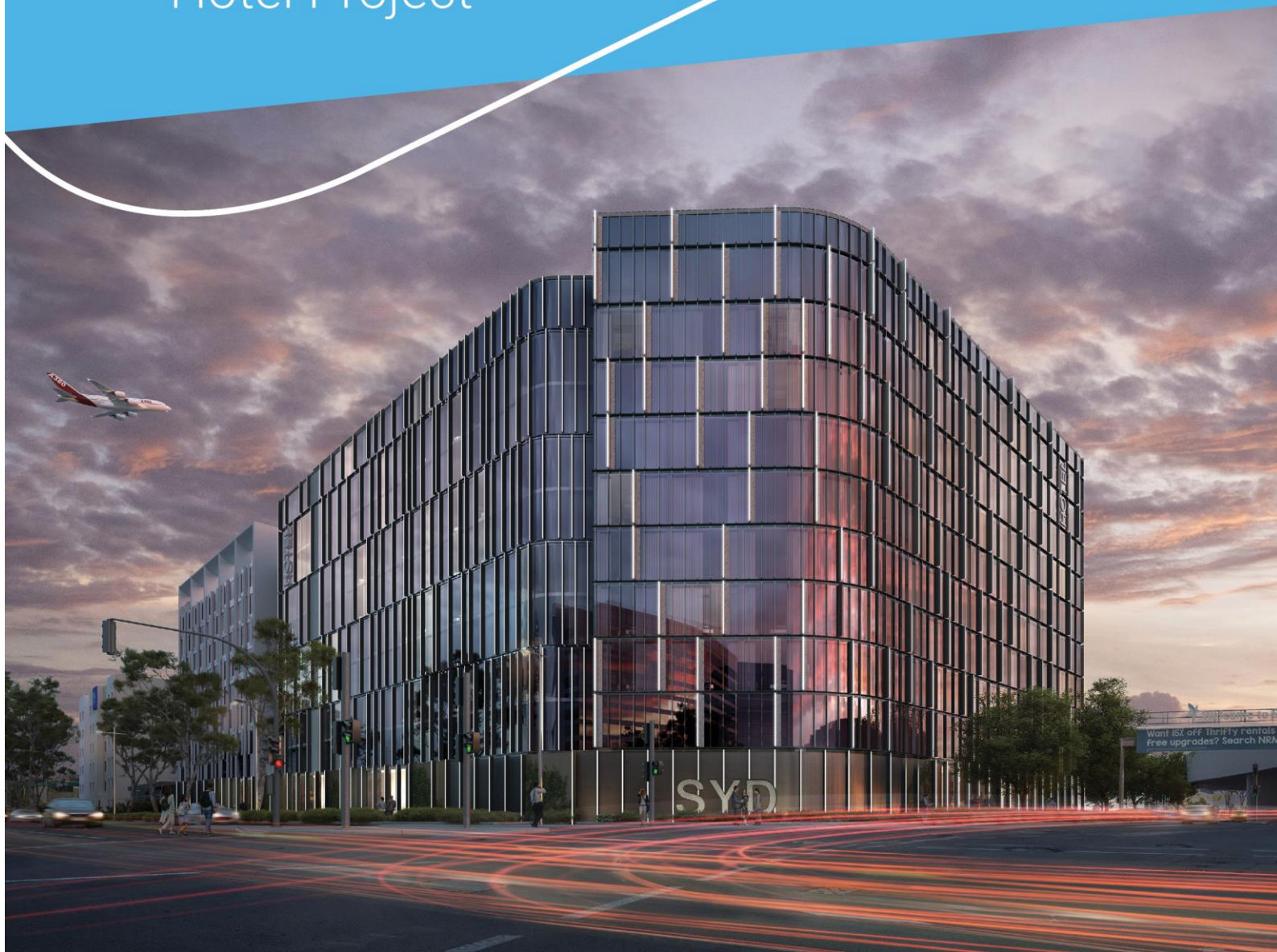


# SYD

## Sydney Airport

Minor Variation to the T2/T3  
Ground Access Solutions and  
Hotel Major Development Plan

Hotel Project



25 June 2021

#### DISCLAIMER

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Sydney Airport would like to thank the contributors to the preparation of this Minor Variation, including the following:

AECOM	Minor Variation preparation and coordination
Arup	Windshear assessment
Roberts Pizzarotti	Hotel project management and design
Scott Carver Architects	Hotel architectural design
Transport & Urban Planning Pty Ltd	Hotel traffic assessment
SLR	Ground-based noise assessment
ERM	Air quality assessment
Zoic Environmental Pty Ltd	Hotel contamination assessment

Cover Image:      Example image of hotel – prepared by Scott Carver (for illustrative purposes only)

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# Abbreviations

Abbreviations	
AD2	Airport Terminal and Support Services Zone
AD3	Airport Logistics and Support Zone
AHD	Australian Height Datum
Airports Act	<i>Airports Act 1996</i>
ATC	Air Traffic Control
BD1	Business Zone
CASA	Civil Aviation Safety Authority
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CO	Carbon monoxide
dB	Decibel
DDA	<i>Disability Discrimination Act 1992</i>
DITRDC	Department of Infrastructure, Transport, Regional Development and Communications
EIS	Environmental Impact Statement
Environment Strategy	Sydney Airport Environment Strategy 2019-2024
EPBC Act	<i>Environment Protection Conservation Biodiversity Act 1999</i>
GTI	Ground Transport Interchange
HMP	Heritage Management Plan
ILS	Instrument Landing System
Km	Kilometre
LEP	Local Environment Plan
LGA	Local Government Area
Master Plan 2033	Sydney Airport Master Plan 2033
Master Plan 2039	Sydney Airport Master Plan 2039
MDP	Major Development Plan
NASF	National Airport Safeguarding Framework
NEMP	National Environmental Management Plan 2020
NML	Noise Management Levels
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Oxides of Nitrogen
NSW	New South Wales

Abbreviations	
OLS	Obstacle Limitation Surface
PANS-OPS	Procedures for Air Navigational Services – Aircraft Operations
PFAS	Per and polyfluoroalkyl substances
PM	Particulate matter
QTA	Quick Turn Around (rental car facility)
SEPP	State Environmental Planning Policy
SIDRA	Signalised & unsignalised Intersection Design and Research Aid (traffic engineering software)
SO <sub>x</sub>	Oxides of sulphur
STA	State Transit Authority
Sydney Gateway EIS & MDP	Sydney Gateway Project – Combined Environmental Impact Statement and Major Development Plan
T1	Terminal 1 (International terminal)
T2	Terminal 2 (Domestic terminal)
T3	Terminal 3 (Domestic terminal – Qantas)
Transport for NSW	Transport for New South Wales (including the former Roads and Maritime Services)
VOC	Volatile organic compounds



# Executive Summary

Sydney Airport is one of Australia's most important and intensely utilised pieces of infrastructure. Sydney Airport's T2/T3 precinct is critical to the ongoing operations of the Airport. The **Sydney Airport T2/T3 Ground Access Solutions and Hotel Major Development Plan** (the original MDP) outlined Sydney Airport's plan to develop and operate ground access solutions and a hotel in the T2/T3 precinct.

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One of the projects identified in the original MDP was the development of a new hotel. Sydney Airport is proposing minor design adjustments to this project, prompted by the proximity of the Sydney Gateway project and likely timing of the approved Ground Transport Interchange (GTI). This Minor Variation to the original MDP (Minor Variation) has been prepared by Sydney Airport, seeking Commonwealth Government approval for adjustments to the location and design of the approved hotel.

Specifically, the hotel is proposed to be relocated from the eastern corner of Seventh Street extension and Qantas Drive (next to the proposed GTI) to 1 Ross Smith Avenue, with associated design adjustments to reduce the number of rooms from around 430 to up to 340. The original MDP project area has also been expanded by approximately 1.0% to adapt to the geometry of the new hotel site.

## Minor variation justification

All projects identified in the original MDP except for three projects had been completed (or substantially completed).

Specifically, this Minor Variation relates only to proposed adjustments to Project 7 (proposed hotel). Any anticipated changes to Project 3 (P1 East redevelopment) and Project 4 (Ground Transport Interchange) from the original MDP are separate from this Minor Variation.

## Overview of the proposal

The original MDP included the development of an upper scale hotel (4 to 5-star hotel) of around 430 rooms immediately north of the approved GTI. The proximity of the Sydney Gateway viaduct, improvement to the amenity and appeal of the hotel, a likely redesign and revised timing of the GTI, and colocation with other Sydney Airport hotels have prompted the decision to relocate the hotel approximately 100 metres to the east of the original site. The hotel will be of a similar quality scale to the approved proposal and will be reduced in size, being up to 340 rooms.

Table E-1 summarises the changes between the approved hotel and the proposed hotel. The proposed hotel is of the same standard and slightly smaller size than the original approved hotel.

