appendix G2 and the Design Quality Report is provided at Appendix G10.

The development will have a total GFA of 9,189m^2 which will be serviced by vertical circulation including two stairwells and lift access. A breakdown of the GFA across the three floors of the building is provided below:

Table 14 Schedule of GFA Summary

Floor	Use	GFA
Ground floor	Production	5,980m^2
	Administration	563m^2
	Services and amenities	633m^2
First floor	Administration	919m^2
	Services and amenities	82m^2
Second floor	Administration	966m^2
	Services and amenities	46m^2
	Total	**9,189m^2**

Ground Floor

The ground floor of the building will predominantly cater for industrial activities which will provide workshop, assembly, testing, storage and delivery areas. Production areas will be supported by a number of offices, workstations and meeting rooms for day-to-day activities. The floor to ceiling height within production areas have been designed to accommodate the required clearance for industrial activities.

The ground floor production (assembly) area will include a fuel storage room and fuel station room which will store Class 3PGIII DGs comprising aviation fuel – JP – 10. The production (testing) area will include a test room and the production (delivery) area will include an explosive storeroom, both of which will store Class 1.4S DGs comprising explosive bolts.

The facility will provide 6m high roller doors to the ground floor production (delivery) and production (storage) areas on the northern and eastern elevations of the building respectively. These roller doors will be covered by a raised awning having a clearance of 6.9m above ground level.

The ground floor will also include end of trip facilities for staff using the building which includes change rooms and shower facilities. This will be centrally located within the building and accessible from the staff breakout zone and administration and reception area. The reception area will be located at the main entrance to the building on the southern elevation of the ground floor and will address the Newton Parade frontage. The ground floor will also include a security office which will accessible via a secondary entrance from the main entrance and will be staffed to 24 hours a day, 7 days a week.

First Floor

The first floor of the building will be located on the southern elevation of the building and will accommodate administrative areas and staff amenities including a teaching room with capacity for 64 persons, staff kitchenette and breakout area, offices, meeting rooms and workstations. The first floor includes plantrooms for mechanical services.

Second Floor

The second floor of the building will be located on the southern elevation of the building and will also accommodate administrative areas and staff amenities including a boardroom with capacity for 12 persons, staff kitchenette and breakout area, offices, meeting rooms and workstations. The second floor includes a plantroom for mechanical services.

Roof Level

The roof level will include an area for the installation for solar PV panels which will be situated on the northern elevation of the roof. The installation of solar PV will contribute to renewable energy generation on the site supporting the development's commitment to reducing peak demand for electricity through the use of energy efficient technology.

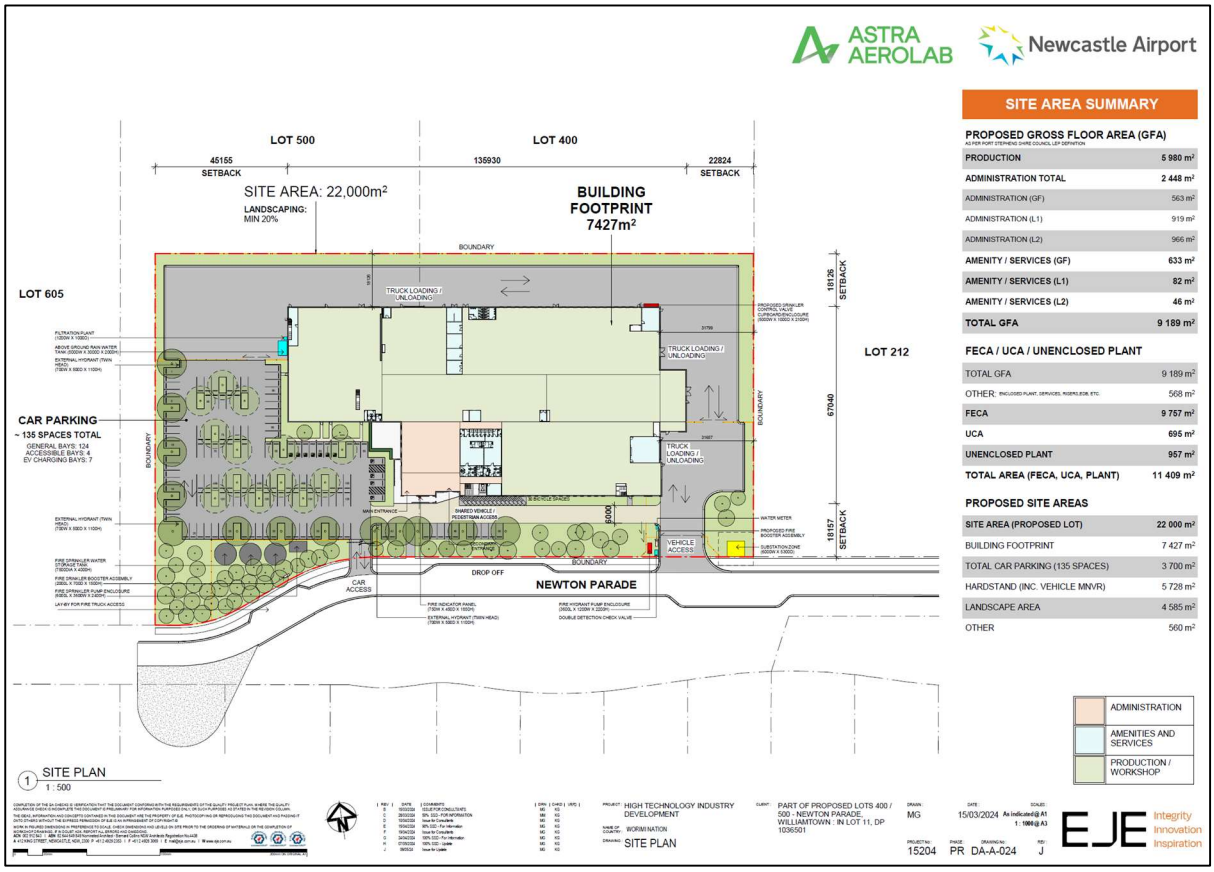

Figure 6 Site Plan. Source: EJE Architecture (May 2024)

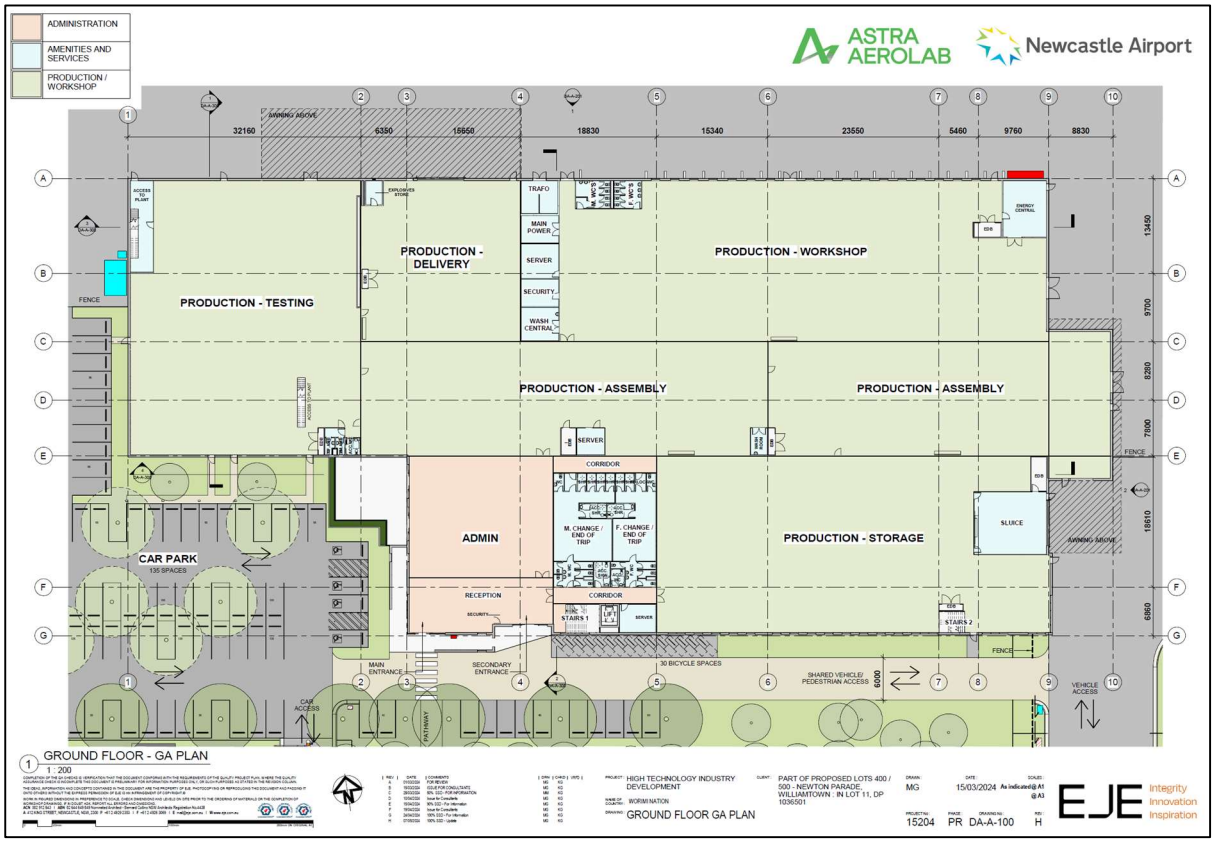

Figure 7 Ground Floor Plan. Source: EJE Architecture (May 2024)

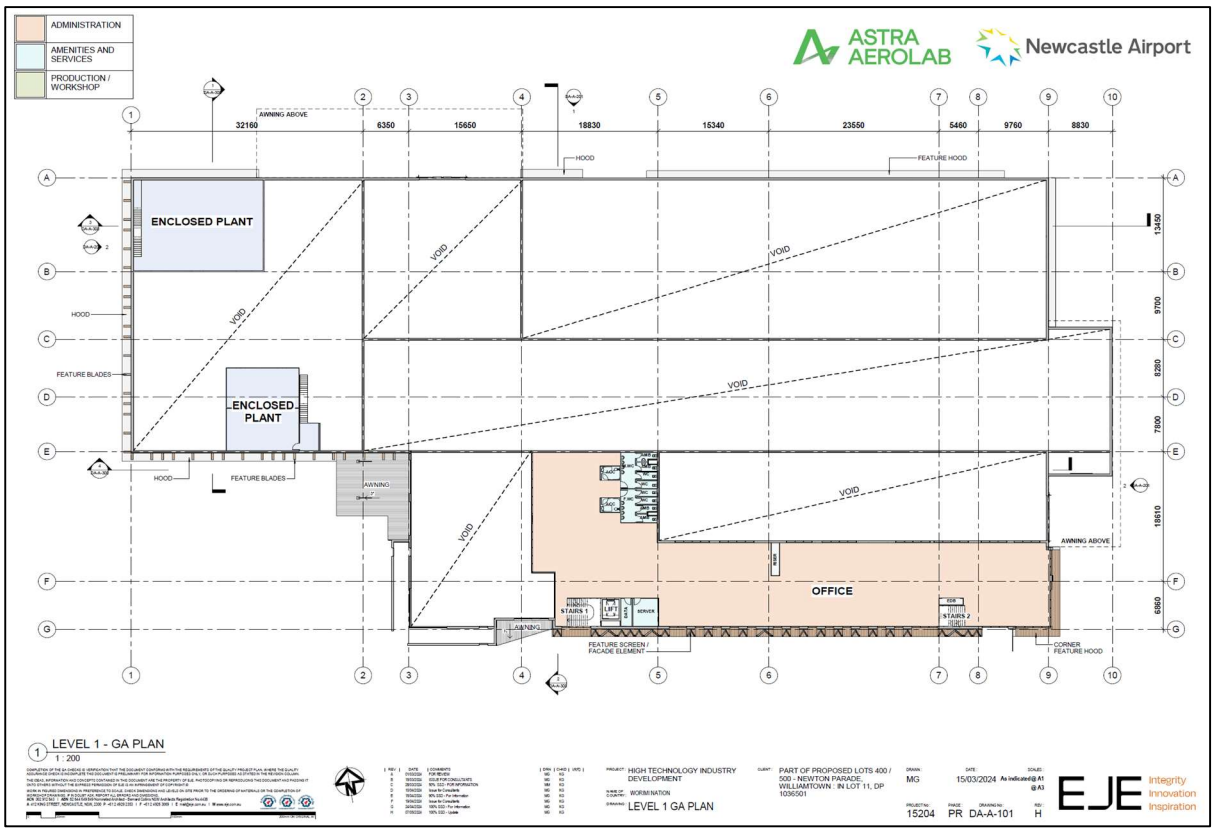

Figure 8 First Floor Plan. Source: EJE Architecture (May 2024)

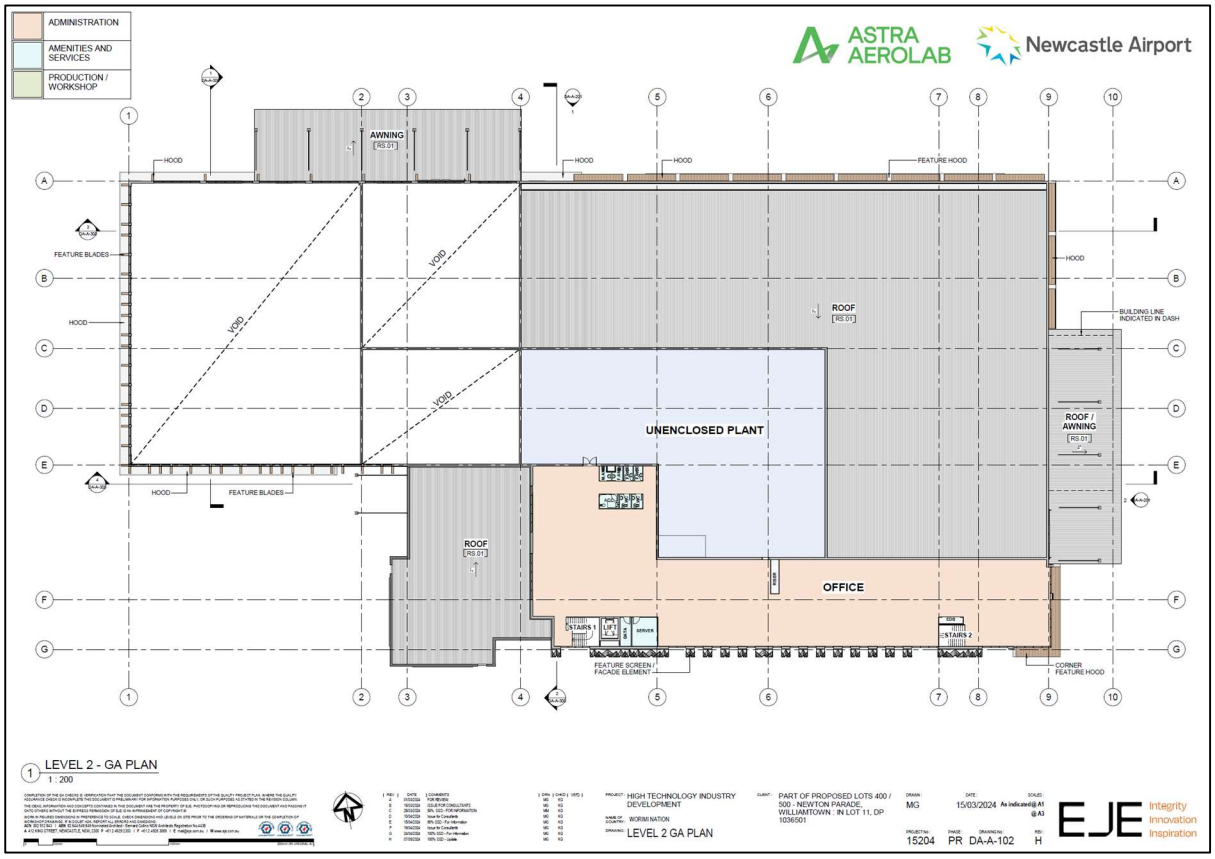

Figure 9 Second Floor Plan. Source: EJE Architecture (May 2024)

Materials and Finishes

The proposed building will be constructed with an external façade comprising brick, precast concrete panels, fibre cement cladding and glazing with recessive colour finishes. The external façade of the building will include a varietal of design treatments to create visual interest and articulation to the street frontage. This will include articulated aluminium screens to the southern elevation fronting Newton Parade, feature blades and hooded window treatments to provide passive shading and varied façade design as well as a feature covered entry structure to the main entrance and reception to the building.

Figure 10 Southern Elevation. Source: EJE Architecture (May 2024)

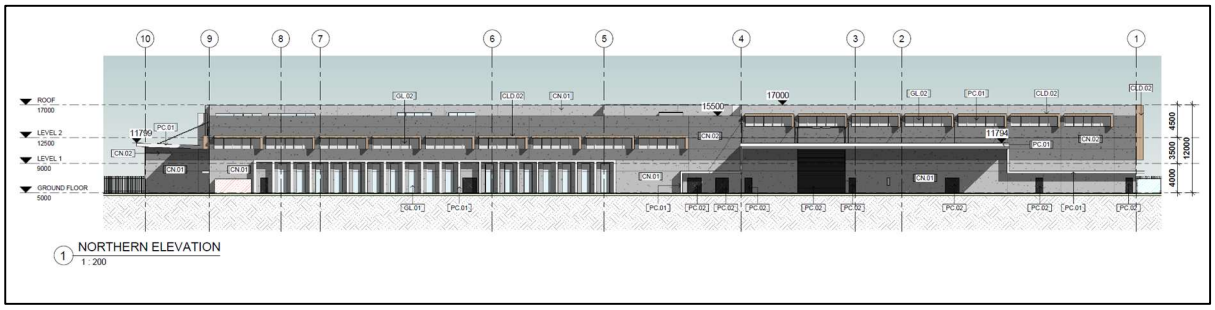

Figure 11 Northern Elevation. Source: EJE Architecture (May 2024)

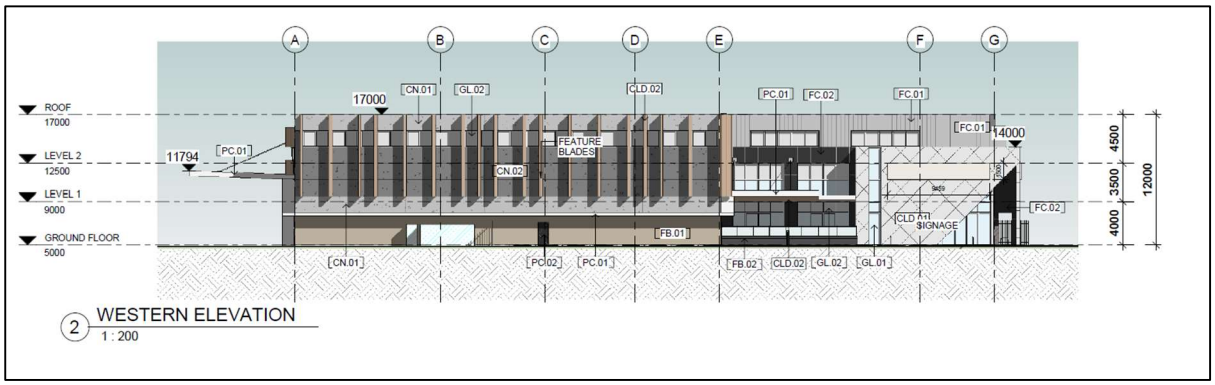

Figure 12 Western Elevation. Source: EJE Architecture (May 2024)

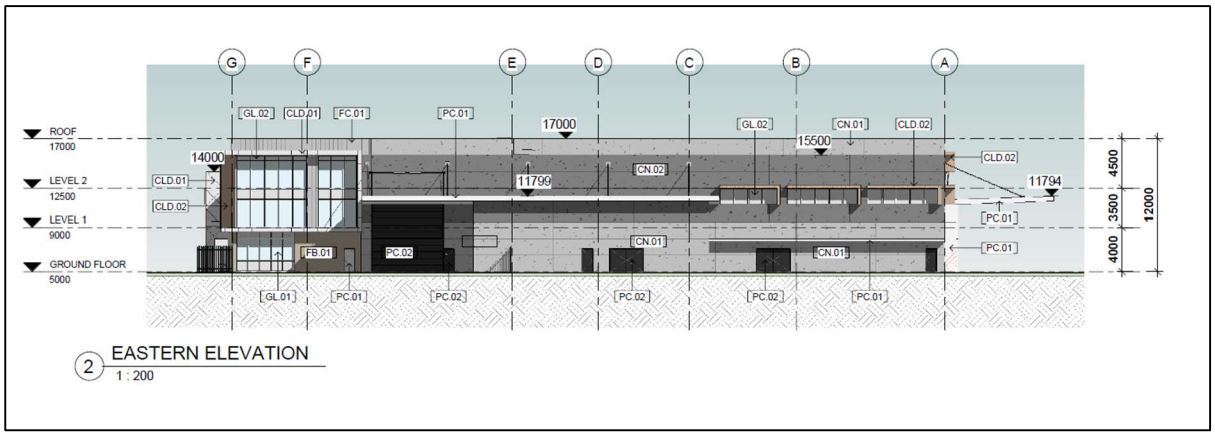

Figure 13 Eastern Elevation. Source: EJE Architecture (May 2024)

Signage

The development will include a two (2) business identification signage zones fronting Newton Parade on southern and western elevation above the covered feature entry and reception to the building. Each signage zone will have an area of approximately 15m^2.

No illumination of the signage zone is proposed.

3.4.2 Buildings Services

Utilities and services for the site will be constructed as part of the preceding subdivision works. These will be extended to service the building as follows:

Water and Sewer

Existing water and sewer services from Newton Parade will be extended to service the building. The hydraulic services provided to the building will include:

- 150mm PVC potable water on Newton Parade extended to new water meter assembly located on the site
- 180mm diameter poly pressure service on Newton Parade
- 25,000L capacity rainwater reuse tank will be provided to capture runoff from roof areas for reuse in building flushing systems
- Filtration plant located adjacent to rainwater tank
- Chilled and hot water plant located on second floor and roof level

It is noted that no wastewater treatment or reuse is proposed on site with sewer being directed to Hunter Water's reticulated sewer system.

Electricity

Incoming high voltage cabling from Ausgrid's distribution network will be reticulated into a new kiosk substation located in the southeast of the site, fronting Newton Parade and external to the building. Low voltage power from the kiosk substation will be reticulated to the building main switchboard (MSB) for further distribution around the building.

The electrical substation will comprise of 2 x 1000 kilo-volt-amperes (kVA) new pad mounted transformers located external to building and will be supplied and installed by Ausgrid. This will service maximum site demand of approximately 1,760kVA. A standby generator is proposed to service the building in event of any unexpected power outages.

Communications

To provide telecommunications for the development, 4 x 100mm inground communications conduits will be laid from site boundary to service the new building. This will include optical fibre lead-in cabling to the building main communications room located on the first floor. Two separate conduit and pit systems will be provided for the defence and non-defence lead-in cabling to the site.

Fire Services

DN 150mm PVC-O lines on Newton Parade will be extended to service the development's fire services. Fire protection services incorporating fire hydrants, fire hose reels, fire extinguishers, fire detection

and alarm system, sound system and intercom system for emergency purposes will be provided to the building. Fire protection services and facilities servicing the building will include:

- 3 x fire sprinkler water storage tanks having combined storage capacity of 390kL, to be located on the western elevation of the site in front of the hardstand car park
- 2 x fire hydrant pump enclosures, one located adjacent to the water storage tanks and the other located adjacent to the service vehicle driveway layover on the eastern elevation of the site
- 5 x fire booster assembly points in various locations at the building frontage and car park on western elevation
- Hardstand bay for fire truck access adjacent to sprinkler booster assembly fronting Newton Parade

The above ground water tanks having capacity of 390kL will be connected to new fire hydrant pump and sprinkler booster assembly to support the building's fire protection services.

Mechanical Services

New mechanical plant will be installed to service the building and will include heat recovery ducted in-ceiling air conditioning units which will service internal administrative and amenities areas including offices, meeting rooms and breakout areas. Condensing units will be installed for all refrigerant systems to be located on the louvred roof top plant platform. A new building management system (BMS) to be installed to allow for centralised on/off control of all A/C, monitoring of air-conditioning and energy metering systems.

3.4.3 Access and Parking

As stated in Section 3.3 of the report, access to the site will be facilitated via an extension to Newton Parade which will connect the site with Nelson Bay Road, the closest public road, via Williamtown Drive, Aerospace Avenue and Jeffries Circuit.

Site access will be facilitated by two separate driveways from Newton Parade. Vehicular access for trucks and service vehicles will occur via a 15m wide driveway near the eastern boundary. Separate vehicular access to the staff and visitor car parking will occur via a 6.2m wide driveway centrally located along the site's frontage to Newton Parade. The verge crossing between the kerb line and the boundary of both driveways will be designed in accordance with PSC Specifications and Australian Standards (AS2890) requirements for 2-way vehicle access. The site has been designed to accommodate a 25m B-Double truck and swept paths have been included on Drawing No. DA-A-422 in Appendix G2.

Hardstand and vehicular circulation have been provided around the building to provide defendable space between the facility and bushfire hazard vegetation and provides ring road access for fire emergency vehicles defending the site.

The development will provide 135 parking spaces including four (4) accessible parking spaces and seven (7) electric vehicle (EV) charging spaces. Car parking has been designed in accordance with the requirements of AS2890.1 – Off-Street Car Parking and AS2890.6 – Off-street Parking for People with Disabilities. The development will provide 30 bicycle parking spaces at the front of the facility which will be supported by end of trip facilities within the building. The development will provide accessible paths of travel from the car park and Newton Parade to the main entry of the building. An Access Report has been prepared to assess the development against the relevant accessibility standards and legislation and is included in Appendix G11.

The perimeter of the site will be lined with 1.8m height palisade security fencing. Access to the site from Newton Parade including access to back of house and loading bay areas will be controlled with secure sliding gates which will control afterhours access. Out of hours access will be facilitated by onsite security who will be located on site 24 hours a day, 7 days a week.

3.4.4 Stormwater and Drainage

Stormwater detention and water quality requirements have been considered as part of the overall Astra Aerolab subdivision (DA 16-2009-324-3). The approved subdivision provided a precinct wide stormwater drainage design accommodated up to 90% impervious development area and included water quality treatment in the design. The approved Astra Aerolab drainage design provides grassed swales, in-street rain gardens, storage basins and the existing downstream wetland. The Project will have an impervious area of less than 90% and no additional stormwater detention or water quality treatment devices are required.

An Integrated Water Management Plan has been prepared and is included in the Civil Engineering Report in Appendix G12. Minor system stormwater conveyance for the development will be a via a traditional pit and pipe system and will collect stormwater from the site and discharge flows to drainage swale located on the southern side of Newton Parade. The minor stormwater system will have the capacity to convey the peak flows from a 5% AEP storm event and will be designed to integrate with the precinct wide Astra Aerolab drainage design and comply with PSC and AS 3500 requirements.

Major system stormwater conveyance for the Project will manage overland flow from a 1% AEP storm event and will provide freeboard to the building. Overland flow paths will convey surface runoff away from building openings and into the constructed external stormwater drainage swale network via two stormwater outlets. Scour protection will be provided to each outlet during detailed design.

There is no drainage infrastructure for the facility that will be handed over to Council. The internal network will connect to the public network that drains the Astra Aerolab Precinct.

3.4.5 Landscaping

A Landscape Plan has been prepared and is included in Appendix G13. The Project will include soft landscaping and new tree plantings to provide a passive stormwater management strategy, mitigate urban heat island effect and to improve visual amenity within the Astra Aerolab Precinct. The landscaping proposal for the development will include mass plantings around the perimeter of the site and will include low level plantings to soften the appearance of the building within the streetscape when viewed from Newton Parade. Tree plantings will provide visual screening of the development from the Newton Parade street frontage and support shading within the car park. A summary of the proposed native tree plantings is indicated below.

Table 15 Summary of Tree Planting Proposal

Tree Species	Common Name	Mature Height	Quantity
Corymbia maculata	Spotted Gum	25m	13
Lophostemon confertus	Brush box	23m	13
Cupaniopsis anacardiodes	Tuckeroo	13m	53

The Project will provide deep soil area of approx. 21% of the site and will provide car park shading coverage of approx. 36%. Refer to the Landscape Plan for further detail.

3.4.6 Subdivision

The project does not propose subdivision.

The subject site is currently proposed on part of proposed Lot 400 and part of proposed Lot 500 in an approved subdivision of Lot 11, DP 1036501. Prior to the commencement of the Project, it is anticipated that the subdivision will be registered. The entirety of Lots 400 and 500 will then be consolidated.

3.5 Operation

3.5.1 Proposed Industrial Activities

The industrial process will involve utilising pre-manufactured metal casings and combining with specific electric and metal components. The processes involved include assembly, welding, brazing, soldering of electric circuitry, with handheld tools and manual assembly. The process also includes software design and programming, testing and verification of the products.

All industrial activities including any works involving oils, greases, fuels or other chemicals, will be wholly contained within the facility. All storage areas including fuel storage areas will also be wholly contained within the facility. The loading and unloading of deliveries and dispatches will occur beneath covered loading areas on the northern and eastern elevations of the buildings.

3.5.2 Hours of Operation

The facility will employ a total of 150 people, with up to 120 staff on site at any given time. The majority of staff will be involved in the industrial processes.

The hours of operation will be 24 hours a day, 7 days a week. These hours will allow for three shifts as follows:

- Shift 1: 7am – 4pm
- Shift 2: 4pm – 11pm
- Shift 3: 11pm – 7am

There will be a maximum of 90 staff during Shift 1, a maximum of 30 staff during Shift 2 and a maximum of 30 staff during Shift 3. There will be a maximum of 120 staff on site at any given time including at shift handover.

3.5.3 Traffic Generation

The majority of staff are expected to travel to the site via passenger vehicle, with up to 120 staff on the site at the change over from Shifts 1 and 2. Applying the Guide to Traffic Generating Development (GtTGD) rates for business park and industrial estates the proposed development could generate the following:

- 65 trips in the AM
- 72 trips in the PM
- 720 trips daily (360 inbound / 360 outbound)

Traffic generated by deliveries and truck movements will be limited to the business hours of 7am to 5pm and will include:

- Small delivery vans will make up to two deliveries each day for the drop-off and pick up of small items.
- Larger trucks including up to B-Double trucks (<26m) will make up to 1 delivery of supplies per week and two dispatches of products from the site per month.
- Garbage trucks will remove waste on a twice weekly basis by a private waste contractor.

The total traffic volume of large trucks accessing the site is comparatively low. The arrival and departure of trucks will be scheduled, utilising a booking system to ensure there is no more than one heavy vehicle on the site at a time. The swept paths for B-Double and Semi-trailer truck are indicated on the swept paths on Drawing No. DA-A-422 in the Architectural Plans in Appendix G2.

This is detailed further in the Transport and Accessibility in Section 6.5 and Appendix G14.

3.5.4 Dangerous Goods

The development will result in the storage of DGs on site within the new facility including limited quantities of explosives and aviation fuel.

A Risk Screening Assessment is included in Appendix G15 to assess the Project's DGs against the provisions of Chapter 3 of the Resilience and Hazards SEPP and SEPP 33 Guidelines.

3.5.5 Waste Management

Operational waste will be sorted into co-mingled recycled waste such as metal, cardboard, and plastic, and separated from general waste items. On completion of each trading day, or as required, nominated staff or contracted cleaners will collect general waste and recyclables and deposit them into the appropriate collection bins located in the bin storage area on the eastern elevation of the building.

Operational waste will be stored in 3 x 1100L general waste bins and 5 x 1100L recycling bins located in a waste storage room. Waste collection will occur twice weekly, with waste collection heavy ridged vehicle (HRV) entering the site via the secure gate entry on the eastern driveway to collect and removing waste from the site. The hardstand circulation for the site will facilitate waste collection vehicles entering and leaving the site in a forward direction.

Some operational waste will be removed from the site by specialist waste management contractors on a scheduled basis, including any e-waste, sensitive material and secure documents, green waste and hazardous waste generated from operational handling and disposal of DGs. All liquid waste will be stored in containers and removed from the site via vehicle. A separate trade waste pipeline is not proposed, and a trade waste agreement is expected to be required for the proposed industrial activities occurring on the site.

3.5.6 Security

Closed circuit television (CCTV) surveillance will be provided to key building areas as agreed with the end client and will include main entries/foyers on ground floor and lifts. Security workstations will be located at reception (for local monitoring) and in the Comms rooms (for local monitoring, programming and management purposes).

The 1.8m high palisade security gates fronting Newton Parade shall be open during the day (7am to 5pm) to allow for free flow into the site with security gates closed from 5pm to 7am. During these hours, access to the site will be facilitated by security which will located on site 24 hours a day. The security gates to the rear loading area will be closed 24 hours a day, with access facilitated on an as needs basis by on site security.

3.6 Project Timing

The current subdivision works, being part of Stage 2A, 2C, 4 and 5, being extension of Newton Parade, proposed Lot 200, 212, 400, 500, 211, 229, 409 and 505 are to commence construction in June 2024. The subdivision works are expected to be completed in January 2025, and the lots registered.

The project will be constructed in a single construction phase. The construction timeframe is estimated to be 18 months. Operation of the facility will commence upon completion of the development. The project will operate for an open-ended period.

3.6.1 Site Preparation Works

To prepare the site for construction of the Project, the following enabling works are proposed:

- Establishment of contractor compound, temporary site office, on site amenities, site fencing within the project area.
- Establishment of construction and environmental controls. During the construction phase of the development, the erosion and sediment controls will consist of installed sediment fence, constructed sediment basins, gully pit sediment barriers and permanent rock outlet scour protection.
- Import of plant and equipment involving the materials and resources.
- Establishment of dewatering and groundwater treatment measures if required.
- Remediation of latent site conditions, replacement of unsuitable material and/or disposal of any unforeseen contaminants.
- Bulk earthworks to match the proposed finished floor level and provide for an effective stable foundation. Bulk earthworks will involve net fill of 7,975m^3 to achieve the required grades for the building foundation and proposed stormwater conveyance design for the site.

3.6.2 Construction

It is expected that up to 170 construction personnel will be located on site during construction of the project with 5-10 heavy earth moving vehicles active on site at any given time.

The Project is expected to involve the use of the following construction equipment during earthworks and construction, building and fit out of the development:

- Tracked excavator
- Concrete pump
- Tracked mobile crane
- Tracked drilling rig

The construction activity for the development will include the following:

- Extension and installation of inground potable water, fire services, electrical, sewer and telecommunications services to support building operations. Where required, augmentation to

building services will occur to meet building operational requirements including installation of fire hydrant boosters.

- Construction of concrete slab for building foundations.
- Construction of new building including full fit out and installation of equipment, plant and services to make production, administration, services and amenities areas fit for purpose.
- Construction of concrete hardstand, vehicular circulation and external car parking spaces including EV charging stations, accessible parking spaces, bollards and line marking.
- Construction of footpaths, soft landscaping elements and new tree plantings.
- Construction of 1.8m height palisade security fencing around perimeter of site including automated security gates to driveways and footpath fronting Newton Parade and back of house and loading bay areas.
- Installation of CCTV to monitor site security.

Construction of the Project is expected to generate heavy vehicle movements in the order of 25 trucks per day with corresponding movement of 3 additional heavy vehicle movements per hour (3 inbound/3 outbound). Construction worker traffic movements will typically occur at the start and finish of the day with up to of the day (85 vtph) during AM and PM expected.

4 Statutory Context

This Chapter provides a brief description of how the Project aligns with statutory approval requirements relevant to the project. It considers whether the proposal is permissible and if there any other statutory approval factors to be considered.

4.1 Power to Grant Approval

The Environmental Planning and Assessment Act 1979 (EP&A Act) and the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) provide the framework for the statutory environmental planning in NSW. They include provisions relating to approval of development to ensure that proposals which have the potential to impact the environment are subject to detailed assessment.

Approval for the Project will be sought under Part 4, Division 4.7 of the EP&A Act, which outlines the approval pathway for development deemed to be SSD. Section 4.36(2) of the EP&A Act states:

> *(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.*

The relevant SEPP is the Planning Systems SEPP. Section 2.6(1) specifies that Development is declared to be State significant development for the purposes of the Act if:

> *(a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and*
> *(b) the development is specified in Schedule 1 or 2.*

Section 11 in Schedule 1 of the Planning Systems SEPP identifies state significant development to include 'Other manufacturing industries' where development that has an EDC of more $30 million for any of the following purposes –

> *(a) laboratory, research or development facilities,*
> *(b) medical products manufacturing,*
> *(c) printing or publishing,*
> *(d) textile, clothing, footwear or leather manufacturing,*
> *(e) furniture manufacturing,*
> *(f) machinery or equipment manufacturing,*
> *(g) the vehicle, defence or aerospace industry,*
> *(h) vessel or boat building and repair facilities (not including marinas).*

The Project is for the construction and operation of a high technology industry facility to support the defence industry. The definition of a high technology industry is outlined in the section below. The Project will have an EDC exceeding $30 million and is therefore declared state significant development Section 4.36(2) of the EP&A Act.

4.2 Permissibility

The site is zoned as 'B7 Business Park', pursuant to the Port Stephens Local Environmental Plan 2013 (PSLEP). Note 2 of the PSLEP 2013 Land Use Table states the following:

> *Under the Standard Instrument (Local Environmental Plans) Order 2006, Schedule 1, clause 6(2), this Plan is, until 26 April 2025, taken to apply to land identified as "Land subject to Williamtown Special Activation Precinct Process" on the Land Zoning Map (the subject land) as if certain amendments to this Plan had not commenced on 26 April 2023. As a result, until 26 April 2025 and to the extent this Plan applies to the subject land, this Plan is taken to include the references to business and industrial zones that were in this Plan immediately before 26 April 2023.*

The site of the Project is identified as "Land subject to Williamtown Special activation Precinct Process", and as such, business and industrial zones that were in in place immediately before 26 April 2023 remain applicable to the site. On this basis, this part of the site has retained its zoning as B7 Business Park (refer to Figure 4 Zoning Map).

The Project is for a high technology industry which is a type of light industry. Light industries are a permitted use with development consent within the B7 Business Park zone.

'Light industry' is defined within the Standard Instrument Principal Local Environmental Plan as follows:

> ***light industry*** *means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes any of the following—*
> *(a) high technology industry,*
> *(b) home industry,*
> *(c) artisan food and drink industry,*
> *(d) creative industry.*
> ***Note—****Light industries are a type of* ***industry****—see the definition of that term in this Dictionary.*

A 'high technology' industry is defined as follows:

> ***high technology industry*** *means a building or place predominantly used to carry out an industrial activity that involves any of the following—*

(a) electronic or micro-electronic systems, goods or components,
(b) information technology (such as computer software or hardware),
(c) instrumentation or instruments of a scientific, industrial, technological, medical or similar nature,
(d) biological, pharmaceutical, medical or paramedical systems, goods or components,
(e) film, television or multi-media technologies, including any post production systems, goods or components,
(f) telecommunications systems, goods or components,
(g) sustainable energy technologies,
(h) any other goods, systems or components intended for use in a science or technology related field,

and includes a data centre, but does not include a building or place used to carry out an industrial activity that presents a hazard or potential hazard to the neighbourhood or that, because of the scale and nature of the processes involved, interferes with the amenity of the neighbourhood.

***Note—** High technology industries are a type of **light industry**—see the definition of that term in this Dictionary.*

Where an 'industrial activity' is defined as follows:

***industrial activity** means the manufacturing, production, assembling, altering, formulating, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, transforming, processing, recycling, adapting or servicing of, or the research and development of, any goods, substances, food, products or articles for commercial purposes, and includes any storage or transportation associated with any such activity.*

The development is for the construction of new high technology development facility. The facility will be used for hardware manufacture, assembly, integration, testing, verification and maintenance of defence related components and equipment. The majority of the GFA of the proposed building will be utilised for the industrial component of the operation and the development will be predominantly used to carry out industrial activities. The facility will also accommodate staff who undertake software development that is an integral part of the components being produced in the facility.

The administration functions undertaken in the office component will support the delivery of defence acquisition programs and directly relate to industrial activities being conducted on the site. The intended operator has other premises around Australia which undertake the corporate administration functions for the broader company. The office component of the facility is ancillary to the industrial component. The security requirements of the proposed activity mean that the entire building will be used by a single operator.

With respect to the definition of a 'high technology industry' and characterisation of the development, the Risk Screening Assessment included in Appendix G15 confirms that the Project is not a potentially hazardous development or hazardous development, in accordance with the meaning of Chapter 3 of the RH SEPP.