Table E-1: Changes to hotel

Description/Element	Original MDP	Minor Variation
Location	Site bounded by the Seventh Street extension, Qantas Drive, Ninth Street and the northern side of the approved GTI	Corner site on the northern side of Ross Smith Avenue east of Sir Reginald Ansett Drive and south of Joyce Drive
Room numbers	430 rooms (approx.)	Up to 340 rooms
Gross Floor Area	27,000 square metres (approx.)	Up to 18,000 square metres
Total Building Height	Not prescribed in MDP	40 metres (approx.)
Number of Levels	11 levels	10 levels
Vehicular access	Via a porte cochere from Ninth Street in conjunction with access arrangements incorporated in the adjacent Ground Transport Interchange	Entry and exit from Ross Smith Avenue (via existing roundabout at junction with Eleventh Street)
Car parks	Satisfied by existing adjacent parking structures	Integrated car parking and vehicle drop-off/pick-up facilities with the adjacent Mantra Hotel. This includes shared use parking of 21 existing at-grade car spaces and valet parking service.
Pedestrian access	Via a porte cochere from Ninth Street in conjunction with access arrangements incorporated in the adjacent Ground Transport Interchange	Walkways along Ross Smith Avenue, Sir Reginald Ansett Drive and Joyce Drive
Uses/activities	Hotel – Food and beverage Flexible/co-working Potential services to include: Landscaping/passive outdoor recreation space Lobby/bar/restaurant Lounges/wellness space	Same uses/activities as the original MDP

## Traffic and transport assessment

The original MDP contained six ground transport infrastructure projects designed to improve access and egress to the T2/T3 precinct. Most of the projects have been implemented and have considerably improved traffic and transport conditions at the T2/T3 precinct.

Transport for New South Wales (Transport) conducted detailed modelling of the surrounding external road network as part of the Sydney Gateway EIS and MDP process. Completion of Sydney Gateway will provide significant benefits for road-based travel to and from the airport:

- The elevated link from Sydney Gateway will reduce travel times and delays by providing direct, free-flowing access to the T2/T3 precinct road network from WestConnex
- Associated improvements to the at-grade intersections at Qantas Drive / Seventh Street and Qantas Drive / Sir Reginald Ansett Drive will significantly reduce delays and queues for non-Sydney Gateway and non-Airport traffic
- Grade separation of access to T2/T3 from Sydney Gateway will reduce the amount of traffic conflicts and improve overall operational efficiency

The adjusted location of the proposed hotel provides the opportunity to integrate access and car parking with the existing adjacent Mantra Hotel.

Master Plan 2039 highlighted Sydney Airport's commitment to improving active transport infrastructure in the airport precincts. As part of the original MDP numerous pedestrian and cyclist improvements were identified in the T2/T3 precinct, many of which have already been implemented.



## Environmental assessment

To determine the environmental issues to be assessed for the Minor Variation, Sydney Airport considered the environmental assessment for the original MDP, the project changes which form the Minor Variation and relevant information from the review of background documents. Only environmental impacts which differ from the original MDP have been considered.

These environmental issues have been identified for assessment:

- Air quality
- Ground-based noise
- Soil, groundwater and contamination
- Visual impacts
- Ecology
- Hazards and risks
- Heritage
- Surface water and flooding.

As part of the environmental assessment for the original MDP, the development was considered not to have significant environmental or ecological impacts. Potential impacts associated with the Minor Variation are consistent or reduced by comparison with the original MDP and no changes to recommended management and mitigation measures are needed.

## Stakeholder consultation

During the public exhibition of the preliminary draft of the original MDP, 126 submissions were received. The top three issues raised were:

- Active transport, particularly ensuring safe access into and out of the T2/T3 precinct and providing end-of-trip facilities for cyclists
- Provision of a bus interchange that will allow the NSW Government to deliver on its longstanding promise to provide additional bus routes to and from the airport
- Provision of a pedestrian corridor, to minimise the travel distance for pedestrians to the T2/T3 terminal frontages, from the GTI and other proposed developments.

After public exhibition and before submission to the Minister for Infrastructure, Transport and Regional Development, the original MDP was altered to address each of these issues. The design changes described in this Minor Variation do not impact these enhancements.

Before submitting this Minor Variation to the Minister for consideration, Sydney Airport placed it on public exhibition and engaged with stakeholders and the community. Sydney Airport has given due regard to any comments and amended the Minor Variation where appropriate.

## 1.1 Overview

Sydney Airport is one of Australia's most important and heavily utilised pieces of infrastructure. It is our primary international and domestic gateway and an essential part of the transportation network connecting Sydney to regional, national and international destinations. The continued growth of Sydney Airport is vital to achieving local and State employment, tourism and development objectives.

Sydney Airport's T2/T3 precinct is critical to the ongoing operations of the Airport. It is planned that this precinct will be expanded to accommodate integrated international, domestic and regional operations. The Sydney Airport T2/T3 Ground Access Solutions and Hotel Major Development Plan (the original MDP) outlined Sydney Airport's plan to develop and operate ground access solutions and a hotel in the T2/T3 precinct. Three projects identified in the original MDP were:

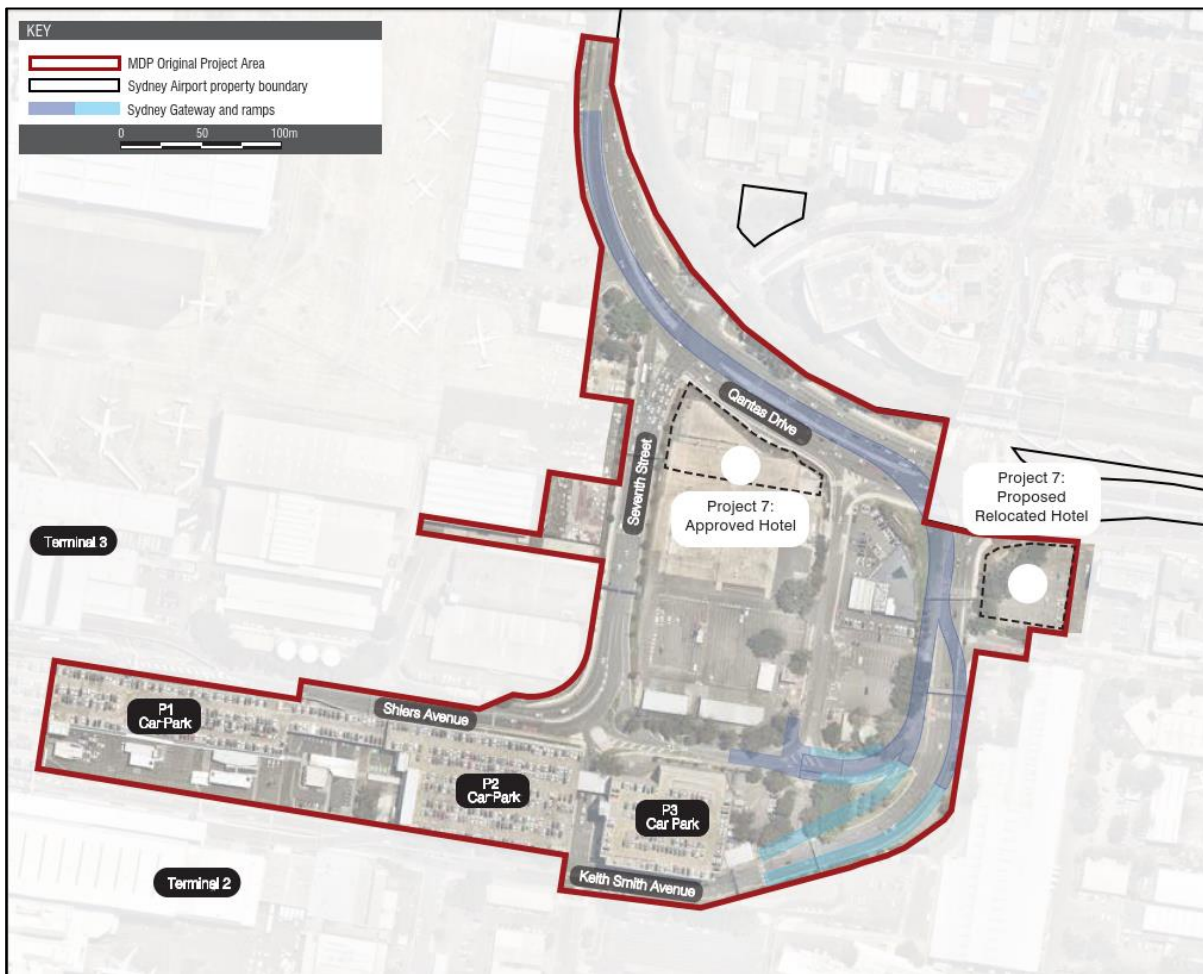
- The development of a modified Ground Transport Interchange (GTI),
- Construction of a new parking station to replace the eastern section of the P1 car park
- A new hotel.

This Minor Variation to the original MDP (Minor Variation) has been prepared by Sydney Airport, seeking Commonwealth Government approval for adjustments to the location and design of the proposed hotel.

The impact of the COVID-19 pandemic on the number of airline passengers passing through Sydney Airport and other airports around Australian and globally has been significant. For the purposes of this Minor Variation, whilst there are government-imposed travel restrictions associated with the pandemic still in place at the time of writing, the Minor Variation has been written based on previously published commercial aviation and vehicle forecasts.

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Figure 1-1: Sydney Airport T2/T3 Precinct showing original MDP boundary



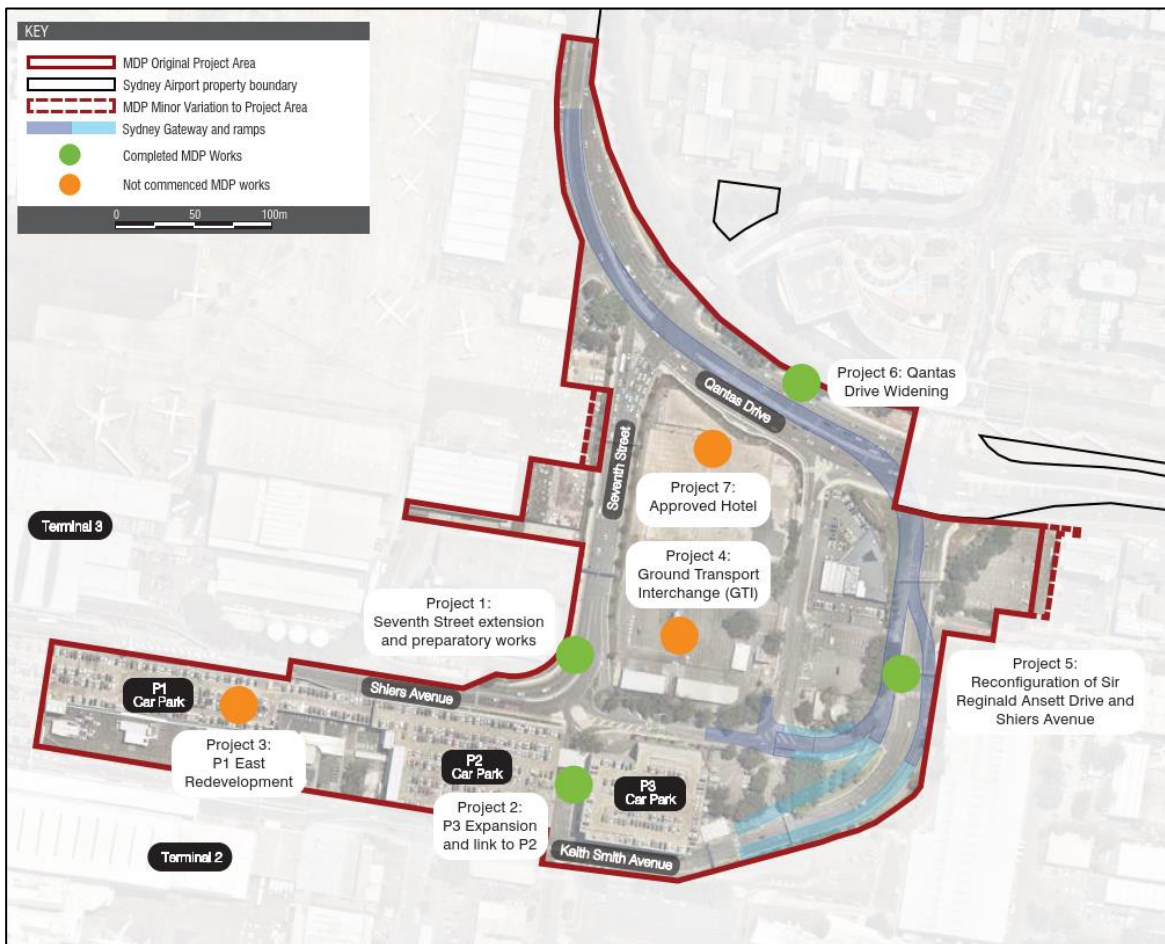
Source: AECOM

## 1.2 MDP background

The original MDP was approved by the former Minister for Infrastructure and Transport on 10 March 2015. The approval was subject to a condition that the development be substantially completed no later than five years after the date of approval, i.e. by 10 March 2020. Figure 1.1 shows the boundary of the original MDP.

On 14 January 2020, the Minister for Infrastructure, Transport and Regional Development approved a two-year extension to the development outlined in the original MDP, which must now be substantially completed by 10 March 2022. The approval was subject to a condition that Sydney Airport prepares a draft Minor Variation, (this document), outlining the design changes to the original MDP. Figure 1-2 and Table 1-1 describes the seven projects from the original MDP. A further extension to the MDP may be sought by Sydney Airport if required.

Figure 1-2: The seven projects from the original MDP



Source: AECOM

Table 1-1: The seven projects from the original MDP

Project	Description
<b>Project 1 - Seventh Street extension and preparatory works</b>	One-way road system in the T2/T3 precinct involving the construction of a new road connecting Shiers Avenue to Qantas Drive (including enabling works such as a reconfigured intersection and change of direction for the south-western section of Robey Street to one-way northbound) and reconfiguration of Sir Reginald Ansett Drive to provide one-way entry southbound to the precinct from Joyce and Qantas drives (includes a recommendation for a one-way southbound reconfiguration of O'Riordan Street south of the Robey Street intersection).
<b>Project 2 - P3 expansion and link to P2</b>	Construction of three additional floors for P3 and a bridge to P2 which would provide about 350 more bays and increase pedestrian and vehicle connectivity
<b>Project 3 - P1 East redevelopment</b>	Construction of a new parking structure to replace the eastern section of P1 which would provide parking for about 1,250 vehicles, an above-ground pedestrian corridor with assisted bi-directional walkways and end of trip facilities for cyclists.
<b>Project 4 - Ground Transport Interchange</b>	Development of a multi-level Ground Transport Interchange that includes: <ul style="list-style-type: none"> <li>• Bus and coach facility (including for public bus services operated by the NSW Government)</li> <li>• Multi-modal parking and storage for about 4,000 vehicles</li> <li>• Access to and from the new one-way road system and Ninth Street</li> <li>• Quick turnaround facility for rental cars</li> <li>• Dedicated pedestrian path through P2 and P3 to the GTI</li> <li>• End of trip facilities for cyclists</li> </ul>
<b>Project 5 - Reconfiguration of Sir Reginald Ansett Drive and Shiers Avenue</b>	Reconfiguration of Sir Reginald Ansett Drive and Shiers Avenue to one-way roads to facilitate access to the T2/T3 precinct and new GTI. New taxi holding area and taxi underpass.
<b>Project 6 - Qantas Drive</b>	Widening Qantas Drive between Robey and O'Riordan streets to three lanes in both directions and associated turning lanes.
<b>Project 7 - Proposed hotel</b>	430 room, 4 to 5-star hotel on the site bounded by the Seventh Street extension, Qantas Drive, Ninth Street and the northern side of the proposed GTI.

When the NSW Government announced the Sydney Gateway project in September 2018, all projects identified in the original MDP, except for Projects 3, 4 and 7 had been completed (or substantially completed).

Sydney Gateway will pass through Sydney Airport land to the north and create direct motorway access to the T1 and T2/T3 terminal precincts. In addition, it is proposed that the entrance to the T2/T3 precinct is will be significantly enhanced by a new dedicated flyover from Qantas Drive to the front door of the terminals. The impacts of Sydney Gateway, along with changes in passenger forecasts expressed in the **Sydney Airport Master Plan 2039** (Master Plan 2039), will require amendments to the original MDP for Projects 3, 4 and 7.

### 1.3 Overview of proposed changes to the MDP

This Minor Variation relates to proposed adjustments to Project 7 (proposed hotel) from the original MDP. These adjustments are primarily driven by the proximity of the Sydney Gateway project, improvement to the amenity and appeal of the hotel, the likely redesign and revised timing of the GTI, and colocation with other Sydney Airport hotels.

Specifically, these adjustments include modifying the location of the hotel from the eastern corner of Seventh Street extension and Qantas Drive to No.1 Ross Smith Avenue and reducing the number of rooms from around 430 to up to 340.

Any proposed changes to Project 3 (P1 East redevelopment) and Project 4 (Ground Transport Interchange) are separate from this Minor Variation.

### 1.4 Structure of the Minor Variation MDP

This document is structured as follows:

Part	Chapter	Description
<b>Part A: Context</b>	2 – Project Justification	Details the need for the proposed changes
	3 – Proposed Development	Outlines proposed design changes to the projects
	4 – Legislation and Policy Context	Describes the legislation, planning instruments and strategic policies of relevance to the development
<b>Part B: Hotel Project</b>	5 – Project Description	Provides a description of the design of the hotel
	6 – Traffic and Transport Assessment	Assesses the impact of the hotel on traffic and transport
	7 – Environmental Assessment	Assesses the likely environmental impacts caused by the hotel
	8 – Aviation Safety Assessment	Assesses the impact of the hotel in relation to aviation safety
	9 – Project Staging	Describes the construction methodology and program
	10 – Complementary Works	Presents cumulative impacts of on and off-airport projects
	11 – Community and Stakeholder Engagement	Details the community and stakeholder engagement process to date and the approach to engaging about the proposed changes
<b>Part C: Appendices</b>	A – Development Plans	Hotel Plans
	B – Consistency with the Airports Act 1996	Assessment of the Minor Variation against the requirements of the Airports Act.