4.3 Pre-Conditions

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

Table 16 Pre-conditions table

Statutory Reference	Pre-condition	Relevance	Section in EIS
Section 4.6(1), Chapter 4, RH SEPP	A consent authority must be satisfied that the land is suitable in its contaminated state, or will be suitable, after remediation for the purpose for which the development is proposed to be carried out.	The PCR included in Appendix G6 demonstrates that Project site is suitable for the proposed industrial use. Suitable measures for management of PFAS groundwater contamination via preparation of Construction Environmental Management Plan (CEMP) will be implemented during construction.	Section 4.8.4
Section 3.2(2), Chapter 3, SB SEPP	A consent authority must not grant development consent to non-residential development unless the consent authority is satisfied that the embodied emissions attributable to the development have been quantified.	The Project is non-residential development to which the chapter applies and an embodied emissions form has been included in Appendix G16.	Section 4.8.5
Section 3.6, Chapter 3, IE SEPP	A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that the signage is consistent with objectives of the chapter and satisfies the assessment criteria specified in Schedule 5.	The Project proposes signage to which the chapter applies. An assessment of Chapter 3 of the IE SEPP is provided in Section 4.8.2 of the EIS.	Section 4.8.2
Clause 5.21, PSLEP 2013	Development consent must not be granted to development on land	The Project is partially located in the flood planning area. A Flood Impact	Section 4.9

Statutory Reference	Pre-condition	Relevance	Section in EIS
	the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development addresses flood planning criteria specified in subclause (a) to (e).	and Risk Assessment has been prepared and is included in Appendix G8.	
Clause 7.6 PSLEP 2013	Development consent must not be granted to development unless the consent authority is satisfied that essential services are provided to the development or will be made available when required.	Essential services will be provided to the development as part of the Astra Aerolab subdivision works. An assessment of essential services is provided in Section 6.3 of the EIS.	Section 4.9
Clause 7.8, PSLEP 2013	Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development is designed, sited and will be managed to avoid any significant adverse impact on water quality and flows.	The Project is located in the drinking water catchment area. An assessment on impacts to water quality is provided in Section 6.11 of the EIS.	Section 4.9
Clause 7.9, PSLEP 2013	Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development is designed, sited and will be managed to avoid any significant adverse environmental impact.	The Project is located on land mapped as being wetland under PSLEP 2013. An assessment impacts to water quality is provided in Section 6.11 of the EIS.	Section 4.9
Section 138, Roads Act 1993	A person must not dig up or disturb the surface of a public road or connect a road (whether public or private) to a classified road, otherwise than with the consent of the appropriate roads authority.	The Project will involve works within the Newton Parade and will require consent of the road authority, if Newtown Parade is a public road at the time of construction.	Section 4.12

4.4 Matters for Consideration

The proposal has been assessed in accordance with the matters for consideration listed in Section 4.15 of the Environmental Planning and Assessment Act 1979 as outlined below:

Table 17 Section 4.15 Matters for Consideration

Consideration	Comments
Environmental Planning Instruments (4.15(1)(a)(i))	State and Local Environmental Planning Instruments have been assessed in Chapter 4 of the EIS.
Draft Environmental Planning Instruments (4.15(1)(a)(ii))	Draft Environmental Planning Instruments are assessed in Section 4.10 of the EIS.
Development Control Plans (4.15(1)(a)(iii))	Development Control Plans have been assessed in Section 4.11 of the EIS.
Any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4 (4.15(1)(a)(iiia))	Planning agreements or draft planning agreements have been assessed in Section 2.5 of the EIS.
Any matters prescribed by the Regulations (4.15(1)(a)(iv))	This EIS has been prepared in accordance with, Part 8, Division 5 of the Environmental Planning and Assessment Regulation 2021.
Likely Impacts of the Development (4.15(1)(b))	The likely impacts of the development have been assessed under Section 6 of the EIS.
Suitability of the Site (4.15(1)(c)	The suitability of the site has been assessed in Section 2.6.2 of the EIS.
Any Submissions made in accordance with this Act or Regulations (4.15(1)(d))	Any submissions received through the public exhibition will be addressed, as required.
The Public Interest (4.15(1)(e))	The public interest is addressed through the Project justification provided in Section 7 of the EIS.

4.5 Objects of Environmental Planning and Assessment Act 1979

The Project demonstrates consistency with the objects of the EP&A Act as discussed in the below table:

Table 18 Objectives of EP&A Act

Object	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development	It is noted that the Project does not directly involve State resources, either natural or otherwise, however will leverage the use of

Object	Consideration
and conservation of the State's natural and other resources,	state owned essential infrastructure services and utilities to promote employment generating land uses which will support the economic welfare in the Williamtown and wider area.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	An assessment of the Project against the principles of ecologically sustainable development is provided in Section 4.6 of the EIS.
(c) to promote the orderly and economic use and development of land,	The Project will facilitate orderly and economic use and development of the approved Astra Aerolab subdivision with a new high technology industrial development. The proposed development is a permissible use within the zone and will facilitate employment and economic growth as further detailed in Section 6.18 of the EIS.
(d) to promote the delivery and maintenance of affordable housing,	Not applicable.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The Project will occur on land which has already been cleared and is the subject of a BDAR Waiver determination issued by DCCEW included in Appendix G3. All impacts to threatened species and their habitats has been the subject of prior assessment and approval and no additional impacts will result from the Project.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The Project will occur on land which has already been cleared with Aboriginal Heritage Impact Permit 5221 issued for Astra Aerolab Stage 2 to 6 subdivision works (DOC24/16905). No items of known Aboriginal cultural heritage will be impacted by the Project. No impacts to items of non-Aboriginal cultural heritage will result from the development. Further assessment of heritage impacts is provided in Section 6.14 of the EIS.
(g) to promote good design and amenity of the built environment,	A Design Quality Report has been prepared and is included in Appendix G10 which demonstrates how the Project addresses the principles of

Object	Consideration
	Better Placed guideline prepared by the NSW Government Architect with respect to design and amenity of the built environment. Further assessment of built form is provided in Section 6.1 of the EIS.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Project will be designed to comply with the relevant requirements of the BCA to ensure proper construction of buildings and the protection of the health and safety of their occupants.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Project has undertaken stakeholder consultation and engagement as detailed in Section 5 of the EIS including state and local government representatives as part of the environmental planning and assessment process.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Project will be subject to public exhibition and will provide opportunity for community participation in the environmental planning and assessment process.

4.6 Environmental Planning and Assessment Regulation 2021

This EIS has been prepared in accordance with Division 5 Environmental Impact Statement of the EP&A Regulation and has been prepared to address the requirements of Section 190 and 192 of the Regulation.

Section 193 of the EP&A Regulations outlines the four principles of ESD that have been considered in this EIS.

Table 19 ESD Considerations

ESD Principal	Comment
The *precautionary principle*, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by ▪ careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and ▪ an assessment of the risk-weighted consequences of various options.	Regarding the precautionary principle, the Project will occur on land which is subject to approval for clearing under DA 16-2009-324-3. Offset credits have been paid into the Biodiversity Conservation Fund, a BDAR Waiver has been issued and the site will be cleared prior to commencement of construction. The Project will not result in serious or irreversible damage to the environment.
inter-generational equity, namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations.	Regarding intergenerational equity, the Project will facilitate the future use and productivity of the environment for employment generating activities through development for a new high technology industry. The operation of the new facility will be managed in a way that will not detract from the potential for ongoing use by future generations.
conservation of biological diversity and ecological integrity, namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration.	Regarding conservation of biological diversity and ecological integrity, the Project will not adversely impact on the biological or ecological environment. The development will occur on land which has already been cleared, and for which a BDAR Waiver has been issued, with suitable controls detailed in Section 6 of the EIS to manage operational impacts on the environment including but not limited to stormwater management.

ESD Principal	Comment
improved valuation, pricing and incentive mechanisms, namely, that environmental factors should be included in the valuation of assets and services, such as ▪ polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement, ▪ the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste, established environmental goals should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.	Regarding improved valuation, pricing and incentive mechanisms, the impacts attributed to the Project have been assessed including services infrastructure, air quality, noise, traffic, stormwater and waste management to ensure that impacts associated with the Project are attributed and managed by the development. Mitigation measures have been identified in Section 6 of the EIS to minimise the impacts of the Project. The required upgrades to local and state infrastructure associated with the additional demand for services created by the Project have been captured through the PSC Local Contribution Plan and Housing and Productivity Contribution. The biodiversity impacts resulting from the clearing of vegetation from the site were previously assessed under the Astra Aerolab Subdivision with offset credits paid into the Biodiversity Conservation Fund.

4.7 Environmental Planning Instruments

The following sections outline the environmental planning instruments relevant to the Project.

4.8 State Environmental Planning Policies

State Environmental Planning Policies (SEPPs) are environmental planning instruments administered under the EP&A Act. SEPPs deal with issues considered to be of significance for the State and the people of NSW. In the determination of the development application, the consent authority will consider these matters pursuant to section 4.15(a)(i) of the EP&A Act. The SEPPs relevant to the Project, and the land on which the development is situated, are considered below.

4.8.1 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 4 Koala Habitat Protection 2021

This chapter aims to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and

reverse the current trend of koala population decline. Section 4.8 requires that the application must be consistent with the approved koala plan of management that applies to the site.

The preceding subdivision works will result in the site being cleared of all vegetation. Given there is no removal of Koala Habitat proposed by the Project, the proposal is consistent with this policy and the Port Stephens Comprehensive Koala Plan of Management. This, together with the establishing industrial environment as a result of the continual development of the Astra Aerolab precinct, will deter the site from being an attractive location for koalas to locate.

4.8.2 State Environmental Planning Policy (Industry and Employment) 2021

The State Environmental Planning Policy (Industry and Employment) (IE SEPP) 2021, provides provisions for development within the Western Sydney employment area and advertising and signage for the entire State of New South Wales.

Chapter 3 Advertising and Signage

Chapter 3 Advertising and Signage of this SEPP applies to the development and aims to ensure signage is compatible with the desired amenity and visual character of the area, provides effective communication in suitable locations and is of high quality. This chapter of the IE SEPP applies to the development under Section 3.4 as stated below:

> *(1) This Chapter applies to all signage that—*
> *(a) can be displayed with or without development consent under another environmental planning instrument that applies to the signage, and*
> *(b) is visible from any public place or public reserve,*
> *except as provided by this Chapter.*

The proposed signage has been assessed in line with Section 3.6 for the granting of consent for signage as development that can be displayed with consent that will be visible from a public place.

> *A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—*
> *(a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and*
> *(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.*

Table 20 IE SEPP 2021 Chapter 3 Aims and Objectives

Section	Provision	Comment
Part 3.1	*This Chapter aims –* *(a) to ensure that signage (including advertising)—*	*–*

Section	Provision	Comment
	(i) is compatible with the desired amenity and visual character of an area, and	The proposed signage will be for business identification which will be consistent with the intended visual character of the campus style business park precinct of Astra Aerolab.
	(ii) provides effective communication in suitable locations, and	The proposed signage is to be installed on the frontage of the building which will provide effective communication in a suitable location.
	(iii) is of high quality design and finish, and	The proposed signage will be affixed to the building and will comprise of high-quality design consistent with the quality of the materials and finishes proposed for the external façade of the development.

Table 21 IE SEPP 2021 Schedule 5 Signage Assessment Criteria

Provision	Comment
1. Character of the area	
▪ *Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?*	The proposed signage is integrated with the existing building and is compatible with the future character of the surrounding locality which consist of a campus style business park precinct.
▪ *Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?*	Not applicable. The proposed signage is not for advertising purposes and there is no existing theme for outdoor advertising in the locality.
2. Special areas	
▪ *Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?*	The site is not in an environmentally sensitive area.
3. Views and vistas	

Provision	Comment
▪ *Does the proposal obscure or compromise important views?*	The proposed signage will not obscure or compromise any important views.
▪ *Does the proposal dominate the skyline and reduce the quality of vistas?*	The proposed signage will not impact the skyline or vistas.
▪ *Does the proposal respect the viewing rights of other advertisers?*	The development will not impact any existing surrounding signage.
4. Streetscape, setting or landscape	
▪ *Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?*	The scale, proportion and form of the proposed signage is consistent with the scale of the proposed building.
▪ *Does the proposal contribute to the visual interest of the streetscape, setting or landscape?*	The proposed signage will contribute to the visual interest of the streetscape by identifying the proposed operator of the facility.
▪ *Does the proposal reduce clutter by rationalising and simplifying existing advertising?*	The proposed signage will provide a designated zone for future business identification. There is no other signage within the immediate locality.
▪ *Does the proposal screen unsightliness?*	No, there is no development that is required to be screened.
▪ *Does the proposal protrude above buildings, structures or tree canopies in the area or locality?*	No
▪ *Does the proposal require ongoing vegetation management?*	No.
5. Site and building	
▪ *Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?*	Yes, the proposed signage is consistent with the scale, proportion and characteristics of the building.
▪ *Does the proposal respect important features of the site or building, or both?*	Yes, the proposed signage zone is integrated into the fabric of the building design and located above the main entry to the building.

Provision	Comment
▪ *Does the proposal show innovation and imagination in its relationship to the site or building, or both?*	Yes, the proposed signage zone will allow for identification of the proposed operator and the use.
6. Associated devices and logos with advertisements and advertising structures	
▪ *Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?*	The signage will be able to be designed to be flush to the wall.
7. Illumination	
▪ *Would illumination result in unacceptable glare?*	No illumination of the proposed signage is proposed.
▪ *Would illumination affect safety for pedestrians, vehicles or aircraft?*	No illumination of the proposed signage is proposed.
▪ *Would illumination detract from the amenity of any residence or other form of accommodation?*	No illumination of the proposed signage is proposed.
▪ *Can the intensity of the illumination be adjusted, if necessary?*	No illumination of the proposed signage is proposed.
▪ *Is the illumination subject to a curfew?*	No curfew is proposed to the signage.
Safety	
Would the proposal reduce the safety for any public road?	No, proposed signage will comprise a fixed installation and is not expected to impact the safety of surrounding public roads.
Would the proposal reduce the safety for pedestrians or bicyclists?	No, the proposed signage is not expected to reduce the safety of pedestrians or bicyclists.
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No, the proposed signage is fixed to the building or is existing signage on the site.

4.8.3 State Environmental Planning Policy (Planning Systems) 2021

Chapter 2 State and Regional development

The State Environmental Planning Policy (Planning Systems) 2021 ('PS SEPP') Chapter 2 State and regional development aims to identify development that is State Significant Development (SSD) for the purposes of section 4.36 of the EP&A Act.

The Project is declared to be state significant in accordance with Clause 11 of Schedule 1, as outlined in Section 4.1 of the EIS.

Section 2.10 of the PS SEPP specifies that DCPs do not apply to SSDs.

The application is not a Concept development application within the meaning of Section 4.22 of the EP&A Act.

4.8.4 State Environmental Planning Policy (Resilience and Hazard) 2021

The State Environmental Planning Policy (Resilience and Hazards) 2021 ('RH SEPP') specifies provisions related to coastal management, hazardous and offensive development and remediation of land. Chapter 3 Hazardous and Offensive Development and Chapter 4 Remediation of Land are relevant to the Project and the applicable clauses have been assessed below.

Chapter 3 Hazardous and Offensive Development

Chapter 3 Hazardous and Offensive Development of the RH SEPP aims to determine whether a development is a hazardous or offensive industry, ensure any measures proposed to be employed to reduce the impact of the development are taken into account, and ensure that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact.

In order to determine whether a development is a hazardous storage establishment, hazardous industry or other potentially hazardous industry, offensive storage establishment, offensive industry or other potentially offensive industry, Section 3.7 of Chapter 4 specifies that consideration must be given to current circulars or guidelines published by the Department of Planning relating to hazardous or offensive development. Accordingly, an assessment of the potential for offsite risks associated with the development was undertaken against the requirements of the *Applying SEPP 33 Guidelines*, published by DPE in January 2011.

A Risk Screening Assessment was undertaken and is provided at Appendix G15. This reviewed the types and quantities of DGs proposed to be used and stored at the site, and the associated vehicle movements, in comparison to the threshold quantities outlined in the Applying SEPP 33 Guideline.

The analysis indicated the threshold quantities for the DGs that may be stored and transported are not exceeded; hence, Chapter 3 of RH SEPP does not apply to the project.

As indicated in the Risk Screening Assessment, Class 1.4S goods are excluded from the SEPP 33 Guideline risk screening and are not subject to the RH SEPP. Additionally, the quantity of Class 3 materials located underground does not exceed the threshold quantity and is not subject to the RH SEPP. The quantity of Class 3 materials located above ground does exceed the threshold quantity, however, the location of above ground DG storage will be situated greater than 20m from the site boundary and with respect to Figure 9 of the SEPP 33 Guidelines, is located outside the potentially hazardous region. On this basis, the facility is not classified as potentially hazardous development.

With respect to vehicle movements, developments involving minimum bulk movement of 10 tonnes of Class 3PGIII DGs are considered potentially hazardous if vehicle movements exceed 1000 cumulative truck movements annually or 60 vehicle movements during peak weekly activity. The Project will result in less than 60 weekly vehicular movements associated with Class 3PGIII DGs and will not exceed the vehicle movement threshold criteria. On this basis, the Project is not considered a potentially hazardous industry.

In considering both the storage of DGs and the vehicle movement of DGs, the development is not a potentially hazardous development, and it is not necessary to prepare a Preliminary Hazard Analysis under Chapter 3 of RH SEPP. In addressing the requirements of the SEARs, the Project is hence also not considered a Major Hazard Facility.

The Risk Screening Assessment also considered the likely emissions (if any) of the development and the potential impacts on the surrounding locality. Having regard to the expected future surrounding land use activity, which will be commercial and industrial in nature, the operation of the Project is highly unlikely to result in emissions, including noise and odour, that would result in adverse impacts to the locality. Furthermore, a review of the potential to cause offense was conducted which indicated the site operations would be unlikely to result in noise or odour to occur at levels which would cause offense. Therefore, the Project is not considered to be an offensive storage establishment, potentially offensive industry or offensive industry, within the meaning as defined in Section 3.3 of Chapter 3 of the RH SEPP.

Further detail regarding the likely noise impacts of the development have been assessed in the Noise and Vibration Impact Assessment (NVIA) included in Appendix G17 and an Air Quality Impact Assessment (AQIA) has been provided in Appendix G4.

Chapter 4 Remediation of Land

Chapter 4 of the RH SEPP seeks to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health and the environment. The Chapter applies to the whole of the State. Pursuant to Section 4.6 of the SEPP:

(1) A consent authority must not consent to the carrying out of any development on land unless—

(a) it has considered whether the land is contaminated, and

(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

The preceding subdivision works considered the contamination status of the land in determining the proposed subdivision. The conditions included in Development Consent No. DA 16-2009-324-3 required the consideration of PFAS contamination, particularly in groundwater, during construction via the preparation of PFAS Management Plan.

To determine if the proposed site is likely to be land which is contaminated, a PCR and DSI were prepared to characterise the nature and extent of any contamination on the site and surrounding area, identify any construction activities that could disturb or interact with any PFAS contaminated soil, groundwater or surface water, and propose measures to manage PFAS impacted soils, groundwater or surface water that may be encountered during construction.

The PCR identified four Areas of Environmental Concern (AECs) and recommended the preparation of a DSI to determine the presence and extent of any site contamination. The results of the DSI indicated that that all concentrations of potential contaminants were reported below the adopted criteria, and no asbestos was detected. The site was found to be suitable for the proposed use subject to preparation and implementation of a Construction PFAS Management Plan and Unexpected Finds Procedure. Further detail regarding contamination mitigation measures is provided in Section 6.12 of the EIS.

4.8.5 State Environmental Planning Policy (Sustainable Buildings) 2021

The State Environmental Planning Policy (Sustainable Buildings) 2022 (SB SEPP) aims to encourage the design and delivery of sustainable buildings for residential and non-residential development.

Chapter 3 Standards for non-residential development is relevant to the Project as development involving:

(a) the erection of a new building, if the development has an estimated development cost of $5 million or more,

The Project will have an estimated development cost of more than $5 million, and Chapter 3 applies to the Project.

Section 3.2 specifies that:

> *(1) In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following—*
> *(a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,*
> *(b) a reduction in peak demand for electricity, including through the use of energy efficient technology,*
> *(c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,*
> *(d) the generation and storage of renewable energy*
> *(e) the metering and monitoring of energy consumption,*
> *(f) the minimisation of the consumption of potable water.*

The Project has considered the sustainable development criteria listed in Section 3.2(1) of the SB SEPP:

- Regarding subsection (a), the Project's generation of waste during construction will be minimised where possible, with reuse and recycling maximised as detailed in the Construction Waste Management Plan included in Appendix G18.
- Regarding subsection (b), the Project will reduce the demand for electricity through the use of energy efficient technology including energy efficient LED lighting, and Building Management System (BMS) controls.
- Regarding subsection (c), the Project will reduce reliance on artificial lighting through use of widespread glazing, particularly on its southern elevation for office and administrative areas fronting the street. The Project will reduce reliance on mechanical heating and cooling through mixed mode natural ventilation control taking advantage of the local temperate climate to reduce energy requirements for heating and cooling.
- Regarding subsection (d), the Project will generate renewable energy. The Project will incorporate a roof area for solar PV panels for a 99kW system and is expected to generate 133kWh of electricity per year.
- Regarding subsection (e), the Project will include a BMS system to control and monitor the mechanical system. This will allow maintenance staff to collect data, identify and repair system failures and facilitate optimised consumption of water and energy.
- Regarding subsection (f), the Project will minimise the consumption of potable water through demonstrating a commitment to achieving 3-star NABERs water rating.

Further detail regarding the sustainability features of the Project including ecologically sustainable development is detailed in Section 6.4 of the EIS and in the ESD Report in Appendix G19 .

Section 3.2(2) of the SB SEPP additionally states:

(2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.

An Embodied Emissions Form has been completed for the Project and is included in Appendix G16.

Section 3.3 of Chapter 3 specifies considerations for large commercial development. Schedule 4 of the SB SEPP defines a 'large commercial development' as follows:

***large commercial development** means non-residential development that involves—*
(a) the erection of new prescribed office premises, prescribed hotel or motel accommodation or prescribed serviced apartments, or
(b) alterations, enlargement or extension of prescribed office premises, prescribed hotel or motel accommodation or prescribed serviced apartments, if the development has an estimated development cost of $10 million or more.

Where 'prescribed office premises' is defined as follows:

***prescribed office premises** means office premises with a net lettable area of at least 1,000m2.*

The Project includes office premises that exceed 1000m^2 and is therefore a large commercial development subject to Section 3.3 of the SB SEPP.

Section 3.3(1) of the SB SEPP states:

(1) In deciding whether to grant development consent to large commercial development, the consent authority must consider whether the development minimises the use of on-site fossil fuels, as part of the goal of achieving net zero emissions in New South Wales by 2050.

The Project is supported by NetZero Statement which is included in the ESD Report is Appendix G19.

Section 3.3(2) of the SEPP additionally states:

(2) Development consent must not be granted to large commercial development unless the consent authority is satisfied the development is capable of achieving the standards for energy and water use specified in Schedule 3.

A NABERs Agreement to Rate Contract has been included in Appendix G20 to satisfy the energy and water use requirements specified in Schedule 3 of the SB SEPP.

4.8.6 State Environmental Planning Policy (Transport and Infrastructure) 2021

The State Environmental Planning Policy (Transport and Infrastructure) 2021 (TI SEPP) specifies provisions related to transport and infrastructure including educational establishments, childcare facilities, major infrastructure corridors and ports. Chapter 2 Infrastructure of the TI SEPP is relevant to the Project and the relevant provisions have been assessed below.

Chapter 2 Infrastructure

Chapter 2 of the TI SEPP aims to facilitate the effective delivery of infrastructure across the state. Section 2.122 of the SEPP specifies provisions for traffic generating development. Table in Schedule 3 identifies 'industry' as traffic generating development if it has a GFA or site area greater than 20,000m^2.

The Project has a site area of 22,000m^2 and hence is classified as traffic generating development. It is understood that the development application will be referred to TfNSW as part of the assessment with the consent authority being required to take into consideration any submission provided by TfNSW with respect to Section 2.122(4)(b) of the TI SEPP.

4.9 Port Stephens Local Environmental Plan 2013

The Port Stephens Local Environmental Plan 2013 (PSLEP 2013) is the statutory document which outlines the provisions that apply within the Port Stephens Local Government Area (LGA). Below is an outline and assessment of the applicable provisions.

Table 22 PSLEP 2013 Assessment

PSLEP 2013 Provision	Assessment
Part 2 Clause 2.1 2.2, 2.3, *Land Use Table* *B7 Business Park Zone Objectives* ***1 Objectives of zone*** ▪ *To provide a range of office and light industrial uses.* ▪ *To encourage employment opportunities.* ▪ *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.* ▪ *To facilitate the future development of the land as an employment area relating to defence and airport operations to support the continued operation of the RAAF Base*	The proposed development for the purpose of a high technology industry is permissible within the B7 Business Park zone. The development is consistent with the objectives of the zone as it will provide a new light industrial use, support new employment opportunities and will facilitate the future development of land related to defence and aerospace related industries to support the continued operation of RAAF Base Williamtown and Newcastle Airport adjacent to the site.

PSLEP 2013 Provision	Assessment
Williamtown Airport and the Newcastle Airport	
Clause 4.1 Minimum Lot Size	There is no minimum lot size application to the subject site.
Clause 4.3 Height of Buildings	There is no height of building development standard specified for the subject site.
Clause 4.4 Floor Space Ratio	There is no floor space ratio development standard specified for the subject site.
Clause 5.10 Heritage Conservation and Schedule	The site is not listed as a locally significant heritage item, being within a heritage conservation area, an archaeological site, containing an Aboriginal Heritage object or a place of Aboriginal heritage significant, under Schedule 5 of the LEP.
Clause 5.21 Flood Planning *(2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development—* *(a) is compatible with the flood function and behaviour on the land, and* *(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and* *(c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and* *(d) incorporates appropriate measures to manage risk to life in the event of a flood, and* *(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.*	The site is partially located within the flood planning area. Pursuant to Clause 5.21(2), development consent must not be granted to development on land within the flood planning area unless the consent authority is satisfied the development satisfies subclause (a) to (e). A Flood Impact and Risk Assessment has been prepared and is included in Appendix G8 with flood risk assessed in Section 6.10 of the EIS.

PSLEP 2013 Provision	Assessment
(3) In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters— *(a) the impact of the development on projected changes to flood behaviour as a result of climate change,* *(b) the intended design and scale of buildings resulting from the development,* *(c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood,* *(d) the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.*	
Clause 7.1 Acid Sulfate Soils Development consent for works more than 2 metres below natural ground surface, must not be granted unless an acid Sulfate soils management plan has been prepared for the proposed works in accordance with the Acid Sulfate Soils Manual.	The site is mapped as being Class 4 Acid Sulfate Soils requiring The Project will not involve works more than 2 metres below ground surface. An assessment of the potential to impact acid sulfate soils has been provided in Section 6.11 and included in Appendix G21.
Clause 7.2 Earthworks. *(2) Development consent is required for earthworks unless—* *(a) the earthworks are exempt development under this Plan or another applicable environmental planning instrument, or* *(b) the earthworks are ancillary to development that is permitted without consent under this Plan or to development for which development consent has been given.*	The Project will involve minor earthworks for trenching of new services, site grading to achieve design levels and construction of the proposed building. The proposed earthworks are considered to be ancillary to the Project, and as such, development consent for the Project will be considered to have provided development consent for the ancillary earthworks.
Clause 7.4 Airspace Operations *(2) If a development application is received and the consent authority is satisfied that the proposed development will penetrate the Limitation or Operations Surface, the consent authority must not grant development consent unless it has consulted*	An assessment of airspace operations is provided in Section 6.15 of the EIS with respect to the obstacle limitation surface map. The site is identified in the Height Trigger Map incorporating both the OLS and PANSOps. It is understood that the

PSLEP 2013 Provision	Assessment
with the relevant Commonwealth body about the application.	application will be referred to Department of Defence as part of the assessment.
Clause 7.5 Development in Areas subject to Aircraft Noise *(2) This clause applies to development that—* *(a) is on land that—* *(i) is near the RAAF Base Williamtown Airport, and* *(ii) is in an ANEF contour of 20 or greater, and* *(b) the consent authority considers is likely to be adversely affected by aircraft noise.* *(3) Before determining a development application for development to which this clause applies, the consent authority—* *(a) must consider whether the development will result in an increase in the number of dwellings or people affected by aircraft noise, and* *(b) must consider the location of the development in relation to the criteria set out in Table 2.1 (Building Site Acceptability Based on ANEF Zones) in AS 2021—2000, and* *(c) must be satisfied the development will meet the indoor design sound levels shown in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021—2000.*	The Project is located within the ANEF 30-35 contour and is subject to Clause 7.5. The Project does not involve an increase in the number of dwellings affected by aircraft noise. An assessment of the Project against the requirements of AS 2021—2000 has been provided in Section 6.6 of the EIS with respect to noise impacts.
Clause 7.6 Essential Services *(1) Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required—* *(a) the supply of water,* *(b) the supply of electricity,* *(c) the disposal and management of sewage,*	The Project will be serviced with water, electricity, sewer, stormwater drainage and suitable vehicular access. Assessment of utilities and services infrastructure is provided in Section 6.3 of the report.

PSLEP 2013 Provision	Assessment
(d) stormwater drainage or on-site conservation, *(e) suitable vehicular access.*	
Clause 7.8 Drinkwater Catchments *(3) Before determining a development application for development on land to which this clause applies, the consent authority must consider the following—* *(a) whether or not the development is likely to have any adverse impact on the quality and quantity of water entering the drinking water storage, having regard to the following—* *(i) the distance between the development and any waterway that feeds into the drinking water storage,* *(ii) the on-site use, storage and disposal of any chemicals on the land,* *(iii) the treatment, storage and disposal of waste water and solid waste generated or used by the development,* *(b) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.* *(4) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—* *(a) the development is designed, sited and will be managed to avoid any significant adverse impact on water quality and flows, or* *(b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or* *(c) if that impact cannot be minimised—the development will be managed to mitigate that impact.*	The Project is located within the Tomago Sandbeds drinking water catchment. An assessment of the Project's impact on the water quality of the drinking water catchment is provided in Section 6.11 of the EIS.

PSLEP 2013 Provision	Assessment
Clause 7.9 Wetlands *(5) Before determining a development application for development on land to which this clause applies, the consent authority must consider—* *(a) whether or not the development is likely to have any significant adverse impact on the following—* *(b) the condition and significance of the existing native fauna and flora on the land,* *(c) the provision and quality of habitats on the land for indigenous and migratory species,* *(d) the surface and groundwater characteristics of the land, including water quality, natural water flows and salinity, and* *a. any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.* *(4) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—* *(a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or* *(b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact, or* *(c) if that impact cannot be minimised—the development will be managed to mitigate that impact.*	The Project is mapped as being located within a wetland area. Notwithstanding this, the site is the subject of a Development Consent for subdivision which includes the development of precinct wide drainage scheme. The impact of the removal of any wetland on the site has been previously assessed by the subdivision.

4.10 Draft Environmental Planning Instrument

The Explanation of Intended Effect for the draft Remediation of Land SEPP and Contaminated Land Planning Guidelines were exhibited from 25 January 2018 to 13 April 2018 and were intended to repeal the former SEPP 55 environmental planning instrument relating to the management of contaminated land. The proposed Remediation of Land SEPP would amend the former SEPP 55 to:

- require all remediation work that is to be carried out without development consent, to be reviewed and certified by a certified contaminated land consultant.
- categorise remediation work based on the scale, risk and complexity of the work.
- require environmental management plans relating to post-remediation management of sites or ongoing operation, maintenance and management of on-site remediation measures (such as a containment cell) to be provided to council.

The draft Remediation of Land SEPP remains under consideration. The proposed development does not involve remediation of land that is subject to development consent. It is noted that the former SEPP 55 has been consolidated within Chapter 4 of the Resilience and Hazards SEPP, with the provisions of Chapter 4 considered in Section 4.8.4 of the EIS.

4.11 Development Control Plan

The Port Stephens Development Control Plan 2014 (PSDCP 2014) is the relevant DCP applying to the land within the Port Stephens LGA. However, Section 2.10 of the Planning Systems SEPP indicates that DCPs do not apply to SSDs. Where applicable, the PSDCP 2014 requirements have been addressed, notably in reference to landscaping, traffic and parking requirements.

4.12 Other Approvals

The following section identifies the requirements of the project in relation to other legislation and other approvals and pre-conditions required for exercising the power to grant approval for the Project.

An assessment of other approvals required under relevant legislation is set out in the table below.

Table 23 Assessment of Other Approvals

Legislation	Requirement	Response
Biodiversity Conservation Act 2016	The BC Act requires the potential impact on any land on Biodiversity Value is to be assessed within a Biodiversity Development Assessment Report (BDAR).	A BDAR Waiver has been prepared for the Project and was granted by DCCEEW Biodiversity and Conversation Department (BCD) on 8 April 2024. As such, a BDAR is not required for the Project. Further discussion on biodiversity is provided in Section 6.13 of the EIS.
Contaminated Land Management (CLM) Act 1997	This Act is to establish a process for investigating and (where appropriate) remediating land that the EPA considers	The site has not been identified as being significantly contaminated within the meaning of the CLM Act. Further discussion on

Legislation	Requirement	Response
	to be contaminated significantly enough to require regulation.	contamination is provided in Section 6.12.
Coal Mine Subsidence Compensation Act 2017 (CMSC Act)	Part 3 Section 22 of the CMSC Act specifies that an application for approval to alter or erect improvements, or to subdivide land, within a mine subsidence district is to be made.	The site is not located within a mine subsidence district under the CMSC Act. No further approval is required.
Disability Discrimination Act 1992 (DDA) Disability (Access to Premises – Buildings) Standards 2010	It is unlawful for any individual with a disability to be discriminated against under the DDA and creates active standards around enforcing this within public spaces and workplaces. Under the Disability (Access to Premises – Buildings) Standards 2010, new buildings and structures are required to have a certain level of equitable access in line with their National Construction Code (NCC) class.	The DDA and standards apply to the Project, due to the classifications of the Project buildings and structures. This is further discussed in Section 6.1.2 and is addressed in Appendix G11.
Pipelines Act 1967	The Pipelines Act 1967 controls pipeline construction, operation, and licensing in NSW. Part 3 section 11 of the Pipelines Act 1967 requires a person to be a registered holder of a licence before any construction of a pipeline commence.	The Project does not involve the construction and operation of any pipelines and as such, no approvals in are required.
Protection of the Environment Operations (POEO) Act 1997	Activities listed in Schedule 1 of the POEO Act require an environmental protection licence (EPL) to operate.	The operation of the Project does not constitute a scheduled activity and an EPL will not be required for the Project.
Roads Act 1993	Consent from the appropriate roads' authority under section 138 of the Roads Act is required for any works undertaken on or under public roads.	An approval for works undertaken on Newton Parade will be required for the Project.
Water Management Act 2000 (WM Act)	Any person or organisation, including a local water utility, taking water from a water source must be authorised to take water by a water access licence and a water supply work approval under section 60A of the WM Act unless an exemption applies.	No water access licence or a water supply work approval under the WM Act are required for the Project.
Commonwealth		

Legislation	Requirement	Response
Environment Protection and Biodiversity Conservation (EPBC) Act 1997	Approval from the Australian Minister for the Environment and Heritage for the is required for any action that will or is likely to have a significant impact on matters of national significance.	The preceding subdivision consent assessed the impact on vegetation and threatened species. An EPBC Approval 2009/5063 issued 27 October 2021, and a biodiversity offset obligation – Biodiversity Conservation Fund paid December 2021 (BCT Reference: BCF273). No species subject to MNES under the EPBC Act will be significantly impacted by the Project. Biodiversity is further discussed in Section 6.13 of the EIS. No other MNES have been identified as being impacted by the project.

The following table sets out NSW legislation which would apply is approval, if not required for an SSDA in accordance with Section 4.41 of the EP&A Act.

Table 24 Legislation where Approval is not required

Legislation	Requirement	Response
Fisheries Management Act 1994 (FM Act)	Section 201, 205 and 219 require a permit for the purpose of dredging works, any harm to marine vegetation, or for any activities that block the passage of fish, respectively.	The Project will not involve dredging works, impact marine vegetation or block the passage of fish and as such, no approvals in this regard are required.
Heritage Act 1977	Approval is required to carry out an act, matter or thing referred to in Part 4, or an excavation permit under section 139.	The Project will not require an approval under section 57 or 139 subject to section 4.41 of the EP&A Act. The project will not impact an item of State Heritage. Heritage assessment is discussed at Section 6.14 of the EIS.

Legislation	Requirement	Response
National Parks and Wildlife Service (NPWS) Act 1974	Sections 86, 87 and 90 require approval for any works which may impact an item of Aboriginal heritage.	The Project will not require approvals under 86,87 or 90 subject to section 4.41 of the EP&A Act. An AHIP has been issued for the preceding subdivision works. The Aboriginal Heritage assessment is discussed at Section 6.14 of the EIS.
Rural Fires Act 1997 (RF Act)	Where a project requires subdivision for residential or rural residential development, a bush fire safety authority under Section 100B is required.	The Project does not involve subdivision for, or creation of, residential or rural residential development. Accordingly, an approval under section 100B will not be required. The Bushfire assessment is discussed at Section 6.9.
Water Management Act 2000 (WM Act)	A water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91 of the WM Act is required where impacts are predicted.	A water use approval or an activity approval is not required for the Project.

5 Engagement

This chapter provides an overview of the engagement activities undertaken to date by the proponent as part of the preparation of the EIS, and the future activities proposed in the assessment and post approval phases.

5.1 Engagement Process

To support the SSD Application process, including the preparation of the site planning, architectural and landscape design and the EIS, the project team undertook to engage with key stakeholders.

Stakeholder engagement is a key aspect in the preparation, consideration, determination and commencement of an SSD project. The engagement processes and the consultation framework prepared for the project is consistent with the requirements and 'Undertaking Engagement Guidelines for State Significant Projects' (DPE, October 2022). This includes several opportunities for key stakeholders and the community to be informed and consulted during the lifecycle of the project.

Figure 14 Engagement Opportunities in SSDA Process

5.2 Scoping Report Consultation

To support the SSD Application process, including the preparation of the development's design and the Scoping Report, the project team engaged with the following key stakeholders.

Department of Defence

The Project has been presented to the Commonwealth Department of Defence Security and Estate Management Group at several fortnightly stakeholder meeting. Matters identified included that the Project be designed to not penetrate protected airspace, interfere with critical communication, navigation and surveillance equipment or create other hazards. The Department of Defence noted that there would be further opportunity for consultation and engagement as the project progresses.

Department of Planning, Housing and Infrastructure

Preliminary discussions were held between Newcastle Airport and the (then) Department of Planning and Environment on 25 July 2023. This discussion formed part of the preliminary stakeholder engagement activities. Barr Planning subsequently engaged with the Industry Assessment Team of DPHI on 20 February 2024 and 12 March 2024, regarding the preparation of a Scoping Report, and EIS, issuing of SEARs and the SSDA assessment process.

Port Stephens Council

The Development Assessment and Compliance team were briefed on the project at a meeting on 21 February 2024. Council advised that consistency with the approved subdivision and the zone objectives should be considered, and that progress with construction of the subdivision, including utilities and roads is a key issue.

The request for SEARs and the Scoping Report was lodged on the Major Projects Portal on 15 March 2024.

5.3 Environmental Impact Statement Consultation

The SEARs were issued by DPHI on 15 April 2024. The SEARs specified that in preparing the EIS, consultation was to be undertaken with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners, including the following:

- Port Stephens Council
- Department of Climate Change, Energy, the Environment and Water, including
  - Environment and Heritage Group
  - Environment Protection Authority
- Air Services Australia
- Civil Aviation Safety Authority
- Commonwealth Department of Defence
- NSW Health
- Transport for NSW
- Fire & Rescue NSW
- NSW Rural Fire Service
- SafeWork NSW

- Hunter Water Corporation
- Surrounding local landowners, businesses and stakeholders
- Local and regional community and environmental groups
- Local Aboriginal Land Council

In addition, the Agency response to the Scoping report were provide as part of the SEARs. The response to the matters raised by Agencies is provided in Appendix A.

To ensure the planning and delivery of engagement during the EIS preparation was proportionate and appropriate, the engagement matrix set out in 'Undertaking Engagement Guidelines for State Significant Projects' (DPHI, March 2024) was utilised.

Accordingly, a 'targeted and specific' consultation approach, together with an 'inform and consult' level of engagement as set out in the International Association of Public Participation (IAP2) public participation spectrum was identified. This is considered to be proportionate to the scale of impacts and benefits of the project, their significance during the construction and operation of the facility, and the fact that the anticipated stakeholder and community interest was anticipated to be low. Accordingly, the objectives of the consultation engagement process undertaken during the EIS preparation was to:

- ensure the key stakeholders are informed of the project.
- obtain feedback key stakeholders on the project.
- engage with certain stakeholders on the detailed assessment of key matters, such as the Department of Defence.

The consultation techniques utilised to engage with various stakeholders are described in the table below. An example of the Consultation Letter and Project Fact Sheet is provided at Appendix D. This process was carried out in April and May 2024 ahead of the lodgement of the SSD, and is complementary to the statutory requirements for public exhibition of an SSD.