# Part A

## Context





## 2.1 Minor variation justification

The design changes explained in this Minor Variation are in response to the final design of the approved Sydney Gateway project. When the original MDP was approved, the Sydney Gateway project had not been announced. The new road will enter the T2/T3 precinct within the project area of the original MDP.

If the hotel detailed in the original MDP (approved hotel) were to remain in the same location, the Sydney Gateway viaduct would detract from the approved hotel, reducing its prominence as a precinct landmark. This would also erode much of the amenity and appeal for hotel guests and require changes to precinct access. As a result of these impacts, Sydney Airport has reconsidered the location and design of the hotel. The new hotel is proposed to be approximately 100 metres east of its approved location.

The original MDP was based on the **Sydney Airport Master Plan 2033** (Master Plan 2033). Since the preparation of the original MDP, Sydney Airport has received approval for its new Master Plan 2039.

Master Plan 2039 recognised the approved hotel adjacent the proposed GTI (as approved in the original MDP), additional hotel sites covering a range of product offerings within the T2/T3 precinct, as well as the Sydney Gateway project.

This Minor Variation is required as the minor changes are mainly triggered by the proximity of the Sydney Gateway viaduct (announced after the original MDP), improvement to the amenity and appeal of the hotel, a likely redesign and revised timing of the GTI, and colocation with other Sydney Airport hotels. The minor changes align with Master Plan 2039.

## 2.2 Consistency with the original MDP's objectives

Section 1.2 of the original MDP listed Sydney Airport's objectives for the proposed T2/T3 Ground Access Solutions and Hotel project. Table 2-1 lists these objectives and explains how this Minor Variation aligns with them.

Table 2-1: Alignment of the original MDP project objectives to the Minor Variation

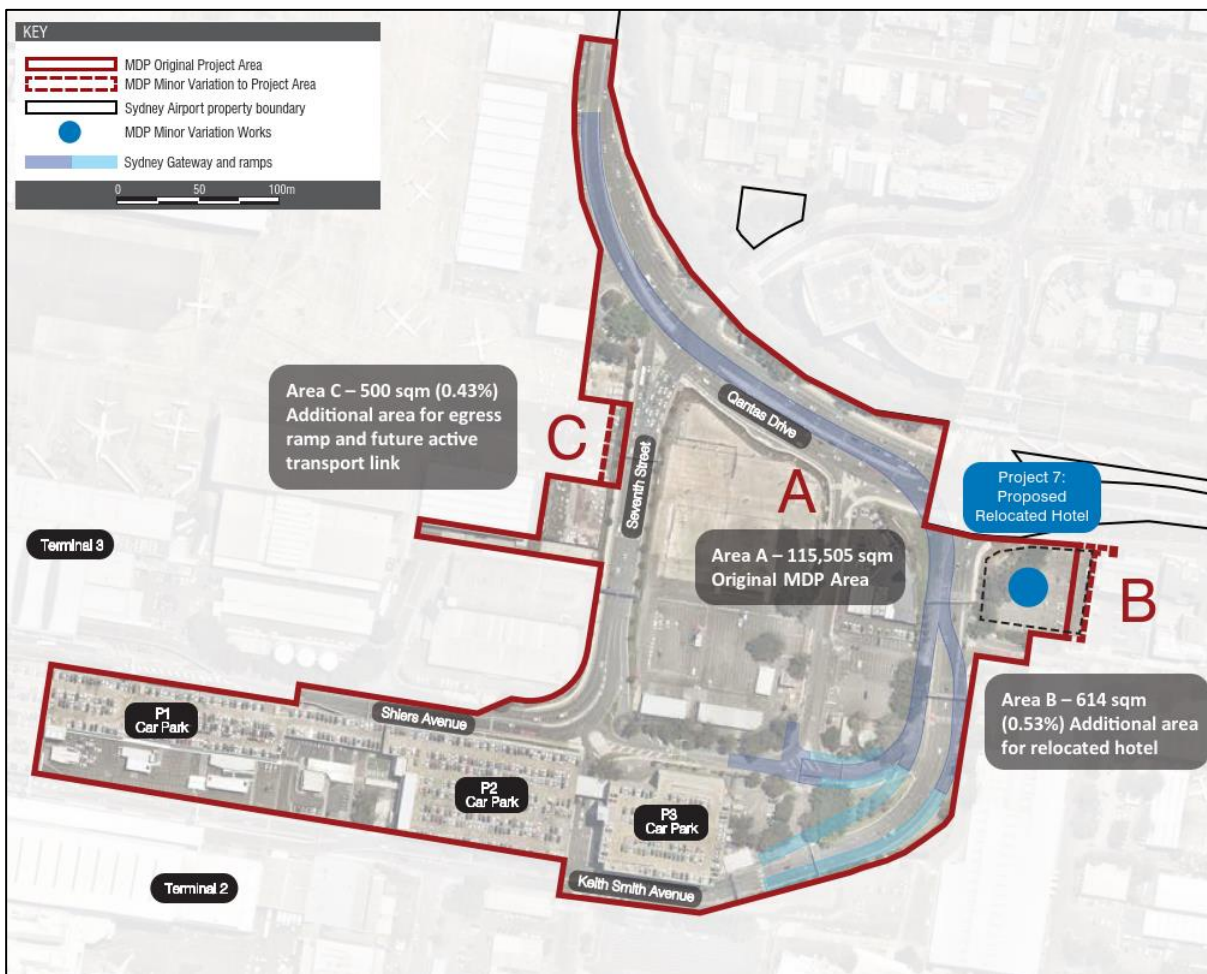
Original MDP project objectives	Minor Variation alignment with original MDP project objectives
<ul style="list-style-type: none"> <li>• Increase the vehicle capacity of the airport to cater for the increasing forecasted growth in passengers</li> </ul>	<ul style="list-style-type: none"> <li>• The relocation and redesign of the hotel does not impact on the vehicle capacity of the airport</li> <li>• The GTI and the P1 East redevelopment (subject to separate approval processes) will likely be redesigned to reflect the changes in passenger forecasts and expected changes in demand for on-site car parking and taxi holding facilities</li> </ul>
<ul style="list-style-type: none"> <li>• To improve the level of service and safety for: <ul style="list-style-type: none"> <li>– Public transport and road users travelling to and from the airport by developing a one-way roadway system within and beyond the T2/T3 precinct</li> <li>– Pedestrians and cyclists by providing appropriate pathways and corridors into and through the precinct</li> <li>– Vehicles accessing and using the T2/T3 parking facilities</li> <li>– General commuter and Port Botany peak traffic that use the roads surrounding the airport</li> <li>– Nearby sections of the arterial road network operated by the RMS directly serving the T2/T3 precinct</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The relocation and redesign of the hotel does not impact on the level of service and safety for public transport, road users and pedestrians/cyclists to and around the airport, or general commuters using the roads surrounding the airport</li> <li>• Reflecting the road transport improvements as a result of Sydney Gateway, the likely revised design and timing of the GTI and the P1 East redevelopment (subject to a separate approval process) will seek to improve the level of service and safety for vehicles entering and exiting the precinct, for improvements to public transport access and active transport options to the airport, and for improved connections within the precinct</li> </ul>
<ul style="list-style-type: none"> <li>• Encourage the use of public transport by providing a Ground Transport Interchange that caters for the additional public bus services to the airport that have been announced by the NSW Government</li> </ul>	<ul style="list-style-type: none"> <li>• The relocation and redesign of the hotel does not impact on the objective to encourage the use of public transport to the airport</li> <li>• As part of the approved MDP, the GTI function will be retained, including public bus services operated by the NSW Government which will continue to be enhanced and facilitated</li> </ul>
<ul style="list-style-type: none"> <li>• Encourage bicycle use through the provision of shared pathways and end of trip facilities near the terminals</li> </ul>	<ul style="list-style-type: none"> <li>• The relocation and redesign of the hotel does not impact on the objective to encourage bicycle use to the airport</li> <li>• As part of the approved MDP, end of trip bicycle facilities and shared pathway arrangements will be incorporated</li> </ul>
<ul style="list-style-type: none"> <li>• Increase parking provision for airport users</li> </ul>	<ul style="list-style-type: none"> <li>• The relocation and redesign of the hotel provides limited on-site vehicle parking, integrated with existing adjacent hotels</li> <li>• The likely revised GTI (subject to a separate approval process) will provide around 2,800 parking spaces, assisting in meeting the forecast parking demands for airport users</li> </ul>
<ul style="list-style-type: none"> <li>• Improve the pedestrian experience and convenience between the Ground Transport Interchange, the car parks and the terminals</li> </ul>	<ul style="list-style-type: none"> <li>• The relocation and redesign of the hotel allows for the likely revised design of the GTI (subject to a separate approval process), which will provide improved pedestrian access to adjacent car parks and the terminals</li> </ul>
<ul style="list-style-type: none"> <li>• Improve the T2/T3 precinct passenger convenience by providing a hotel with associated services</li> </ul>	<ul style="list-style-type: none"> <li>• The Minor Variation retains the proposal to develop a new hotel with associated services, to improve the T2/T3 passenger convenience. The hotel has been relocated because of the proximity of the Sydney Gateway viaduct, improvement to the amenity and appeal of the hotel, a likely redesign and revised timing of the GTI, and colocation with other Sydney Airport hotels</li> </ul>

### 3.1 Overview

This Minor Variation relates only to Project 7 (proposed hotel).

The original MDP included the development of a 4 to 5-star hotel immediately north of the approved GTI. If the hotel detailed in the original MDP (approved hotel) were to remain in the same location, the Sydney Gateway viaduct would detract from the approved hotel, reducing its prominence as a precinct landmark. This would also erode much of the amenity and appeal for hotel guests and require changes to precinct access. Sydney Airport has reconsidered the location and design of the hotel. This has resulted in a minor increase in the area covered by the original MDP (see Figure 3-1). The new hotel detailed in this Minor Variation (proposed hotel) will be approximately 100 metres east of its approved location. The scale and design of the hotel has also been reviewed. The site of the approved hotel immediately north of the GTI is currently intended to remain vacant.

Figure 3-1: Variation MDP boundary showing GTI and hotel projects



Source: AECOM

### 3.2 Summary of changes

Table 3-2 summarises the changes between the approved hotel and the proposed hotel. While in a different location and smaller in scale than the approved hotel, the proposed hotel will be of a similar standard (4 to 5-star hotel).

Table 3-2: Changes to hotel

Description/Element	Original MDP	Minor Variation
Location	Site bounded by the Seventh Street extension, Qantas Drive, Ninth Street and the northern side of the approved GTI	Corner site on the northern side of Ross Smith Avenue east of Sir Reginald Ansett Drive and south of Joyce Drive
Room numbers	430 rooms (approx.)	Up to 340 rooms
Gross Floor Area	27,000 square metres (approx.)	Up to 18,000 square metres
Total Building Height	Not prescribed in MDP	40 metres (approx.)
Number of Levels	11 levels	10 levels
Vehicular access	Via a porte cochere from Ninth Street in conjunction with access arrangements incorporated in the adjacent Ground Transport Interchange	Entry and exit from Ross Smith Avenue (via existing roundabout at junction with Eleventh Street)
Car parks	Satisfied by adjacent parking structures	Integrated car parking and vehicle drop-off/pick-up facilities with the adjacent Mantra Hotel. This includes shared use parking of 21 existing at-grade car spaces and valet / remote parking service
Pedestrian access	Via a porte cochere from Ninth Street in conjunction with access arrangements incorporated in the adjacent Ground Transport Interchange	Walkways along Ross Smith Avenue, Sir Reginald Ansett Drive and Joyce Drive
Uses/activities	Hotel – Food and beverage Flexible/co-working Potential services to include: <ul style="list-style-type: none"> <li>Landscaping/passive outdoor recreation space</li> <li>Lobby/bar/restaurant</li> <li>Lounges/wellness space</li> </ul>	Same uses/activities as the original MDP

### 3.3 Relationship with Project 3 (P1 East Redevelopment)

Project 3 involves the construction of a new parking structure to replace the eastern structure of P1 (see Figure 1-2). The project will provide around 1,250 more parking spaces, an above-ground pedestrian corridor and end of trip facilities for cyclists.

Sydney Airport is assessing the current requirements of Project 3 and the relevant interdependencies prior to further discussions with the Commonwealth Government.

### 3.4 Relationship with Project 4 (Ground Transport Interchange)

Project 4 involves the construction of a new Ground Transport Interchange (GTI) (see Figure 1-2). The approved MDP proposed a GTI on the site bounded by Ninth Street, Shiers Avenue and Seventh Street extension, accommodating up to 4,000 parking spaces and bus and coach drop-off/pick-up facilities.

Sydney Airport is assessing the current design and timing of Project 4 and the relevant interdependencies.

## 4.1 Overview

The original MDP was approved on 10 March 2015. On 14 January 2020, the Minister for Infrastructure, Transport and Regional Development approved a two-year extension to the development outlined in the original MDP, which must now be substantially completed by 10 March 2022.

Chapter 10 of the original MDP provided a detailed assessment of the proposed developments, statutory approvals and policy context. Since approval of the original MDP, Master Plan 2039 and the associated **Sydney Airport Environment Strategy 2019-2024** (Environment Strategy) have been approved. There have also been changes to the strategic and local context in which the Airport operates, with updates to various Greater Sydney strategies and State and local environmental planning policies.

This section of the Minor Variation addresses the consistency of the proposed development with Commonwealth legislation, State and local environmental planning policies, the updated Master Plan 2039 and associated Environment Strategy, along with consistency with the original MDP.

## 4.2 Consistency with Commonwealth Legislation

The original MDP demonstrated consistency with Commonwealth legislation, including the *Airports Act 1996* (Airports Act) and the *Environment Protection Conservation Biodiversity Act 1999* (EPBC Act).

Section 95 of the Airports Act relates to 'Minor variation of major development plans', allowing the Minister to consider and approve a variation to an approved MDP – provided such a variation is of a minor nature.

Chapter 1.0 of this report highlights that the scope of this Minor Variation relates only to Project 7 (proposed hotel), one of seven projects approved in the original MDP. Most of the projects identified in the original MDP have been completed or substantially completed.

For those developments in the original MDP that have not yet been commenced, particularly Project 3 (P1 East Redevelopment) and Project 4 (Ground Transport Interchange), there are sound reasons why their original design may need to be varied. Those variations are separate from this Minor Variation and are the subject of ongoing design considerations and discussions with the Commonwealth Government.

Appendix B assesses in detail the consistency of this Minor Variation with the requirements of the Airports Act.

As the Airport is situated on Commonwealth land, it is subject to the provisions of the EPBC Act. Consistent with the original MDP, the proposed Minor Variation does not affect any matters of national environmental significance.

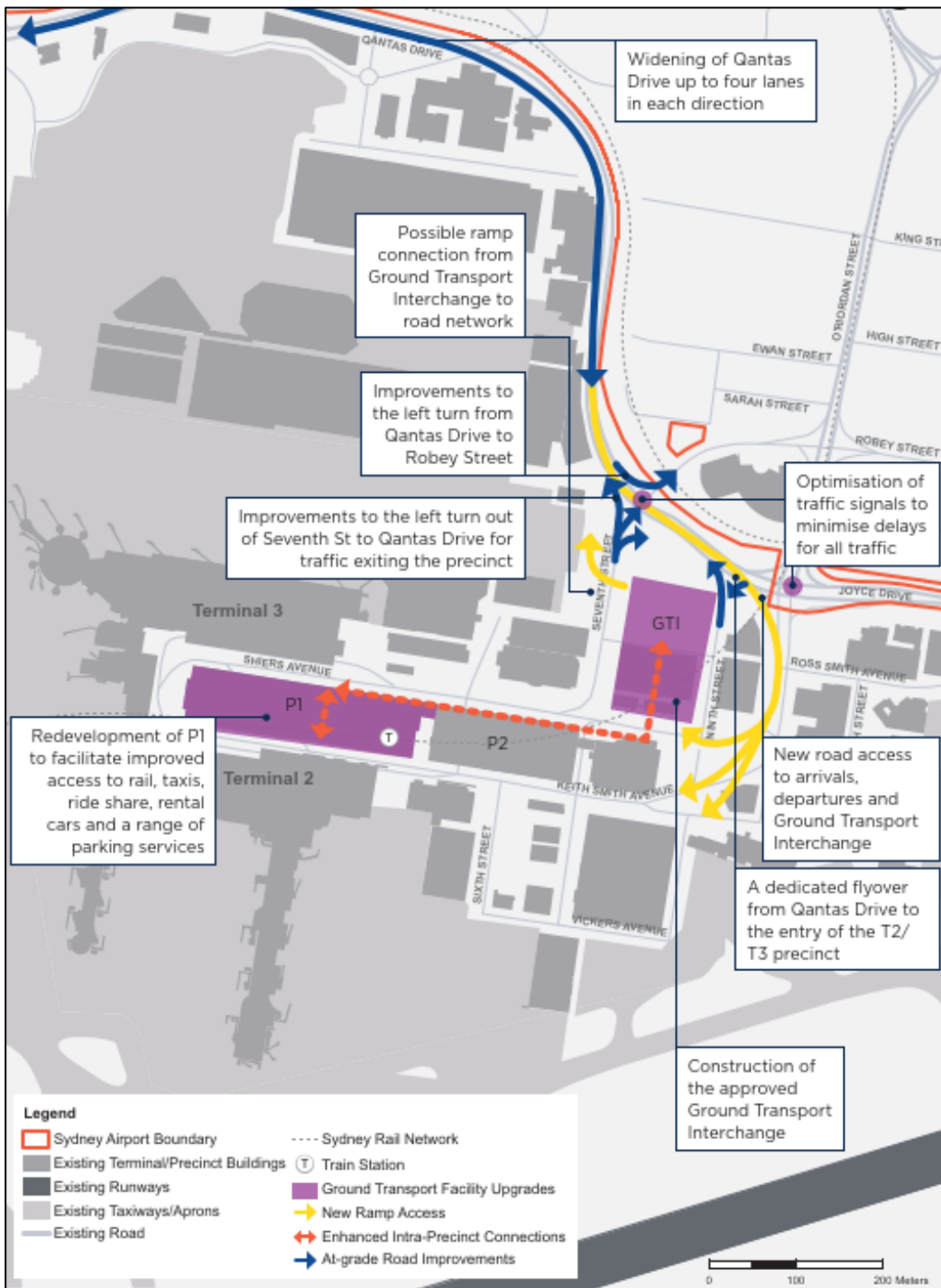
### 4.3 Consistency with the Sydney Airport Master Plan 2039