Table 25 Summary of Engagement Process

Stakeholder	Method and Date	Description
Federal Government		
Department of Defence - Security and Estate Management Group and RAAF Base Williamtown	▪ Presented at fortnightly Security and Estate Group (SEG) Meeting on 4 April 2024	▪ A summary of the project and site context was presented to the SEG ▪ Locality plan and site plans presented, noting that the project was on freehold land and did not propose access to the airfield ▪ It was also noted that the Project is for a high technology industry and would support a defence industry prime contractor

Stakeholder	Method and Date	Description
		▪ Details of the consultation program with stakeholders, including the community as part of EIS preparation was presented
NSW State Government Agencies		
DCCEEW - Heritage NSW	▪ Letter and Project Fact Sheet sent via email on 22 April 2024 ▪ Email sent to Manager Assessments 23 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan Invited input and feedback ▪ Offer to provide further information and to arrange a meeting ▪ Request clarification regarding the requirement for a site specific ACHAR to be prepared for the project
DCCEEW - EPA	▪ Letter and Project Fact Sheet sent via email on 2 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
Air Services Australia	▪ Letter and Project Fact Sheet sent via email on 17 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
Civil Aviation Safety Authority	▪ Letter and Project Fact Sheet sent via email on 11 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
NSW Fire and Rescue	▪ Letter and Project Fact Sheet sent via	▪ Purpose to advise and create awareness of project

Stakeholder	Method and Date	Description
	email on 2 April 2024	▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
NSW Safe Work	▪ Letter and Project Fact Sheet sent via email on 2 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
NSW Rural Fire Services	▪ Letter and Project Fact Sheet sent via email on 2 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
TfNSW	▪ Letter and Project Fact Sheet sent via email on 2 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
NSW Health	▪ Letter and Project Fact Sheet sent via email on 2 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
Local Government		

Stakeholder	Method and Date	Description
Port Stephens Council	▪ Letter and Project Fact Sheet sent via email on 17 April 2024. ▪ Presentation provided at regular meeting. Copy of presentation provided 26 April 2024.	▪ Purpose of letter to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback Purpose of presentation to provide a summary of the project, present an overview of proposed plans, advise how the matters raised by Council in response to Scoping Report will be addressed in the EIS, advise on the consultation activities being undertaken and provide opportunity for questions, input and feedback. A copy of the presentation was provided to Council staff.
Utility Providers		
Hunter Water	▪ Letter and Project Fact Sheet sent via email on 2 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
Ausgrid	▪ Letter and Project Fact Sheet sent via email on 2 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
NBN Communications	▪ Letter and Project Fact Sheet sent via email on 2 April 2024 ▪ Follow up phone call 23/04/2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting

Stakeholder	Method and Date	Description
Adjoining land owners	▪ Letter and Project Fact Sheet sent via Registered Mail 11 April 2024	▪ Purpose to advise and create awareness of project being proposed within 1lk of their property ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting ▪ Advise of future opportunities for consultation during public exhibition of the project
Local Residents	Letterbox drop 3 April 2024	▪ Project Brochure as part of SIA Consultation ▪ Invitation to view project website and complete survey as part of SIA consultation
Local Businesses	▪ Letterbox drop 3 April 2024 ▪ Email sent to NAPL tenants 2 April 2024 ▪ Email sent to Managing Agent Williamtown Aviation centre (WAC) 2 April 2024	▪ Project Brochure as part of SIA Consultation ▪ Invitation to view project website and complete survey as part of SIA consultation
Local Community Groups including Hunter Defence Support Network and Defence Families Group	▪ Letter and Project Fact Sheet sent via email on 17 April 2024	▪ Purpose to advise and create awareness of project, and consultation activities being undertaken ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting
Local Political representatives	▪ Letter and Project Fact Sheet sent via email on 2 April 2024	▪ Purpose to advise and create awareness of project, and consultation activities being undertaken ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback

Stakeholder	Method and Date	Description
		▪ Offer to provide further information and to arrange a meeting
Local Workers		
Newcastle Airport staff	▪ Presentation to staff as part of CEO Briefing on 2 April 2024	▪ Purpose to advise and create awareness of project ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan
Aboriginal Stakeholders		
Worimi Local Aboriginal Land Council	▪ Letter and Project information was sent from NAPL CEO on 4 April 2024 ▪ Letter and Project Fact Sheet sent via email on 17 April 2024	▪ Purpose to advise and create awareness of project, and consultation activities being undertaken ▪ Provide summary of site context ▪ Provide high level summary of project, locality plan and site plan ▪ Invited input and feedback ▪ Offer to provide further information and to arrange a meeting

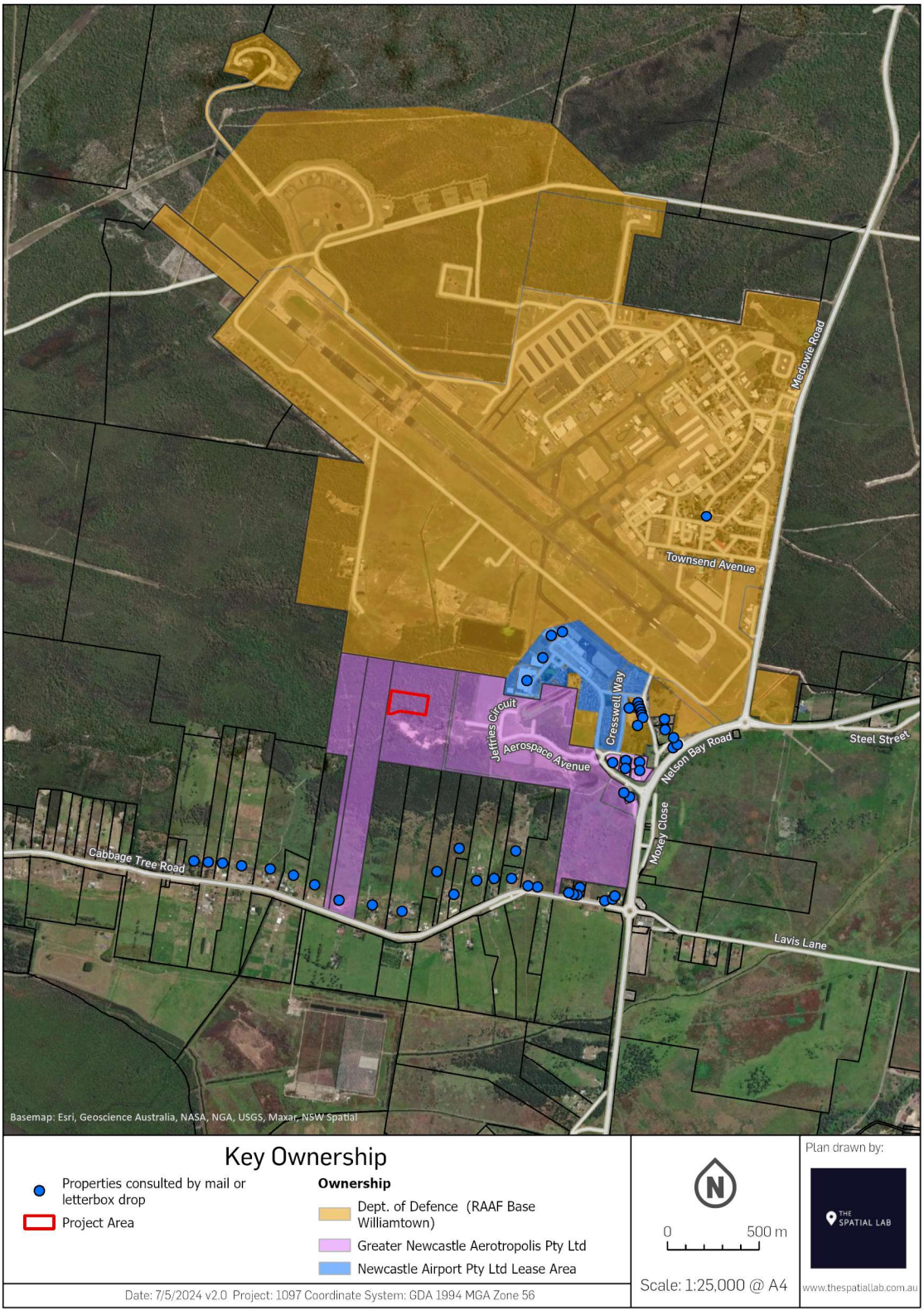

Figure 15 Land Ownership Map Source: Spatial Lab (May 2024)

5.4 Outcomes of Engagement

The following section provides a summary of the outcomes of the above engagement.

Table 26 Summary of Outcomes engagement

Stakeholder	Date and Type of Response	Issues Raised	EIS Response
▪ Federal Government			
Department of Defence - Security and Estate Management Group Department of Defence – RAAF Base Williamtown	Discussion at SEG Meeting 04/04/2024. Email dated 19/04/2024 advising that request was referred Williamtown Base Management.	▪ Clarification sought regarding the DA on the adjoining land currently under assessment by Port Stephens Council and the relationship between the projects ▪ Confirmation of the future consultation processes. It was advised that the statutory notification process would occur after the Project had been formally lodged on the NSW Major Projects Portal	Section 1.6 Related Development Section 5.3 Further Engagement
NSW State Government Agencies			
DCCEEW - Heritage NSW	Response via email dated 1 May 2024	The Manager Assessments advised that with respect to Aboriginal cultural heritage, including the previous ACHAR, current approvals and the issued SEARs. that given the proposed development is within the boundary of AHIP 5221, the ACHAR prepared to inform that AHIP adequately addresses the ACH SEARs, and as such a new ACHAR is not required.	Section 6.14.2 Aboriginal Cultural Heritage
DCCEEW - EPA	Response via email on 10/04/2024	Advised that there were no further comments, in additions to Scoping Report response.	Section 5.3 Further Engagement
Air Services Australia	No further response received.		Section 5.3 Further Engagement
Civil Aviation Safety Authority (CASA)	Response via email and letter dated 3/04/20204	Advised the following: ▪ CASA has no regulatory responsibilities regarding aircraft noise. ▪ there is no requirement for a specialist building generated wind	Section 6.15 Aviation Constraints

Stakeholder	Date and Type of Response	Issues Raised	EIS Response
		effects (windshear and turbulence) assessment and building-induced wind effects should not be an issue. ▪ bird strike and Extraneous Lighting were addressed in the Scoping Report Section 6.9.9 'Airspace Operations'. ▪ agrees with the scoping report Section 6.9.9 'Airspace Operations' the development will not infringe an Obstacle Limitation Surface, and that there would be no need for obstacle lighting or marking. ▪ Defence specialists and/or Airservices Australia would review any proposed facilities that could affect aviation-related communications/navigation. ▪ The site is not near a hospital and guideline H is not appliable in this instance. ▪ Advice regarding Public Safety Zones is not provided. ▪ CASA does not object to the Project.	Section 5.3 Further Engagement
NSW Fire and Rescue (FRNSW)	Response via email on 15/04/2024.	Advised that specific comment and recommendations on the finalised proposal via the Department of Planning Major Projects Portal at the appropriate time.	Section 5.3 Further Engagement
NSW Safe Work	Response via email on 15/04/2024.	Advised that Safe Work NSW are not able to offer commentary or consultation relating to proposed planning and refer you to the local council for further consult.	Section 5.3 Further Engagement
NSW Rural Fire Services	No further response received.		Section 5.3 Further Engagement

Stakeholder	Date and Type of Response	Issues Raised	EIS Response
TfNSW	Response via email 22/04/2024	Advised that previous comments were provided to DPHI. TfNSW requirements to be addressed in TIA.	Section 6.5 Traffic and Assessment
NSW Health	No further response received. No further response received.		Section 5.3 Further Engagement
Local Government			
Port Stephens Council	Discussion at meeting of 24 April 2024.	▪ Relationship of the Project to the subdivision works with regard to construction timing ▪ Consistency with the proposed development on the adjoining property at Newtown Parade which is currently being assessed by Council, to be determined by the Hunter and Central Coast Regional Planning Panel ▪ A copy of the presentation was requested.	Section 1.6 Related Development Section 6.2 Landscape and Visual Amenity – Cumulative Impacts Section 5.3 Further Engagement
Utility Providers			
Hunter Water	Forwarded to Development Services Team 05/04/2024. No further response received.		Section 5.3 Further Engagement
Ausgrid	No further response received.		Section 5.3 Further Engagement
NBN Communications	Response via email on 23/04/24	▪ Advised that NBN has serviced Stage 1 Astra Aerolab, therefore servicing the project at proposed Lot 400 and 500 should not be an issue	Section 6.3.2 Communications

Stakeholder	Date and Type of Response	Issues Raised	EIS Response
		▪ In relation to the costs associated with the delivery of the NBN network infrastructure to this project, a formal application is to be lodged to enable a detailed assessment to be undertaken	
Adjoining land owners	No responses received.		Section 5.3 Further Engagement
Local Residents	No responses received.		Section 5.3 Further Engagement
Local Businesses	One response to SIA Survey		Section 5.3 Further Engagement
Local Community Groups	No response received.		Section 5.3 Further Engagement
Local Political representatives	No response received.		Section 5.3 Further Engagement

Where specific issues have been raised by government agencies or regulators in addition to matters identified in the SEARs or Agency correspondence these are identified in the table above. Where there was no specific response was received, this has also been noted.

5.5 Aboriginal Stakeholders

The preceding subdivision works required the issue of an AHIP which was supported by the preparation of an ACHAR.

The ACHAR was prepared in accordance with the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW, the Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW (Code of Practice) and the Aboriginal cultural heritage consultation requirements for proponents 2010. Consultation with Aboriginal stakeholders was undertaken in accordance with Clause 60 of the National Parks and Wildlife Amendment Regulation 2019 and included Aboriginal community representative participating in two separate field work and the circulation of the draft ACHAR to Registered Aboriginal Parties (RAPs) for comment.

As part of the EIS preparation consultation with the Worimi LALC was undertaken. The Worimi LALC did not request a meeting or any further project information.

5.6 Affected Land Owners

There was no response to the Project Team with regard to the consultation undertaken with any adjoining land owners, other than as outlined previously with RAAF Base Williamtown.

As noted in the SIA, there was one valid survey response received to the engagement of nearby residents and businesses, as part of the SIA consultation. The respondent raised concern regarding:

- Local government mismanagement and corruption
- Lack of delivery of new projects in the community
- Traffic impacts associated with the construction of the project

The respondent demonstrated a level of project understanding surrounding the delivery of the Astra Aerolab Precinct and its purpose to deliver world class sustainment and manufacturing capabilities to the defence sector. The respondent raised moderate concern for employment opportunities in the community. The respondent did not identify how the development would directly impact upon their way of life or identify any potential positive impact of the development. The response to the issues raised through the SIA consultation are addressed in the SIA and in the proposed construction mitigation measures for traffic identified in Section 6.5.

5.7 Further Engagement

Upon lodgement, the EIS will be placed on public exhibition by the DPHI and submissions will be invited in accordance with the requirements of Clause 176 of the EP&A Regulations. Public submissions to be lodged through the portal.

Upon completion of the public exhibition period the applicant will receive a copy of all submissions, and a Response to Submission report will be prepared which responds to any issues raised (RTS). Ongoing engagement with stakeholders during the EIS exhibition and assessment phase will continue and may include:

- Continued consultation with regulatory agencies to address issues raised during exhibition phase of the EIS and as part of preparation of the RTS.
- Continued consultation with community and regulatory stakeholders as required.
- Any future media enquiries.

If the project is approved, further engagement would occur with key stakeholders and any affected or potentially affected landowners regarding expected timing of works and proposed impact mitigation measures. These would include:

- a Construction Environmental Management Plan (CEMP) will be prepared prior to the commencement of construction for the Project that will include a process for receiving and responding to community complaints, including the management response.

The engagement and consultation processes will be relevantly reviewed and updated over the Project duration to ensure it remains effective and encourages community participation.

6 Environmental Impact Assessment

The SEARs identify the need to undertake an assessment of potential environmental risks as part of the EIS. This Chapter describes how the matters identified in the SEARs have been assessed and how any potential impacts.

6.1 Built Form

6.1.1 Built Form and Urban Design

Methodology

The project design has been developed with regard for the objectives for good design detailed in *Better Placed* prepared by NSW Government Architect. A Design Quality Report has been prepared and is included in Appendix G10 detailing how the Project addresses the objectives of the guideline.

The Project design was developed through an iterative master planning design process which involved exploration of a number of potential sites within the Astra Aerolab Precinct. The site options were explored with reference to the following considerations:

- Positioning of administration and production zones and their relationships.
- Efficient carparking to maximise landscaping opportunities.
- Orientation of administration/office spaces to take advantage of natural ventilation and access to sunlight.
- Prominent street address and easy wayfinding around the site.

In addition to the site analysis, the Project design was developed with regard to the end user functional design requirements including services, accessibility, security, maintenance, safety, traffic and cost constraints.

Existing environment

The site currently consists of undeveloped and vegetated land which will be cleared as part of the construction of the approved Astra Aerolab subdivision. Upon completion, the surrounding precinct will provide a campus style business park for defence, aerospace and advanced manufacturing related industries. The surrounding built form has been described in Section 2.5.4.

Assessment

An assessment of the 7 objectives in *Better Placed* prepared by the NSW Government Architect is provided below.

Objective 1: Better Fit

The Project has been designed to respond to its location, context and landscape setting. The Project will be set within the Astra Aerolab Precinct which has been designed in accordance with a landscape

masterplan to achieve a consistent streetscape character and visual appearance. The broader precinct will consist of large, naturalised landscape areas including water quality and drainage swales, native street tree plantings, modern street lighting, footpath connectivity and will reflect a campus style business park.

The built form design principles for the precinct will create a workplace environment demonstrating building design innovation with interesting warehouse rooflines and high-quality office facades, rear entry loading zones, multi-level office space of regular form that are easily accessible from warehouse zones and visual connectivity between office and industrial functions of each enterprise.

The Project will align with the objective of 'better fit' by providing an articulated external façade with visual treatments consistent with the campus style business precinct. Office and administrative areas will be located facing the street frontage facilitating connection with the street with clear feature corner element to draw attention to the main entry to the building. Internal connection between offices and industrial functions of the facility will be provided in alignment with the precinct design principles. The development's loading zones will be concentrated to the rear of the facility.

The Project's landscaping proposal will integrate with the subdivision's broader landscape masterplan in character and appearance. Landscaping to the outdoor breakout space, car park, entrance and streetscape zone will integrate the Project within its context.

Objective 2: Better Performance

The Project has been designed to achieve high levels of environmental sustainability and meet high performance standards. The Project has been designed with a number of passive design features to reduce energy and water demand including:

- Shading: The façade will incorporate elements such as louvres, window hoods, and blades to reduce direct solar incidence while still allowing views and daylight to benefit the space
- Natural ventilation: the mechanical system will include natural ventilation mode when outdoor conditions are favourable taking advantage of the temperate climate and consuming less energy as a result
- Natural lighting: the use of glazing, particularly to office areas fronting the street, will reduce the necessity artificial lighting within the building
- Building fabric selection: The project will comply with Section J of the National Construction Code (NCC) 2022, which defines the minimum standards of energy efficiency and applies to both the building fabric as well as the services used to provide health and amenity. Additionally, the building's roof colour has been chosen with a low solar absorbance and high solar reflectance index.

In addition to the passive design features above, the Project will seek LEED Gold Certification and commitment for achieving 5.5-star NABERs energy rating and 3-star NABERs water operational performance rating within 24 months of issue of the occupation certificate to demonstrate

environmental sustainability. The Project will not use fossil fuels upon commencement of operations and supports the commitment to achieve net zero in NSW by 2050.

Objective 3: Better for Community

The Project has been designed to create an inclusive, welcoming and equitable environment for members of the community. This has been considered by ensuring that the design complies with the relevant accessibility requirements and BCA for disabled access and that clear points of entry to the facility are provided from the street frontage along Newton Parade, both via pedestrian access and vehicular driveways.

Objective 4: Better for People

The Project has been designed for people, with a focus on safety and comfort. The development achieves this via the following design features:

- Maximises natural light and ventilation for users and will be designed to achieve a Gold LEED certification by considering passive cooling, heating, natural light and occupant comfort.
- Provides amenities including toilets conveniently located at each level and end of trip facilities with similar self-contained cubicles for toilets and showers.
- Provides outdoor landscaped and shaded staff break out area for enjoyment during lunch time and break hours.
- Supports occupant and site safety through provision of fencing and 24/7 security which will be located on site to monitor site operations and deliveries and dispatches
- Will implement acoustic treatment and attenuation through use of construction materials to ensure indoor sound design requirements of *AS 2021-2000 Acoustics—Aircraft noise intrusion—Building siting and construction* are achieved.

Objective 5: Better Working

The Project has been designed to meet the functional and operational requirements of the end operator. A Project has been designed based on detailed specifications for the proposed facility and undergone consultation, feedback and design revision with the end operator to ensure that office and industrial areas are effectively integrated and that swept paths for the required design vehicle can be adequately accommodated. Swept paths have been included in the Architectural Plans included in Appendix G2. It is noted that the Project has been designed to consider future expansion potential. For clarity, it is noted that future expansion of the facility does not form the subject of the current proposal.

Objective 6: Better Value

The Project has been designed to create ongoing value for people and communities over time. This has been primarily considered in the positive economic and social impact of the facility on the broader industry and alignment with the strategic intent of the Astra Aerolab Precinct. The facility will support agglomerative employment and innovation benefits for the defence, aerospace and advanced manufacturing related industry in the Williamtown Area.

Beyond this, the design of the Project including its height, bulk and scale, visual character and stormwater design will contribute to the broader Astra Aerolab Precinct with a coherent visual appearance and environmental management strategy.

Objective 7: Better Look and Feel

The Project has been designed with high aesthetic quality and positive contribution to the visual character of the streetscape. The Project design achieves this in the following ways:

- Breaking up the façade with regular window placement.
- An articulated screen element.
- Feature A frame element over the main entrance.
- Blade elements and hoods to breakup and shade the western and northern façades and high-level windows.
- Breaking up the bulk of the building by:
    - Articulating the façade near the entrance
    - Choosing a variety of materials
    - Incorporating Feature elements
    - Creating consistent datum lines around the building
- Providing a large, covered delivery and pick up areas.
- Use of robust prefinished materials including precast concrete panels, powder-coated aluminium, face brickwork and
- Colorbond steel to create a robust building that will retain its features in good condition without requiring heavy maintenance.

Overall, with respect to the above assessment, the Project demonstrates design excellence by addressing the objectives of the *Better Placed* design principles.

6.1.2 Disability Discrimination Access

Methodology

An Access Report has been prepared as attached in Appendix G11 and included an assessment of the Project against the relevant provisions of the following legislation and standards:

- Disability Discrimination Act 1992 (DDA)
- Disability (Access to Premises (Buildings)) Standards 2010
- Access Code for Buildings 2010
- Relevant provisions of The National Construction Code Building Code of Australia Volume 1 2022 (BCA)
- Australian Standard AS1428.1 (2009) Amendment 1 & 2, – Design for Access and Mobility
- Australian Standard AS1428.4.1 (2009) Amendment 1 – Design for Access and Mobility: Means to assist the orientation of people with vision impairment – Tactile ground surface indicators

- Australian Standard AS2890.6 (2009) – Parking Facilities – Off street carparking for People with Disabilities
- Australian Standard AS1735.12 – Lifts, escalators and moving walks: Lifts for persons with a disability

The relevant provisions of the above legislation and standards have been addressed relating to access for people with disabilities to and within all areas normally used by the occupants.

Existing environment
The site is currently undeveloped, however, will be the subject of subdivision works. These works will include the extension of Newton Parade facilitating vehicular access and paved pedestrian footpaths.

Assessment
The Access Report provided at Appendix G11 has undertaken a full review of the development against the relevant accessibility legislation and standards and confirms that all elements of the new works have been designed to satisfy the relevant criteria including, but not limited to, access to the building from the allotment boundary, provision of accessible parking spaces, access to the building from accessible parking areas, DDA-compliant door access and vertical lift transport and access.

Mitigation measures
As detailed in the Access Report, the development design is to be developed further during the detailed design to ensure that the development continues to satisfy the requirements of the relevant accessibility legislation, BCA and Australian Standards including but not limited to interior design, sanitary facilities and vertical circulation.

6.1.3 Building Code of Australia Compliance

Methodology
A BCA Compliance Capability Report has been prepared and is included in Appendix G22. The report contained an assessment of the architectural documentation against the Deemed-to-Satisfy provisions and Performance Requirements of the National Construction Code Series (Volume 1) Building Code of Australia 2022. The assessment was undertaken on the basis of the following BCA classifications of the development:

- Class 5: Administration
- Class 7b: Storage
- Class 8 (Workshop/Manufacturing)

Existing environment
The site is currently undeveloped, however, will be the subject of subdivision works. These works will include the extension of Newton Parade facilitating vehicular access and paved footpath along

Newton Parade and extension of existing services including water, sewer, electricity and telecommunications.

Assessment
The assessment concluded that the Project can readily achieve compliance with the BCA subject to resolution of the matters identified which included the preparation of a performance based solution to permit extended travel distances to exits within the building.

Mitigation measures
Continued compliance with the BCA including the preparation of any proposed performance solutions is to be demonstrated during the detailed design.

6.2 Landscape and Visual Amenity

Methodology
A Visual Impact Assessment (VIA) has been prepared and is included in Appendix 23. The VIA followed the following methodology to identify and assess the visual impact of the development within the landscape context:

1. Describe landscape and visual context.
2. Identify the visibility and related visual sensitivity of the landscape and any viewpoints.
3. Assess the likely landscape and visual impacts.
4. Prepare report illustrations.
5. Summarise findings and provide conclusion.

The VIA utilised a number of criteria to inform the assessment including visual quality, viewer access, visual effect and visual sensitivity.

Existing environment
The VIA identified the eight landscape character units within 1.5 km of the site. These were defined to be distinct and recognisable patterns of development or characteristics of the landscape and included:

1. Proposed Industrial / Commercial: Cleared, graded and remediated with no vegetation.
2. Proposed Industrial / Commercial: With vegetation.
3. Remnant Forest.
4. Rural Landscape: Open grasslands or large lot residential.
5. Industrial / Commercial.
6. Arterial Road.
7. Local Road.
8. Newcastle Airport.

The visual sensitivity of the site within the landscape context was assessed as 'nil' where the site was not visible, or 'low' where it was visible due to its general industrial nature. Further detail is included below in the assessment of visual impact.

Assessment

The VIA undertook an assessment of seven viewpoints within the surrounding environment. The seven viewpoints included in the assessment are shown in the figure below. Due to local topography, existing vegetation, limited access and existing development, views were generally limited to a radius of 1km from the site.

A summary of the visual impacts is provided in the Table below.

Table 27 Visual Impact Assessment Summary

Viewpoint	Access	Effect	Sensitivity	Impact
1	Moderate	Nil	Nil	Nil
2	Low	Nil	Nil	Nil
3	Low	Nil	Nil	Nil
4	Low	Nil	Nil	Nil
5	Low	Low	Low	Low to very low
6	Low	Low	Low	Low to very low
7	Low	Low	Low	Low to very low

The Project was assessed as not being visible from Viewpoints 1 to 4 due to being screened by existing or future development, vegetation and local topography. The visual impact at these viewpoints was hence assessed as having no visual impact.

The visual impact at Viewpoint 5 and 6 was assessed to be low due to the development being located in an industrial complex with low visual sensitivity with low viewer access due to being located at the western end of the future business park complex. The development will be consistent with the intended land use activity and expected built form character of the area further supporting its low visual impact.

The visual impact at Viewpoint 7 was also assessed to be low due to the development being largely screened and filtered through by existing vegetation and the development and being situated within an industrial complex of low visual sensitivity.

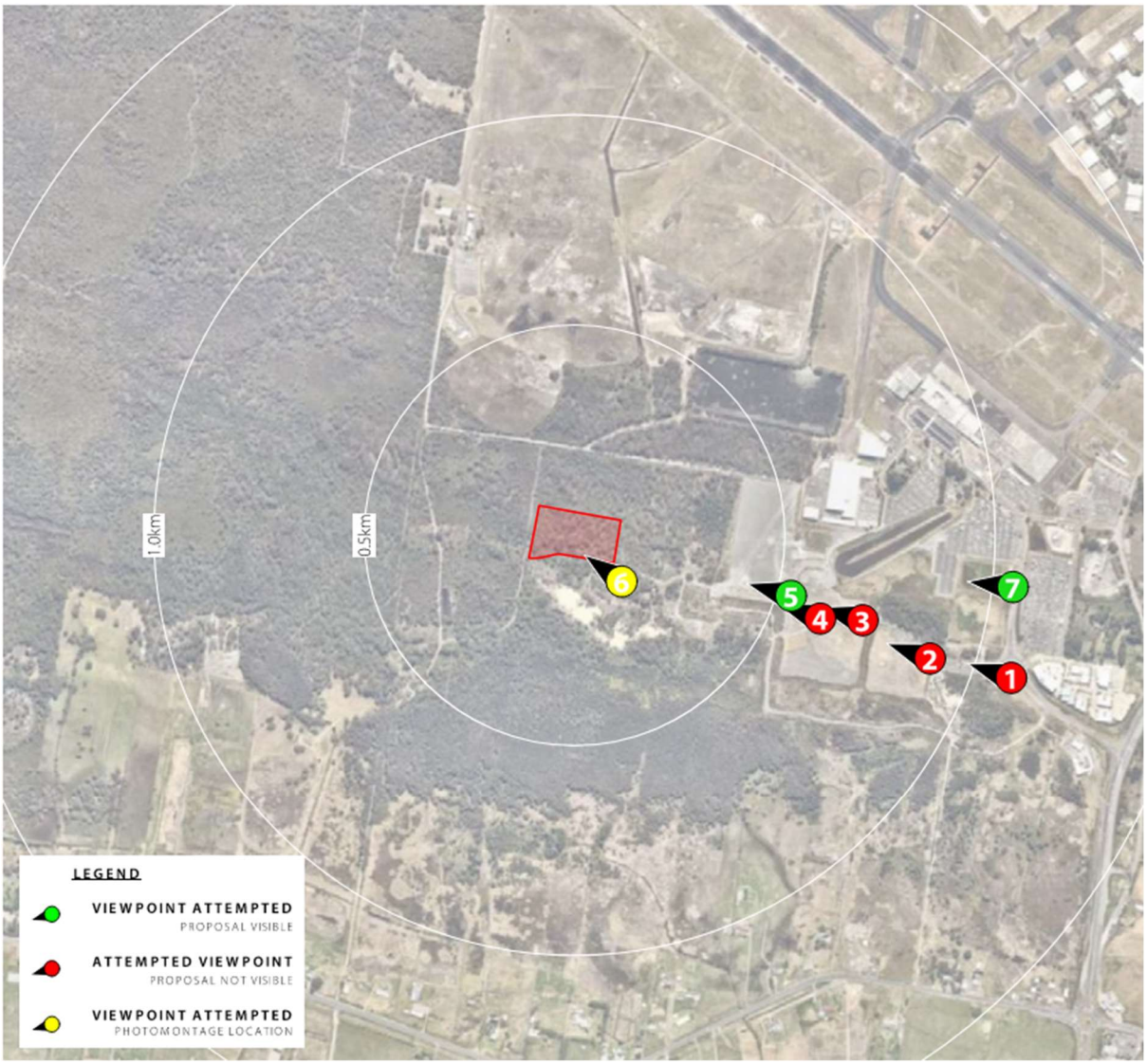

Figure 16 VIA Viewpoint Locations

Cumulative Impact

The visual impact of the Project is considered along with the visual impact of other future projects. Having regard to the expected future development occurring at Astra Aerolab Precinct, Newcastle Airport and the adjoining industrial facility and commercial development, the cumulative visual impact is expected to be minor. With the exception of the 8-storey mixed use premises located on proposed Lot 106 previously approved under DA 16-2022-834-1, all other development approved or under assessment in the surrounding Astra Aerolab Precinct and airport precinct will maintain the height, bulk and scale of existing development and will remain consistent with the industrial character of the locality.

Mitigation measures

Notwithstanding the low to very low visual impact of the Project, further measures were recommended to support the integration of the development within its landscape context and reduce visual impact. These included:

- Landscaping
  - Develop a strong landscape plan that employs effective screening of lower levels and implements use of tall, native, evergreen species.
  - Early works planting for vegetation would be recommended to ensure trees are established in the early stages of the development.
- Material
  - Varied treatment and use of recessive colours to façade to reduce its perceived mass and encourage integration into the existing landscape.
- Lighting
  - Eliminate upward spill light
  - Direct light downward, and avoid light trespass
  - Use shielded fittings
  - Avoid excess lighting
  - Switch lights off when not needed
  - Use energy efficient bulbs
  - Use asymmetric beams
  - Direct lights away from reflective surfaces
  - Use warm white colours

With respect to the mitigation measures listed above, a Landscape Plan has been prepared which will effectively screen the lower levels of the development to the street. A Building Design Report has been prepared to describe the use of a varied façade and recessive colours to the street to support integration within the landscape. Lighting for the Project will be designed to address the extraneous lighting requirements Specified by Civil Aviation Safety Authority (CASA) Manual of Standards (MOS-139) Aerodromes.

6.3 Infrastructure and Utilities

An Infrastructure Delivery, Management and Staging Report has been prepared and is included in Appendix G5. The report was prepared to identify the existing services infrastructure and any service augmentation requirements to support the Project.

6.3.1 Electrical

The site is to be serviced by the extension of underground high-voltage (11kV) and low-voltage electrical reticulation infrastructure within the Newton Parade Road Reserve along the frontage of

Lots 400 and 500. Additional upgrades to the Ausgrid network are not expected to be required to service the development.

6.3.2 Communications

Inground NBN fibre communication services will be provided to Newton Parade as part of the approved subdivision. The development will provide 4 x 100mm new inground communications cables to extend existing services to service proposed Lot 400 and 500. The additional bandwidth required for the Project's operation will be able to be accommodated within the existing NBN network without augmentation. Consequently, no augmentation or upgrades are expected to be required as part of the development.

6.3.3 Water

The project will be serviced under the existing approved water servicing strategy for the Astra Aerolab. The proposed development does not have operational potable water demands other than general water use (bathrooms and kitchen) which will be serviced by Hunter Water mains extended from Newton Parade. No further upgrades to water infrastructure are required with existing infrastructure adequately accommodating the expected demand of the development.

6.3.4 Sewer

It is understood that the ultimate projected load for Astra Aerolab has been factored into the capacity of Williamtown 1 WWPS and no further augmentation is required to this sewer infrastructure to service the development.

Mitigation measures

- Undertake an updated ground search to locate services infrastructure immediately prior to commencing work.
- Consultation with each of the relevant authorities will be required as part of the detailed design phase of the development to obtain the relevant approvals, including Section 50 Hunter Water Certificate, and ensure the obligations and statutory requirements are met.
- A Level 3 designer is to progress with detail design following on the authority assessment results.

6.4 Ecologically Sustainable Development

The Project has been designed to address the requirements of the SB SEPP as detailed in Section 4.8 of the EIS.

The development has been designed to be fully electric and operate completely on fossil fuel-free systems upon occupation and will source 100% of its electricity from renewable sources in NSW. The SSDA is supported by NABERs commitment to achieve 3 star NABERS operational water rating and 5.5 star NABERS operational energy performance rating within 24 months of issue of the occupation

certificate. In addition to this, the development has considered the internal LEED certification for sustainability and is expected to achieve Gold certification with respect to the following LEED criteria:

- EA (Energy & Atmosphere) p1: Fundamental Commissioning and Management
- EAp2: minimum Energy Performance
- EAp3: Building-level Energy Metering
- EAp4: Fundamental Refrigerant Management
- EAc1: Enhanced Commissioning (TBC)
- EAc2: Optimise Energy Performance
- EAc3: Advanced Energy Metering
- EAc5: Renewal Energy
- EAc6: Enhanced Refrigerant Management

The development has incorporated ESD principles as defined in Section 193 of the EP&A Regulation into the design and ongoing operation of the development as shown in 4.6 of the EIS.

An assessment of Section 3.2 of the Sustainable Building SEPP has been provided in Section 4.8 of the EIS with respect to sustainable design features.

The Project will incorporate a roof area for solar PV panels for a 99kW system and is expected to generate 133kWh of electricity per year. It is noted that the base electricity load of the building is expected to exceed the renewable electricity generation on the site, however, will reduce the residual load on the electricity grid.

The design of the development has incorporated energy-efficient features including:

- Shading: louvres and planters will reduce direct solar incidence, maintaining views whilst reducing the thermal load of the building for cooling requirements.
- HVAC system: the HVAC system will be fully electric with no gas-powered plant to meet space heating requirements. The HVAC system utilise a mixed mode natural ventilation control taking advantage of the local temperate climate to reduce energy requirements for heating and cooling.
- Building fabric: the building will comply with the Section J requirements of the NCC for energy efficiency.
- Efficient lighting: LED lighting with colour rendering and colour temperatures to meet the LEED requirements to conserve energy use. Further energy efficient lighting measures will be considered during the detailed design including occupancy sensor for internal lighting.
- Smart controls: a BMS system will be provided to control and monitor the mechanical system. This will allow maintenance staff to collect data, identify and repair system failures and facilitate optimised consumption of water and energy.
- NABERs commitment: the development will demonstrate commitment to achieving operational performance with 5.5 NABERs energy rating and 3 star NABERs water rating within 24 months of issue of the occupation certificate.

6.5 Transport and Accessibility

Methodology

A TIA has been prepared and is included in Appendix G14. The TIA has been prepared by taking in consideration:

- Part 12 of the Austroads Guidelines
- Guide to Traffic Generating Developments, Version 2.2 Dated October 2002 published by TfNSW
- Guide to Traffic Generating Developments Updated Traffic Surveys TD13-04a
- Draft Guide to Traffic Generating Developments, 2024 published by TfNSW
- AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking
- AS/NZS 2980.2–2002 Parking facilities Part 2: Off-street commercial vehicle facilities
- Port Stephens Development Control 2014.

In order to assess the predicted impacts of the traffic on road safety and the capacity of the road network, including cumulative traffic impacts on existing performance levels of Nelson Bay Road and Williamtown Drive, being the key intersection for a 10-year horizon, the following was considered:

- A comparison of the current traffic demands versus the original traffic demand as modelled in the Traffic Impact Assessment prepared for the Astra Aerolab Precinct subdivision application
- The status of the key intersection and road upgrades that are required as conditions of the Astra Aerolab Precinct subdivision Development Consent
- A comparison of trip generation rates for the subject site versus those applied in the assessment of the Astra Aerolab Precinct subdivision and the cumulative traffic impacts of development approved to date in the Astro Aerolab Precinct

The use of a calibrated SIDRA (or similar) traffic model was therefore not considered necessary or appropriate.

Existing environment

The site is currently undeveloped with no formal vehicular access. Access will be constructed as part of the subdivision works including an extension of Newton Parade and associated footpaths. Access to the site from the broader road network will be facilitated from Nelson Bay Road, Williamtown Drive, Aerospace Avenue, Jeffries Circuit and Newton Parade. A description of each of these roads has been provided in Section 2.5.6 of the EIS.

It is noted that under Condition 102A of DA 16-2009-324-3, road works are required to upgrade the broader road network servicing the Astra Aerolab Precinct to accommodate the projected traffic demand. These road works include:

- Construction of second right turn lane on western leg of the Williamtown Drive/Nelson Bay Road intersection
- Duplication of Williamtown Drive between the Aerospace Avenue roundabout and Nelson Bay Road
- Construction of a bicycle lane.
- Construction of road connection with Cabbage Tree Road (required beyond Stage 5 Subdivision)

With the exception of the construction of road connectivity with Cabbage Tree Road, which will occur for subdivision stages beyond Stage 5, the above works have commenced and are expected to be completed by Q3 2024.

A review of crash risk in vicinity of the site was carried out as part of the TIA which indicated four crash incidents over the 5 years to 2022 at the Nelson Bay Road and Williamtown Drive intersection. Given the high volume of traffic at this location, the crash data reflects generally low safety concerns at this intersection and roadway.

The annual average daily traffic (AADT) on Nelson Bay Road count station ID 05191 last measured in 2016 recorded two way flows of 24,933 vehicles with a slight bias in northbound traffic on Nelson Bay Road.

Traffic data from May 2023 show two way flows on Nelson Bay Road south of Williamtown Drive to be 2,324vph in the AM peak (7-8am) and 2,718 in the PM peak (4-5pm). Allowing for peak hour flows to be 10% of daily flows, traffic volumes on Nelson Bay Road would be in the order of 25,250 two way.

Both Nelson Bay Road and Williamtown Drive are part of an approved B-Double Route. Heavy vehicle volumes on Nelson Bay Road equate to 5.4% in the AM and 2.3% in the PM peak respectively whilst heavy vehicle flows on Williamtown Drive are 5.6% in the AM and 2.6% in the PM peak respectively.

Assessment
The TIA included an assessment of traffic related impacts during construction and operation of the Project as follows:

Construction Traffic Generation and Parking Demand
At the commencement of construction of the Project, Astra Aerolab will primarily comprise of development lots in Stage 1 and part of Stages 2A, 2C, 4 and 5 completed and ready for development. The number of approved developments within vicinity of the site will be limited to the projects identified in Section 2.6 of the EIS.

The development is expected to generate 170 construction jobs. Parking for construction personnel will be accommodated on vacant lots in Stage 1 of Astra Aerolab. These lots are accessible from Aerospace Avenue and are large enough to accommodate parking of construction vehicles on the site

or within the precinct as the actual numbers of construction workers on site will vary through the project and according to the TIA and no unacceptable parking impacts are expected to result from the project during construction.

The construction traffic volumes associated with the Project are expected to result in up to 170 vehicles, as a worst-case scenario, assuming low car occupancy and peak contractors on site. These vehicles shall arrive across a two hour period in the morning and depart across a two hour period at the end of the day (85 vtph) during AM and PM. Construction worker traffic movements will typically occur at the start and finish of the day with heavy vehicle movements occurring throughout the day.

The Project is expected to generate heavy vehicle movements in the order of 25 trucks per day with corresponding movement of 3 additional heavy vehicle movements per hour (3 inbound/3 outbound).

As the Williamtown Drive and Nelson Bay Road upgrade will be completed by Q3 2024 prior to the Project commencing, the volume of construction traffic will be less than the volume of traffic approved or proposed for Astra Aerolab to date. There is also no current traffic associated with any operational development with Astra Aerolab. Accordingly, the construction traffic movements are expected to have acceptable impacts within the locality.

Cumulative Construction Traffic Impact

The construction traffic impact of the Project is considered along with the construction traffic impact of other future projects, where the construction periods overlap with other construction work programs within the Astra Aerolab. Construction on adjacent sites could include proposed and approved projects on proposed Lots 200 and 212, 106, and 109, contractor vehicles could be in the order of 400 vehicles, inclusive of the Project contractor vehicles, during peak construction periods, resulting 200vph over a two-hour period in the AM and PM respectively. The traffic impacts of the approved subdivision and resulting impacts to the broader road network were considered in the overall masterplan of the Astra Aerolab Precinct, with road upgrades conditioned in DA 16-2009-324-3 to accommodate the projected traffic volume. The cumulative volume of traffic generated during construction is considered acceptable given that the Williamtown Drive / Nelson Bay Road upgrade will be completed prior to construction commencing.