The original MDP was assessed against Master Plan 2033. Since the preparation of the original MDP, Master Plan 2039 has been approved. While there is general consistency between these master plans, the following elements are highlighted in relation to the original MDP and this Minor Variation:

- Air Traffic Forecasts – Passenger forecasts have reduced since Master Plan 2033. Master Plan 2039 forecasts 65.6 million passengers in 2039. In contrast, Master Plan 2033 forecast 74.3 million passengers in 2033
- Airport Development Plan – Master Plan 2039 highlights the expanded capacity in the North East Sector to create a T2/T3 Integrated Operations Precinct that provides for co-located international, domestic and regional passenger services
- Terminals – Master Plan 2039 identifies several potential passenger facilitation improvements within the T2/T3 precinct along with improvements for departing and arriving passengers to access the terminals from:
  - Existing and new roadways
  - New Ground Transport Interchange
  - Multiple public transport options
- Commercial – North East Sector can accommodate demand for up to 120,000 square metres of floor space (excluding the T2 and T3 terminals) for hotel, office and commercial development. In recognition of this, by 2024, an approved 430 room hotel (Project 7 of the original MDP) was to be developed
  - Ross Smith Avenue, including the site of the relocated hotel was identified in Master Plan 2039 for further hotel accommodation (about 500 to 900 rooms) – in addition to the hotel approved as part of the original MDP
- Ground Transport – the Five-Year Ground Transport Plan for the T2/T3 precinct (see Figure 4-1) reflected the key elements of the original MDP, and included:
  - Details of Sydney Gateway and the proposed connection into the North East Sector
  - Construction of the approved Ground Transport Interchange, providing additional capacity for a range of uses including for public and private bus operations
  - Development of improved pedestrian connectivity and amenity between the Ground Transport Interchange and the two terminals, including through the existing P1, P2 and P3 car parks
  - Redevelopment of P1 to facilitate improved access to rail, taxis, rideshare, rental cars and a range of parking services
  - Improved loading dock facilities for terminal development, which provide ease of access and security
  - Improvements to the current road network particularly at the intersections of Sir Reginald Ansett Drive/O’Riordan Street/Joyce Drive and Seventh Street/Robey Street/Qantas Drive. In particular this will include:
    - » as part of the approved Sydney Gateway connection, a dedicated flyover from Qantas Drive to the entry of the T2/T3 precinct
    - » Improvements to the left turn out of Seventh Street to Qantas Drive (for traffic exiting the precinct)
    - » Optimisation of traffic signal settings to minimise delays for all traffic
  - Continued development of new facilities for vehicle pick-up/drop-off operations



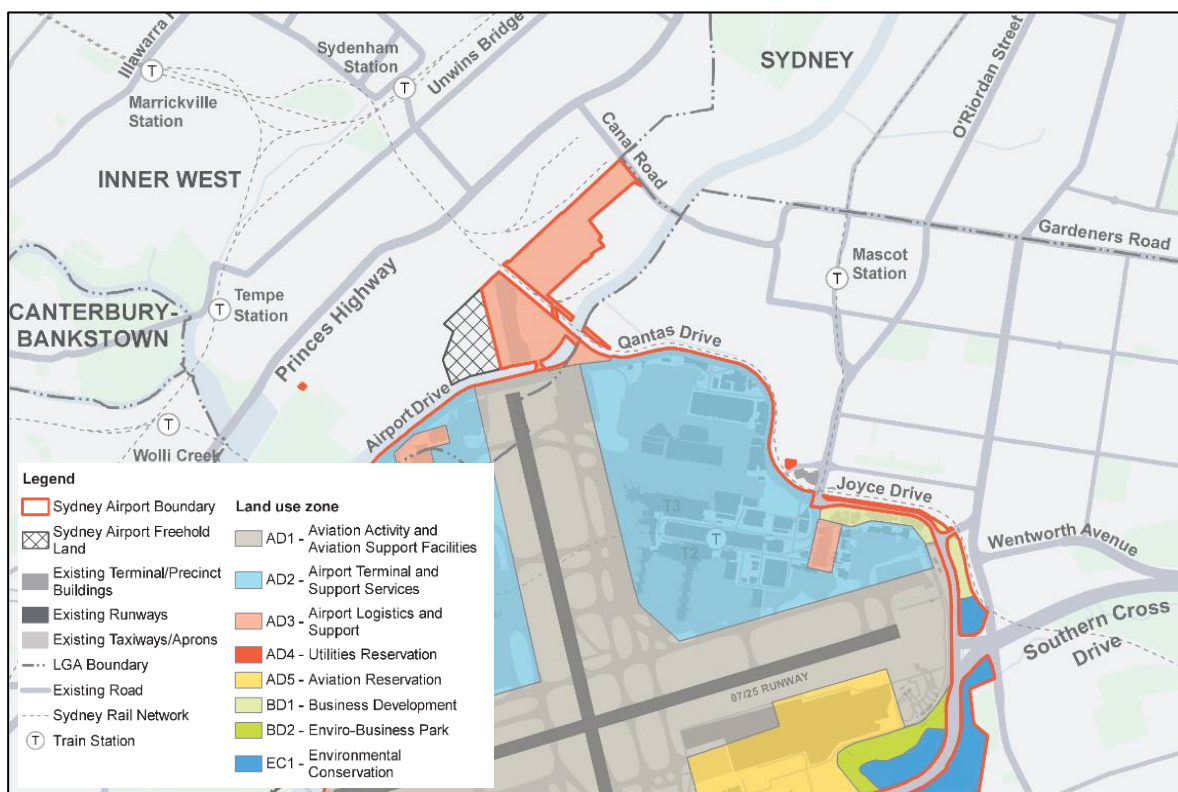
Figure 4-1: Five-Year Ground Transport Plan for T2/T3 (2019-2024)



Source: Sydney Airport Master Plan 2039 – Map 19

- Land Use Plan – the Land Use Plan within the North East Sector (see Figure 4-2) is generally consistent with Master Plan 2033. Aside from the commercial strip of properties between Joyce Drive and Ross Smith Avenue (BD1 – Business Zone) and the adjacent aviation logistics area (AD3 – Airport Logistics and Support Zone), the majority of the North East Sector remains in the AD2 – Airport Terminal and Support Services Zone.
  - The BD1 Zone, in which the proposed Hotel is located, continues to include the following uses as ‘permissible uses with consent’:
    - » Car park
    - » Hotel or motel accommodation
    - » Shop
    - » Restaurant
    - » Tourist or visitor accommodation

Figure 4-2: Sydney Airport Land Use Plan – North East Sector Extract



Source: Sydney Airport Master Plan 2039 – Map 21

- Sustainability – Sydney Airport has embedded sustainability initiatives within Master Plan 2039, recognising the need to achieve sustainable buildings, sustainable transport and movement, along with other environmental initiatives. This includes a commitment to:
  - Achieving a minimum 4-Star Green Star Design and As-Built rating for new developments (subject to tenant and customer requirements)
  - New development designed to be water efficient and include water efficient fittings
  - Incorporation of water sensitive urban design in the development of landside facilities to improve water quality and reduce burden on local infrastructure
  - Commitment to investing in options to improve active transport alternatives across the airport
  - Commitment to working with the NSW Government to increase bus and train services to and from the airport

The Minor Variation remains consistent with Master Plan 2033 and Master Plan 2039.

## 4.4 Consistency with the Sydney Airport Environment Strategy

The original MDP was assessed against the **Sydney Airport Environment Strategy 2014-2019**. Since the preparation of the original MDP, a new Environment Strategy has been approved, the **Sydney Airport Environment Strategy 2019-2024** (Environment Strategy).

As was the case with the original MDP, this Minor Variation:

- Is not assessed to be a development of a kind that is likely to have significant environmental or ecological impact (Section 89(1)(n) of the Airports Act)
- Is not impacting upon any areas of environmental significance, as identified in the Sydney Airport Environment Strategy 2019-2024 (noting that the project is close to the original Keith Smith Avenue roadway – but no changes are proposed to this existing roadway).

The design, construction and operation of the proposed development will be informed by and consistent with the Environmental Action Plans contained in the Environment Strategy.

The Minor Variation continues to deliver the environmental benefits identified in the original MDP, including the incorporation of sustainability measures into the detailed design of the proposed development to improve environmental outcomes.

## 4.5 Consistency with State and Local Environmental Planning Policies

### 4.5.1. State Environmental Plans

Section 10.5.2 of the original MDP provides references to relevant State Environmental Planning policies. In addition, Master Plan 2039 Appendix E4 references additional State Environmental Planning policies of relevance to the Minor Variation.

Such State Environmental Planning policies and the consistency of the Minor Variation are detailed in Table 4.1.

Table 4.1. Minor Variation - Consistency with original MDP

State Environmental Plans	Original MDP – Statement/ Position	Minor Variation – Alignment/ Comment
State Environmental Planning Policy 1 – Development Standards	The purpose of SEPP 1 is to provide more flexibility to development standards. The SEPP allow an authority to approve a non-complying development proposal provided that they can show that the standard is unreasonable or unnecessary.  Sydney Airport has a comprehensive development assessment process pursuant to the aims and objectives of the <i>Airports Act 1996</i> .	The comprehensive development assessment process referenced in the Original MDP has been further developed as part of Master Plan 2039.  Section 4.3 of the Minor Variation assesses the consistency of the Minor Variation with Master Plan 2039.
State Environmental Planning Policy 33 – Hazardous and Offensive Development	SEPP 33 was not referenced in the Original MDP.	SEPP 33 aims to identify potentially hazardous or offensive development and, in determining whether a development is hazardous or offensive industry, requires measures to be employed to reduce the impact of such development.  Any proposed development of a hazardous or offensive nature on Sydney Airport requires development consent. Supporting information may include a hazard analysis prepared in accordance with relevant requirements.
State Environmental Planning Policy 55 – Remediation of Land	The objectives of SEPP 55 include the remediation of contaminated land for the purpose of reducing the risk to human health or another aspect of the environment. Under SEPP 55, a consent authority must not grant consent to a development unless it has considered whether the land is contaminated and whether it is suitable, or can be made suitable, for the proposed use.	Sydney Airport has legislative requirements and internal processes to manage contaminated sites to achieve objectives similar to the aims and objectives of SEPP 55. These objectives are documented in Sydney Airport Environment Strategy 2019-2024.
State Environmental Planning Policy 64 – Advertising and Signage	No reference to SEPP 64 in the Original MDP.	SEPP 64 aims to ensure outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable location, and is of high quality design and finish.  Consistent with the aims of SEPP 64, Sydney Airport considers issues of road safety, amenity, character and finish when assessing proposals for advertisements and signage within the airport.
State Environmental Planning Policy – Infrastructure	The Master Plan 2033 is consistent with the provisions of the infrastructure SEPP insofar as the Master Plan requires both an environmental assessment and accountability regime in requiring consent for all works undertaken on the airport site.	No change to the SEPP relating to Infrastructure, with the exception that Western Sydney Aerotropolis is now identified as one of Australia's most transformational infrastructure projects.

State Environmental Plans	Original MDP – Statement/ Position	Minor Variation – Alignment/ Comment
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	No reference to the SEPP relating to vegetation in non-rural areas in the Original MDP.	<p>The Vegetation in Non-Rural Areas SEPP aims to protect the biodiversity values of trees and other vegetation and preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation.</p> <p>Vegetation at the airport consists predominantly of mown grassed areas with occasional low to open shrubland and woodlands, man-made wetlands and planted native and exotic trees. The Sydney Airport Environment Strategy 2019-2024 identifies two native plant community types occurring on the airport, their location and protection/ management measures.</p> <p>Management of vegetation at the airport is carried out in accordance with DITRDC's land clearing guidelines and the airport's replanting offset program. As part of the five-year biodiversity action plan in the Environment Strategy 2019-2024, Sydney Airport proposes to develop an airport wide vegetation strategy which incorporates biodiversity offsets.</p>

#### 4.5.2. Local Environmental Plans

Since the preparation of the original MDP, Council amalgamations in 2016 have resulted in the Sydney Airport now being located within the Bayside and Inner West local government areas (LGAs), with the North East Sector located within the Bayside LGA.

The Botany Bay LEP 2013 remains as the current relevant zoning provisions for this Sector of the airport, with the airport zoned SP2 Infrastructure (Airport). Such zoning has remained unchanged since the preparation of the original MDP.

The Minor Variation is consistent with the SP2 Infrastructure (Airport) Zone, the objectives of which state:

- To provide for infrastructure and related uses
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

Land uses permitted with consent in this zone include development for the airport or development ordinarily incidental or ancillary to development for the purpose of an airport.

#### 4.5.3. Bayside Local Strategic Planning Statement

The proposed Minor Variation, being the relocation and redesign of the hotel, is consistent with the planning priorities in Bayside Council's Local Strategic Planning Statement.

Other aspects of the original MDP relating to Project 3 (P1 East Redevelopment) and Project 4 (Ground Transport Interchange) are particularly relevant to the following priorities in Bayside Council's Local Strategic Planning Statement:

- Align land use planning and transport infrastructure planning to support the growth of Bayside, including:
  - advocate for an integrated approach to public transport provision
  - new and expanded bus services to the airport
  - provide safe cycling and walking connections to Sydney Airport
- Delivering an integrated land use and a 30-minute city, including:
  - advocate for and work with relevant stakeholders for safe cycling and walking connections to Sydney Airport as outlined in the Greater Sydney Commission's Eastern City District Plan
  - advocate for increased bus routes and frequency of services, including to connect Bondi Junction with Miranda via Sydney Airport
- Protect and grow the international trade gateways, being Sydney Airport and Port Botany
- Support the growth of targeted industry sectors, including investigate opportunities for increasing the tourism sector in Bayside and to leverage on Bayside's location close to Sydney Airport.

The proposed Minor Variation will not impinge on the future achievement of these priorities.

## 4.6 Consistency with MDP

Table 4.2 provides a summary of the alignment of this Minor Variation to the original MDP.