Mitigation measures

A preliminary Construction Traffic Management Plan (CTMP) has been included in the TIA to inform the preparation of a detailed CTMP by the principal contractor prior to commencement of construction. A CTMP is to be prepared and implemented as part of the Project to include details of:

- Traffic management strategy
- Proposed speed zone during works
- Construction parking
- Working hours

- Construction vehicle movements and access arrangements
- Proposed temporary measures such as Traffic Guidance Scheme
- Driver code of conduct for Heavy vehicle operators
- Site induction process for vehicle operations and regular toolbox meetings
- Complaint resolution and disciplinary procedure
- Community consultation measures proposed for peak periods

Operational Traffic Generation

As described in Section 3.5 of the EIS, the proposed operations of the development will include the following service vehicle trips:

- Small delivery vans: 2 x daily for drop and pick up
- Large trucks including B-Double:
    - 1 delivery per week from supplier
    - 2 dispatch of product per month
- Garbage truck: 2 x weekly collection of general and recycled waste, or on otherwise scheduled basis by a private waste contractor as required by the operator.

In addition to the service vehicle movements and as described in Section 3.5 of the EIS, the development will employ a total of 150 FTE staff with proposed hours of operation of 24 hours a day, 7 days a week. These hours will allow for three shifts as follows:

- Shift 1: 7am – 4pm (90 staff)
- Shift 2: 4pm – 11pm (30 staff)
- Shift 3: 11pm – 7am (30 staff)

The TIA assessed the projected operational traffic generation impacts having regard for the GtTGD. Based on a GFA of 9,189m^2, and a regional trip generation rate for business parks and industrial estates of 0.7/100m^2 during AM peak, 0.78/100m^2 during PM peak and 7.83/100m^2 per day, the Project is estimated to have the potential to generate the following trips:

- 65 trips in the AM peak
- 72 trips in the PM peak
- 720 trips daily (360 inbound/360 outbound)

The TIA demonstrates that that the Project's operational traffic impact will have comparable or lesser impact compared to the original traffic modelling for the following reasons:

- A comparison of the current traffic demands versus the original traffic demand as modelled in the Traffic Impact Assessment prepared for the Astra Aerolab Precinct subdivision application.
- The status of the key intersection and road upgrades that are required as conditions of the Astra Aerolab Precinct subdivision Development Consent.

- A comparison of trip generation rates for the subject site versus those applied in the assessment of the Astra Aerolab Precinct subdivision and the cumulative traffic impacts of development approved to date in the Astro Aerolab Precinct.

- Current vs. Modelled Traffic Volumes:

Traffic survey data obtained in 2023 was compared with the projected 2018 (without development) scenario traffic volumes to show that existing flows on Nelson Bay Road and Williamtown Drive are below traffic volumes which were predicted to be reached in 2018. This indicates that there is spare capacity in the road network and intersection over that which was originally determined in the 2008 traffic impact assessment.

- Current vs. Modelled Trip Generation Rates:

Trip generation rates applied as part of the 2008 traffic impact assessment for the Astra Aerolab Precinct were based on average rates of 0.68 trips/100m^2 GFA in the AM peak and 0.88/100m^2 in the PM peak respectively. The GtTGD rates for business parks detailed in the current traffic impact assessment are based on 0.7/100m^2 during AM peak, 0.78/100m^2 during PM peak. It can be seen that by adopting the more recent rates, the impact of the traffic generation associated with the Astra Aerolab precinct would be less than that considered in the 2008 TIA and thus the approved upgrades would have additional capacity over that previously modelled.

- Current vs. Approved Developable Area:

The approved or proposed industrial development in the Astra Aerolab Precinct to date is summarised in the table below, which indicates a total developable area of approximately 6.7ha.

Table 28 Astra Aerolab Developable Area

	Developable Area (m^2)	AM Peak	PM Peak
Lot 106/107	1,822	73	55
Lot 109	23,887	76	84
Lot 200/212	18,854	48	53
Lot 400/500	22,000	65	72
Cumulative	**66,563**	**262**	**264**

In comparison the Traffic Report prepared by Northrop for DA 16-2009-324-3, the approved developable area for Stage 1 alone of the Astra Aerolab Precinct allowed for 10.85ha of developable land. The current developable area of 6.7ha inclusive of the Project, is well below the Stage 1 provision of 10.85ha of land.

- Status of Road Upgrades:

As part of the Astra Aerolab subdivision consent, intersection upgrades of the Nelson Bay/Williamtown Drive intersection and a new intersection on Cabbage Tree Road were required to support the staged development of the Astra Aerolab Precinct. Road upgraded works are currently

underway and are expected to be completed Q3, 2024 which will address the required road upgrades to meet the traffic demand of all stages of the subdivision up to Stage 5On this basis, the Project's traffic demand can be adequately accommodated by the road network.

In summary, lower background growth on the external road network has occurred compared with original modelling. Equivalent or lower trip generation rate is applicable to the Project compared with the original modelling. The current developable area of Astra Aerolab Precinct is lower than the developable area anticipated in Stage 1 thereby indicating cumulative traffic at this stage is lower than initially determined. Lastly, road upgrades will be completed to service up to Stage 5 of Astra Aerolab.

On this basis, no SIRA modelling is required and the traffic impacts of the Project can be adequately accommodated within the road network. There are no specific mitigation measures identified to manage operation traffic impacts.

Cumulative Impact
Cumulative traffic impacts are anticipated to occur during operational commencement of the new facility when considering other approved development within Astra Aerolab including on Lot 106, Lot 109 and Lot 200/212 as well as approved development at Newcastle Airport.

Notwithstanding this, the traffic impacts of the approved subdivision and resulting impacts to the broader road network were considered in the overall masterplan of the Astra Aerolab Precinct, with road upgrades conditioned in DA 16-2009-324-3 to accommodate the projected traffic volume. On this basis, the cumulative operational traffic impacts are considered minor and can be adequately managed by the staged road upgrades as the Astra Aerolab Precinct is delivered.

There are no specific mitigation measures identified to manage cumulative operation traffic impacts.

Vehicle Accessibility
This section includes an assessment of site distances, swept paths, and vehicle queuing.

The development will include eastern driveway access for service vehicles located on a straight length of road whilst the western driveway access will be on the outside of a bend in Newton Parade. Given the topography, it is expected this road will be level with no hinderance to visibility. Newton Parade will operate under the posted speed limit of 50km/h with no parking permitted along either side of the carriageway.

Based on AS2890.2 the sight distance requirements are a minimum of 69 metres with a 5 second gap, desirable in both directions. A review of the subdivision plan indicates that this visibility can be achieved at the eastern driveway in both directions to meet this requirement. For light vehicles exiting the site at the western driveway, a sight line of 69 metres is desirable with a minimum requirement of 45 metres. Being on the outside of the bend these sight lines can be achieved to satisfy the sight distance requirements.

Swept paths have been provided in the Architectural Plans Drawing No. DA-A-422 demonstrating that the required turning circles for the design vehicle for the site, being a B-double 25m vehicle, can be accommodated. The swept paths also indicate that site can also accommodate the turning circles for heavy rigid vehicles to access the loading bay on the eastern elevation of the building outside the secure fenced area to enter and exit the site in a forward direction. A ring road is provided around the development to facilitate emergency vehicle access as required and has been further assessed in the Bushfire Emergency Management and Evacuation Plan included in Appendix G24.

The development will provide two driveways. The eastern driveway will facilitate service vehicle access to the site from Newton Parade whilst the western driveway will facilitate passenger vehicle access to the site.

The security gates on site shall be open during the day to allow for free flow into the site. The secure fencing in the delivery area will allow free flow into the site from the eastern driveway with sufficient space between the site frontage and the gates to enable a truck to stand prior to entry to the rear (secure) area. No vehicle queues are expected at the access driveway due to the generally low demand for traffic entering and exiting the site spread across start and finish times together with low flows predicted on the road frontage at the western end of the approved Astra Aerolab Precinct. Some queuing may occur for vehicles exiting the site at the end of the working day, however, given the low flows anticipated on the road frontage with vehicles typically turning left out, these queues would be minimal and would be contained within the site with no external impact.

Car Parking

The parking requirements of the Project have been considered with regard for the parking rates for heavy/general industry and office premises/business premises in the Port Stephens Development Control Plan (PSDCP) 2014, which serve as a reference point, as well as the proposed staffing of the development during operation.

Table 29 PSDCP 2014 Parking Rates

Land Use	Proposed GFA	PSDCP Car Parking Rate	PSDCP Parking Requirement
Heavy/general industry	5,980m^2	▪ 1 car space per 100m^2 floor area or 4 space per work bay ▪ 1 bike space per 20 employees ▪ 1 accessible car space per 30 car spaces	▪ 60 car spaces including 2 accessible spaces. ▪ 6 bike spaces.

Land Use	Proposed GFA	PSDCP Car Parking Rate	PSDCP Parking Requirement
Office Premises/business premises	2,448m^2	▪ 1 car space per 40m^2 floor area ▪ 1 bike space per 200m^2 floor area ▪ 1 accessible car space per 30 car spaces	▪ 62 car spaces including 2 accessible spaces. ▪ 12 bike spaces.
		Total	**122 car spaces including 4 accessible spaces.** **18 bike spaces.**

Using PSDCP 2014 parking rates as a reference point, the specified rate of parking for the development is 122 car spaces including 4 accessible spaces and 18 bike spaces. Having regard for the proposed operations, the development will operate with up to 150 FTE staff, across three shifts.

The Project provides 135 car parking spaces including 4 accessible parking spaces and 30 bike spaces. The Project is able to adequately meet the parking requirements of the Project on both a PSDCP basis as well as staffing basis.

Public Transport

It is noted that there are no current public bus services which operate from Astra Aerolab, however, the precinct is supported by a number of bus services which operate from Newcastle Airport. These include Route 130 (Airport to Newcastle, 131 (Fingal Bay to Newcastle), 136 (Stockton to Raymond Terrace), 138 (Newcastle to Lemon Tree Passage) and 145 (Airport to Green Hills).

As the precinct develops there is an opportunity for bus services to be redirected through the precinct.

6.6 Noise and Vibration

Methodology

A Noise and Vibration Impact Assessment (NVIA) has been prepared and is included in Appendix G17. The NVIA provides an assessment of noise and vibration impacts against the following noise guidelines and regulations:

- NSW EPA Noise Policy for Industry (NPfI) 2017
- NSW Interim Construction Noise Guideline 2009 (DECC)
- NSW EPA Road Noise Policy 2011
- AS / NZS 2107:2016 Acoustics, Recommended design sound levels and reverberation times for building interiors

- Australian Standard AS 2021-2000 – Acoustics – Aircraft noise intrusion – Building siting and construction
- Australian Standard 2021-2000 Acoustics—Aircraft noise intrusion—Building siting and construction

It considers construction and operational noise as well as vibration impacts on sensitive receivers and structures. Management and mitigation measures are indicated for airborne and ground borne noise, as relevant.

Existing environment

The site is located within the operational airspace of Newcastle Airport and RAAF Base Williamtown and is located approximately 1km southwest from the central runway which services both Newcastle Airport and the RAAF Base Williamtown. The site is within the 30 – 35 ANEF contour on the RAAF Base Williamtown & Salt Ash Air Weapons Range 2025 ANEF Map dated 10 August 2011. Commercial premises, light industrial and general industrial premises are conditionally acceptable in this ANEF contour.

The closest existing noise receiver is the BAE Systems site located approximately 360m east of the Project site. A commercial noise receiver is located approximately 850m east of the site being the Mercure Newcastle Hotel. The closest residential receivers are located approximately 1km south of the site on Cabbage Tree Road. Aside from two residential receivers approximately 900m and 960m away at numbers 62 and 100 Cabbage Tree Road respectively, there are no other sensitive receivers within 1km of the proposed site.

Unattended noise monitoring occurred in August 2022 on vacant Lot 109 within the Astra Aerolab Precinct to determine the existing level of ambient and background noise of Astra Aerolab. It is noted that there have been no significant changes to the land use activity within Astra Aerolab or at Newcastle Airport since the noise logging was obtained and hence these noise logging results are considered to remain relevant and have been used for informing the background noise levels of the site.

Assessment

Construction Noise Impact

The Project is expected to involve the use of the following construction equipment during earthworks, piling, construction, building and fit out of the development:

- Tracked excavator
- Concrete pump
- Tracked mobile crane
- Tracked drilling rig

No rock breaking or blasting is expected to be required during the construction of the Project.

The modelled noise impacts of the construction noise at the closest noise receiver, being BAE Systems site found that the construction noise impacts will comply with the construction noise limit of 75dBA recommended in the Interim Construction Noise Guidelines and no further mitigation measures are required. No sensitive noise receivers are located within proximity to the development or be adversely impacted by construction noise.

Traffic noise will be generated as a result of the construction works. However, as the neighbouring area and sites are currently undeveloped and are not expected to be fully operational when construction commences, this is not expected to have a major impact on the local area. As a result, no significant noise impacts are expected from construction traffic noise.

Construction Vibration Impact

The NVIA indicated the potential for construction activity to involve the use of hydraulic hammers, jackhammers and bored piling. The RMS minimum working distances for the expected construction equipment requires a distance up to 20 metres from activity which can be complied with. Construction vibrations are not expected to result in adverse impacts due to there being no buildings located adjacent to the site. It is expected that the adjacent developments within the Astra Aerolab Precinct will not be fully constructed during the phases where the aforementioned construction activities are ongoing and no resulting adverse vibration impacts will occur.

As such, a Construction Noise and Vibration Management Plan will not be necessary for this project.

Operational Noise Impact

It is expected that the surrounding receivers will be industrial premises, therefore Project Noise Trigger Level (PNTL), will be 63dBA $L_{AEQ,\ 15m.}$ The operation of the development will involve new internal plant and building services including cooling towers, water cooled chillers and air-cooled heat pump units. The noise impacts of plant to receivers at the boundary of the site were modelled and assessed based on the distance of the plant to the site boundaries.

There is no mitigation required to the eastern and western boundaries of the site. Acoustic attenuation with acoustic louvres or noise barriers will be provided to the above mechanical plant to achieve compliance with the PNTL on the northern and southern boundaries.

The development will also involve external plant and building services including:

- Fire sprinkler pump in an enclosure
- Fire sprinkler booster assemblies
- Filtration plant and rainwater tank
- Electrical substation

Of this equipment, only the fire sprinkler pump is expected to generate significant amounts of noise. The fire pump within an acoustic enclosure is expected to be compliant with the PNTLs for adjacent industrial and commercial sites. In addition, it is expected that the fire pump will only operate during an emergency or testing. These are not expected to be regular occurrences.

The high technology industry will include equipment and plant to facilitate the industrial and manufacturing activities occurring within the building. This will include air compressor plant and product test areas featuring shakers and blowers. All equipment will be located within the building, and some being housed in soundproof rooms. Any noise sources to the exterior of the building (such as extraction fans and supply air fans) will be treated using attenuators to ensure that noise emissions meet the PNTLs.

The operational traffic generated by the development, specifically the number of trucks accessing the site will be low. Given the infrequency of truck movements and as a moving noise source around the site, the NVIA found that the operational traffic noise is expected to be compliant with the PNTL for adjacent commercial and industrial development.

The car park servicing the development will accommodate 135 spaces. The implementation of multiple staff shifts to break up peak traffic flows to and from the site will ensure noise generated by passenger vehicles in the car park will not exceed the project trigger levels at the boundaries.

Cumulative onsite noise sources, including mechanical plant, externally located plant (fire pump), specific equipment within the industrial facility and onsite operational traffic movements and the car park, have been modelled. The cumulative noise level at each boundary was found to be 63 DBA or less, and this complies with the PNTL.

The NSW EPA Road Noise Policy specifies a limit of a 2dB increase in vehicular traffic noise over the existing noise level of local roads for residences and other sensitive uses. It is noted that the Project is located more than 900m from any residential receivers, and as such, is not expected to increase traffic noise levels of local roads for residences or sensitive uses in excess of 2dB.

Intrusive Aircraft Noise Assessment

The Project is located in the ANEF 30-35 contour and will be subject to aircraft noise during operation. An assessment of Clause 7.5 of PSLEP 2013 has been provided in Section 4.9 of the EIS and addressed the provisions relating to development in areas subject to aircraft noise.

As listed in Table 2.1 of AS 2021-2000, commercial and light industrial buildings are conditionally acceptable within the 30-35 ANEF zone which the site is located in. The NVIA identified the following required aircraft noise reductions (ANR) based on the maximum aircraft noise impacts on the development on the site:

Table 30 Required Aircraft Noise Reductions for the Proposed Development

Indoor activity	Required ANR
Commercial Buildings	
Private offices, conference rooms	42
Drafting, open offices	32
Typing, data processing	27
Industrial Buildings	
Inspection, analysis, precision work	22
Light machinery, assembly, benchwork	17

The NVIA concluded that the Project was able to satisfy the ANR requirements to satisfy the indoor design sound levels requirements of AS 2021-2000 subject to implementing the recommended façade finishes with the specified minimum sound insulation ratings (Rw) as detailed in the NVIA. The material selection for external finishes will be determined during the detailed design phase of the Project to meet these requirements.

Operational Vibration Impact

Some vibration emissions are expected during the operation of the development. The use of mounts and other vibration isolation techniques are expected to adequately control any operational vibrations without adverse impacts to surrounding industrial or commercial receivers.

Cumulative Noise Impacts

The noise impact of the Project is considered along with the noise impact of other future projects.

Some minor cumulative noise impacts are anticipated where the construction period overlaps with other construction work programs within the Astra Aerolab and the airport precinct. Standard mitigation measures are described below to ensure there are no significant impacts occur. As the Project will not exceed the construction noise limit of 75dBA at the nearest receiver, and that development on neighbouring lots is not expected to be operational during commencement of construction, the cumulative construction noise impacts resulting from the proposal are considered minor.

Some minor cumulative noise impacts are anticipated upon commencement of operation of the facility when considering noise emissions from other approved development in the Astra Aerolab Precinct and Newcastle Airport. Notwithstanding this, the operational noise impacts have been assessed under each of the respective development applications and have generally been found to comply or be capable of complying with the respective project noise trigger levels.

Mitigation measures

As noted above, construction noise is expected to comply with the construction noise limits at the nearest receiver, being BAE Systems at Newcastle Airport. As such, the NVIA concluded that a specific

Construction Noise and Vibration Management Plan (CNVMP) will not be required. Notwithstanding this, the following measures are considered good practice and will be considered and implemented as part of a Construction Management Plan, where possible, to reduce construction noise impacts to adjoining development:

- Construction will be undertaken during the hours recommended within the Interim Construction Noise Guidelines (DECC, 2009) being:
  - Monday to Friday: 7am to 6pm
  - Saturday: 8am to 1pm
  - Sunday and public holidays: no work
- Avoid unnecessary revving of engines and turn off plant that is not being used/required.
- Use less noise intensive equipment where reasonable and feasible.
- Organise and schedule the equipment operations to limit the noisiest machines operating simultaneously.
- Construction is to be carried out during standard daytime working hours. Work generating high noise or vibration is to be scheduled during less sensitive time periods.
- Organise the site so that delivery trucks and haulage trucks only drive forward to avoid the use of reversing alarms. Non-tonal alarms are to be used for any out of hours work.
- Truck drivers are to be informed of site access routes, acceptable delivery hours and should minimise extended periods of engine idling.
- Ensure there is no unnecessary shouting or loud stereo/radios on site. There should be no dropping of metal from heights, throwing of metal items or slamming of doors.
- Where practical fixed plant should be positioned as far as possible from receivers.
- Use temporary site buildings and material stockpile as noise barrier.
- Where practical, a partial enclosure shall be used to minimise noise levels.

In terms of operation the following measures are proposed to ensure the Project can operate to meet the Project noise trigger levels and comply with the indoor design sound levels in noise AS2021:2015:

- Noise attenuation for mechanical services installed in the external rooftop plant deck be nominated in the detailed design, as required upon the selection of the specific layouts and units.
- The building services outside the building (e.g. fire pump and water filtration plant incorporate and be nominated in the detailed design upon selection of the specific layouts and unit selections
- For vibration control for on-site plant, anti-vibration mounts and pads to be utilised as required.
- Construction specifications and details recommended for offices and meeting room as specified in the NVIA, with regard to glazing, wall thickness and roof and ceiling detail, be implemented.
- A detailed acoustic assessment is to be undertaken as part of the detailed design phase of the Project.

6.7 Air Quality

Methodology

An Air Quality Impact Assessment (AQIA) has been prepared and is included in Appendix G4. The AQIA was prepared having regard to the following legislation and ambient air quality guidelines:

- National Environment Protection Council Act 1994 (Cth)
- Protection of the Environment Operations Act 1997 (NSW)
- Protection of the Environment Operations (Clean Air) Regulation 2021
- National Environment Protection (Ambient Air Quality) Measure 2021 (AAQ NEPM)
- National Environment Protection (Air Toxics) Measure 2004 (Air Toxics NEPM)

The AQIA identified recorded air quality levels from the closest surrounding air monitoring stations located at Beresfield, Carrington and Mayfield over the 2019-2023 period to inform the existing air quality environment of the surrounding locality. The AQIA includes:

- A construction dust impact assessment of the Project
- A qualitative operational air quality impact assessment of the Project
- Consideration of the cumulative impacts during construction and operation of the Project
- Identification of mitigation measures for the Project

Assessment

The assessment of construction and operational impacts is below.

Construction

The AQIA identified unmitigated dust health risks to be medium to low across all construction activities, which was largely attributed to the large construction surface area and construction volumes. The unmitigated risks of dust impacts to ecological receptors were rated as medium risk due to the proximity of sensitive plant communities to the construction footprint.

Despite the elevated unmitigated risk levels, the AQIA concluded that subject to implementing the recommended dust mitigation measures as part of a CEMP, no significant impacts were anticipated. Mitigations measures to be included in the CEMP are detailed below.

A qualitative assessment of other air quality impacts from construction, including combustion emissions from mobile equipment and vehicles, and other potential odour and air quality impacts from encountering contaminated soil during excavation found that potential air quality risks were assessed to be low.

Operational

Operational impacts from the facility constitute effects that may occur due to emissions from the facility(effects of the facility on other off-site locations) or effects from pollution sources on the facility

(reverse amenity and health impacts due to existing sources impact the operation of the site). The following operational assessment focuses on the emissions from the site and the potential reverse amenity issues that may affect the site.

The industrial activity carried out within the proposed facility will operate under strict temperature and humidity ranges with air filtration installed for air entering and exiting the building to support the manufacturing activities at the facility. Filtration will be performed to ISO 8 standard as a minimum, which is equivalent to 100 particles (≥0.5µm) per cubic foot of interior air and a minimum of 20 air exchanges per hour. As constant dust filtration is to be performed, it is expected that the operational dust impact of the site would be negligible.

The AQIA also conducted an assessment of air quality impacts of adjoining development on the Project. The AQIA identified a fuel service station and the Department of Defence existing wastewater treatment plant within a 1.5km radius of the site. The distance of the service station and wastewater treatment plant were assessed to be located in a suitable buffer which would mitigate any adverse air amenity impacts on the Project and will not adversely impact its operations.

Cumulative Impact

The assessment of the cumulative air quality impacts of the Project were considered along with the impact of other future projects in the Astra Aerolab Precinct and Newcastle Airport area.

Minor cumulative dust impacts associated with the Project were anticipated as the construction period overlaps with other construction work programs within the Astra Aerolab and airport precinct. The AQIA concluded that subject to the implementation of standard construction mitigation measures, no significant impacts are anticipated.

The AQIA identified the potential for cumulative operational air quality impacts following operation of the Newcastle Airport Terminal Expansion, specifically for NO_2 and $PM_{2.5}$. However, given the temporary nature of taxiing activities, the distance of the site from the taxiway and the Project's controlled particulate matter emissions, no significant cumulative operational impacts are anticipated.

Mitigation measures

Construction related air quality impacts are to be managed via the preparation and implementation of a Construction Environmental Management Plan (CEMP) as follows:

- Construction activities will be managed to minimise the emission of visible dust beyond the construction footprint. Dust mitigation measures may include one or more of the following:
  - visual inspection of construction site to identify sources of dust emissions, considering weather conditions (particularly dry and windy conditions) and the scale, nature and intensity of construction activities.

- scheduling of dust generating activities to minimise potential for elevated cumulative dust generation.
- location and management of dust generating stockpiles away from sensitive human and ecological receptors.
- application of measures to minimise dust generation from surfaces and stockpiles, such as sealing (or other treatment), application of water sprays, covers and enclosures, dust barriers or similar.
- progressive site rehabilitation or stabilisation to minimise the potential for and duration of dust generation from disturbed areas.
- implementation of speed limits on unsealed roads and other trafficked surfaces.

- Air emissions from construction plant and equipment will be minimised by:
  - using mains electricity or battery powered equipment instead of diesel- or petrol-powered generators where practicable.
  - switching off vehicles, plant and equipment when not in use.
  - using lower emissions plant and equipment where feasible and reasonable.
- Dust emissions from construction vehicles travelling to or from the construction footprint will be minimised by:
  - covering dust generating loads where practicable.
  - implementing a wheel washing system at relevant construction site access points (with rumble grids to dislodge accumulated dust and mud prior to leaving the site) where practicable.
  - using water-assisted sweepers or similar on access roads around the construction footprint to remove any material tracked onto those roads by construction traffic.
- Stockpiles of suspected soil contamination shall be appropriately bunded and covered with plastic sheeting to prevent dust lift off during windy conditions.

Based on the findings of the air quality assessment, no significant impacts have been identified for the operation of the facility, as such no additional operational mitigation measures are proposed.

6.8 Hazards and Risks

Methodology

The Project is for the purpose of a high technology industry which will involve the storing of Dangerous Goods (DGs) upon commencement of operations. A Risk Screening Assessment has been prepared and is included in Appendix G15. The facility is not classified as potentially hazardous or offensive and as such a Preliminary Hazard Analysis for the facility to address the requirements of Chapter 3 of the RH SEPP has not been prepared.

Assessment

The Project will involve the storing on DGs within the building in three (3) separate and designated DG storage areas. This includes an underground tank for the storage of waste fuel. The areas for the

storage of explosives and liquids will be separate. In addition, other consumables shall be stored onsite related to painting capability such as paint, acetone and paint thinner, however not in accessible quantities. These shall be stored according to appropriate standards.

For the storage of fuel in an underground tank, the total quantity for assessment was below the criteria for assessment, once the threshold as per the Applying SEPP 33 Guidelines was applied. The storage of explosives was also excluded from the risk screening assessment on the basis of guidance provided in Applying SEPP 33 Guidelines.

Based on the above quantities of aviation fuel (in above ground storage), the Risk Screening Assessment determined that the development was not potentially hazardous, as the storage tank is greater than 20m from the site boundary. Further, given the low volume to be stored on the site, the load size and frequency of truck movements for delivery and collection of waste fuel would be below the transport threshold, and the RH SEPP does not apply.

An assessment of the site's aggregate quantity ration (AQR) was conducted to determine if the site would be a Major Hazard Facility (MHF) or require notification to the regulator on the basis of chemicals stored Schedule 15 of the Work Health and Safety (WHS) Regulation 2017. The Risk Screen Assessment determined that the site is not an MHF.

Subject to the DGs being stored in accordance with the recommendations of the Risk Screening Assessment, no adverse impacts are expected to occur with respect to DGs.

Mitigation measures

Any DGs shall be stored in accordance with the Work Health and Safety Regulation 2017 and any documentation required by the Regulation shall be prepared prior to the commencement of operations for storage of DGs.

6.9 Bushfire

Methodology

A Bushfire Threat Assessment has been prepared and is included in Appendix G9. The assessment has been prepared to address the bushfire protection measures identified in Planning for Bushfire Protection (PBP) 2019 and the construction requirements of the Project in accordance with the provisions of the Building Code of Australia – Volume 2, Edition 2022 and Australian Standard 3959-2018 (AS 3959) – "Construction of buildings in bushfire-prone areas".

It is noted that SSD is exempt from the requirement to obtain a bushfire safety authority and does not require consideration of PBP 2019 due to being exempt from Section 4.14 of the EP&A Act 1979. Notwithstanding this, given the scale of Project, the objectives of PBP 2019 are still be considered

relevant for the assessment and minimisation of bushfire risk. Section 8.3 of the PBP 2019 has been addressed as part of the assessment for Class 5-8 and 10 buildings in the National Construction Code.

Existing environment

The site is mapped as being bushfire prone land being mapped as containing Vegetation Category 1 and Vegetation Category 3. It is noted that the vegetation and topography has changed significantly since the bushfire prone land mapping was produced due to tree clearing and construction of the Astra Aerolab subdivision.

The site is classified as having a Fire Danger Index (FDI) of 100 and equivalent Grassland Fire Danger Index (GFDI) of 130, as defined in NSW Rural Fire Service (2017) NSW Local Government Areas FDI. Hazard vegetation within 140m of the site is located to the southwest, west and northwest has been classified a 'Forest' (as defined by Keith 2004). The slope beneath hazard vegetation has been assessed to be flat / upslope.

The site is surrounded by land that will be developed in the future within the approved subdivision. As such, it is likely that hazard vegetation currently present to the west of the site will not remain in the long term.

Assessment

The Project has been assessed against the performance criteria measures for Class 5-8 and 10 Buildings and can adequately address the criteria as detailed below:

Access and egress:

- Suitable defendable space is proposed between the facilities and the hazard vegetation, noting that land to the north is to be cleared as part of the Subdivision works preceding this development. Vegetation 25m to the west of the boundary will be cleared as part of future subdivision works further decreasing risk from bushfire. There is a minimum of 10m defendable space surrounding the proposed structures. All defendable space areas are proposed as hardstand, ensuring access, there will be minimal landscaping in these areas to reduce ember attack.
- Road access to the site will be facilitated by the extension of Newton Parade as part of approved subdivision works. Newton Parade will be at least 8m in width to address the requirements of Section 8 of the PBP.
- Emergency service personnel will be able to access the site via sealed internal roads and from Newton Parade. The site will be accessible through two vehicular sliding gates as well as gated pedestrian access which will be monitored with access facilitated via 24 hour security presence on the site.

Services:

- The development will be serviced by reticulated water.

- Hydrant access will be provided as part of the approved subdivision (separate to this application) along Newton Parade. Hydrants will also be provided as part of the Project in accordance with the requirements of AS 2419.1:2021.

Mitigation measures

It is noted that the National Construction Code (NCC) does not provide for any bushfire specific performance requirements for a commercial or industrial classes of buildings. As such AS 3959 Standards are not considered as a set of 'deemed to satisfy' provisions, however compliance with AS 3959 will require consideration in order to meet the aims and objectives of PBP. In this respect, the detailed design for the proposed workshop and office space will consider implementing ember protection to windows and doors of the office structure and have the workshop be constructed of non-combustible material and have ember protection on windows.

A Bushfire Emergency Management and Evacuation Plan has been prepared and included in Appendix G24 which identifies details for the emergency and evacuation arrangements for occupants and visitors. The primary emergency response action in event of bushfire will be offsite evacuation to the primary refuge located at Newcastle Airport via foot or vehicle. Prior to evacuation, staff and onsite personnel will proceed to the central emergency assembly point located within the APZ, outside the main entrance of the building within the proposed shared vehicle/pedestrian area prior to evacuation to the primary refuge. Should the Primary Action of Evacuation not be possible during a bushfire event, sheltering procedures will be followed as detailed in the Emergency Management and Evacuation Plan.

6.10 Flooding

Methodology

A Flood Impact and Risk Assessment (FIRA) has been prepared and provided at Appendix G8. The FIRA was prepared to address the requirements of the *Flood Impact and Risk Assessment – Flood Risk Management Guide LU01* and was prepared having regard for Williamtown Salt Ash Floodplain Risk Management Study and Plan (2017) and Stormwater Management Report for Astra Aerolab, Revision B (2021) prepared by Northrop.

Existing environment

Prior to the commencement of the Project subdivision works including bulk earthworks to fill the site, will have been completed. These works will reduce existing flood risk on the site and increase site levels to above the 1% AEP event. The assessment in this EIS, being the 'pre-development flood environment', reflects the flood risk of the site upon completion of the aforementioned subdivision works.

The proposed building will have a finished floor level of 5m AHD. Upon completion of the subdivision works, the site levels will be generally between 4.6m and 4.9m AHD along the northern boundary, and

4.6m to 4.2m along the southern boundary. Stormwater falls north to south and will discharge into Astra Aerolab precinct stormwater network via Newtown Parade.

The pre-development flood conditions summarised in the Table below.

Event	Comment
1% AEP	Flood free with approximately 1100mm freeboard.
1% AEP 2100	Flood free with approximately 800mm freeboard.
PMF	Inundated up to 1100mm.

The site is low risk in the pre-developed case and is only inundated in events much rarer than the 1% AEP and the PMF. The existing evacuation route is via Nelson Bay Road in the 1% AEP. Nelson Bay Road is already compromised in this event, with evacuation to occur well in advance of rainfall commencing. The Williamtown and Salt Ash Floodplain Risk Management Study and Plan identifies a warning time of greater than 12 hours for evacuation with notice provided by a network of gauges within the catchment.

Assessment

The FIRA undertook an assessment against the relevant provisions of the PSLEP 2013, Clause 5.21 flood planning criteria, PSDCP 2014, Chapter B5 Flood provisions and the considerations for flood impact assessment in the *Flood Impact and Risk Assessment – Flood Risk Management Guide LU01* to demonstrate that the Project:

- Is compatible with the flood function and behaviour on the land.
- Will not adversely affect flood behaviour in a way that increases the flood affectation of other development or properties.
- Will incorporate measures for safe evacuation of people from the site in flood events.

The proposed building will have a finished floor level of 5m AHD, which provide 1m freeboard above the 1% AEP 2100 will have a level of 4m AHD.

The Project impact on flood behaviour is expected to be minor. No changes to flood behaviour, risk, categorisation, hazard or frequency are expected in the 1% AEP or 1% AEP 2100 as the development will be located above these levels.

It is noted that the Project will be inundated in a probable maximum flood (PMF) level event to a depth of 200mm. Minor localised redistribution of flood levels and flood velocity may occur in the PMF due to the construction of the building, however this is not expected to be significant based on the large extent of existing inundation in this event.

Residual flood risk is proposed to be managed via evacuation from the site as detailed in the Flood Emergency and Response Strategy included in the FIRA:

- During Local Flooding and Hunter River Flooding predicted to be below 3.80m AHD at Hexham River Gauge, or 2m AHD at Stockton Bridge:
  - Staff and visitors to cancel non-essential trips once rainfall has commenced and Severe Warning or Hunter River Flood Warning current.
  - Site to operate as normal until conditions change.
- During Hunter River Flooding predicted to be above Major 3.80m AHD at Hexham River Gauge, or 2m AHD at Stockton Bridge:
  - Staff and visitors to evacuate the site early prior to rainfall commencing or river rising. This would be following a SES Watch and Act, SES Emergency Warning, or BoM Flood Warning.
- Recovery response:
  - Once the "All Clear" has been received, inspect buildings and infrastructure and remediate if necessary.
  - Access state government disaster recovery resources as required.

A Flood Emergency and Response Plan (FERP) is to be prepared and finalised prior to occupation of the building. Subject to implementing the recommended mitigation measures below, the residual flood impacts can be adequately managed to mitigate unacceptable risks to property and life.

Mitigation measures

- The Project shall be designed meet the relevant requirements in the Construction of Buildings in Flood Hazard Areas (Australian Building Codes Board).
- A FERP is to be prepared and finalised prior to occupation of the building.

6.11 Water and Soils

Methodology

An Integrated Water Management Plan has been prepared and is included in the Civil Engineering Report in Appendix G12. The plan addresses the SEARs with respect to Soils and Water Management during the construction and operational phase of the project. The Integrated Water Management Plan addresses the relevant provisions of the Port Stephens DCP 2014 as a means of achieving water quality and quantity management and implements the water and soil management principles of *Managing Urban Stormwater- Soils and Construction, Volume 1', 4th Edition (Landcom, 2004)*. The Integrated Water Management Plan was also prepared having regard for the Astra Aerolab precinct wide stormwater drainage plan approved under DA 16-2009-324-3.

Existing environment

There are no watercourses mapped on the site and the site will form part of the Astra Aerolab precinct wide drainage scheme. The project is located within the Tomago Sandbeds Drinking Water Catchment Area, gazetted under the Hunter Water Act 1991 and described in the Hunter Water Regulation 2015.

Three registered groundwater bores located approximately 1km southeast of the site indicate standing water in the wells is 0.6m below ground level. Based on the regional topography and the inferred flow direction of nearby water courses, the anticipated flow direction of groundwater beneath the site is to the south to south-west, towards Fullerton Cove, the likely receiving surface water bodies for the groundwater flow path. The site is known to be the subject of PFAS contamination being located within the Williamtown Primary Management Zone (PMZ), with existing PFAS contamination of soil and groundwater from legacy activities conducted at RAAF Base Williamtown.

Assessment

Construction Soil and Water Management

Bulk earthworks will occur during construction with a maximum cut and fill depth of 1m to allow for construction of the pavement subgrade and slab bedding. During construction, an Erosion and Sediment Control Plan will be implemented in accordance with Landcom's *Managing Urban Stormwater: Soils and Construction Volume 1, 4th Edition (Landcom, 2004)* to minimise the water quality impacts and soil erosion.

Erosion and sediment control measures will include stabilized site access, sediment fence, gully pit sediment barriers, rock outlet scour protection and two temporary sediment basins. The proposed sediment basins have been designed to adequately accommodate the expected volume of runoff during construction. Refer to Sediment and Erosion Control Plan included in the Appendix G12 - Civil Engineering Report for further detail.

Earthworks have the potential to encounter PFAS in soil and groundwater and will be managed in accordance with a PFAS Management Plan to be incorporated into the CEMP.

An Acid Sulfate Soil and Salinity Assessment has been prepared and is included in Appendix G21. Salinity samples were collected at the surface, sub-surface, and under-lying aeolian soils. The assessment concluded that the salinity rating for the site soils was negligible did not require further management.

Acid sulfate soils (ASS) samples were obtained and compared to Action Criteria from ASSMAC (1998) Acid Sulfate Soil Manual. The results of the laboratory analysis concluded that ASS are not present in the soils and the preparation of an ASSMP is not required. The assessment, however, identified that acidic soils were present (pH_F<4) on the site with the potential to impact on the integrity of concrete and steel foundations installed on natural soils.

The preceding subdivision works will fill the site. This, together with additional fill up to 1m included in the Project will reduce the likelihood of interaction with natural acidic soils.

Notwithstanding this, an Acidic Soils Management Plan has been prepared and is included in Appendix G21. The Project's foundation and pavement design will be finalised during the detailed design stage. If the design for foundations, or pavements are proposed to be installed in the natural soils, the procedures in the Acidic Soils Management Plan will be implemented.

Stormwater Management

The stormwater drainage design will integrate with the precinct wide stormwater drainage design for Astra Aerolab, which includes grassed swales, in-street rain gardens, storage basins and the existing downstream wetland. The precinct wide stormwater drainage design will accommodate up to 90% impervious development area for each lot. The Project has been designed with an impervious area of less than 90%. Stage 1 included the construction of Basin 1. The subdivision works for Stage 2A, 2C, 4 and 5, will be completed prior to commencement of construction for the Project. As such, no additional onsite stormwater detention or water quality treatment devices are required.

Operational Water Management

The Astra Aerolab Precinct was designed and approved to achieve Council's pollutant reduction targets, and has not been designed to achieve Neutral or Beneficial Effect (NorBE), and as such, the stormwater design for the Project will also not meet these water quality outcomes. However, as the project will be capable of adequately managing water quality from the site, no adverse impacts to the drinking water catchment will result.

The project's stormwater drainage has been designed to convey the peak flows from a 5% AEP storm event via the pit and pipe system with overland flows from a 1% AEP storm event being directed away from building openings into the constructed external stormwater drainage swale network via two stormwater outlets. Stormwater runoff can be adequately managed on the site within the context of 5% AEP and 1% AEP events.

The Project does not have operational potable water demands other than general water use (bathrooms and kitchen) which will be serviced by Hunter Water mains extended from Newton Parade. As detailed in Section 6.3 under the assessment of infrastructure services, there is adequate capacity in Hunter Water's existing network to service the development. All industrial activities including any works involving oils, greases, fuels or other chemicals will be wholly contained within the facility, with all storage areas including fuel storage areas wholly contained within the building. An Operational Management Plan will be prepared prior to the occupation of the building detailing spill management procedures and routine and emergency controls to ensure that hydrocarbons and other pollutants are appropriately managed on the site.

No water access licence or a water supply work approval under the Water Management Act 2000 is required for the Project. A Section 50 application will be made to Hunter Water prior to issue of the Construction Certificate.

Stormwater infiltration is not proposed as part of the stormwater design for the Project. All stormwater captured on the site will be directed to the approved stormwater network. As such, no impacts will result to groundwater or groundwater dependent communities are expected to occur. It is noted that due to the known PFAS contamination of the area which is located in the Williamtown Primary Management Zone (PMZ), there is low likelihood of groundwater dependent communities being affected by the Project.

No trade water agreement with Hunter Water is required for the Project. All waste will be managed by a specialist waste contractor who will remove waste from site on a scheduled basis. Further assessment of the Project's waste management is provided in Section 6.16 of the EIS.

Mitigation measures
A Construction Environmental Management Plan (CEMP) will be prepared and implemented during construction to manage soil erosion and water quality impacts of the Project including:

- Runoff, diversion and drainage points
- Sediment basins and sumps
- Scour protection
- Stabilising disturbed areas as soon as possible
- Staged implementation arrangements, if necessary.

The CEMP will be prepared to manage interaction with PFAS contamination in accordance with PFAS Management Plan prepared by Northrop for Astra Aerolab Stage 2A, 2C, 4 and 5 included in Appendix G7 and will:

- Identify whether any construction activities could disturb or interact with any PFAS contaminated soil, groundwater or surface water.
- If construction activities could disturb or interact with any PFAS contaminated soil, groundwater or surface water:
    - Prevent, or limit as far as possible, offsite migration of PFAS contamination;
    - Prevent, or limit as far as possible, contact and exposure to PFAS;
    - Manage potentially PFAS impacted groundwater that may accumulate in any footings or excavations to ensure this does not run-off the site;
    - Manage any PFAS-impacted soils, by controlling erosion and covering stockpiles of PFAS impacted soils to protect from rainfall egress and runoff; and
        - Ensure that any PFAS contaminated material transported from the site to a site that is lawfully able to receive it.

- Where PFAS contaminated material is to be removed from the site, sample the soil for PFAS and classify the soil in accordance with the EPA's Addendum to the Waste Classification Guidelines (2014) – Part 1: classifying waste to identify lawful management and disposal options.
- On-site workers to wear appropriate PPE when working with or in proximity to potentially contaminated surface water.
- Interaction with groundwater to be minimised, where possible.
- Any proposed dewatering activities during the construction works involving more than 3 megalitres (3ML) of groundwater must obtain approval from Water NSW (Water Supply Works Approval).

The project is to implement the recommendations of the Acidic Soils Management Plan in Appendix G21, if the Project's foundation and pavement are proposed to be installed in natural soils.

An Operational Management Plan (OMP) will be prepared prior to occupation of the building detailing spill management procedures and routine and emergency controls to ensure that hydrocarbons and other pollutants are appropriately managed on the site to mitigate impacts to soil and water.

6.12 Contamination

A Preliminary Contamination Review (PCR) and Detailed Site Investigation (DSI) were prepared to assess site contamination and are included in Appendices G6 and G7.

Methodology

The PCR and DSI were prepared with reference to the Preliminary Contamination Assessment prepared by Douglas Partners dated 2009 for the Astra Aerolab subdivision and were prepared in general accordance with the relevant sections of guidelines made or endorsed by NSW EPA under Section 105 of the Contaminated Land Management Act, 1997, the Regulation, and the RH SEPP 2021. This includes the NSW EPA (2020) Guidelines for Consultants Reporting on Contaminated Land, the National Environment Protection (Assessment of Site Contamination) Measure 1999 (April 2013), NEPC 2013, Canberra (referred to as ASC NEPM 2013), and Heads of EPAs of Australia and New Zealand (2020) PFAS National Environmental Management Plan.

Existing environment

Prior to the commencement of the Project, subdivision works including bulk earthworks to fill the site will have been completed. These works will effectively alter the current environment to a development lot ready for industrial development. However, in order to assess the sites' current characteristics with respect to contamination, the PCR identified four Areas of Environmental Concern (AECs) based on the site history and site observations. The AECs related to:

1. Sand quarrying on southern portion/edge of site.
2. Use of fill material in access tracks and stockpiling of fill materials.

3. Illegal dumping of waste materials.
4. Migration of PFAS contamination onto the site from the RAAF Base.

Based on the results from the publicly available Annual Interpretive Report – 2021 PFAS OMP – RAAF Base Williamtown (AECOM, 2022), groundwater beneath the site is inferred to be contaminated with PFAS above the adopted screening criteria.

The preliminary conceptual site model identified the potential for complete exposure pathways for soil and groundwater contamination and recommended a DSI be carried out to determine the presence and extent of contamination.

Assessment

A DSI was prepared for the Project which obtained soil samples and tested for the presence of TRH, BTEX, PAH, Metals, PFAS and asbestos. The laboratory results were compared to the adopted soil criteria screening levels and the analytical results indicated that concentrations of contaminants were reported below the adopted criteria, no asbestos was detected, and no Remediation Action Plan is required.

It is noted that the potentially complete exposure pathway for PFAS contamination in groundwater remained for future construction and/or maintenance works if excavations were to extend to the groundwater table. It is noted that the extent of ground disturbance will be minor with cut/fill depths expected to be within 0.5m, with a maximum cut/fill depth of 1m of the existing ground level. The DSI concluded that the PFAS contamination risk during construction could be suitably managed for the proposed use through the implementation of the PFAS Management Plan prepared by Northrop for Astra Aerolab Stages 2A, 2C, 4 and 5. The DSI concluded that once constructed, the Project will not impact the PFAS groundwater plume, and will not influence or exacerbate the plume.

An Unexpected Finds Procedure will be implemented during earthworks and construction to manage any residual risks of unexpected finds encountered during the works.

Mitigation measures

- The PFAS Management Plan prepared by Northrop for Astra Aerolab Stage 2A, 2C, 4 and 5 is to be implemented during earthworks and construction and include the following actions to manage interaction with PFAS contamination during construction:
    - Identify whether any construction activities could disturb or interact with any PFAS contaminated soil, groundwater or surface water.
    - If construction activities could disturb or interact with any PFAS contaminated soil, groundwater or surface water:
        - Prevent, or limit as far as possible, offsite migration of PFAS contamination;
        - Prevent, or limit as far as possible, contact and exposure to PFAS;

        - Manage potentially PFAS impacted groundwater that may accumulate in any footings or excavations to ensure this does not run-off the site;
        - Manage any PFAS-impacted soils, by controlling erosion and covering stockpiles of PFAS impacted soils to protect from rainfall egress and runoff; and
        - Ensure that any PFAS contaminated material transported from the site to a site that is lawfully able to receive it.
    - Where PFAS contaminated material is to be removed from the site, sample the soil for PFAS and classify the soil in accordance with the EPA's Addendum to the Waste Classification Guidelines (2014) – Part 1: classifying waste to identify lawful management and disposal options.
- Prepare an Unexpected Finds Procedure, which would be implemented during earthworks and construction works as per Appendix F of the DSI Report.

6.13 Biodiversity

Methodology

An assessment of the project's biodiversity impacts against the legislative requirements of the Biodiversity Conservation Act 2016, Environment Protection and Biodiversity Conservation (EPBC) Act 1997 and State Environmental Planning Policy (Biodiversity and Conservation) 2021 has been undertaken in Section 4.12 and 4.8.1 of the EIS respectively. A BDAR Waiver has been prepared for the Project and was granted by DCCEEW Biodiversity and Conversation Department (BCD) on 8 April 2024 and is included in Appendix G3.

Existing environment

The site is mapped as having biodiversity value and is mapped as preferred Koala Habitat in the Consolidated Comprehensive Koala Plan of Management (CKPoM) Koala Habitat Map. Notwithstanding this, the site has been the subject of development consent for subdivision which includes approval for the clearing of the Lot 11, DP 1036501 including the site of the proposed development. The site will be cleared as part of the approved subdivision works prior to the commencement of the construction for the project.

Assessment

A BDAR Waiver was granted by DCCEEW BCD on 8 April 2024. The BDAR Waiver Recommendation Report included a summary of potential impacts with respect to biodiversity value criteria listed in Section 1.4 of the Biodiversity Conservation Act 2016 and Section 1.4 of the Biodiversity Conservation Regulation 2017 including:

- Vegetation integrity – being the degree to which the composition, structure and function of vegetation at a particular site and the surrounding landscape has been altered from a near natural state.

- Habitat suitability – being the degree to which the habitat needs of threatened species are present at a particular site.
- Vegetation abundance – being the occurrence and abundance of vegetation at a particular site.
- Habitat connectivity – being the degree to which a particular site connects different areas of habitat of threatened species to facilitate the movement of those species across their range.
- Threatened species movement – being the degree to which a particular site contributes to the movement of threatened species to maintain their lifecycle.
- Flight path integrity – being the degree to which the flight paths of protected animals over a particular site are free from interference.
- Water sustainability – being the degree to which water quality, water bodies and hydrological processes sustain threatened species and threatened ecological communities at a particular site.

The BDAR Wavier recognised that clearing had previously been approved for the entirety of the site and that impacts to native vegetation, threatened species and their habitat were considered as part of the overall Astra Aerolab Subdivision (DA 16-2009-324-3). The BDAR Wavier concluded that no additional unapproved impacts will occur to biodiversity as part of the subject application, and determined that the proposed development is not likely to have any significant impact on biodiversity values.

Mitigation measures
A CEMP is to be prepared and implemented during construction to include the following measures to mitigate impacts to the environment:

- Control the movement of vehicles, machinery and human traffic so as to minimise the potential for spread of weeds within and outside the project area.
- Implement erosion and sediment controls in accordance with 'Managing Urban Stormwater: Soils and Construction' (the Blue Book).
- Reduce the potential for off-site impacts arising from sedimentation, dust and noise.
- Waste material and rubbish associated with the project will be regularly removed and disposed of.

6.14 Heritage

Non-Aboriginal Heritage

Existing environment
There are no listed local or state heritage items located on the site and the site is not located within a heritage conservation area.

The nearest heritage item is located on Lot 1, DP832554 situated approximately 1.1km south of the subject site identified as a local heritage item under PSLEP 2013 as Item I109 "Devon House" which includes the former Moxey's slab cottage, dairy, hay shed and slab barn. The State Heritage Inventory

identifies the item as being locally historically significant as a house complex and collection of farm outbuildings representing the achievements of hard working emigrant agricultural families of the mid-19th century in the farming and dairy industry. The item draws social significance by providing a local landmark on the eastern end of Cabbage Tree Road where three or four generations of the Moxey family lived. The item also represents aesthetic significance because of its relatively modest Victorian architecture.

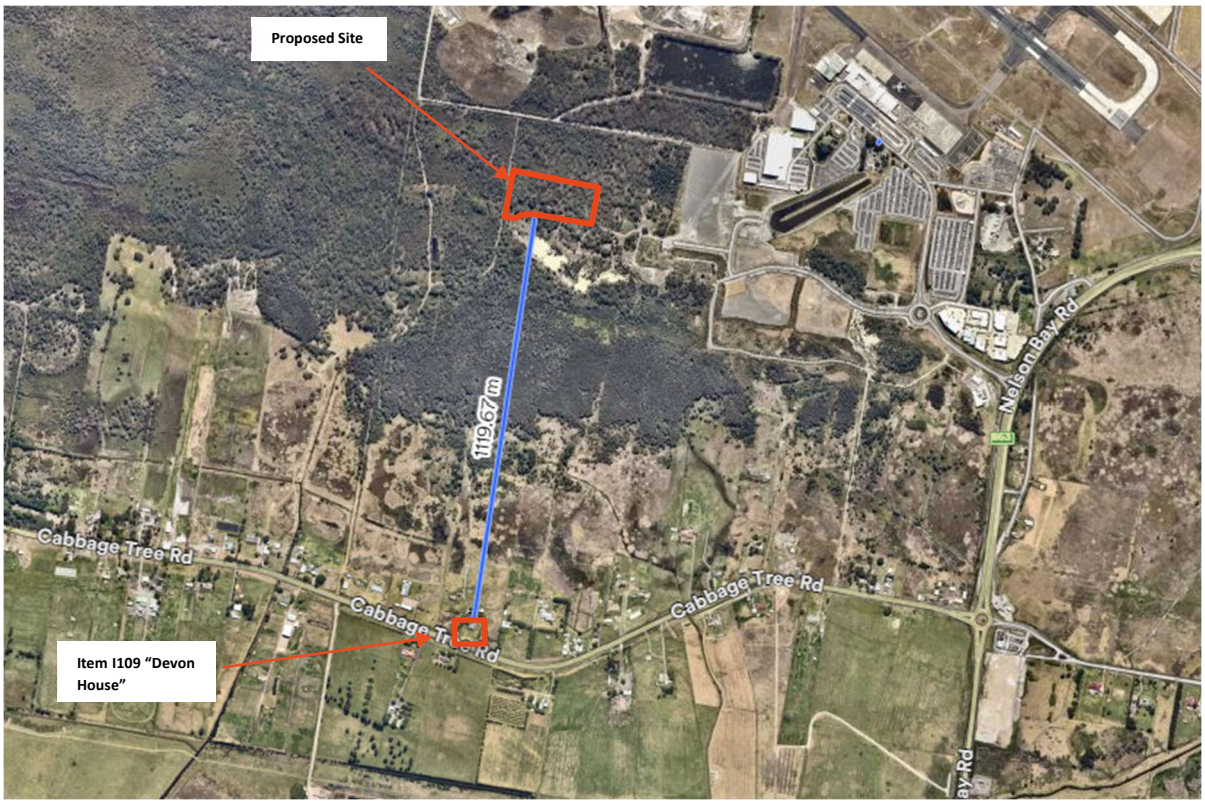

Figure 17 Distance of Site from Nearest Listed Local Heritage Item. Source: Near Map (adapted)

The RAAF Base Williamtown located north of the site on Lot 201, DP1091749 is cited on the Commonwealth Heritage List (CHL) for its historic heritage values known as 'Williamtown RAAF Base Group, Nelson Bay Rd, Williamtown RAAF, NSW, Australia' (Place ID 105639). The heritage significance of the Williamtown RAAF Base is associated with a number of criteria including:

- Criterion A Processes: The RAAF Base Williamtown comprising Henderson Road, the road network of the 1939-1945 camp, 1939-1945 buildings and structures and post war structures and buildings are important as the operational and training focus for Australia's jet fighter aircraft. Following WWII, the RAAF Base has been one of ten mainland RAAF bases considered strategically important to Australia's defence, including as a peacetime base for the RAAF fighter wing. The base is historically significant for its contribution to the Empire Air Training Scheme during WWII and has had an important strategic peacetime role in post WWII years.

- Criterion B Rarity: The main runway at RAAF Base Williamtown is of exceptional interest as the first concrete runway constructed in Australia, and as the dedicated operational focus of Australia's RAAF Fighter Wing.
- Criterion D Characteristics Values: The street layout of the camp area, including the grid pattern road layout, alignment of Medowie Road, Parade Ground, Bellman Hangars, northern taxiway areas, underground fuel tanks are important in illustrating the principal functional characteristics of RAAF Bases development in the immediate pre-war years and early years of WWII. The married quarters and two storey accommodation blocks for Officers and Airmen are important in illustrating the approach to the provision of permanent, up to date brick housing from 1955, during the consolidation of the RAAF's peacetime role.
- Criterion G Social value: RAAF base Williamtown is important to the RAAF and the wider community for its symbolic, cultural and social associations as Australia's dedicated RAAF fighter base.

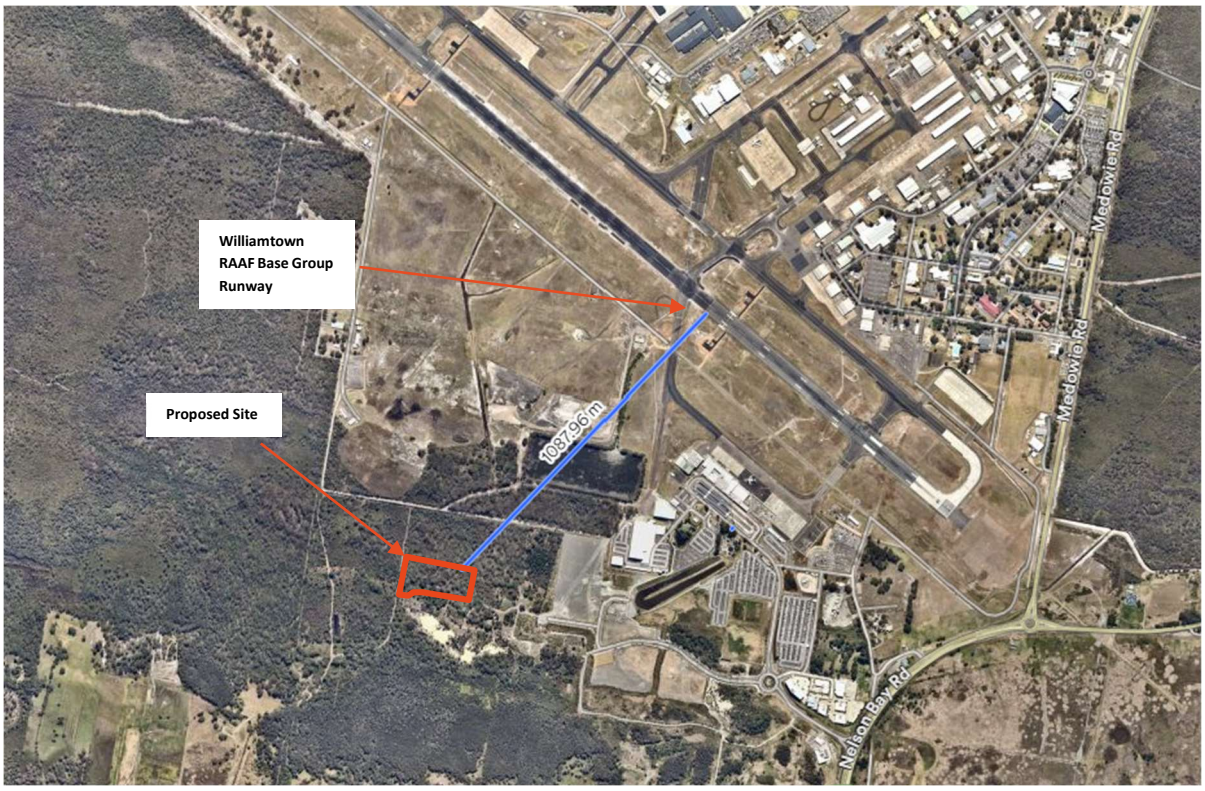

Figure 18 Distance of Site from Commonwealth Heritage Item. Source: Near Map (adapted)

Assessment on Local Heritage

The Project's distance to the nearest local heritage item, being Item I109 "Devon House", is approximately 1.1km. The heritage item is located south of the Project site, on the opposite side of a raised sand dune landform and a densely vegetated landscape. The Project is not located within the visual catchment of the heritage item and will not affect its aesthetic significance. The other heritage features of the local item including its historic value associated with the 19th century farming and dairy

industry and its social significance associated with the Moxey family will not be affected by the proposed development. No adverse impacts will result to its heritage value from the Project.

The Project is located approximately 1km from the concrete runway of the Williamtown RAAF Base Group which is the closest item associated with the Commonwealth Heritage Listed Item with respect to the Project site.

The Project does not impact on the Criterion B rarity of the heritage item including its concrete runway as the runway will remain intact and will not be affected by the proposal. The heritage value associated with the RAAF Base's built form and design including the street layout, road grid pattern, alignment of hangars and taxiways and location of underground fuel tanks will remain intact and will not be impacted by the Project. The social value of the item associated with its symbolic, cultural and social associations as Australia's dedicated RAAF fighter base will remain continue to be able to be observed.

Accordingly, the Project will have no adverse impacts to heritage significance of any nearby heritage assets. An unexpected finds protocol will be implemented for any potential relics or objects of historic significance encountered during construction.

Mitigation measures

The following mitigation measure will be incorporate into the Construction Environmental Management Plan (CEMP) and implemented for the Project:

- In the unlikely event that historic heritage items or relics, including possible human skeletal remains are identified during the Project, all works in the area will cease immediately and the stop work procedure followed.

Aboriginal Cultural Heritage

Methodology

An ACHAR was prepared to support the AHIP 5221 application for subdivision works occurring under DA 16-2009-324-3. A copy of the ACHAR is included in Appendix G25.

The ACHAR was prepared in accordance with the Code of Practice for Archaeological Investigation in NSW (DECCW 2010), and guided by the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales (OEH 2011). Consultation with the Aboriginal community was undertaken following the process outlined in the *Aboriginal cultural heritage consultation requirements for proponents 2010*.

Email correspondence with Heritage NSW received on 1 May 2024 advised that with respect to Aboriginal cultural heritage, including the previous ACHAR, current approvals and the issued SEARs, that given the proposed development is within the boundary of AHIP 5221, the ACHAR prepared to inform that AHIP adequately addresses the SEARs, and as such a new ACHAR is not required.

Existing environment

The site is currently being developed as a large business park subdivision. Once the subdivision works are completed, the Project be constructed the completed lots.

Assessment

The Project will occur within the footprint of AHIP 5221 with all Aboriginal cultural heritage within the footprint of the site assessed under the previous ACHAR. The Project will involve minor earthworks as detailed in the cut and fill plans included in Civil Engineering Report in Appendix G12, however, will not require deep bore drilling or piling with bulk earthworks generally involving cut to fill within a maximum difference of 1m to finished surface level. Given the assessment already undertaken under AHIP 5221 and the previous ACHAR, the likelihood of impacts to Aboriginal cultural heritage within the site are low. A Construction Environmental Management Plan (CEMP) will be prepared to include an unexpected finds protocol for any unexpected finds encountered during construction.

Mitigation measures

A Construction Environmental Management Plan (CEMP) will be prepared to include an unexpected finds protocol for any unexpected finds encountered during construction:

- In the event that human remains are discovered during the salvage programme all work must cease in the immediate vicinity and the procedures outlined in Appendix D of the ACHAR must be followed.

6.15 Aviation Constraints

The Project site is located within proximity to Newcastle Airport and the RAAF Base Williamtown, including the runway, taxiways and associated infrastructure. There are a number of aviation constraints that have been identified through the below mapping as impact on the Project.

Existing environment

As identified in Section 2.4.4 of the EIS, the site is located adjacent to Newcastle Airport and RAAF Base Williamtown and is subject to aviation constraint considerations including bird strike, extraneous lighting, obstacle limitation surface mapping and windshear. The Project site with is mapped in the following figures with respect to the aforementioned constraints.

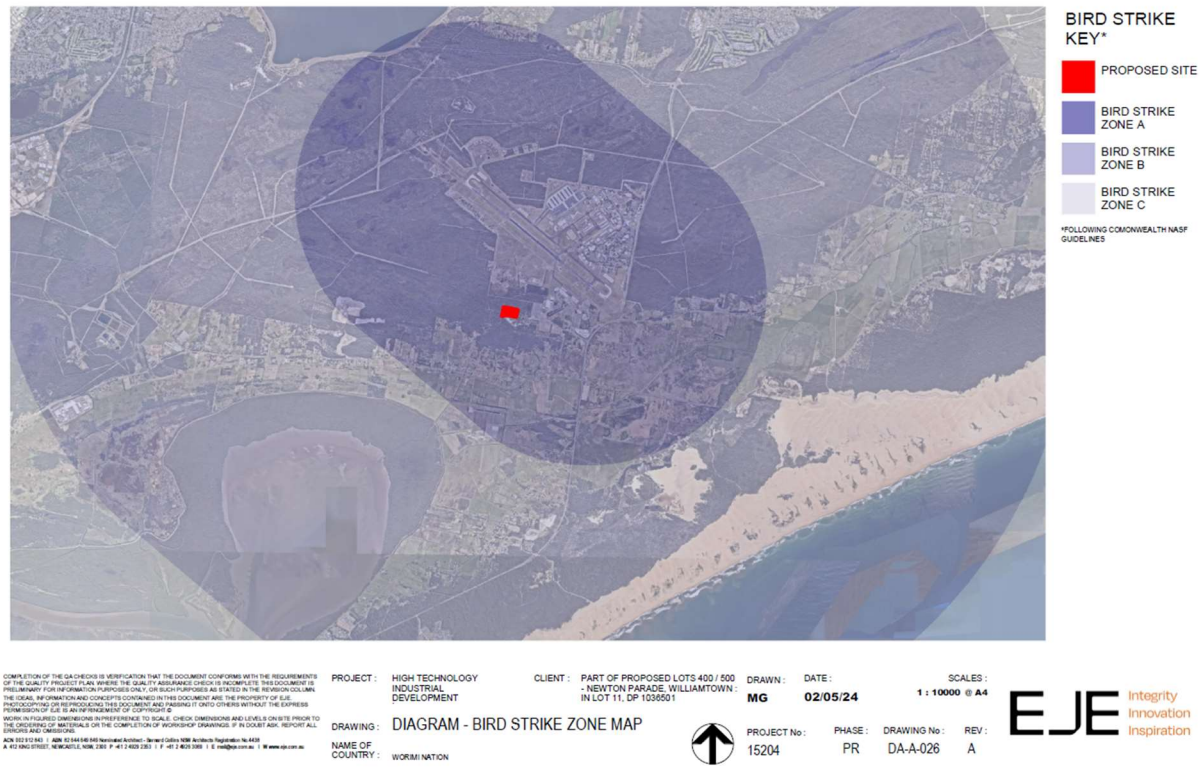

Figure 19 Bird Strike Zone Map Overlay. Source: EJE Architecture (May 2024)

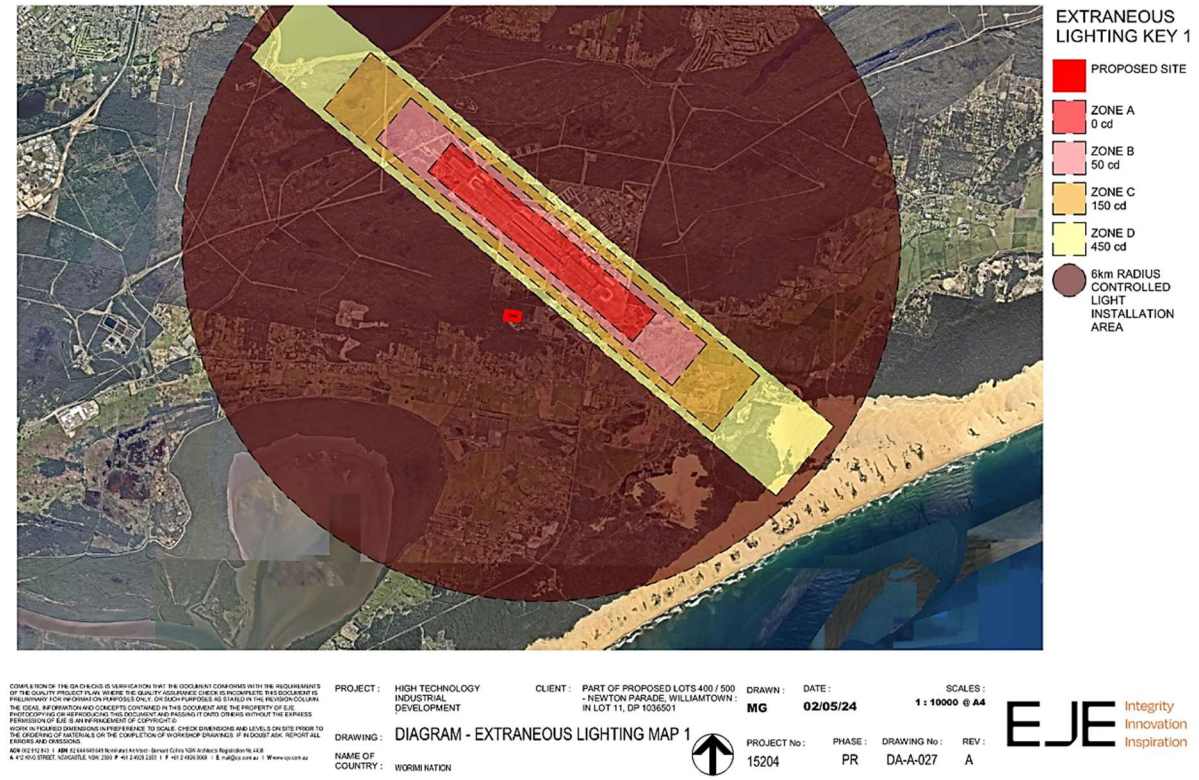

Figure 20 Extraneous Light 1 Map Overlay. Source: EJE Architecture (May 2024)

Figure 21 Extraneous Light 2 Map Overlay. Source: EJE Architecture (May 2024)

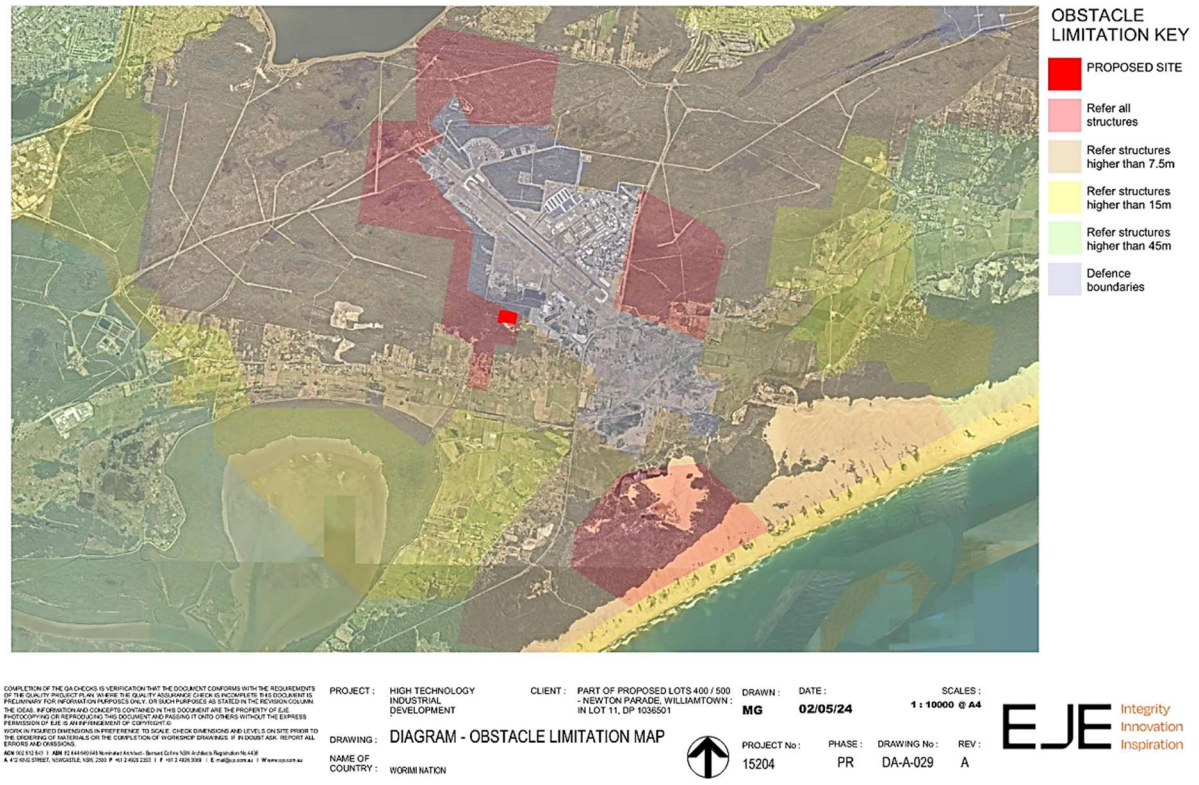

Figure 22 Obstacle Limitation Map Overlay. Source: EJE Architecture (May 2024)

Figure 23 Windshear Map Overlay. Source: EJE Architecture (May 2024)

Assessment

Bird Strike

The site is located in the Bird Strike Zone A identified as being within 3kms of the airport runway. The PSDCP 2014 identifies certain types of development which is to be avoided within this zone or identifies where impacts are required to be mitigated by preparation of a waste management report to demonstrate that the development will not increase the risk of bird strike to aircraft. The Project is not listed as a development type to be avoided within the Zone A. Waste management strategies to minimise the risk of bird strike are recommended below.

Extraneous Lighting

The Project site is located within a 6km controlled radius for light installation. As such, the detailed design for the development will ensure that external lighting comply with the extraneous lighting controls detailed in the Civil Aviation Safety Authority (CASA) Manual of Standards (MOS-139) Aerodromes.

Obstacle Limitation Surface

The Project site is located within the Obstacle Limitation Surface (OLS) mapping which requires referral of the application to the Department of Defence. It is understood that the application will be referred to DoD during the assessment of the application.

Windshear

The Project site is not mapped as being in the windshear trigger area and no further assessment is required with respect to this constraint.

Mitigation measures

- As the Project site is located in an area mapped as "Bird Strike Group A", organic waste and the storage of bins associated with the Project will be covered and/or enclosed and limited on-site.
- External lighting will be designed to comply with the extraneous lighting controls detailed in the Civil Aviation Safety Authority (CASA) Manual of Standards (MOS-139) Aerodromes.

6.16 Waste Management

Methodology

A Construction Waste Management Plan (WMP) and Operational WMP have been prepared and are included in Appendix G18 and G26. The WMPs were prepared with reference to the following guidelines:

- Port Stephens Development Control Plan 2014
- Australian Government, Department of Sustainability, Environment, Water, Population and Communities. Construction and Demolition Waste Guide – Recycling and Re-use Across the Supply Chain. (2014, November).
- NSW Waste Avoidance and Resource Recovery (WARR) Strategy 2014-2021
- NSW Waste and Sustainable Materials Strategy 2041
- NSW Waste Classification Guidelines 2014
- Australia's National Waste Policy 2018

Assessment

No demolition of buildings or structures will occur as the site will comprise of an undeveloped subdivision lot prior to commencement of the works. Excavated soil of approximately 25m^3 will be generated prior to commencement of construction. As per soil sample testing results obtained and detailed in the DSI Report, no contamination of onsite soil has been identified. Excavated material will be capable of recycling or disposal to offsite landfill in accordance with the NSW EPA Waste Classification Guidelines.

Source separation of construction waste will occur to support the effective recycling and repurposing at offsite facilities. Construction is expected to generate approximately 990 tonnes of waste, of which 89%, or 881.5 tonnes is expected to be capable of being diverted from landfill through offsite recycling streams.

A construction waste storage location has been nominated adjacent to the vehicular site entry located on the site's eastern elevation for ease of access and waste collection and disposal. Skip bins for the

separation of different construction waste types are proposed to be situated in this location during construction of the development.

As demonstrated, the Project is able to address the objectives of the NSW Waste and Sustainable Materials Strategy 2041 to divert >80% of waste from landfill through suitable waste recovery strategies.

A summary of the projected operational waste generated by the Project is shown in the Table below.

Table 31 Operational Waste Generation Rate

Use	GFA (m^2)	General Waste Generation Rate (L/100m^2/day)	Generated Garbage (L/week)	Recycling Generation Rate (L/100m^2/day)	Generated Recycling (L/week)
Offices	2,448	10	1,713.6	15	2,570.40
Workshop	5,980	10	4,186	15	6,279.00
Amenities	761	10	532.7	15	799.05
Total	**9,189**		**6,432.30**		**9,648.45**

The development will be provided with 3 x 1100L general waste bins and 5 x 1100L recycling bins. General and recycled waste collection will occur from the site twice weekly resulting in a general waste capacity of 6,600L and recycled waste capacity of 11,000L respectively. On this basis, the facility will adequately accommodate the projected operational waste generation of the development shown in the table above. Additional waste collections can be scheduled by the site operator following commencement operations depending on the waste disposal requirements of the site.

Mitigation measures

- Site inductions for construction personnel are to include details of the waste management and minimisation procedures to be implemented for the Project.
- Waste generated during the construction and operational phase of the Project will be managed in accordance with the Construction Environmental Management Plan (CEMP) and Operational Management Plan (OMP) prepared for the Project. Waste will be managed in accordance with the waste hierarchy to avoid, reduce, re-use and recycle material where possible through strategic design and planning.
- Waste will be assessed and categorised in accordance with the 'NSW Waste Classification Guidelines' (EPA, 2014) before being transferred to and disposed of at an appropriately licensed recycling or waste management facility.

6.17 Social Impact

Methodology

A Social Impact Assessment (SIA) has been prepared and is included in Appendix G27. The SIA was prepared in accordance with the following documents:

- NSW Department of Planning, Industry and Environment (DPIE) *Social Impact Assessment Guideline,* published in February 2023.
- Port Stephens Council, Social Impact Assessment Guideline, 8 November 2017
- NSW Department of Planning, Industry and Environment Technical Supplement, July 2021
- NSW Department of Planning, Housing and Infrastructure, Undertaking Engagement Guidelines for State Significant Projects, March 2024

Community consultation was conducted between 2 April 2024 and 1 May 2024. Further detail regarding the methodology and outcomes of the community consultation outcomes is provided in the Section 3 of the SIA.

Existing environment

A detailed description of the existing social environment is provided in the SIA, with a summary of key social characteristics detailed in Section 2.3.3 of the EIS. The assessment was undertaken against the community profile of the social locality being ABS Area Code Williamtown (SAL14316) and Port Stephens LGA (ABS Area Code LGA 16400).

Assessment

The potential social impacts of the Project were assessed prior to construction, during construction and during operation as summarised below:

Positive Social Impacts

- Economic stimulation of local economy during construction through expenditure at local accommodation, restaurants and retail stores.
- Economic stimulation of local labour and materials economy during construction.
- Job creation during construction and operation of high technology industry facility.

Low Social Impacts

- Construction environmental impacts including:
  - Sedimentation of waterways
  - Exposure of contaminated soils
- Construction amenity impacts including:
  - Noise and vibration
  - Visual impact
  - Air quality
- Operational environmental impacts including:

  - Sedimentation of waterways
- Operational amenity impacts including:
  - Noise and vibration
  - Light spill
- Alteration to community composition due to influx in construction workers.
- Inability to voice concerns during construction activity.
- Security breaches during operation of the new high technology industry facility.

Medium Social Impacts

- Community disillusionment with government in decision making process.
- Construction impacts to routines including:
  - Construction access via Williamtown Drive may impact on public access areas.
  - Disruption to access resulting from heavy vehicle movements.

It is important to note that the above impacts are the potential adverse social impacts that may occur, predominantly during construction of the Project. Regarding the anticipated construction traffic impacts of the Project on Williamtown Drive, which have been assessed as having medium potential social impact, it is noted that the volume of construction traffic is expected to be less than the traffic volume during the operation of Astra Aerolab Precinct, thereby limiting the extent of the social impact. As a mitigation, the impacts will be managed via the preparation of a Construction Traffic Management Plan which will include grievance reporting framework to assist the proponent and Principal Contractor to manage any complaints and respond to complaints when required. Other potential social impacts during construction can be suitably managed via the preparation of a Community Engagement Plan (CEP) including ongoing consultation with community stakeholders and provision of project updates and public notices.

Accordingly, upon the application of mitigation measures, the residual social impact risks of the Project are considered to be low, with no further mitigation measures required to be considered.

The Project will demonstrate very high economic and employment benefits contributing to positive social impact during construction and operation. The economic impacts are detailed further in Section 6.18 of the EIS.

Mitigation measures

The management measures identified to minimise potential negative social impacts and enhance positive social impacts, and the recommendations made in the supporting technical reports, as detailed in the SIA include:

- Project Procurement and Workforce Development Plan – this will outline the approach to achieve workforce development (upskilling) and targets for local procurement
- Grievance mechanism system – this will assist the proponent and the Principal Contractor to manage complaints and a formal framework to manage and rectify complaints when required.

- Community Communications Strategy – this will provide the overarching framework for engaging with the community during construction, methodology for providing information and timings to provide feedback
- Community Engagement Plan – This will dictate the ongoing consultation with community stakeholders and provide project updates and public notices

6.18 Economic Impacts

Methodology

An Economic Impact Assessment (EIA) has been prepared and is included in Appendix G28. The EIA was prepared in accordance with the economic modelling undertaken in the REMPLAN Economy Impact Report prepared for Port Stephens Council.

The assessment also consulted the Building Contractor engaged to undertake early contractor involvement, who advised that the maximum number of construction staff on site during the construction phase will be approximately 170. The intended operator has advised that 150 FTE would be employed by the facility.

Existing environment

The Astra Aerolab Precinct, including the subject site, is currently vacant and the subject of subdivision works which will facilitate the future development of land for economic and employment generating land uses. The site is located in proximity to Newcastle Airport and RAAF Base Williamtown and the existing operation of internationally recognised companies such BAE Systems, Raytheon, Lockheed Martin and Boeing in the area. The site is strategically located to support the growth in aerospace, advanced manufacturing and defence related uses in the Williamtown Area.

Assessment

The Project will generate employment during construction and operational phases of development.

The Project is estimated to provide 170 on site construction jobs during construction

The EIA Report determined that a total construction employment generation as a result of the Project would be 267 full time equivalent (FTE) Direct and Indirect construction jobs. This has been estimated to be 126 FTE direct jobs, with a further 141 indirect jobs created which are related to supply chains. This will provide a corresponding a total construction industry output of $129.5 million when accounting for supply chain and consumption related secondary construction impacts.

The EIA also determined that a total employment generation as a result of operation of facility, would be 250 full time equivalent (FTE) Direct and Indirect jobs created This has been estimated to be 150 FTE direct jobs, with a further 100 indirect jobs created which are related to supply chains. This is

estimated to have a direct output of $229 million and total industry output of $281 million when accounting for supply chain and consumption related secondary impacts.

The Project will promote collaboration between community, private and the three tiers of government to foster innovation and growth in the aviation sector in the Hunter Region, New Soth Wales, and Australia. Opportunities for the establishment of broader pathways for strategic defence partnerships with the University of Newcastle and TAFE through STEM and industry innovation programs, will also be facilitated.

7 Project Justification

This chapter provides a justification and evaluation for the Project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.

7.1 Project Design

The Project has been designed to suit the operational needs for a new high technology industry development for the defence industry to satisfy the operational requirements of the end user. The design of the Project has been informed by the required turning circles for a B-Double (25m) to ensure that adequate circulation is provided to service the building's operations including loading bay access at the rear of the facility.

The design of the facility has incorporated car parking to address both the DCP specified rates for car parking as well as the proposed staffing requirements for the facility. Landscaping and visual treatments to the external façade of the building has been proposed to integrate the development within its context and minimise visual impact to the street.

7.2 Project Area Suitability

The Project is considered suitable for the site due to the following:

- The site will be serviced by the required services infrastructure, utilities and vehicular access following completion of the Stage 4 and 5 Astra Aerolab subdivision works approved under DA 16-2009-324-3.
- The environmental constraints of the site including bushfire, flooding, contamination, aviation impacts and biodiversity do not preclude the development of the site and the Project has suitably designed to mitigate the identified risks and constraints.
- The Project is consistent with the land use objectives of the B7 Business Park zone and will facilitate development that is consistent with the strategic land use planning objectives for the site.
- The site is large enough to construct a building of a minimum size including minimum areas for production, manufacturing, assembly and storage as well as office and administration spaces.
- The site is generally not located near sensitive receivers or residential areas.

7.3 Consistency with Strategic Context

The Project is consistent with state, metropolitan and local strategic planning objectives as demonstrated in Section 2.1 and 2.2 of the EIS.

With respect to the Hunter Regional Plan 2041 and Newcastle Metropolitan Plan 2036, the Project will support strategic objectives to diversify the Hunter region's industrial capacity, grow a skilled workforce at the aerospace and defence precinct at Williamtown and build an interconnected and globally focused Hunter region. The project will achieve this by delivering a new high technology industrial facility which will serve as a catalyst for employment growth at the Astra Aerolab Precinct in line with the intended aerospace and defence precinct at Williamtown. The development will support the growth of highly skilled defence-related jobs at Williamtown and support a globally connected Hunter Region by leveraging the site's proximity to Newcastle Airport and RAAF Base Williamtown.

The Project supports the objective of the Future Transport Strategy 2056 to concentrate suitable new development in an area of emerging aviation technologies and airport upgrades, and support the growth of a major new employment precinct within 30 minutes of Newcastle city centre and surrounding residential centres in Port Stephens and Newcastle LGAs.

With respect to local strategic planning objectives, the Port Stephens Local Strategic Planning Statement 2020 and Economic Development Strategy 2021-2035 clearly identify that Williamtown plays as an important existing and future employment role within the LGA. Within the plans, Astra Aerolab will support specialised employment opportunities in advanced manufacturing, aviation, and defence due to its proximity to the Williamtown RAAF Base, and the existing operation of internationally recognised companies. The Project will support the local strategic planning objectives with a new high technology industrial development focused on the defence industry within Astra Aerolab.

7.4 Compliance with Statutory Requirements

The Project's compliance with the relevant statutory requirements has been assessed in Section 4 of the EIS. The assessment concludes that the development complies with the relevant provisions as summarised below:

- The Project has been designed to address the relevant objects of the EP&A Act as defined in Section 1.3 the Act.
- The EIS has been prepared to address the SEARs as required by Part 8, Division 5 of the EP&A Regulation 2021.
- The SSD pathway has been used for the Project as the Project has been classified as SSD under Schedule 1 Clause 11 of the PS SEPP.
- Consideration has been given to the relevant matters for consideration as required under the NPW Act, EPBC Act and BC Act. The SSDA is supported with a BDAR Waiver having been granted for the Project (Appendix G3).
- The Project adheres to the relevant provisions of the PSLEP 2013, being consistent with its B7 Business Park zoning for the Project Area.

- The pre-conditions to approval identified in Section 4.3 of the EIS have been satisfied, and the consent authority is able to grant consent to the Project.

7.5 Ecologically Sustainable Development

The Project has been designed having regard for the ecologically sustainable development (ESD) principles identified in Section 193 of the EP&A Regulation 2021. Details regarding how the Project will address these principles is provided in Section 4.6 of the EIS.

In addition to addressing the ESD principles, the development has been prepared to address the considerations listed under Section 3.2(1) of the SB SEPP with respect to sustainable development. The development has been designed to:

- Minimise waste during the construction process.
- Reduce peak demand for electricity, including through the use of energy efficient technology.
- Reduce the reliance on artificial lighting and mechanical heating and cooling through passive design.
- Generate renewable electricity to reduce peak demand for electricity.
- Implement smart controls for the metering and monitoring of energy consumption.
- Minimise the consumption of potable water through rainwater collection as well as careful selection of water fixtures and fittings.

The Project has undertaken to achieve operational performance with 5.5-star NABERs energy rating as well as 3-star NABERs water rating within 24 months of the issue of the occupation certificate to demonstrate commitment to sustainable design. As part of the sustainable design features of the development, the Project will not use on-site fossil fuels upon occupation and use as part of the commitment to achieve net zero emissions in NSW by 2050.

In addition to the commitment to NABERs energy and water ratings, the Project will consider the internal LEED certification for sustainability and is expected to achieve Gold certification with respect to the following LEED criteria:

- EA (Energy & Atmosphere) p1: Fundamental Commissioning and Management
- EAp2: Minimum Energy Performance
- EAp3: Building-level Energy Metering
- EAp4: Fundamental Refrigerant Management
- EAc1: Enhanced Commissioning (TBC)
- EAc2: Optimise Energy Performance
- EAc3: Advanced Energy Metering
- EAc5: Renewal Energy
- EAc6: Enhanced Refrigerant Management

The LEED certification system provides another demonstration of the Project's intent to develop in a manner consistent with the ecologically sustainable development principles.

7.6 Mitigation of Environmental Impacts

The Project's construction and operational phases have been designed in a manner which respond to the constraints of the site and adjoining development. Suitable mitigation measures have been proposed to address the potential cumulative construction impacts and cumulative operational impacts resulting from other approved development within Astra Aerolab and Newcastle Airport associated with noise, traffic, visual impact, infrastructure services demand, air quality and stormwater.

7.7 Community Views

Community and stakeholder engagement has been undertaken by the preparation of the SSDA. This has included direct engagement and consultation with:

- Government, agency and utility stakeholders including but not limited to TfNSW, Port Stephens Council, Hunter Water, Civil Aviation Safety Authority (CASA).
- Surrounding landowners and businesses.

This engagement was consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects* and complied with the community engagement requirements. In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPHI has reviewed it and confirmed the report is adequate for this purpose. Following this exhibition period, the Applicant will respond to any matters raised by notified parties.

7.8 Public Interest

The Project is considered to be in the public interest for the following reasons:

- The Project is permissible with consent within B7 Business Park zone, supports the objectives of the zone and will support coordinated and orderly land use development.
- The Project is well aligned with state and local strategic planning objectives for the site and the broader Williamtown area to be a specialised employment precinct for defence and aerospace related industries.
- The Project will generate up to 170 construction jobs and 150 permanent FTE jobs upon operational commencement. The proposal will stimulate local investment and contribute significant economic output and value add to the economy each year.
- The Project will not result in adverse environmental, social or economic impacts.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

8 References

Aboriginal cultural heritage consultation requirements for proponents (DECCW, 2010)

Annual Interpretive Report – 2021 PFAS OMP – RAAF Base Williamtown (AECOM, 2022)

Better Placed (GANSW, May 2017)

Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW (DECCW, 2010)

Construction and Demolition Waste Guide – Recycling and Re-use Across the Supply Chain (Commonwealth of Australia, 2012)

Cumulative Impact Assessment Guidelines for State Significant Projects (DPIE, 2022)

Flood Impact and Risk Assessment – Flood Risk Management Guide LU01 (DPE, 2023)

Future Transport Strategy 2056 (Transport for NSW, 2022)

Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (OEH, 2011)

Guide to Traffic Generating Development (RTA, 2002)

Guide to Traffic Management Part 12: Traffic Impacts of Developments (Austroads, 2019)

Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 Guidelines (DPE, January 2011)

Interim Construction Noise Guidelines (DECC, 2009)

Managing Urban Stormwater- Soils and Construction, Volume 1, 4th Edition (Landcom, 2004).

National Waste Policy 2018 (Commonwealth of Australia, 2018)

Noise Policy for Industry (NPfI) (NSW EPA, 2017)

NSW Waste and Sustainable Materials Strategy 2041 (NSW EPA, 2021)

NSW Waste Avoidance and Resource Recovery (WARR) Strategy 2014-2021 (NSW EPA, 2014)

Planning for Bushfire Protection (PBP) (NSW RFS, 2019)

Road Noise Policy (NSW EPA, 2011)

State Significant Development Guidelines - Preparing an Environmental Impact Statement (DPIE, July 2022)

Social Impact Assessment Guideline (DPIE, February 2023)

State Significant Development Guidelines (DPHI, March 2024)

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

Waste Classification Guidelines (NSW EPA, 2014)

9 Appendices

9.1 Appendix A – SEARs and Agency Response Compliance

Table 32 SEARs Compliance

Requirement	Location in EIS or Application	Supporting Technical Report(s)
General Requirements		
The Environmental Impact Statement (EIS) for the development must: ▪ comply with these assessment requirements ▪ meet the form and content requirements in sections 190 and 192 of the Environmental Planning and Assessment Regulation 2021 (the Regulation) ▪ have regard to the Department's State Significant Development Guidelines (2024).	Section 1 Introduction Section 4.6 – Environmental Planning and Assessment Regulation 2021 Appendix A – SEARs and Agency Response Compliance REAP Declaration	NA
In addition, the EIS must include:		
▪ a clear comprehensive description of the proposal for the site, including details of all activities and processes proposed to be carried out as part of the development	Section 3 – The Project	NA
▪ consideration of issues discussed in the public authority responses to request for key issues (see Attachment 2)	Appendix A – SEARs and Agency Response Compliance	NA
▪ a detailed assessment of the key issues specified below, including: - a description of the existing environment, using sufficient baseline data - an assessment of the potential impacts of all stages and activities that form part of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes - a description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the	Section 2.3 Key Features of the Site, Section 2.4 Cumulative Impacts, Section 6 – Environmental Impact Assessment Appendix E - Summary of Mitigation Measures	Refer to Supporting Documentation table in Section 1.9

Requirement	Location in EIS or Application	Supporting Technical Report(s)
potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment.		
The EIS must also be accompanied by:		
▪ an Estimated Development Cost (EDC) Report prepared in accordance with the relevant planning circular using the Standard Form of EDC Report	Section 1.2 Project Summary Appendix G1	Appendix G1 Estimated Development Cost (EDC) Report
▪ an estimate of the retained and new jobs that would be created during the construction and operational phases of the development, including details of the methodology to determine the figures provided	Section 1.3.1 – Job Creation Section 2.6.1 – Project Benefits Section 6.18 – Economic Impact	Appendix G28 - Economic Impact Assessment
▪ high quality files of maps and figures of the subject site and proposal	Throughout EIS Appendix B	NA
▪ certification that the information provided is accurate at the date of preparation	REAP Declaration	NA
▪ a declaration from a Registered Environmental Assessment Practitioner that your EIS includes the information specified in the Department's Registered Environmental Assessment Practitioner Guidelines.	REAP Declaration	NA
Key Issues		
The EIS must address the following specific matters:		
▪ **Statutory and Strategic Context** – including: - justification for the proposal and the suitability of the site	Section 2.6 – Project Justification Section 7 – Project Justification Section 7.2 Project Area Suitability	NA
- detailed justification that the proposed land use is permissible with consent	Section 4.2 - Permissibility	NA
- details of any proposed consolidation or subdivision of land	The Project does not proposed subdivision. Details of future	NA

Requirement	Location in EIS or Application	Supporting Technical Report(s)
	consolidation found in Section 1.6.1	
- a detailed description of the history of the site, including the relationship between the Project and all development consents and approved plans previously and/or currently applicable to the site, including the approved subdivision development application	Section 1.5 – Project Background Section 1.6 – Related Development	NA
- demonstration that the proposal is consistent with all relevant planning strategies, environmental planning instruments, district plan(s) and adopted management plans and justification for any inconsistencies. This includes, but is not limited to: ○ State Environmental Planning Policy (Biodiversity and Conservation) 2021 ○ State Environmental Planning Policy (Industry and Employment) 2021 ○ State Environmental Planning Policy (Planning Systems) 2021 ○ State Environmental Planning Policy (Resilience and Hazards) 2021 ○ State Environmental Planning Policy (Sustainable Buildings) 2022 ○ State Environmental Planning Policy (Transport and Infrastructure) 2021	Section 2.1 – 2.4 Strategic Context Section 4.8 -	NA
○ Hunter Regional Plan 2041 ○ Greater Newcastle Metropolitan Plan 2036 ○ Future Transport Strategy 2056	Section 2.1.1 Section 2.1.2 Section 2.1.3	NA
▪ **Suitability of the Site** – including: - a detailed justification for the proposal and that the site can accommodate the Project having regard to its potential environmental impacts, permissibility, strategic context and existing site constraints.	Section 2.6.2 Section 7.2 Project Area Suitability	NA

Requirement	Location in EIS or Application	Supporting Technical Report(s)
- consideration of previous studies and how the EIS will address the complex hydrology, flooding, drainage and per- and poly-fluoroalkyl substances (PFAS) contamination on site and impacts the proposal may have on adjoining properties. The development will need to demonstrate the feasibility of any hydrological works should they be proposed.	Section 6.11 – Water Soils Section 6.12 - Contamination	Appendix G12 - Civil Engineering Report Appendix G8 - Flood Impact and Risk Assessment Appendix G6 - Preliminary Contamination Report Appendix G7 - Detailed Site Investigation
▪ **Contamination –** including: - characterisation of the nature and extent of any contamination on the site and surrounding area characterisation of the nature and extent of any contamination on the site and surrounding area - identification of any construction activities that could disturb or interact with any PFAS contaminated soil, groundwater or surface water - details of measures to manage PFAS impacted soils, groundwater or surface water that may be encountered during construction. - a contaminated land report prepared by a certified consultant in accordance with guidelines made or approved by the EPA under s105 of the Contaminated Land Management Act 1997, the Regulation, and the State Environmental Planning Policy (Resilience and Hazards) 2021, including reference to the PFAS National Environmental Management Plan 2.0 (Heads of EPAs of Australia and New Zealand, 2020) (NEMP).	Section 1.5 – Project Background Section 1.6 – Related Development Section 2.3.9 - Contamination Section 6.12 - Contamination A Site audit statement by an EPA accredited site auditor, has not been provided. See Section 1.2 SEARs compliance table in the Detailed Site Investigation.	Appendix G6 - Preliminary Contamination Report Appendix G7 - Detailed Site Investigation

Requirement	Location in EIS or Application	Supporting Technical Report(s)
- a Site audit statement on the contaminated land report by an EPA accredited site auditor.		
▪ **Traffic and Transport** – a quantitative traffic impact assessment prepared in accordance with relevant Roads and Maritime Services and Austroads guidelines, that includes: - details of daily and peak traffic volumes likely to be generated during construction and operation including a comparison of traffic volumes with the approved subdivision. - a description of key access / haul routes, vehicle types (light and heavy vehicles) and potential queuing impacts - an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts on existing performance levels of nearby roads and intersections, using a calibrated SIDRA (or similar) traffic model and consideration for a 10 year horizon. - plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network – plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network. - details and plans of the proposed internal road network, loading docks, pedestrian and cycling facilities and on-site parking in accordance with the relevant Australian Standards.	Section 2.3.6 - Roads Section 3.5.3 – Traffic Generation Section 6.5 – Traffic and Accessibility Traffic modelling has not been undertaken for the Project See statement in the TIA. Section – 6.5 Transport and Accessibility Section 1.2 and 3.1 Project Summary Section 3.4.3 Access and Parking Section – 6.5 Transport and Accessibility	Appendix G14 - Traffic Impact Assessment Appendix G2 – Architectural Plans – Swept Path Plan (DA-A-422)

Requirement	Location in EIS or Application	Supporting Technical Report(s)
- details of the largest vehicle anticipated to access and move within the site, including swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the site and at key intersections. - details of road upgrades, infrastructure works or new roads or access points required for the development if necessary - details of any Traffic Management Plan required to manage construction and operational traffic.		
▪ **Hazards and Risk** – including: - a preliminary risk screening in accordance with Chapter 3 of the State Environmental Planning Policy (Resilience and Hazards) 2021 and Applying SEPP 33 (DoP, 2011) - if the preliminary risk screening indicates that the development is "potentially hazardous", a Preliminary Hazard Analysis (PHA) in accordance with the Department's Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (HIPAP 6) (DoP, 2011) and Multi-Level Risk Assessment (MLRA) (DoP, 2011) must be submitted. - the EIS must verify if the development is a Major Hazard Facility (MHF) under Chapter 9 of the NSW Work Health and Safety Regulation 2017 regulated by SafeWork NSW or Chapter 9 of the Commonwealth Work Health and Safety Regulations 2011 regulated by Comcare. If the development is an MHF, the PHA in accordance with HIPAP 6 and MLRA must be submitted and also report on the consultation outcomes with SafeWork NSW or Comcare specifying how MHF requirements under the relevant regulation will be met.	Section 4.8.4 – SEPP (Resilience and Hazard) 2021 Section 6.8 – Hazards and Risk A PHA is not required – See Appendix G15 - Risk Screening Assessment The site is not an MHF - Appendix G15 - Risk Screening Assessment	Appendix G15 - Risk Screening Assessment

Requirement	Location in EIS or Application	Supporting Technical Report(s)
▪ **Soils** – an assessment of potential impacts on soil resources and riparian land on and near the site, including: - impacts on soil erosion, salinity and acid sulfate soils	Section 6.11 – Water and Soils	G21 Salinity and Acid Sulfate Soil Assessment
- details of earthworks, including cut and fill volumes - description of the proposed erosion and sediment controls during construction.	Section 3.4 – Project Details Section 6.11 – Water and Soils	Appendix G12 - Civil Engineering Report Soil Erosion and Sedimentation Control Plan and Details (Dwg No. C03-0001 and C03-0101) Bulk Earthworks Plan (C04-001)
▪ **Water Management** – an integrated water management strategy, including: - a surface and groundwater water discharge assessment in accordance with relevant EPA guidelines, including an assessment of potential impacts on watercourses, riparian areas, drinking water catchments, groundwater, and groundwater-dependent communities nearby - a detailed site water balance including a description of the water demands and breakdown of water supplies, and any water licensing requirements - details of the proposed stormwater/wastewater drainage design including the capacity of onsite detention system(s), onsite sewage management and measures to treat, reuse or dispose of water. - details of how the proposed stormwater drainage system will connect to the stormwater system for the approved subdivision.	Section 3.4.4 – Stormwater and drainage Section 6.3.3 – Water, Section 6.11 Water and Soils An assessment of the site water balance is not required and there are no water licences required There is no onsite sewer management proposed. Section 1.5 – Project Background Section 1.6 – Related Development	Appendix G5 Infrastructure Delivery, Management and Staging Report Appendix G12 - Civil Engineering Report

Requirement	Location in EIS or Application	Supporting Technical Report(s)
- detail any drainage infrastructure that would be handed over to the local Council, or other drainage or water authority and include detailed plans prepared in consultation with the local Council or water authority - details of any surface or groundwater mitigation, management and monitoring activities and methodologies.	There is no drainage infrastructure proposed that is to be dedicated to Council or a water authority.	
- a description of the measures to minimise water use	Section 6.4 - Ecological Sustainable Development	Appendix G19 ESD Report
▪ **Flooding** – a flood impact risk assessment, that: - identifies any flood risk on site having regard to adopted flood studies, the potential effects of climate change and any relevant provisions of the NSW Flood risk management manual (2023). - where the development could alter flood behaviour, affect flood risk to the existing community or expose its users to flood risk, provide a flood impact and risk assessment (FIRA) prepared in accordance with the Flood Impact and Risk Assessment – Flood Risk Management Guide LU01. - details design solutions and operational procedures to mitigate flood risk, where required.	Section 2.3.10 - Flooding Section 6.10 - Flooding	Appendix G8 - Flood Impact and Risk Assessment
▪ **Airport Safeguarding** – including a risk assessment of the Project on Newcastle Airport operations and addressing related matters in the National Airports Safeguarding Framework and associated guidelines, including (but not limited to) obstacle limitation surface, wildlife hazards, lighting and the prescribed airspace.	Section 2.3.12 – Aviation Section 6.15 – Aviation Constraints	NA

Requirement	Location in EIS or Application	Supporting Technical Report(s)
▪ **Noise and Vibration** – a quantitative noise and vibration impact assessment undertaken by a suitably qualified acoustic consultant in accordance with the relevant Environment Protection Authority guidelines and Australian Standards which includes: - details of background noise levels and identification of impacts from construction and operation including traffic generated by the development, on nearby sensitive receivers - consideration of predicted noise impacts in the context of the approved subdivision - details of proposed management and mitigation measures - an assessment of how the proposal complies with AS2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction indoor noise requirements.	Section 3.2 Project Objectives Section 6.6 – Noise and Vibration Section 7.6 – Mitigation of Environmental Impacts Section 2.3.12 - Aviation	Appendix G17 - Noise and Vibration Impact Assessment
▪ **Air Quality and Odour** – an assessment of the potential air quality, dust and odour impacts of the development (construction and operation) on surrounding landowners, businesses and sensitive receptors, in accordance with relevant Environment Protection Authority guidelines, including details of proposed mitigation, management and monitoring measures.	Section 2.3.1 Natural Features Section 6.7 – Air Quality	Appendix G4 - Air Quality Impact Assessment
▪ **Aboriginal Cultural Heritage** – an Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared in accordance with the Code of Practice for Archaeological Investigation in NSW (DECCW 2010), and guided by the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales (OEH 2011). The ACHAR must:	Section 2.3.2 Heritage and Archaeology Section 6.14.2 – Aboriginal Cultural Heritage	Appendix G25 - ACHAR

Requirement	Location in EIS or Application	Supporting Technical Report(s)
○ identify, describe and assess impacts on Aboriginal cultural heritage sites or values that exist across the development site. ○ provide evidence and details of consultation with Aboriginal people in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010) ○ include results of a surface survey, any test excavations and details of any Aboriginal Heritage Impact Permits obtained for the approved subdivision ○ include an unexpected finds protocol.		
▪ **Non-Aboriginal Cultural Heritage** – a non-Aboriginal cultural heritage assessment (including both cultural and archaeological significance) which must detail potential impacts on heritage assets and any proposed management and mitigation measures.	Section 2.3.2 Heritage and Archaeology Section 6.14.1	NA
▪ **Biodiversity** – an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted.	Section 2.3.1 - Natural Features Section 6.13	Appendix G3 BDAR Waiver
▪ **Design Quality** – a design excellence strategy which demonstrates how the development will achieve design excellence in accordance with any relevant EPI provisions and the objectives for good design in Better Placed (Government Architect NSW, 2017).	Section 6.1.1	Appendix G10 - Design Quality Report
▪ **Visual** - including: a visual impact assessment (including photomontages and perspectives) of the development layout and design, including: ○ details of site coverage, setbacks, open space, landscaping, height, colour, scale, building materials and finishes, façade	Section 6.2 – Landscape and Visual Impact	Appendix G13 - Landscape Plan Appendix G23 - Visual Impact Assessment,

Requirement	Location in EIS or Application	Supporting Technical Report(s)
design, signage and lighting, particularly in terms of potential impacts on: ▪ nearby public and private receivers ▪ significant vantage points in the broader public domain o consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks		
- detailed plans showing suitable landscaping which incorporates endemic species.	Section 6.2 – Landscape and Visual Impact	Appendix G13 - Landscape Plan
▪ **Infrastructure Requirements** – including: o an assessment of impacts on existing utility infrastructure o details of any extension or augmentation of utilities required to service the development and details of how required upgrades would be delivered.	Section 6.3 – Infrastructure and Utilities	Appendix G5 - Infrastructure Delivery, Management and Staging Plan Report
▪ **Bush Fire** - a bush fire assessment report that addresses the aims and objectives of Planning for Bushfire Protection 2019, and includes: - details of proposed operational access for emergency services personnel - details of emergency and evacuation arrangements for occupants/visitors - a Bush Fire Emergency Management and Evacuation Plan prepared in accordance with relevant RFS guidance.	Section 6.9 - Bushfire	Appendix G9 - Bushfire Assessment Report Appendix G24 - Bushfire Emergency Management and Evacuation Plan
▪ **Waste** – including: o details of the quantities and classification of all waste streams to be generated on site during the development o details of waste storage, handling and disposal during the development o details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the NSW	Section 3.5.5 – Waste Management Section 6.16 – Waste Management	Appendix G18 - Construction WMP, Appendix G26 - Operational WMP

Requirement	Location in EIS or Application	Supporting Technical Report(s)
Waste and Sustainable Materials Strategy 2041.		
▪ **Social** – including a social impact assessment in accordance with the Department's Social Impact Assessment Guideline	Section 6.17 – Social Impact	Appendix G27 - Social Impact Assessment
▪ **Economic** – including: o an analysis of any potential economic impacts of the development, including a discussion of any potential economic benefits to the local and broader community.	Section 6.18 – Economic Impact	Appendix G28 - Economic Impact Assessment
▪ **Ecologically Sustainable Development** – including: o identification of how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development	Section 4.6 EP&A Regulations	Appendix G19 - ESD Report
o demonstration of how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards o demonstration of how the development minimises greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050) and consumption of energy, water (including water sensitive urban design) and material resources	Section 4.6 EP&A Regulations	Appendix G19 - ESD Report
o if Chapter 3 of State Environmental Planning Policy (Sustainable Buildings) 2022 applies: o demonstrate how the development has been designed to address the provisions set out in in Chapter 3.2(1) o provide a NABERS Embodied Emissions Material Form to disclose the amount of embodied emissions attributable to the development in accordance with section 35BA of the EP&A Regulation.	Section 4.8.5 – SB SEPP	Appendix G16 - Embodied Emissions Form, Appendix G20 - NABERS Agreement to Rate Contract

Requirement	Location in EIS or Application	Supporting Technical Report(s)
▪ Community and Stakeholder Engagement – ○ a community and stakeholder engagement strategy consistent with the Department's Undertaking Engagement Guidelines for State Significant Projects for all stages of the development, including (but not limited to): ○ details of how issues raised, and feedback provided during engagement activities have been considered and responded to in the development ○ details of the proposed approach to future community and stakeholder engagement based on the results of consultation.	Section 5 - Engagement	NA
▪ Planning Agreement/Development Contributions – including consideration of any applicable State and local development contributions, such as the Housing and Productivity Contribution, draft contributions plan(s) and/or details of any Voluntary Planning Agreement required should a contributions plan not be in place.	Section 2.5 Contributions	NA
Consultation		
During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with: ▪ Port Stephens Council ▪ Department of Climate Change, Energy, the Environment and Water, including the Environment and Heritage Group and Environment Protection Authority ▪ Air Services Australia ▪ Civil Aviation Safety Authority ▪ Commonwealth Department of Defence ▪ NSW Health ▪ Transport for NSW	Section 5.1.3 EIS Consultation	NA

Requirement	Location in EIS or Application	Supporting Technical Report(s)
▪ Fire & Rescue NSW ▪ NSW Rural Fire Service ▪ SafeWork NSW ▪ Hunter Water Corporation ▪ surrounding local landowners, businesses and stakeholders ▪ local and regional community and environmental groups ▪ Local Aboriginal Land Council		

Table 33 Regulatory Submission to SEARs

Agency or Regulator – matters raised	Location in EIS or Application	Supporting Technical Report(s)
Port Stephens Council		
▪ At the time of writing Council noted that the Astra Aerolab subdivision – Stages 4 &5 Subdivision Works Certificate (SWC) application lodged but not yet been issued. ▪ Previous development applications in Stage 1 had been issued with a deferred commencement consent pending registration of the subdivision.	Section 1.6.1 Astra Aerolab	NA
▪ A Preliminary Site Investigation should be undertaken for this site. Noting that it appears that only contamination studies for Stage 1 of the subdivision have been undertaken. ▪ The site is impacted by PFAS contamination. Port Stephens Council noted that there are standard conditions imposed by the NSW EPA that address managing interactions with the PFAS in the Williamtown area.	Section 6.12 Contamination	Appendix G6 – Preliminary Contamination Review (PCR)
▪ The site is within the Obstacle Limitation map and in an area where all proposed structures are to be referred to the Department of Defence in accordance with s7.4 of the Port Stephens Local Environmental Plan 2013.	Section 6.15 Aviation Constraints	NA
▪ A noise impact assessment should be prepared demonstrating that the proposal should be in accordance with AS2021: 2015 Acoustics – Aircraft noise intrusion – Building siting and construction indoor noise requirements in accordance with s.7.5 of the PSLEP 2013.	Section 6.6 Noise and Vibration	Appendix G17 – Noise and Vibration Impact Assessment (NVIA)
▪ The latest version of Planning for Bushfire Protection 2019 should be	Section 6.9 Bushfire	Appendix G9 – Bushfire Threat Assessment

Agency or Regulator – matters raised	Location in EIS or Application	Supporting Technical Report(s)
considered in the preparation of the EIS.		
Hunter Water		
Environmental assessment impacts on groundwater and surface water management to be assessed, noting in particular: ▪ The site is located within the Tomago Sandbeds and is within a gazetted drinking water catchment area. ▪ The site is located within the Williamtown Primary Management Zone (PMZ) which is located within the highest levels of PFAS detection levels. ▪ The EIS should describe stormwater management controls to be implemented at the site to prevent movement of pollutants and worsening of contamination including pollution risks associated with defence manufacturing activities to be conducted as part of the development. ▪ EIS should clearly describe stormwater management controls to be implemented at the site, demonstrating how the proposed development will meet the Neutral or Beneficial Effect (NorBE) test applied to development proposed within gazetted Special Areas.	Section 6.11 Water and Soils Section 6.12 – Contamination It is noted that the Project will achieve Council's pollutant reduction targets, however, has not been designed to achieve Neutral or Beneficial Effect (NorBE). Refer to Section 6.11 for further detail.	Appendix G12 – Civil Engineering Report Appendix G6 – Preliminary Contamination Review Appendix G7 – Detailed Site Investigation
The EIS should identify design, construction, operation, and management of surface water and groundwater to prevent movement of pollutants and worsening of contamination. This should include: ▪ Best practice measures for use, storage, undertaking works involving contaminates and storage of contaminates.	Section 6.11 Water and Soils	Appendix G12 – Civil Engineering Report

Agency or Regulator – matters raised	Location in EIS or Application	Supporting Technical Report(s)
▪ Spill management procedures and routine and emergency controls.		
The EIS should clearly detail how filling the site will not influence PFAS plume migration or any other relevant contamination migration including project design features and management controls.	Section 6.12 Contamination	Appendix G7 – Detailed Site Investigation
The Development requires extending Hunter Water's existing water and sewer reticulation service. HW requests that: ▪ an application for Development assessment via the Hunter Water Self Service Portal is submitted, and ▪ A compliance certificate will be issued under Section 50 of the Hunter Water Act 1991.	Section 6.3 Infrastructure and Utilities	Appendix G5 – Infrastructure Delivery, Management and Staging Report
Department of Climate Change, Energy, the Environment and Water (DCCEEW)		
<u>DCCEEW – Water Trade and Licensing</u>		
▪ A detailed and consolidated site water balance.	An assessment of the site water balance is not required and there are no water licences required	NA
▪ Description of works/activities that may intercept, extract, use, divert, or receive surface groundwater including description of any development, activities, or structures that may intercept, interfere with or remove groundwater.	Section 3.4.4 Stormwater and Drainage	Appendix G12 – Civil Engineering Report
▪ Details of all water take for the life and closure of the project including requirements for water take, relevant water source, and entitlements for water take.	No water licences or entitlements are required	NA
▪ Details of water access licences (WAL) held to account for any take of water, or demonstration that WALs can be obtained prior to water occurring. An	No water access licenses are required.	NA

Agency or Regulator – matters raised	Location in EIS or Application	Supporting Technical Report(s)
assessment of the current market depth where water entitlement is required to be purchased.		
DCCEEW – Water Impacts		
▪ A description of groundwater conditions on the site that provides an understanding of groundwater in wet and dry conditions.	Section 2.3.1 Natural Features	NA
▪ An assessment of quality and quantity impacts on surface and groundwater sources related to infrastructure, adjacent licensed water users, basic landowner rights, water courses, riparian land, groundwater dependant ecosystems, and ground water levels.	Section 6.11 Water and Soils	Appendix G12 – Civil Engineering Report
▪ Proposed surface water and groundwater monitoring activities and methodologies.	Section 6.11 Water and Soils	Appendix G12 – Civil Engineering Report
▪ Identification and impact assessment of all works/activities located on waterfront land and assessment against Guidelines for Controlled Activities on waterfront land.	Section 4.12	NA
DCCEEW – Biodiversity and Conservation Division		
Determined that the Project is unlikely to have a significant impact on biodiversity values, and that the application does not therefore need to be accompanied by a BDAR.	Section 6.13 Biodiversity	Appendix G3 – BDAR Waiver
Transport for NSW (TfNSW)		
A Traffic Impact Assessment (TIA) be prepared by a suitably qualified persons and should include an assessment of the considerations outlined below:	Section 6.5 Transport and Accessibility	Appendix G14 - Traffic Impact Assessment
Impacts of the Project and proposed on - site and off-site measures and justify inputs for mitigation measures. ▪ The TIA should consider:	Section 3.6 Roads	Appendix G14 - Traffic Impact Assessment

Agency or Regulator – matters raised	Location in EIS or Application	Supporting Technical Report(s)
▪ A map of the surrounding road network identifying site access, and all transport-related facilities, ▪ A map of the proposed transport routes including all public roads proposed to obtain access to the classified roads to the site.		
Total impact of existing and Project on the road network with consideration of a 10-year horizon. This should include: ▪ Annual average daily traffic volumes with a percentage heavy vehicles to demonstrate AM and PM traffic movements at key intersections. ▪ Background traffic data from published sources and/or recent survey data clearly explaining source of data and growth rate for a future horizon. ▪ Volume and distribution of proposed trips generated from the construction, operation, and decommission phases of the development including maximum daily and hourly demands, and the type and frequency of all design vehicles entering the site.	Section 6.5 Transport and Accessibility	Appendix G14 - Traffic Impact Assessment
Details of road geometry and alignment along the identified transport routes including formations crossing and intersections. This should include: ▪ Available site distances and speed limits along proposed transport routes ▪ An assessment of turn treatment warrants for intersections along the identified public transport routes identifying the basic turn treatments and addressing the need for higher order treatments.	Section 6.5 Transport and Accessibility	Appendix G14 - Traffic Impact Assessment

Agency or Regulator – matters raised	Location in EIS or Application	Supporting Technical Report(s)
▪ A swept path analysis demonstrating the largest design vehicle turning and leaving the Project.		
▪ Capacity analysis using SIDRA or other relevant application to identify an acceptable level of service (LOS) at intersections with the classified state roads.	The use of a calibrated SIDRA (or similar) traffic model was therefore not considered necessary or appropriate due to prior modelling. Refer to Section 6.5 of EIS for further detail.	Appendix G14 - Traffic Impact Assessment
▪ A review of the crash data along identified transport routes for the most recent 5-year reporting period and an assessment of road safety along proposed transport routes.	Section 6.5 Transport and Accessibility	Appendix G14 - Traffic Impact Assessment
▪ 2D design drawings of all proposed road works and the site access demonstrating the scope, cost, and constructability works required to mitigate the impacts of the development on road safety traffic efficiency, and integrity of transport infrastructure.	No road works are proposed.	NA
▪ A site plan demonstrating site access, internal manoeuvring, servicing, and parking areas consistent with Council's requirements.	Section 6.5 Transport and Accessibility	Drawing No. DA-A-422 in Appendix G2
▪ Details of measures to address impacts and/or provide connections for public transport services such as walking, cycling, public, and school bus services.	Section 6.5 Transport and Accessibility	Appendix G14 - Traffic Impact Assessment
▪ Details of measures to address the impacts of road traffic noise, dust, and/ or glare generated from the proposed transport routes.	Section 6.5 Transport and Accessibility Section 6.6 Noise and Vibration	Appendix G14 - Traffic Impact Assessment Appendix G17 - Noise and Vibration Impact Assessment (NVIA)

Agency or Regulator – matters raised	Location in EIS or Application	Supporting Technical Report(s)
	Section 6.7 Air Quality	Appendix G4 - Air Quality Impact Assessment (AQIA)
Details of measures to address cumulative peak traffic activity and safety procedures for drivers along proposed transport routes.	Section 6.5 Transport and Accessibility	Appendix G14 - Traffic Impact Assessment
Details of a traffic management Plan (TMP) to address the construction and operation phases of the Project. It is recommended that the TMP include: ▪ A map of primary transport routes ▪ An introduction process for vehicle operations and regular toolbox meetings ▪ Proposed travel / delivery restrictions or communications policies to mitigate cumulative traffic impacts. ▪ Procedures for travel through residential areas ▪ Proposed temporary measures such as Traffic Guidance Scheme ▪ A driver code of conduct for Heavy vehicle operators ▪ Compliant resolution and disciplinary procedure ▪ Community consultation measures proposed for peak periods.	Section 6.5 Transport and Accessibility A preliminary CTMP has been prepared and is included in the TIA included in Appendix G14.	Appendix G14 - Traffic Impact Assessment
New South Wales Environmental Protection Authority		
Any consent issued for the development should include the recommended conditions as below:		
▪ Where the potential for PFAS substances exists in soil, groundwater or surface water at the site, the applicant must identify whether the construction activities could disturb, or interact with any PFAS contaminated soil, groundwater, or surface water.	Section 6.12 Contamination	Appendix G7 – Detailed Site Investigation
▪ If construction activities disturb or interact with PFAS-contaminated soil,	Section 6.12 Contamination	Appendix G7 – Detailed Site Investigation

Agency or Regulator – matters raised	Location in EIS or Application	Supporting Technical Report(s)
groundwater, or surface water, the applicant must: ▪ Prevent, limit as far as possible, offsite migration of PFAS-contaminated soil. ▪ Prevent, limit as far as possible, contact and exposure to PFAS. ▪ Manage potentially PFAS-impacted groundwater that may accumulate in any footings or excavations to ensure this does not run off-site. ▪ Manage PFAS affected by soils by controlling erosion and covering stockpiles of PFAS-impacted soils to protect from rainfall edges and runoff. ▪ Ensure that any PFAS-contaminated material transported from a site to a site that is lawfully able to receive it.		
Where PFAS contaminated material is to be removed from site, the applicant must sample the soil for PFAS and classify the soil in accordance with the EPA's addendum to the waste classification guidelines (2014) – Part 1: classifying waste to identify lawful management and disposal options.	Section 6.12 Contamination	Appendix G7 – Detailed Site Investigation
New South Wales Fire + Rescue (FRNSW)		
FRNSW stated that as there is currently insufficient information available regarding the fire safety and emergency response management aspects of the project, FSNSW will provide comment at the exhibition stage of the project if required.	Section 6.9 Bushfire	Bushfire Threat Assessment
Heritage NSW		
Heritage NSW noted that the following SEARS be included with respect to Aboriginal cultural heritage (ACH) in relation to the Project: ▪ Provide an Arboricultural Cultural Heritage Assessment Report (ACHAR) in accordance with relevant policy and	Section 6.14.2	Appendix G25 - ACHAR

Agency or Regulator – matters raised	Location in EIS or Application	Supporting Technical Report(s)
guidelines, identifying any impacts of Arboricultural Cultural Heritage sites with the project ▪ The ACHAR must be prepared in accordance with the Guide to Investigating, assessing and reporting on aboriginal cultural heritage in NSW (OEH 2011) and Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW including results and test excavations. ▪ Evidence of adequate and continuous consultation with Aboriginal stakeholders in determining and assessing impacts, developing and selecting options for avoidance of aboriginal cultural heritage and mitigation measures.		
Civil Aviation Safety Authority (CASA)		
CASA notes that the height of the proposed building is 12 meters above ground level and will be under Obstacle Limitation Surface by a significant margin. CASA notes that the Defence is the Aerodrome Operator and effectively the 'regulator' and will assess the development against the parameters listed in the scoping report. CASA notes that therefore Defence is the primary infrastructure stakeholder and the Defence comments will trump CASA comments.	Section 6.15 Aviation Constraints	NA

9.2 Appendix B – Detailed Maps and Plans

Table 34 Maps and Plans

Maps and Plans	Author	EIS Location
Approved Concept Lot Layout Plan Development Consent 16-2009-324-3.	Northrop	Section 1.6
Regional Context Plan	Spatial Lab	Section 2.3.3
Location Plan	Spatial Lab	Section 2.3.3
Zoning Map	Spatial Lab	Section 2.3.3
Landownership Map	Spatial Lab	Section 5.1.2
Bird Strike Map Overlay	EJE Architecture	Section 6.15
Extraneous Light 1 Map Overlay	EJE Architecture	Section 6.15
Extraneous Light 2 Map Overlay	EJE Architecture	Section 6.15
Obstacle Limitation Map Overlay	EJE Architecture	Section 6.15
Windshear Map Overlay	EJE Architecture	Section 6.15

Other detailed maps and plans are otherwise provided in the supporting technical documentation referenced in Section 1.8 of the EIS

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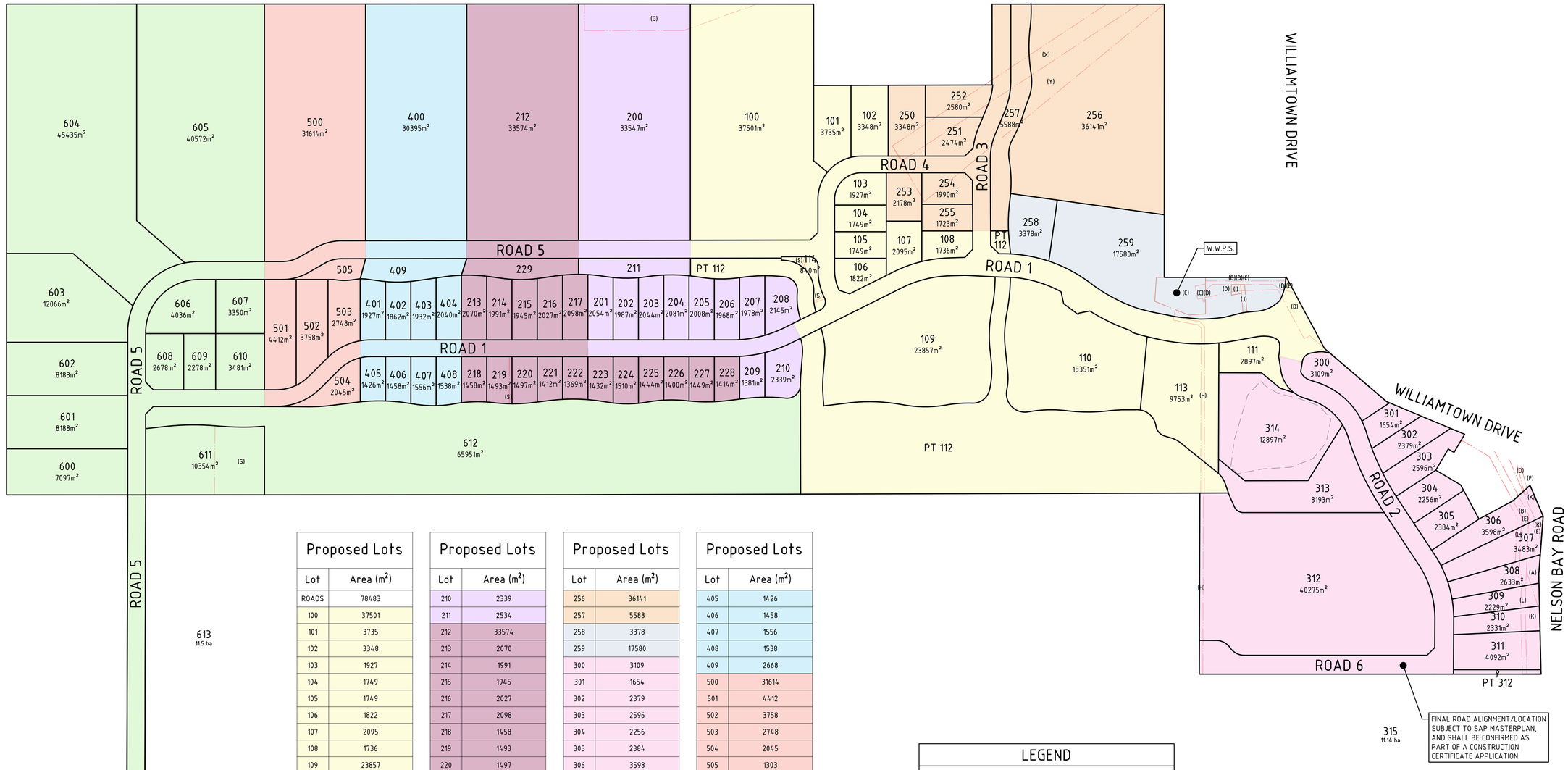

Proposed Lots	
Lot	Area (m²)
ROADS	78483
100	37501
101	3735
102	3348
103	1927
104	1749
105	1749
106	1822
107	2095
108	1736
109	23857
110	18351
111	2897
112	51068
113	9753
114	840
200	33547
201	2054
202	1987
203	2044
204	2081
205	2008
206	1968
207	1978
208	2145
209	1381

Proposed Lots	
Lot	Area (m²)
210	2339
211	2534
212	33574
213	2070
214	1991
215	1945
216	2027
217	2098
218	1458
219	1493
220	1497
221	1412
222	1369
223	1432
224	1510
225	1444
226	1400
227	1449
228	1414
229	2698
250	3348
251	2474
252	2580
253	2178
254	1990
255	1723

Proposed Lots	
Lot	Area (m²)
256	36141
257	5588
258	3378
259	17580
300	3109
301	1654
302	2379
303	2596
304	2256
305	2384
306	3598
307	3483
308	2633
309	2229
310	2331
311	4092
312	40275
313	8193
314	12897
315	111432
400	30395
401	1927
402	1862
403	1932
404	2040

Proposed Lots	
Lot	Area (m²)
405	1426
406	1458
407	1556
408	1538
409	2668
500	31614
501	4412
502	3758
503	2748
504	2045
505	1303
600	7097
601	8188
602	8188
603	12066
604	45435
605	40572
606	4036
607	3350
608	2678
609	2278
610	3481
611	10354
612	65951
613	115262

LEGEND

- PROPOSED LOT BOUNDARY
- STAGE 1
- STAGE 2A
- STAGE 2B
- STAGE 2C
- STAGE 2D
- STAGE 3
- STAGE 4
- STAGE 5
- STAGE 6

PORT STEPHENS COUNCIL
This plan relates to Development Consent No.
16-2009-324-3
and is subject to conditions as shown on that Consent

(A) – RIGHT OF CARRIAGEWAY VARIABLE WIDTH (D.P.1036501)
(B) – EASEMENT FOR PIPELINE 4 WIDE (D.P.1187948)
(C) – EASEMENT FOR WASTE WATER PUMPING STATION VARIABLE WIDTH (D.P.1187948)
(D) – EASEMENT FOR ELECTRICITY & OTHER PURPOSES VARIABLE WIDTH (D.P.1187948)
(E) – EASEMENT FOR ACCESS VARIABLE WIDTH (D.P.1187948)
(F) – EASEMENT FOR ELECTRICITY LINE 10 WIDE (D.P.1036690)
(G) – RESTRICTIVE COVENANT (VIDE H280282)
(H) – EASEMENT FOR PIPELINE 4 WIDE (D.P.1187948)
(I) – EASEMENT FOR ELECTRICITY AND OTHER PURPOSES AND POSITIVE COVENANT FOR SPOIL AND WATER DISPOSAL.
(J) – EASEMENT FOR ELECTRICAL AND OTHER PURPOSES (RIGHT OF WAY) – WIDTH OF PROPOSED ROADWAY.
(K) – EASEMENT TO DRAIN WATER AND MAINTENANCE VARIABLE WIDTH (D.P.854649)
(L) – PROPOSED LANSCAPE BUFFER 5m WIDE
(S) – PROPOSED EASEMENT TO DRAIN STORMWATER
(X) – EASEMENT FOR SEWER EFFLUENT (VIDE D148706)
(Y) – EASEMENT FOR SEWER EFFLUENT (VIDE G173362)

NOT FOR CONSTRUCTION

DRAWN: JBEVITT DESIGNED: JBEVITT JOB MANAGER: S.CROFT VERIFIER: A.BROWN

REVISION	DESCRIPTION	ISSUED	VER'D	APP'D	DATE
B	ISSUED FOR APPROVAL	JB		SC	21.06.21
C	ISSUED FOR APPROVAL	JB		SC	27.10.21
4	DRAFT	JB		SC	05.11.21
5	DRAFT	JB		SC	07.12.21
D	ISSUED FOR APPROVAL	JB		SC	14.12.21
E	ISSUED FOR APPROVAL	JB		SC	10.01.22

CLIENT
GREATER NEWCASTLE AEROTROPOLIS PTY LTD

DRAWING NOT TO BE USED FOR CONSTRUCTION UNLESS VERIFICATION SIGNATURE HAS BEEN ADDED

ASTRA AEROLAB

ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE COMMENCING WORK.
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THIS DRAWING MAY HAVE BEEN PREPARED USING COLOUR, AND MAY BE INCOMPLETE IF COPIED TO BLACK & WHITE.

SCALE 1:2500 @ A1
0 20 40 60 80 100 120m

NORTHROP
Newcastle
Suite 4, 215 Pacific Hwy, Charlestown NSW 2290
P.O. Box 180, Charlestown NSW 2290
Ph (02) 4943 1777 Fax (02) 4943 1577
Email newcastle@northrop.com.au ABN 81 094 433 100

PROJECT
ASTRA AEROLAB

WILLIAMTOWN, N.S.W. 2318

DRAWING TITLE
CIVIL ENGINEERING PACKAGE

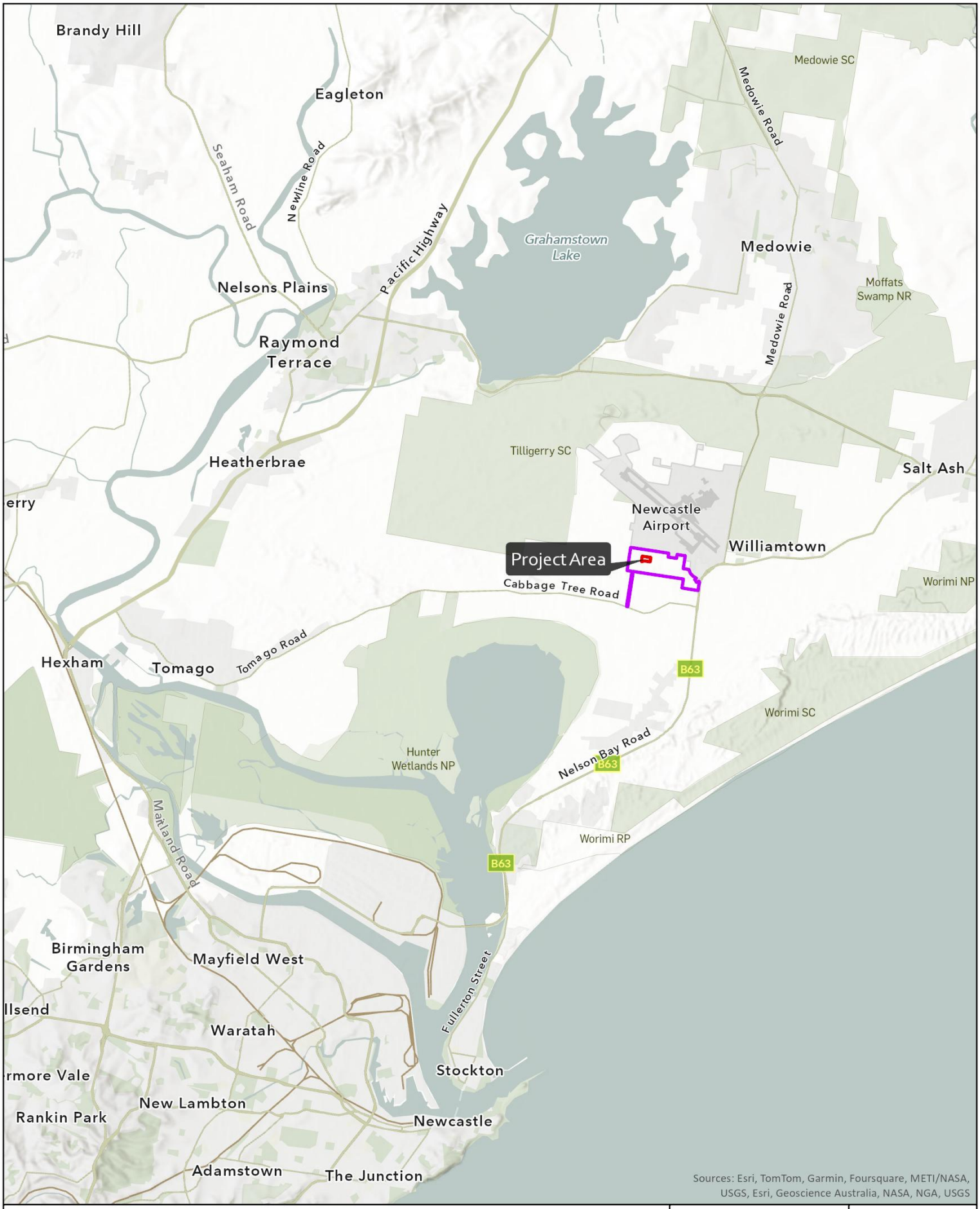
CONCEPT LOT LAYOUT PLAN

JOB NUMBER
NL182640

DRAWING NUMBER
CSK51.03

REVISION
E

DRAWING SHEET SIZE = A1



Regional Context

Project Area

Astra Aerolab Precinct

N

0 2 Km

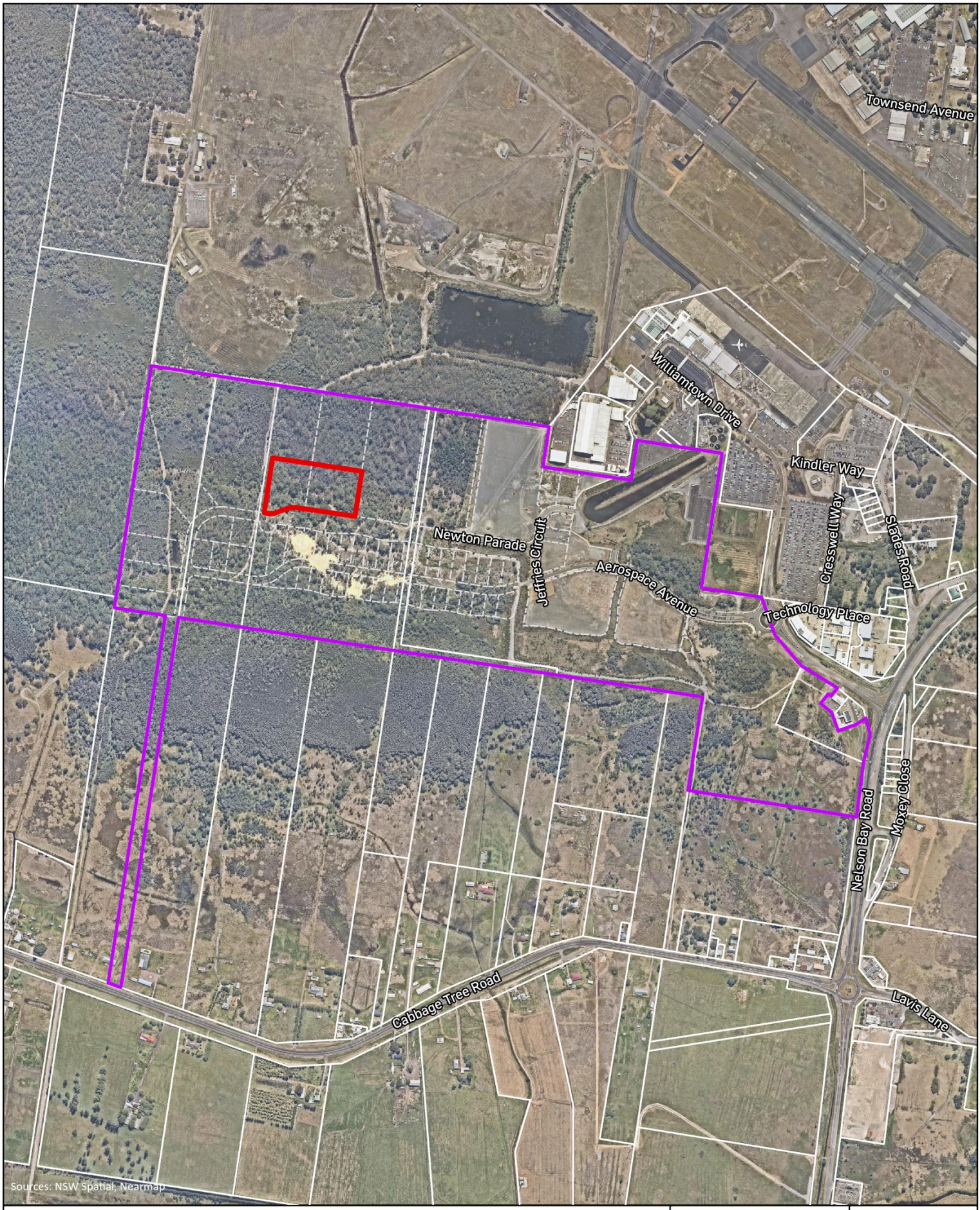
Scale: 1:115,000 @ A4

Plan drawn by:

THE SPATIAL LAB

www.thespatiallab.com.au

Date: 7/5/2024 v2.0 Project: 1097 Coordinate System: GDA 1994 MGA Zone 56



Location Map

Astra Aerolab Precinct

Project Area

N

0 250 m

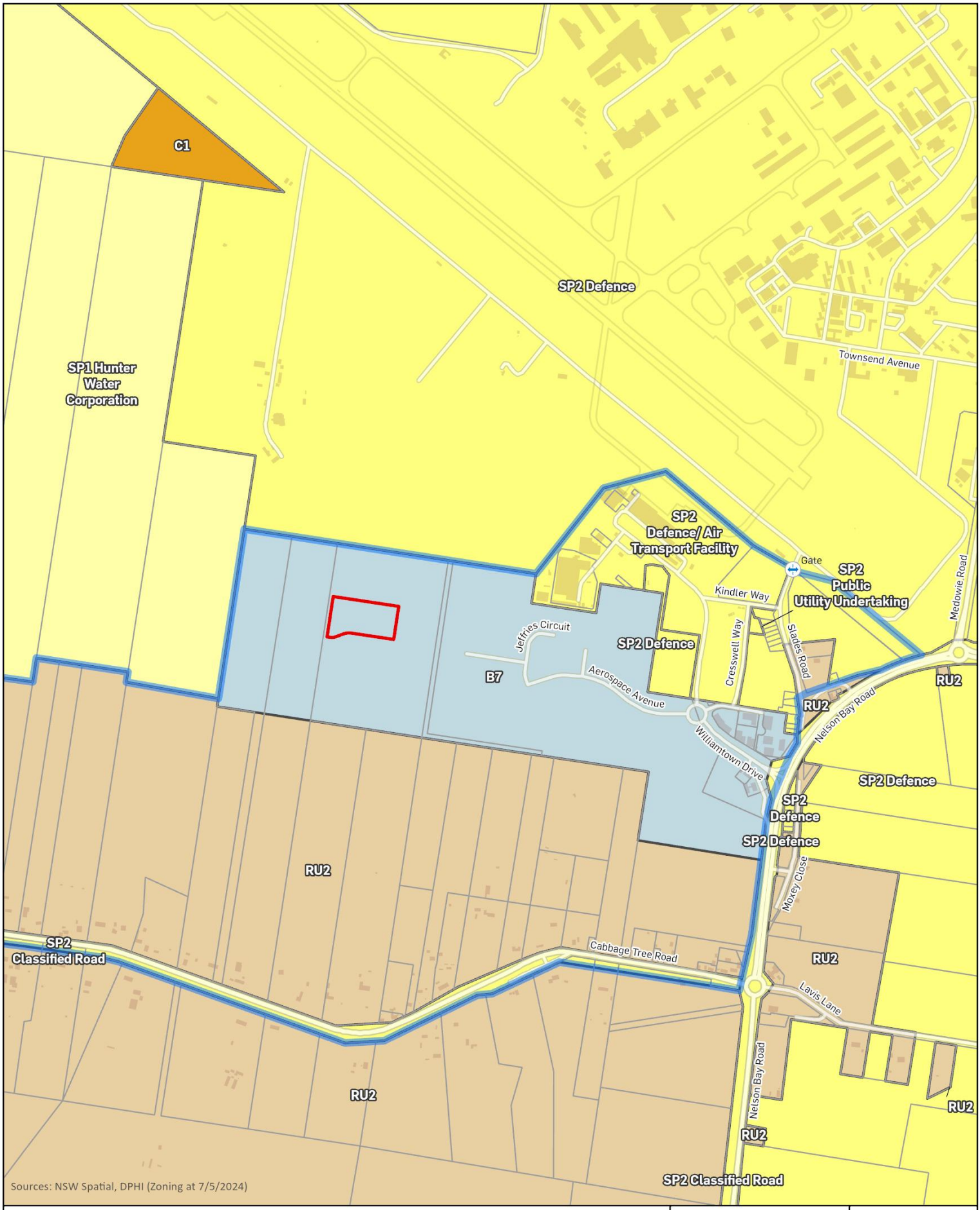
Scale: 1:11,000 @ A4

Plan drawn by:

THE SPATIAL LAB

www.thespatiallab.com.au

Date: 7/5/2024 v2.0 Project: 1097 Coordinate System: GDA 1994 MGA Zone 56



Land Zoning Map

Project Area

Williamtown Special Activation Precinct

Land Zoning

B7 - Business Park

C1 - National Parks and Nature Reserves

RU2 - Rural Landscape

SP1 - Special Activities

SP2 - Infrastructure

N

0 250 m

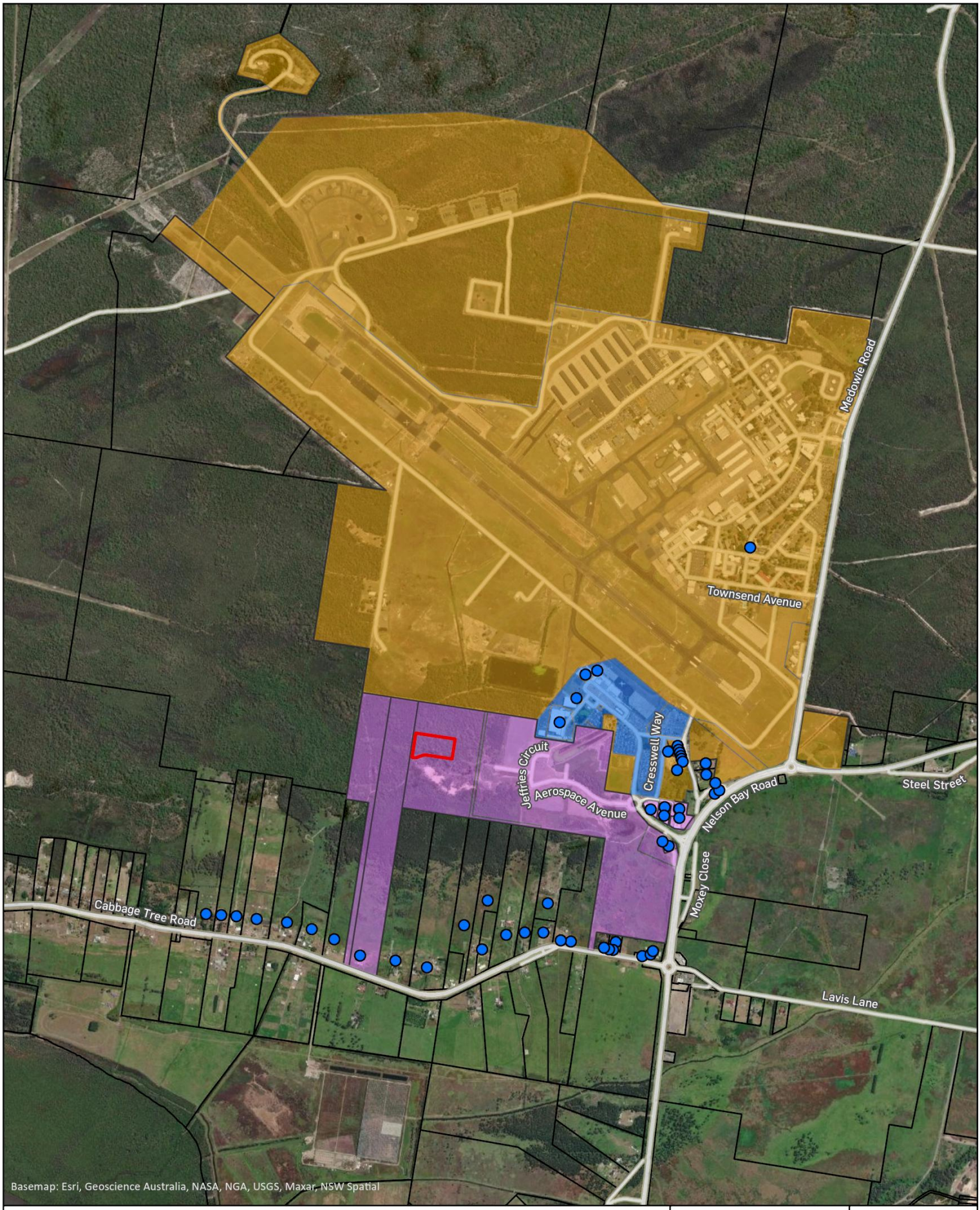
Scale: 1:15,000 @ A4

Plan drawn by:

THE SPATIAL LAB

www.thespatiallab.com.au

Date: 7/5/2024 v2.0 Project: 1097 Coordinate System: GDA 1994 MGA Zone 56



Key Ownership

- Properties consulted by mail or letterbox drop
- Project Area

Ownership

- Dept. of Defence (RAAF Base Williamtown)
- Greater Newcastle Aerotropolis Pty Ltd
- Newcastle Airport Pty Ltd Lease Area

0 500 m

Scale: 1:25,000 @ A4

Plan drawn by:

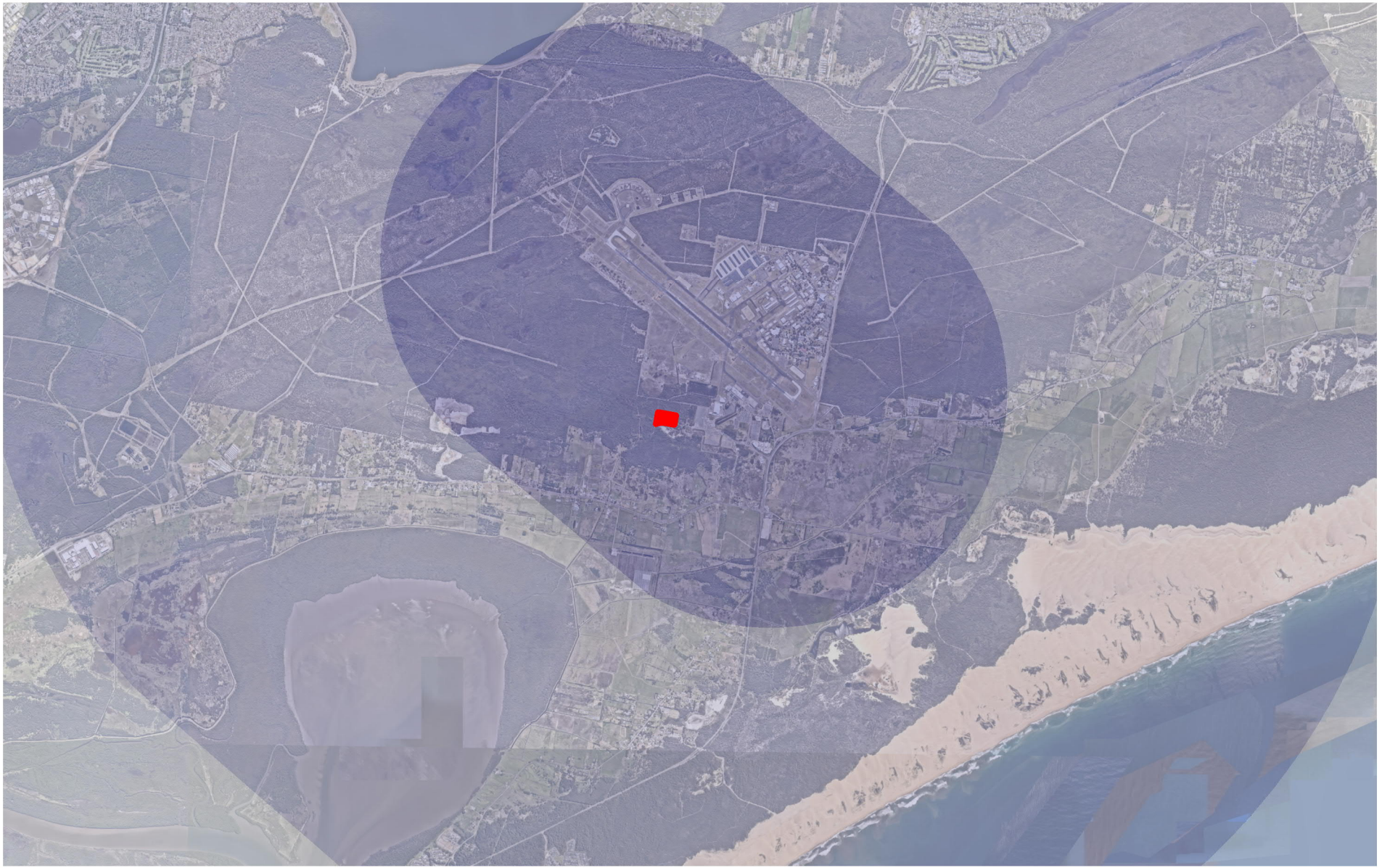
THE SPATIAL LAB

www.thespatiallab.com.au

Date: 7/5/2024 v2.0 Project: 1097 Coordinate System: GDA 1994 MGA Zone 56

ASTRA AEROLAB

Newcastle Airport



BIRD STRIKE KEY*

- PROPOSED SITE
- BIRD STRIKE ZONE A
- BIRD STRIKE ZONE B
- BIRD STRIKE ZONE C

*FOLLOWING COMONWEALTH NASF GUIDELINES

ACN 002 912 843 I ABN 82 644 649 849 Nominated Architect - Bernard Collins NSW Architects Registration No.4438
A 412 KING STREET, NEWCASTLE, NSW, 2300 P +61 2 4929 2353 I F +61 2 4926 3069 I E mail@eje.com.au I W www.eje.com.au

PROJECT : HIGH TECHNOLOGY INDUSTRIAL DEVELOPMENT

CLIENT : PART OF PROPOSED LOTS 400 / 500 - NEWTON PARADE, WILLIAMTOWN : IN LOT 11, DP 1036501

DRAWING : DIAGRAM - BIRD STRIKE ZONE MAP

NAME OF COUNTRY : WORIMI NATION

DRAWN : MG

DATE : 02/05/24

SCALES : 1 : 10000 @ A4

PROJECT No : 15204

PHASE : PR

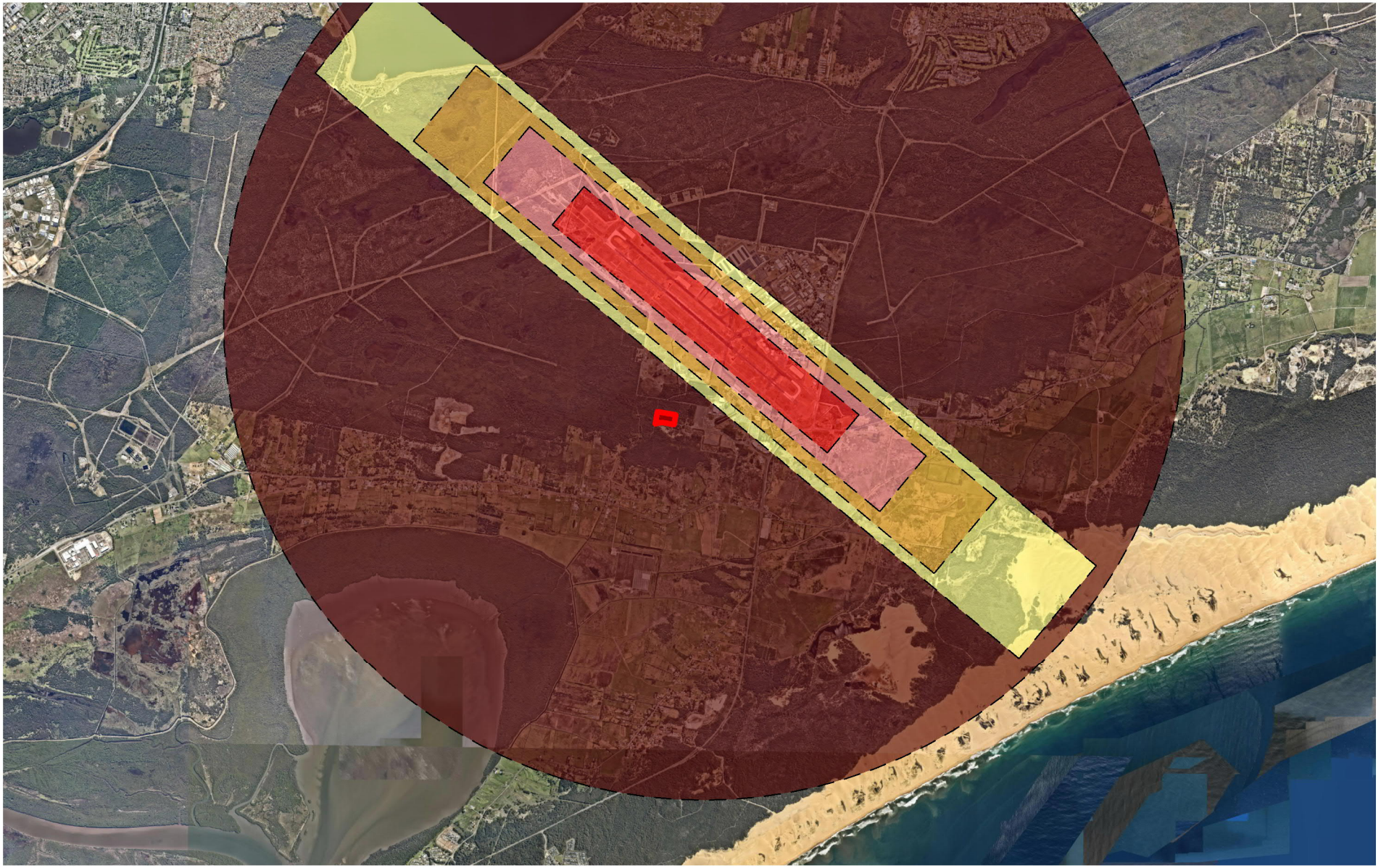
DRAWING No : DA-A-026

REV : A

EJE Integrity Innovation Inspiration

ASTRA AEROLAB

Newcastle Airport



EXTRANEOUS LIGHTING KEY 1

- PROPOSED SITE
- ZONE A 0 cd
- ZONE B 50 cd
- ZONE C 150 cd
- ZONE D 450 cd
- 6km RADIUS CONTROLLED LIGHT INSTALLATION AREA

ACN 002 912 843 I ABN 82 644 649 849 Nominated Architect - Bernard Collins NSW Architects Registration No.4438
A 412 KING STREET, NEWCASTLE, NSW, 2300 P +61 2 4929 2353 I F +61 2 4926 3069 I E mail@eje.com.au I W www.eje.com.au

PROJECT : HIGH TECHNOLOGY INDUSTRIAL DEVELOPMENT

CLIENT : PART OF PROPOSED LOTS 400 / 500 - NEWTON PARADE, WILLIAMTOWN : IN LOT 11, DP 1036501

DRAWN : MG

DATE : 02/05/24

SCALES : 1 : 10000 @ A4

DRAWING : DIAGRAM - EXTRANEOUS LIGHTING MAP 1

NAME OF COUNTRY : WORIMI NATION

PROJECT No : 15204

PHASE : PR

DRAWING No : DA-A-027

REV : A

EJE Integrity Innovation Inspiration

ASTRA AEROLAB

Newcastle Airport

EXTRANEOUS LIGHTING KEY 2

- PROPOSED SITE
- No light above the horizontal permitted
- Restrictions apply

ACN 002 912 843 I ABN 82 644 649 849 Nominated Architect - Bernard Collins NSW Architects Registration No.4438
A 412 KING STREET, NEWCASTLE, NSW, 2300 P +61 2 4929 2353 I F +61 2 4926 3069 I E mail@eje.com.au I W www.eje.com.au

PROJECT : HIGH TECHNOLOGY INDUSTRIAL DEVELOPMENT

CLIENT : PART OF PROPOSED LOTS 400 / 500 - NEWTON PARADE, WILLIAMTOWN : IN LOT 11, DP 1036501

DRAWING : DIAGRAM - EXTRANEOUS LIGHTING MAP 2

NAME OF COUNTRY : WORIMI NATION

DRAWN : MG

DATE : 02/05/24

SCALES : 1 : 10000 @ A4

PROJECT No : 15204

PHASE : PR

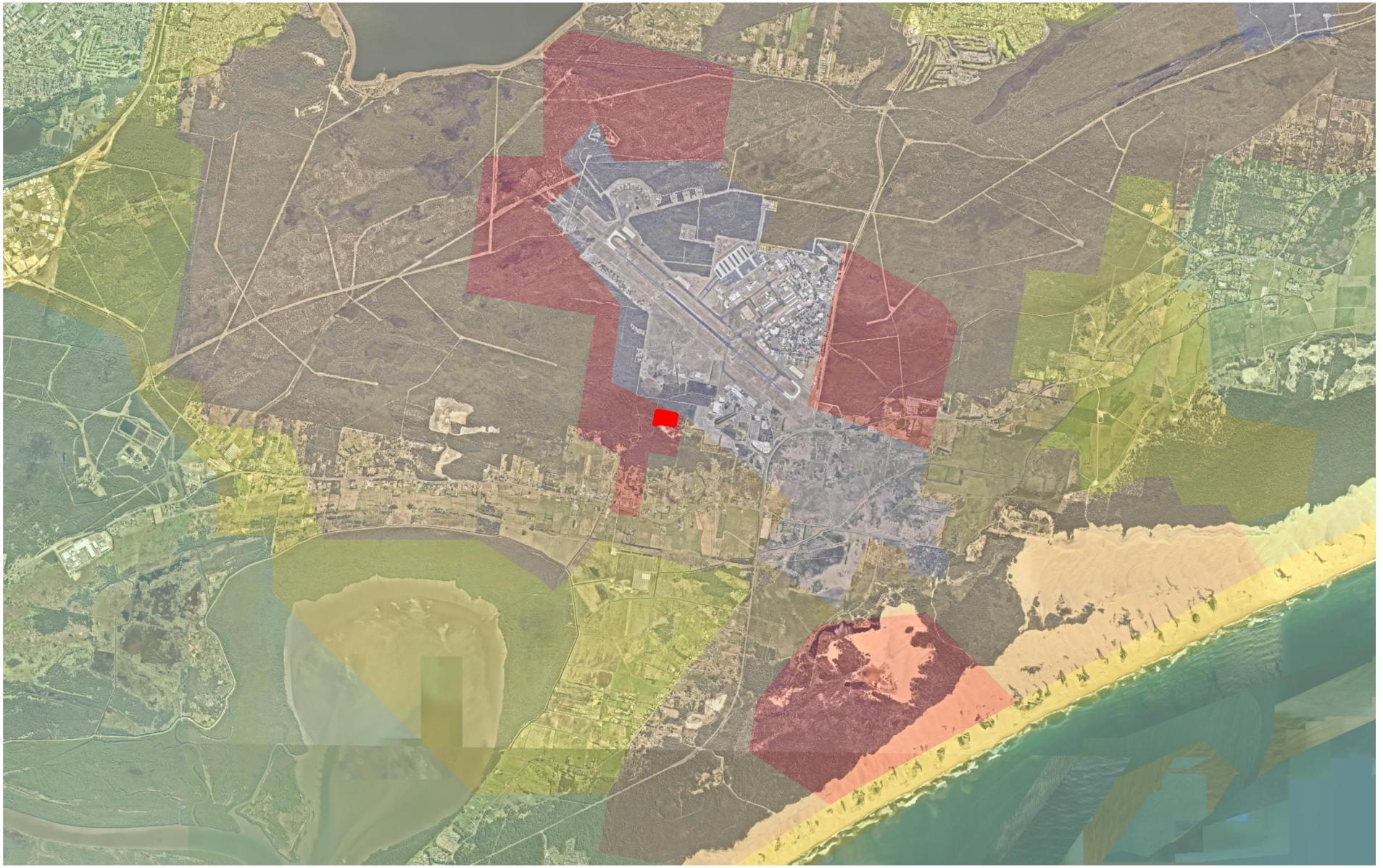
DRAWING No : DA-A-028

REV : A

EJE Integrity Innovation Inspiration

ASTRA AEROLAB

Newcastle Airport



OBSTACLE LIMITATION KEY

- PROPOSED SITE
- Refer all structures
- Refer structures higher than 7.5m
- Refer structures higher than 15m
- Refer structures higher than 45m
- Defence boundaries

ACN 002 912 843 I ABN 82 644 649 849 Nominated Architect - Bernard Collins NSW Architects Registration No.4438
A 412 KING STREET, NEWCASTLE, NSW, 2300 P +61 2 4929 2353 I F +61 2 4926 3069 I E mail@eje.com.au I W www.eje.com.au

PROJECT : HIGH TECHNOLOGY INDUSTRIAL DEVELOPMENT

CLIENT : PART OF PROPOSED LOTS 400 / 500 - NEWTON PARADE, WILLIAMTOWN : IN LOT 11, DP 1036501

DRAWN : MG

DATE : 02/05/24

SCALES : 1 : 10000 @ A4

DRAWING : DIAGRAM - OBSTACLE LIMITATION MAP

NAME OF COUNTRY : WORIMI NATION

PROJECT No : 15204

PHASE : PR

DRAWING No : DA-A-029

REV : A

EJE Integrity Innovation Inspiration

ASTRA AEROLAB

Newcastle Airport

WINDSHEAR ASSESMENT KEY

- PROPOSED SITE
- TRIGGER AREA
- RUNWAY

ACN 002 912 843 I ABN 82 644 649 849 Nominated Architect - Bernard Collins NSW Architects Registration No.4438
A 412 KING STREET, NEWCASTLE, NSW, 2300 P +61 2 4929 2353 I F +61 2 4926 3069 I E mail@eje.com.au I W www.eje.com.au

PROJECT : HIGH TECHNOLOGY INDUSTRIAL DEVELOPMENT

CLIENT : PART OF PROPOSED LOTS 400 / 500 - NEWTON PARADE, WILLIAMTOWN : IN LOT 11, DP 1036501

DRAWN : MG

DATE : 02/05/24

SCALES : 1 : 10000 @ A4

DRAWING : DIAGRAM - WINDSHEAR ASSESSMENT TRIGGER ZONES MAP

NAME OF COUNTRY : WORIMI NATION

PROJECT No : 15204

PHASE : PR

DRAWING No : DA-A-030

REV : A

EJE Integrity Innovation Inspiration

9.3 Appendix C – Statutory Compliance

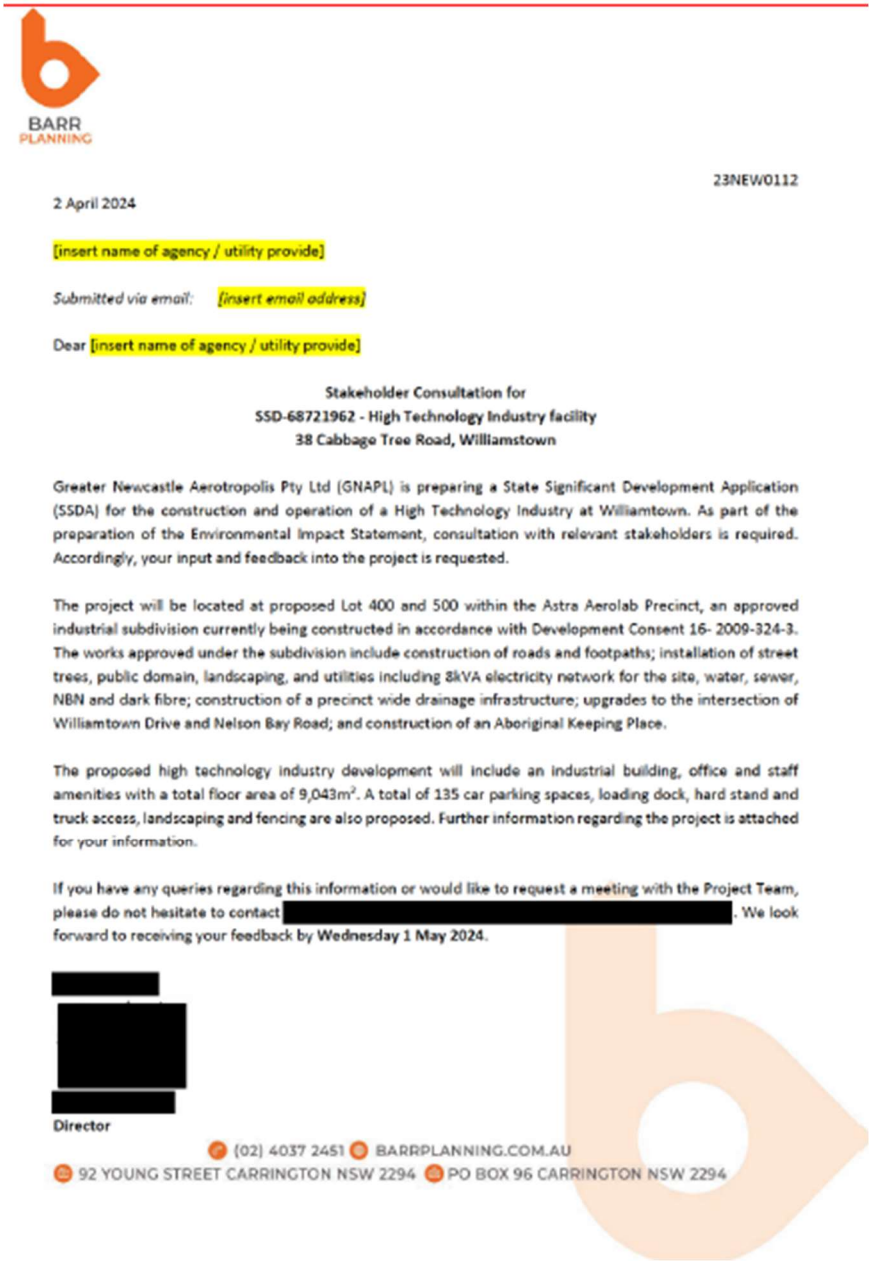
Table 35 Statutory Compliance

Section Consideration	Location in EIS
Environmental Planning and Assessment Regulation	Section 4.6
Consideration under the Environmental Planning and Assessment Act	
1.3 Relevant objectives of the Act (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources, (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment, (c) to promote the orderly and economic use and development of land, (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats, (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage), (g) to promote good design and amenity of the built environment, (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants, (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State, (j) to provide increased opportunity for community participation in environmental planning and assessment.	Section 4.5
Section 4.15 Evaluation (a) the provisions of— (i) any environmental planning instrument, and (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and (iii) any development control plan, and	Refer below.
(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	Section 2.5

Section Consideration	Location in EIS
(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)	Section 4.6
(v) (Repealed)	NA
(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	Section 6
(c) the suitability of the site for the development,	Section 2.6.2
(d) any submissions made in accordance with this Act or the regulations,	Any submissions received through the public exhibition will be addressed, as required.
(e) the public interest.	Section 7
State Environmental Planning Policies	
State Environmental Planning Policy (Biodiversity and conservation) ▪ Chapter 4 Koala Habitat Protection 2021	Section 4.8.1
State Environmental Planning Policy (Industry and Employment) 2021 ▪ Chapter 3 Advertising and Signage	Section 4.8.2
State Environmental Planning Policy (Planning Systems) 2021 ▪ Chapter 2 State and Regional development	Section 4.8.3
State Environmental Planning Policy (Resilience and Hazard) 2021 ▪ Chapter 3 Hazardous and Offensive Development ▪ Chapter 4 Remediation of Land	Section 4.8.4
State Environmental Planning Policy (Sustainable Buildings) 2021 ▪ Standards for non-residential development	Section 4.8.5
State Environmental Planning Policy (Transport and Infrastructure) 2021 ▪ Chapter 2 Infrastructure	Section 4.8.6
Local Environmental Planning Policies	
Port Stephens Local Environmental Plan 2013	Section 4.9
Draft Environmental Planning Instruments	
Draft Remediation of Land SEPP	Section 4.10
Development Control Plan	
Port Stephens Development Control Plan 2014	Section 4.11

9.4 Appendix D - Stakeholder Engagement

Example Letter and Project Fact Sheet



BARR PLANNING

23NEW0112

2 April 2024

[insert name of agency / utility provide]

Submitted via email: *[insert email address]*

Dear [insert name of agency / utility provide]

Stakeholder Consultation for
SSD-68721962 - High Technology Industry facility
38 Cabbage Tree Road, Williamstown

Greater Newcastle Aerotropolis Pty Ltd (GNAPL) is preparing a State Significant Development Application (SSDA) for the construction and operation of a High Technology Industry at Williamtown. As part of the preparation of the Environmental Impact Statement, consultation with relevant stakeholders is required. Accordingly, your input and feedback into the project is requested.

The project will be located at proposed Lot 400 and 500 within the Astra Aerolab Precinct, an approved industrial subdivision currently being constructed in accordance with Development Consent 16- 2009-324-3. The works approved under the subdivision include construction of roads and footpaths; installation of street trees, public domain, landscaping, and utilities including 8kVA electricity network for the site, water, sewer, NBN and dark fibre; construction of a precinct wide drainage infrastructure; upgrades to the intersection of Williamtown Drive and Nelson Bay Road; and construction of an Aboriginal Keeping Place.

The proposed high technology industry development will include an industrial building, office and staff amenities with a total floor area of 9,043m^2. A total of 135 car parking spaces, loading dock, hard stand and truck access, landscaping and fencing are also proposed. Further information regarding the project is attached for your information.

If you have any queries regarding this information or would like to request a meeting with the Project Team, please do not hesitate to contact [redacted]. We look forward to receiving your feedback by **Wednesday 1 May 2024**.

[redacted]
Director

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

PROPOSED HIGH TECHNOLOGY INDUSTRY - WILLIAMTOWN

PROJECT SUMMARY

Site Location: Proposed Lot 400 & 500 at the Astra Areolab Precinct located at 38 Cabbage Tree Road, Williamtown.

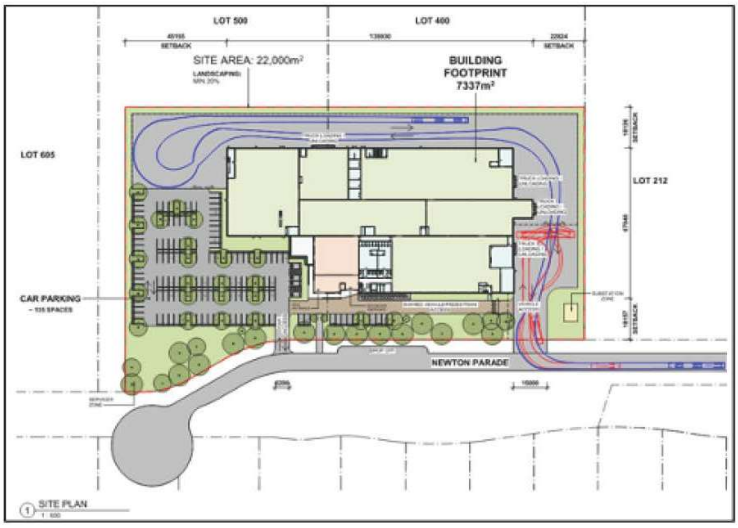
Proposed Development: Construction and operation of new high technology industry, within an approved industrial subdivision. The development will include an industrial building, office and staff amenities with a total floor area of 9,043m^2.

Height: 3 storeys; 12m.

Car Parking: 135 parking spaces.

Hours of Operation: 7am – 11pm Monday to Friday.

Job Creation: 300 Construction jobs; 120 FTE operational jobs.



9.5 Appendix E – Mitigation Measures

The following table contains a summary of all specific management and mitigation measures identified in the EIS based on specialist recommendations to minimise and avoid environmental impacts from construction and operation of the Project.

Table 36 Summary of Mitigation Measures

Impact	Potential Impact	Approach	Section in EIS
Disabled Accessibility	Disability discrimination and inequitable access	▪ Develop design to demonstrate compliance with the requirements of the relevant accessibility legislation, BCA and Australian Standards	6.1.2
Building Code of Australia Compliance	Non-compliance with BCA	▪ Develop design to demonstrate compliance with the BCA including the preparation of any proposed performance solutions (as required).	6.1.3
Landscape and Visual Amenity	Adverse visual impact on the surrounding streetscape character	▪ Develop Project design in accordance with the Landscape Plan included in Appendix G13. Lighting design is to comply with the extraneous lighting requirements specified by Civil Aviation Safety Authority (CASA) Manual of Standards (MOS-139) Aerodromes.	6.2
Infrastructure and Utilities	Impact to existing utilities in services infrastructure	▪ Undertake an updated ground search to locate services infrastructure immediately prior to commencing work. ▪ Consult with the relevant infrastructure authorities as part of the detailed design phase of the development to obtain the relevant approvals, including Section 50 Hunter Water Certificate, and ensure the obligations and statutory requirements are met. ▪ A Level 3 designer is to progress with detail design upon obtaining the relevant authority assessment results.	6.3.4
Transport and accessibility	Construction and operational related	▪ Prepare detailed CTMP prior to commencement of construction.	6.5

Impact	Potential Impact	Approach	Section in EIS
	traffic congestion and safety issues		
Noise and Vibration	Construction noise causes amenity impacts on nearby residents	▪ Construction will be undertaken during the hours recommended within the Interim Construction Noise Guidelines (DECC, 2009) being: ○ Monday to Friday: 7am to 6pm ○ Saturday: 8am to 1pm ○ Sunday and public holidays: no work	6.6
	Operational noise causes amenity impacts on nearby residents	▪ Develop Project design to ensure the Project can operate to meet the Project noise trigger levels and comply with the indoor design sound levels in noise AS2021:2015.	6.6
Air Quality	Construction air quality impacts	▪ Prepare and implement CEMP to address the air quality recommendations of the AQIA included in Appendix G4.	6.7
Hazards and Risks	Adverse risk to life and property resulting from movement and storage of DGs	▪ Ensure any DGs shall be stored in accordance with the Work Health and Safety Regulation 2017. Any documentation required by the Regulation shall be prepared prior to occupying the space with DGs.	6.8
Bushfire	Adverse bushfire risk to life and property	▪ The Project shall be designed to comply with AS 3959-2018 (AS 3959) – Construction of buildings in bushfire-prone areas. ▪ Prepare and finalise a Bushfire Emergency Management and Evacuation Plan prior to occupation of the building.	6.9
Flooding	Adverse flood risk to life and property	▪ The Project shall be designed meet the relevant requirements in the Construction of Buildings in Flood Hazard Areas (Australian Building Codes Board).	6.10

Impact	Potential Impact	Approach	Section in EIS
		▪ Prepare and finalise a Flood Emergency and Response Plan (FERP) prior to occupation of the building.	
Water and Soils	Adverse impact to water and soil quality during construction and operation	▪ Prepare and implement a CEMP during construction to manage soil erosion and water quality impacts in accordance with the water and soil management principles of *Managing Urban Stormwater- Soils and Construction* (Landcom, 2004). ▪ Prepare and implement CEMP in accordance with the PFAS Management Plan prepared by Northrop for Astra Aerolab Stage 2A, 2C, 4 and 5 included in Appendix G7. ▪ Implement the recommendations of the Acidic Soils Management Plan in Appendix G21, if the Project's foundation and pavement are proposed to be installed in natural soils. ▪ Prepare and implement an Operational Management Plan (OMP) prior to occupation of the building detailing spill management procedures and routine and emergency controls to ensure that hydrocarbons and other pollutants are appropriately managed on the site to mitigate impacts to soil and water.	6.11
Contamination	Adverse impacts to health of construction personnel and the environment resulting from contamination including known PFAS contamination	▪ Implement the PFAS Management Plan prepared by Northrop for Astra Aerolab Stage 2A, 2C, 4 and 5 included in Appendix G7. ▪ Prepare an Unexpected Finds Procedure to be implemented during earthworks and construction works as detailed in the DSI Report included in Appendix G7.	6.12
Biodiversity	Adverse impacts on biodiversity during construction	▪ Prepare and implement a CEMP during construction to include the following measures to mitigate impacts to the environment:	6.13

Impact	Potential Impact	Approach	Section in EIS
		○ Control the movement of vehicles, machinery and human traffic so as to minimise the potential for spread of weeds within and outside the project area. ○ Implement erosion and sediment controls in accordance with 'Managing Urban Stormwater: Soils and Construction' (the Blue Book). ○ Reduce the potential for off-site impacts arising from sedimentation, dust and noise. ○ Waste material and rubbish associated with the project will be regularly removed and disposed of.	
Non-Aboriginal Heritage	Adverse impact on non-Aboriginal heritage during construction	▪ Prepare and implement CEMP for the Project to include unexpected finds protocol as follows: ○ In the unlikely event that historic heritage items or relics, including possible human skeletal remains are identified during the Project, all works in the area will cease immediately and the stop work procedure followed.	6.14
Aboriginal Cultural Heritage	Adverse impact on Aboriginal cultural heritage during construction	▪ Prepare and implement CEMP for the Project to include unexpected finds protocol as follows: ○ In the event that human remains are discovered during the salvage programme all work must cease in the immediate vicinity and the procedures outlined in Appendix D of the ACHAR included in Appendix G25 must be followed.	6.14
Aviation Constraints	Adverse impacts on airport operations resulting from Project design and operation	▪ As the Project site is located in an area mapped as "Bird Strike Group A", organic waste and the storage of bins associated with the Project will be covered and/or enclosed and limited on-site.	6.15

Impact	Potential Impact	Approach	Section in EIS
		▪ External lighting will be designed to comply with the extraneous lighting controls detailed in the Civil Aviation Safety Authority (CASA) Manual of Standards (MOS-139) Aerodromes.	
Waste Management	Adverse waste impacts resulting from construction and operation of the facility	▪ As the Project site is located in an area mapped as "Bird Strike Group A", organic waste and the storage of bins associated with the Project will be covered and/or enclosed and limited on-site. ▪ Waste will be assessed and categorised in accordance with the 'NSW Waste Classification Guidelines' (EPA, 2014) before being transferred to and disposed of at an appropriately licensed recycling or waste management facility. ▪ Waste generated during the construction and operational phase of the Project will be managed in accordance with the Construction Environmental Management Plan (CEMP) and Operational Management Plan (OMP) prepared for the Project.	6.16
Social Impact	Adverse social impacts resulting from Project, primarily during the construction period	▪ Prepare and implement CEMP to include the following measures during construction: ○ Project Procurement and Workforce Development Plan – this will outline the approach to achieve workforce development (upskilling) and targets for local procurement. ○ Grievance mechanism system – this will assist the proponent and the Principal Contractor to managed complaints and have a formal framework to manage and rectify complaints when required. ○ Community Communications Strategy – this will provide the overarching framework for engaging with the community during construction, methodology for providing information and timings to provide feedback.	6.17

Impact	Potential Impact	Approach	Section in EIS
		○ Community Engagement Plan – This will dictate the ongoing consultation with community stakeholders and provide project updates and public notices.	

9.6 Appendix F – Planning Certificates

Table 37 Planning Certificates

Planning Certificate	Property Details
10.7 Certificate	38 Cabbage Tree Road Williamtown NSW2318 parcel no: 36504 Lot 11 DP 1036501

PORT STEPHENS COUNCIL

ABN 16 744 377 876

PLANNING CERTIFICATE PURSUANT TO SECTION 10.7 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

APPLICANT DETAILS:

Barr Planning
92 Young St, Carrington NSW 2294

Reference: **23NEW0112**

Issue Date: **06/03/2024**

PROPERTY DESCRIPTION:

38 Cabbage Tree Road WILLIAMTOWN NSW 2318 Parcel No: 36504
LOT: 11 DP: 1036501

Disclaimer
Information contained in this certificate relates only to the land for which this certificate is issued on the day it is issued. This information is provided in good faith and Council shall not incur any liability in respect of any such advice. Council relies on state agencies for advice and accordingly can only provide that information in accordance with the advice. Verification of the currency of agency advice should occur. For further information, please contact Council by telephoning (02) 4980 0255 or email plancert@portstephens.nsw.gov.au.

Title Information
Title information shown on this Planning Certificate is provided from Council's records and may not conform to information shown on the current Certificate of Title. Easements, restrictions as to user, rights of way and other similar information shown on the title of the land are not provided on this planning certificate.

Inspection of the land
The Council has made no inspection of the land for the purposes of this Planning Certificate.

PART A: INFORMATION PROVIDED UNDER SECTION 10.7(2)

Matters contained in this certificate apply only to the land on the date of issue.

1. Names of relevant planning instruments and development control plans

(1) The name of each environmental planning instrument and development control plan that applies to the development on the land.

State Environmental Planning Policies

The relevant chapters of each State Environmental Planning Policy that apply to the land are listed below:

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
All chapters

State Environmental Planning Policy (Housing) 2021
All chapters

State Environmental Planning Policy (Sustainable Building) 2022
All chapters

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development
All chapters

State Environmental Planning Policy (Planning Systems) 2021
Chapter 2 State and regional development
Chapter 4 Concurrences and consents

State Environmental Planning Policy (Precincts - Regional) 2021
Chapter 2 State significant precincts

State Environmental Planning Policy (Primary Production) 2021
Chapter 2 Primary production and rural development

State Environmental Planning Policy (Resources and Energy) 2021
Chapter 2 Mining, petroleum production and extractive industries

State Environmental Planning Policy (Transport and Infrastructure) 2021
Chapter 2 Infrastructure
Chapter 3 Educational establishments and childcare facilities

State Environmental Planning Policy (Resilience and Hazards) 2021
Chapter 3 Hazardous and offensive development
Chapter 4 Remediation of land

State Environmental Planning Policy (Biodiversity and Conservation) 2021
Chapter 2 Vegetation in non-rural areas 2017

Chapter 3 Koala habitat protection 2020

Chapter 4 Koala habitat protection 2021

Local Environmental Plan
Port Stephens Local Environmental Plan 2013

Development Control Plans
The name of each development control plan that applies to the carrying out of development on the land.

Port Stephens Development Control Plan 2014.

(2) The name of each proposed environmental planning instrument and draft development control plan, which is or has been subject to community consultation or public exhibition under the Act, that will apply to the carrying out of development on the land (unless it has been more than 3 years since the end of the public exhibition period or if the Secretary has notified the council that the making of the proposed instrument has been deferred indefinitely or has not been approved).

Draft State Environmental Planning Policies
No draft State Environmental Planning Policies affect the site the subject of this Certificate.

Draft Local Environmental Plan
Coastal Risk Planning Clause Planning Proposal (PP-2023-2568)

Draft Development Control Plan
Draft Development Control Plan 2014 - Chapter B8 Road Network and Parking (electric vehicles)

Draft Development Control Plan 2014 - Chapter B5 Flooding

2. Zoning and land use under relevant planning instruments
For each environmental planning instrument or proposed instrument referred to in clause 1 (other than a State Environmental Planning Policy or proposed State Environmental Planning Policy).

a) The identity of the zone –
B7 Business Park
The land is zoned B7 Business Park under the provisions of Part 2 in the Port Stephens Local Environmental Plan 2013.

b) The purposes for which development in the zone –

ITEM 2 - May be carried out without development consent
Nil

ITEM 3 - May be carried out with development consent
Air transport facilities; Airstrips; Business premises; Car parks; Centre-based child care facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Freight transport facilities; General industries; Helipads; Highway service centres; Hotel and motel accommodation; Industrial training facilities; Information and education facilities; Jetties; Kiosks; Light industries; Neighbourhood shops; Office premises; Oyster aquaculture; Passenger transport facilities; Public administration buildings; Recreation areas: Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Research stations; Restaurants or cafes; Restricted premises; Roads; Service stations; Signage; Tank-based aquaculture; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Water reticulation systems; Wholesale supplies.

ITEM 4 - Is prohibited
Pond-based aquaculture; Any development not specified in item 2 or 3

NOTE: The land is identified as "Land subject to Williamtown Special Activation Precinct Process" and was not subject to the employment zones reform that commenced on 26 April 2023. As a result, until 26 April 2025 and to the extent the Port Stephens Local Environmental Plan applies to the subject land, this Plan is taken to include the references to business and industrial zones that were in this Plan immediately before 26 April 2023. Further information can be obtained from Council's Strategy & Environment Section on 4988 0455 or email plancert@portstephens.nsw.gov.au.

a) The identity of the zone –

RU2 Rural Landscape

The land is zoned RU2 Rural Landscape under the provisions of Part 2 in the Port Stephens Local Environmental Plan 2013.

b) The purposes for which development in the zone –

ITEM 2 - May be carried out without development consent

Extensive agriculture; Home occupations; Intensive plant agriculture

ITEM 3 - May be carried out with development consent

Agriculture; Airstrips; Animal boarding or training establishments; Aquaculture; Artisan food and drink industries; Boat launching ramps; Boat sheds; Building identification signs; Business identification signs; Camping grounds; Cellar door premises; Cemeteries; Centre-based child care facilities; Charter and tourism boating facilities; Community facilities; Correctional centres; Crematoria; Dual occupancies; Dwelling houses; Eco-tourist facilities; Environmental facilities; Environmental protection works; Extractive industries; Farm buildings; Flood mitigation works; Forestry; Function centres; Garden centres; Group homes; Helipads; High technology industries; Home-based child care; Home businesses; Home industries; Information and education facilities; Jetties; Landscaping material supplies; Plant nurseries; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Research stations; Respite day care centres; Restaurants or cafes; Roads; Roadside stalls; Rural industries; Rural supplies; Secondary dwellings; Tourist and visitor accommodation; Turf farming; Veterinary hospitals; Water recreation structures; Water supply systems

ITEM 4 - Is prohibited

Backpackers' accommodation; Hotel or motel accommodation; Serviced apartments; Any other development not specified in item 2 or 3

c) Additional permitted uses

No environmental planning instrument applies additional permitted use provisions to this land.

d) Development standards for the erection of a dwelling house

Clause 4.2B in the Port Stephens Local Environmental Plan 2013 includes a development standard that fixes a minimum land dimension for the erection of a dwelling-house. This clause applies to the land. The minimum lot size for the erection of a dwelling-house is identified on the Lot Size Map.

e) Whether the land is an area of oustanding biodiversity value
No, the land is not identified in an area of oustanding biodiversity value under the *Biodiversity Conservation Act 2016*.

f) Whether the land is in a conservation area
The land is not located within a heritage conservation area under the Port Stephens Local Environmental Plan 2013.

g) Whether an item of environmental heritage is located on the land
The land is not identified as containing an item of environmental heritage significance under the provisions in Port Stephens Local Environmental Plan 2013.

3. Contributions Plans
(1) The name of each contributions plan applying to the land

Port Stephens Local Infrastructure Contributions Plan 2020

(2) The land is not in a special contributions area under the Act, Division 7.1.

Note. These documents specify development contributions required towards the cost of providing additional community services or facilities if a property is developed. They are available on request from Council or can be viewed www.portstephens.nsw.gov.au.

4. Complying Development
(1) Whether or not the land to which the certificate relates is land on which complying development may be carried out under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*?

Housing Code
Complying development under the General Housing Code MAY NOT be carried out on the land.

Inland Code
Complying development under the Inland Code MAY NOT be carried out on the land.

Rural Housing Code
Complying development under the Rural Housing Code MAY NOT be carried out on the land.

Low Rise Housing Diversity Code
Complying development under the Low Rise Medium Density Housing Code MAY NOT be carried out on the land.

Greenfield Housing Code
Complying development under the Greenfield Housing Code MAY NOT be carried out on the land.

Housing Alterations Code
Complying development under the Housing Alterations Code MAY NOT be carried out on the land.

General Development Code

Complying development under the General Development Code MAY NOT be carried out on the land.

Industrial and Business Alterations Code
Complying development under the Commercial and Industrial alterations Code MAY be carried out on the land.

Industrial and Business Buildings Code
Complying development under the Commercial and Industrial (new buildings and additions) code MAY NOT be carried out on the land.

Container Recycling Facilities Code
Complying development under the Container Recycling Facilities code MAY be carried out on the land.

Subdivisions Code
Complying development under the Subdivision Code MAY be carried out on the land.

Demolition Code
Complying development under the Demolition Code MAY be carried out on the land.

Fire Safety Code
Complying development under the Fire Safety Code MAY be carried out on the land.

(2) If complying development may not be carried on the land under the above codes, it is because of the provisions of Clauses 1.17A(1)(c) to (e), (2), (3), or (4), 1.18(1)(c3) or 1.19 of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.
Council does not have sufficient information to ascertain the reason why complying development may not be carried out under the Policy. Contact Councils duty officer on (02) 4988 0255 for any enquiries relating to the reason why complying development may not be carried out on the land.

(3) If the land is a lot to which the Housing Code, Rural Housing Code, Low Rise Medium Density Housing Code, Greenfield Housing Code, Housing Alterations Code, General Development Code, or Commercial and Industrial (New Buildings and Additions) Code (within the meaning of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* applies, complying development may be carried out on any part of the lot that is not affected by the provisions of clauses 1.17A(1)(c) to (e), (2), (3) or (4), 1.18(1)(c3) or 1.19 of that Policy.

(4) There are no variations to the exempt development codes under clause 1.12 of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* in relation to the land.

5. Exempt development

(1) Whether the land is on land which exempt development may be carried out under each of the exempt development codes under the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

Division 1 General Code

Exempt development under the General Exempt Development Code MAY be carried out on the land.

Division 2 Advertising and Signage Code
Exempt development under the Advertising and Signage Code MAY be carried out on the land.

Division 3 Temporary Uses and Structures Code
Exempt development under the Temporary Uses and Structures Code MAY be carried out on the land.

Note: Clause 1.16(1)(c) specifies that exempt development must not be carried out on land that is, or on which there is, an item that is listed on the State Heritage Register under the *Heritage Act 1977*, or that is subject to an interim heritage order under that Act
Council does not have sufficient information to ascertain whether the land is listed on the State Heritage Register under the *Heritage Act 1977*, or subject to an interim heritage order under that Act.

Note: If the land is a lot to which the General Code, Advertising and Signage Code, and Temporary Uses Code (within the meaning of the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008)* applies, exempt development may be carried out on any part of the lot that is not affected by the provisions of clause 1.16(1)(b1)–(d) or 1.16A of that Policy.

6. Affected building notices and building product rectification orders

(1) Whether or not the council is aware that –

a) There is any affected building notice in force in relation to the land

There is no affected building notice in force in respect of the land.

b) A building product rectification order is in force in relation to the land that has not been fully complied with

No

c) Any notice of intention to make a building product rectification order has been given in respect of the land and is outstanding.

No

Note: In this section, *affected building notice* has the same meaning as in the *Building Products (Safety) Act 2017*, Part 4. *Building product rectification order* has the same meaning as in the *Building Products (Safety) Act 2017*.

7. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in section 1 makes provision in relation to the acquisition of the land by a public authority, as referred to in Section 3.15 of the *Environmental Planning and Assessment Act 1979 (the Act)*.

The Port Stephens Local Environmental Plan 2013 DOES NOT provide for the acquisition of this land, or part thereof, by a public authority as referred to in Section 3.15 of the Act.

8. Road widening and road realignment

Council's records indicate that the land the subject of this Certificate is not affected by any road widening or road realignment under:- (a) Section 25 of the Roads Act 1993; or (b) any environmental planning instrument; or (c) any resolution of the council.

9. Flood related development controls information

The land or part of the land is within the flood planning area and subject to flood related development controls. If you wish to apply for a Flood Certificate, please refer to Council's Flood Certificate Information on our website at www.portstephens.nsw.gov.au

The land or part of the land is between the flood planning area and the probable maximum flood and is subject to flood related development controls. If you wish to apply for a Flood Certificate, please refer to Council's Flood Certificate Information on our website at www.portstephens.nsw.gov.au

10. Council and other public authority policies on hazard risk restrictions

Whether any of the land is affected by an adopted policy that restricts the development of the land because of the likelihood of land slip, bushfire, tidal inundation, subsidence, acid sulfate soils, contamination, aircraft noise, salinity, coastal hazards, sea level rise or another risk (other than flooding or bushfire).

Council HAS NOT adopted a policy or been notified of any adopted policy of another public authority, that restricts development on the land because of the likelihood of landslip, tidal inundation, subsidence, contamination, salinity, coastal hazards or sea level rise.

Council DOES HAVE adopted policies or has been notified of adopted policies of another public authority on matters relating to the risk of acid sulfate soils and aircraft noise.

The information below identifies any adopted policies that apply to the land:

Clause 7.1 Acid Sulfate Soils of the Port Stephens Local Environmental Plan 2013 applies to the land. Acid sulfate soil mapping can be viewed on the NSW Department of Planning and Environment Spatial Viewer.

Council's records indicate that the land subject of this certificate is wholly or partly affected by RAAF Base Williamtown and Salt Ash Air Weapons Range 2025 Australian Noise Exposure Forecast (10 August 2011)(the 2025 ANEF Map).
Certain development may be constrained in accordance with the relevant provisions of Australian Standard 2021-2015 Acoustics-Aircraft noise intrusion-Building siting and construction, the Port Stephens Local Environmental Plan 2013 and the Port Stephens Development Control Plan 2014.
Copies of the 2025 ANEF Map can be viewed on the website of the Commonwealth Department of Defence.
Further information can be obtained from the Port Stephens Council Strategy and Environment Section and you are advised to make further enquiries.

NOTE: The absence of a council policy restricting the development of the land by reason of a particular natural hazard does not mean that the risk from that hazard is non-existent.

11. Bush fire prone land

Whether or not some, all, or none of the land is bush fire prone land.

Part of the land is identified as bush fire prone land in Council's records. Further details of any applicable restrictions on development of the land may be obtained on application to Council. For further information, please contact Council's Duty Officer by telephoning 49880115.

12. Loose-fill asbestos insulation

Whether or not the land includes any residential premises (as defined in Division 1A of Part 8 of the *Home Building Act 1989*) that are listed on a register of residential premises that contain or have contained loose-fill asbestos insulation.

No, the land does not include any residential dwelling identified on the Loose-Fill Asbestos Insulation Register as containing loose-fill asbestos ceiling insulation. For further information, please contact Department of Fair Trading by telephoning 13 77 88 or go to their website at www.fairtrading.nsw.gov.au.

13. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district, within the meaning of the the *Coal Mine Subsidence Compensation Act 2017*.

No, the land is not within a proclaimed or declared mine subsidence district.

14. Paper subdivison information

(1) The name of any development plan adopted by a relevant authority that applies to the land or is proposed to be subject to a consent ballot.
(2) The date of any subdivision order that applies to the land

Not applicable.

15. Property vegetation plans

If the land is land in relation to which a property vegetation plan is approved under Part 4 of the *Native Vegetation Act 2003*, a statement to that effect, but only if the council has been notified of the existence of the plan by the person or body that approved the plan under that Act.

No, Council has not been notified of any property vegetation plans under the Native Vegetation Act 2003 that affect the land to which this certificate applies.

16. Biodiversity stewardship sites

If the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the *Biodiversity Conservation Act 2016*, a statement to that effect ,but only if the council has been notified of the existence of the agreement by the Biodiversity Conservation Trust.

No, Council has not been notified that the land is a biodiversity stewardship site.

Note. Biodiversity stewardship agreements include biobanking agreements under the *Threatened Species Conservation Act 1995*, Part 7A that are taken to be biodiversity stewardship agreements under the *Biodiversity Conservation Act 2016*, Part 5.

17. Biodiversity certified land

If the land is biodiversity certified land under Part 8 of the *Biodiversity Conservation Act 2016*, a statement to that effect.

No, Council has not been notified that the land is biodiversity certified land.

Note. Biodiversity certified land includes land certified under the *Threatened Species Conservation Act 1995*, Part 7AA that is taken to be certified under the *Biodiversity Conservation Act 2016*, Part 8.

18. Orders under *Trees (Disputes Between Neighbours) Act 2006*

Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the council has been notified of the order).

The land is NOT affected by an order under the Trees (Dispute Between Neighbours) Act 2006 (of which Council is aware).

19. Annual charges under *Local Government Act 1993* for coastal protection services that relate to existing coastal protection works

If the *Coastal Management Act 2016* applies to the council, whether the owner, or a previous owner, of the land has given written consent to the land being subject to annual charges under the *Local Government Act 1993*, section 496B, for coastal protection services that relate to existing coastal protection works.

No, the land is not subject to annual charges under section 496B of the *Local Government Act 1993* for coastal protection services relating to existing coastal protection works to which the owner (or any previous owner) of the land has consented.

Note. "existing coastal protection works" are works to reduce the impact of coastal hazards on land (such as seawalls, revetments, groynes and beach nourishment) that existed before the commencement of section 553B of the *Local Government Act 1993*.

20. Western Sydney Aerotropolis

Not applicable to the Port Stephens Local Government Area.

21. Development consent conditions for seniors housing

If *State Environmental Planning Policy (Housing) 2021*, Chapter 3, Part 5 applies to the land, any conditions of a development consent granted after 11 October 2007 in relation to the land that are of the kind set out in that Policy, section 88(2).

Council is unable to provide site-specific information on any conditions of a development consent granted after 11 October 2007 in relation to Clause 88(2) of the *State Environmental Planning Policy (Housing) 2021*, that may apply to the land.

22. Site compatibility certificates and development consent conditions for affordable rental housing

(1) Whether there is a current site compatibility certificate under *State Environmental Planning Policy (Housing) 2021*, or a former site compatibility certificate (of which Council ia aware) in relation to proposed development on the land.

Council is not aware of a current site compatibility certificate issued under *State Environmental Planning Policy (Housing) 2021*.

(2) If State *Environmental Planning Policy (Housing) 2021*, Chapter 2, Part 2, Division 1 or 5 applies to the land, a statement setting out terms of a kind referred to in the Policy, clause 21(1) or 40(1).

The land is not affected by any terms of a kind (of which Council is aware) referred to in Chapter 2, Part 2, Division 1 or clause 21(1) or 40(1) of *State Environmental Planning Policy (Housing) 2021* in respect of development on the land.

Additional matters

Note. The following matters are prescribed by section 59 (2) of the Contaminated Land Management Act 1997 as additional matters to be specified in a planning certificate:

(a) Whether or not the land to which the certificate relates is significantly contaminated land within the meaning of that Act.
(b) Whether or not the land to which the certificate relates is subject to a management order within the meaning of that Act.
(c) Whether or not the land to which the certificate relates is the subject of an approved voluntary management proposal within the meaning of the Act.
(d) Whether or not the land to which this certificate relates is subject to an ongoing maintenance order within the meaning of that Act.
(e) Whether or not the land to which the certificate relates is the subject of a site audit statement within the meaning of that Act – if a copy of such statement has been provided at any time to the local authority issuing the certificate.

There are no prescribed matters under section 59(2) of the Contaminated Land Management Act 1997 to be disclosed.

PART B: INFORMATION PROVIDED UNDER SECTION 10.7(5)

This information is provided in accordance with section 10.7(5) of the *Environmental Planning and Assessment Act 1979*. Section 10.7(6) states that Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5) of the Act. If this information is to be relied upon, it should be independently checked.

Heritage
Port Stephens Council must take into consideration the likely effect of proposed development on the heritage significance of a heritage item, heritage conservation area, archaeological site or potential archaeological site, and on its setting, when determining an application for consent to carry out development on land in its vicinity. Please contact Council's Development Assessment and Compliance Section by telephoning 49880255.

Aboriginal Archaeology
When determining a development application on known or potential archaeological sites of both Aboriginal and non-Aboriginal heritage significance, Port Stephens Council must consider an assessment of how the proposed development would affect the conservation of the site and any relic known or reasonably likely to be located at the site. Please contact Council's Development Assessment and Compliance Section on 49880255 for more information.

Aircraft Noise

All areas of the Port Stephens Local Government area may be affected by aircraft noise from time to time. RAAF Base Williamtown – Newcastle Airport and Salt Ash Air Weapons Range are located within the Port Stephens Local Government Area. Further information can be obtained from the Commonwealth Department of Defence website and from the Port Stephens Council Strategy and Environment Section and you are advised to make further enquiries.

Drinking Water Catchment
The land, or part thereof, is located within a drinking water catchment area as identified in Port Stephens Local Environmental Plan 2013. The catchment boundary is identified on the Drinking Water Catchment Map in Local Environmental Plan 2013 and clause 7.8 in the Local Environmental Plan 2013 will apply to the land.

Koala Habitat
Parts of the Port Stephens Local government Area are affected by Koala Habitat and subject to the Port Stephens Comprehensive Koala Plan of Management 2002 made under State Environmental Planning Proposal No. 44. Further information can be obtained from Council's Strategy & Environment Section on 49880326 or email plancert@portstephens.nsw.gov.au.

Invasive Species
Parts of the Port Stephens Local Government Area contain plants that pose a risk according to the *Biosecurity Act 2015* which may restrict the use of the land. For further information please contact Council's Strategy & Environment Section on 4988 0326 or email weeds@portstephens.nsw.gov.au

RAAF Base Williamtown PFAS Management Area
The land is within the Williamtown RAAF Base Per- and Poly-Fluoroalkyl Substances (PFAS) Management Area. The Department of Defence is undertaking a long-term environmental investigation and assessment of the Williamtown RAAF Base site and surrounding areas as relates to PFAS contamination.

The NSW Government recommends that residents living inside the Williamtown RAAF Base PFAS Management Area follow precautionary measures to minimise their exposure to PFAS chemicals originating from the RAAF Base. Details of the current precautionary advice is available from the NSW EPA at www.epa.nsw.gov.au or by phoning 131 555.

Wetlands
The land or part thereof, is identified as containing a wetland in Port Stephens Local Environmental Plan 2013. The wetland is identified on the wetland map in Port Stephens Local Environmental Plan 2013 and Clause 7.9 of Local Environmental Plan 2013 and applied to the land.

Coastal Hazards
Coastal Hazards including coastal erosion, tidal inundation, coastal inundation and dune transgression affect parts of the Port Stephens Local Government Area. The land has been identified in the Port Stephens Stage 2 Coastal Hazard Study as having a current or future exposure to a coastal hazard. To further assist in identifying and managing coastal hazards in Coastal Zones Port Stephens Council is preparing a Coastal Management Program. Further information on the Port Stephens Coastal Management Program can be obtained on Council's website or from Council's Strategy and Environment Section on 4988 0255 or email cmp@portstephens.nsw.gov.au.

Development consents relating to the land
Please contact Customer Relations on (02) 4988 0255, for any enquiries regarding development consent over the land in the past 5 years.

Issued by Port Stephens Council Development Services Group,
on behalf of **Tim Crosdale, General Manager**

9.7 Appendix G – Technical Reports

The following technical reports have been prepared and submitted to support this SSD application These have been provided as separate documents with the NSW Major Projects portal.

Table 38 Appendix Reference Table

Appendix	Document	Consultant	Revision	Date
G1	Estimated Development Cost Report	Muller Partnership	3	27/06/2024
G2	Architectural Plans	EJE Architecture	Various	30/05/2024
G3	BDAR Wavier	Department of Climate Change, Energy, the Environment, and Water	-	08/04/2024
G4	Air Quality Impact Assessment	AECOM	1	28/05/2024
G5	Infrastructure Delivery, Management and Staging Plan Report	NDY Group	4.0	03/05/2024
G6	Preliminary Contamination Review	Qualtest	3	23/05/2024
G7	Detailed Site Investigation	Qualtest	1	23/05/2024
G8	Flood Impact and Risk Assessment	Northrop	B	20/05/2024
G9	Bushfire Threat Assessment	Anderson Environment & Planning	01	08/05/224
G10	Design Quality Report	EJE Architecture	E	14/05/2024
G11	Access Report	Purple Apple Access	2	22/04/2024
G12	Civil Engineering Report	ACOR Consultants Pty Ltd	D	24/05/2024
G13	Landscape Documentation	Terras Landscape Architects	G	08/05/2024
G14	Traffic Impact Assessment (TIA)	SECA Solution	04	26/05/2024
G15	Risk Screening Assessment	Riskcon Engineering	0	23/05/2024
G16	Embodied Emissions Materials Form	Muller Partnership	-	-
G17	Noise and Vibration Impact Assessment (NVIA)	NDY Group	7.0	24/06/2024
G18	Construction Waste Management Plan	Elephant Foot	C	29/05/2024
G19	ESD Report	NDY Group	6.0	30/05/2024

Appendix	Document	Consultant	Revision	Date
G20	NABERS Agreement to Rate Contract	The National Australian Built Environment Rating System (NABERS)	-	17/06/2024
G21	Acid Sulfate Soil and Salinity Assessment	Qualtest	1	27/05/2024
G22	BCA Compliance Capability Statement	BM+G	3	29/05/2024
G23	Visual Impact Assessment Report (VIA)	Terras Landscape Architects	E	14/05/2024
G24	Bushfire Emergency Management and Evacuation Plan	Anderson Environment & Planning	01	7/05/2024
G25	Aboriginal Cultural Heritage Assessment Report	NGH Pty Ltd	Final v2.0	30/10/2023
G26	Operational Waste Management Plan	Elephant Foot	D	29/05/2024
G27	Social Impact Assessment	Barr Planning	Final	28/05/2024
G28	Preliminary Economic Impact Assessment	Morrison Low	3.0	28/05/2024