Table 4.2. Minor Variation - Consistency with original MDP

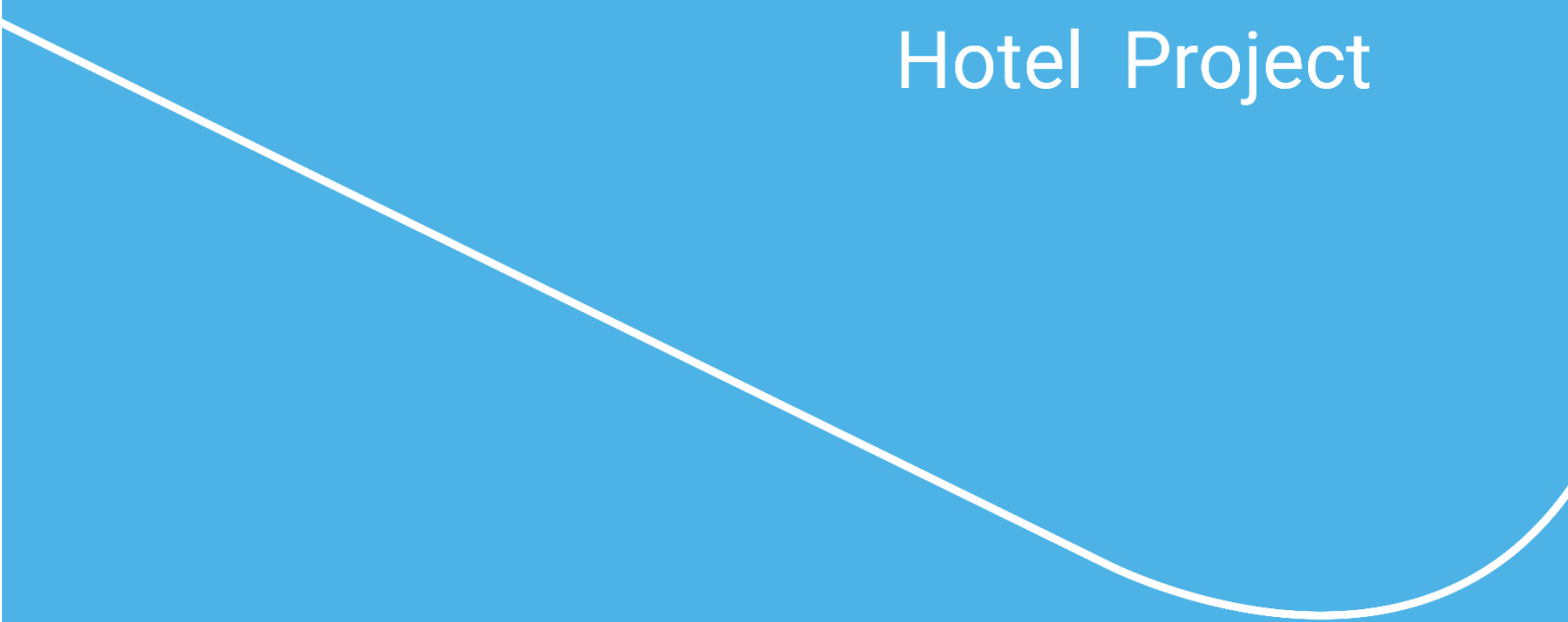
Section of Original MDP	Original MDP – Statement/ Position	Minor Variation – Alignment/ Comment
Executive Summary	<p><b>Overview of the proposal</b></p> <p>Sydney Airport is proposing the staged construction of Ground Access Solutions in the T2/T3 precinct in the north-east of the airport. These improvements are designed to deliver less traffic congestion, smoother traffic flows and more convenience to drivers, pedestrians and cyclists, increasing the precinct's capacity. The proposal also includes a hotel for improved airline passenger convenience.</p>	<p>Minor Variation delivers the proposed hotel for improved airline passenger convenience. The hotel will align with the remaining projects in the original MDP (Projects 3 and 4)</p>
Section 1.2	<p><b>Objectives of the proposed development</b></p> <p>Increase the capacity of the airport to cater for the increasing forecasted growth in passengers</p> <p>To improve the level of service and safety for:</p> <ul style="list-style-type: none"> <li>Public transport and road users travelling to and from the airport by developing a one-way roadway system within and beyond the T2/T3 precinct</li> <li>Pedestrians and cyclists by providing appropriate pathways and corridors into and through the precinct</li> <li>Vehicles accessing and using the T2/T3 parking facilities</li> <li>General commuter and Port Botany peak traffic that use the roads surrounding the airport</li> <li>Nearby sections of the arterial road network operated by the RMS directly serving the T2/T3 precinct</li> <li>Encourage the use of public transport by providing a Ground Transport Interchange that caters for the additional public bus services to the airport that have been announced by the NSW Government</li> <li>Encourage bicycle use through the provision of shared pathways and end of trip facilities near the terminals</li> <li>Increase parking provision for airport users</li> <li>Improve the pedestrian experience and convenience between the Ground Transport Interchange, the car parks and the terminals</li> <li>Improve the T2/T3 precinct passenger convenience by providing a hotel with associated services.</li> </ul>	<p>Overall project objectives remain unchanged</p>
Chapter 2	<p><b>Need for the proposed development and options considered</b></p> <p><i>Hotel Development</i></p> <ul style="list-style-type: none"> <li>Hotel to be located on the airport site and within convenient walking distance to both T2 and T3</li> <li>Preferred site for the hotel identified on the northern side of the Ground Transport Interchange (between the Seventh Street extension, Ninth Street and Qantas Drive)</li> </ul>	<ul style="list-style-type: none"> <li>Hotel has been relocated – primarily due to proximity of the Sydney Gateway viaduct, improvement to the amenity and appeal of the hotel, a likely redesign and revised timing of the GTI, and colocation with other Sydney Airport hotels, but still within convenient walking distance of the T2 and T3 terminals</li> <li>Proposed site of hotel on Ross Smith Avenue previously identified for hotel development</li> </ul>



Section of Original MDP	Original MDP – Statement/ Position	Minor Variation – Alignment/ Comment
Chapter 4	<b>The Proposed Development</b> <i>Hotel Development</i> <ul style="list-style-type: none"> <li>Construction of a 4 to 5 star hotel with approximately 430 rooms on the eastern corner of Seventh Street extension and Qantas Drive</li> </ul>	<ul style="list-style-type: none"> <li>A hotel of up to 340 rooms of a similar standard is proposed on Ross Smith Avenue, approximately 100 metres from the original site</li> <li>The original MDP project area has been expanded by approximately 1.0% to adapt to the geometry of the new hotel site</li> </ul>
Chapter 5	<b>NSW Government Off-Airport Complementary Works</b> Chapter 5 provided an overview of the WestConnex project	<ul style="list-style-type: none"> <li>Minor Variation responds to the detailed design now available for the Sydney Gateway Project</li> </ul>
Chapter 7	<b>Traffic and Transport Assessment</b>	<ul style="list-style-type: none"> <li>See Chapter 6.0</li> </ul>
Chapter 8	<b>Environmental Assessment</b>	<ul style="list-style-type: none"> <li>See Chapter 7.0</li> </ul>
Chapter 9	<b>Economic and Community Assessment</b> Proposed development will meet the needs of its customers and deliver sound passenger experience Proposed development will benefit passengers, airport visitors, local communities and the economy Management of potential or unavoidable construction and operational impacts of the proposed development	<ul style="list-style-type: none"> <li>Minor Variation achieves the same economic and community benefits</li> <li>Potential and unavoidable construction and operational impacts will be managed</li> </ul>

# Part B

## Hotel Project



## 5.1 Overview

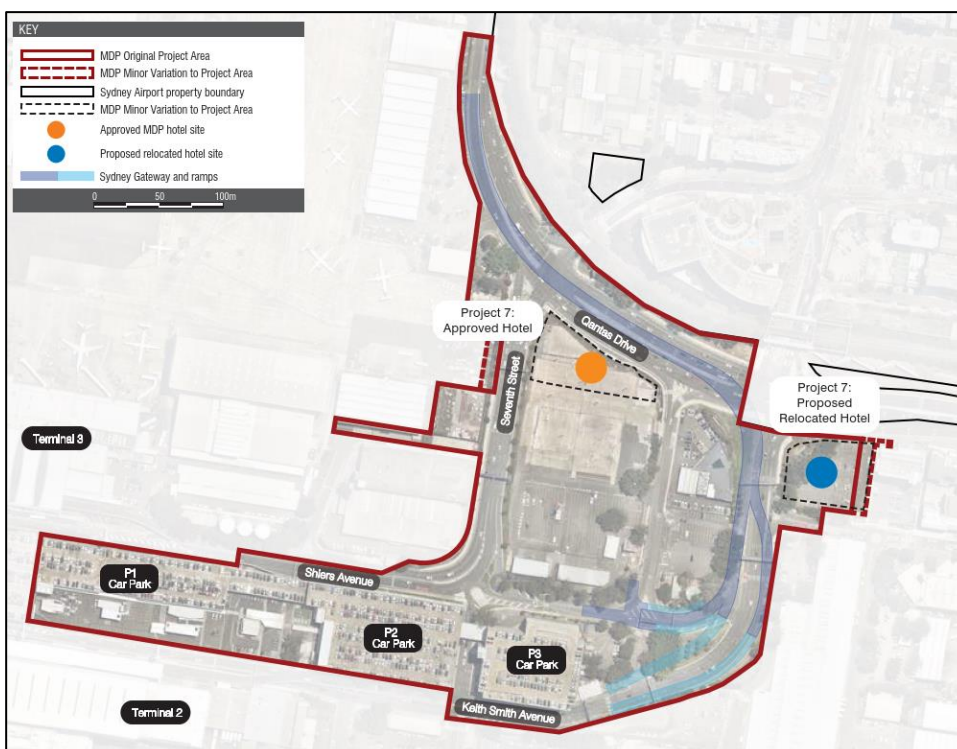
The original MDP included the development of a 4 to 5-star hotel of around 430 rooms immediately north of the approved GTI. This hotel detailed in the original MDP (approved hotel) was to be located on an irregular shaped site bounded by the Seventh Street extension, Qantas Drive, Ninth Street and the northern side of the approved GTI. If the hotel were to remain in the same location, the Sydney Gateway viaduct would detract from the approved hotel, reducing its prominence as a precinct landmark. This would also erode much of the amenity and appeal for hotel guests and require changes to precinct access. As a result, Sydney Airport has reconsidered the location and design of the hotel.

The new hotel detailed in this Minor Variation (proposed hotel) is to be located at 1 Ross Smith Avenue, approximately 100 metres east of its approved location. This has resulted in an approximately 1.0% increase in the area covered by the original MDP. The scale and design of the hotel has also been reviewed, resulting in a hotel of up to 340 rooms of a similar standard to the approved hotel. The site of the approved hotel immediately north of the proposed GTI (Project 4 of the original MDP) is intended to remain vacant at this stage and is available for short-term uses.

The site of the proposed hotel is approximately 3,645 square metres in area and is vacant space, currently used as a temporary car park. The site is immediately west of the existing Mantra and Ibis Budget hotels on the northern side of Ross Smith Avenue. The site has frontages to Joyce Drive, Sir Reginald Ansett Drive, and Ross Smith Avenue, providing easy access to Terminals 2 and 3, the Airport Link train service at Domestic Station and public bus services, all of which are located less than 600 metres to the south-west of the site.

Plans of the proposed hotel are included in Appendix A. Figure 5-1 shows the location and footprint of the proposed hotel, as compared to the approved hotel. Figures 5-2 and 5-3 are rendered images of the proposed hotel and its relationship to the existing hotel precinct.

Figure 5-1: Hotel site footprint (compared with approved hotel)



Source: AECOM

Figure 5-2: Hotel Project Render – Ground Level View



Source: Scott Carver

Figure 5-3: Hotel Project Render – Elevated View



Source: Scott Carver



## 5.2 Design principles

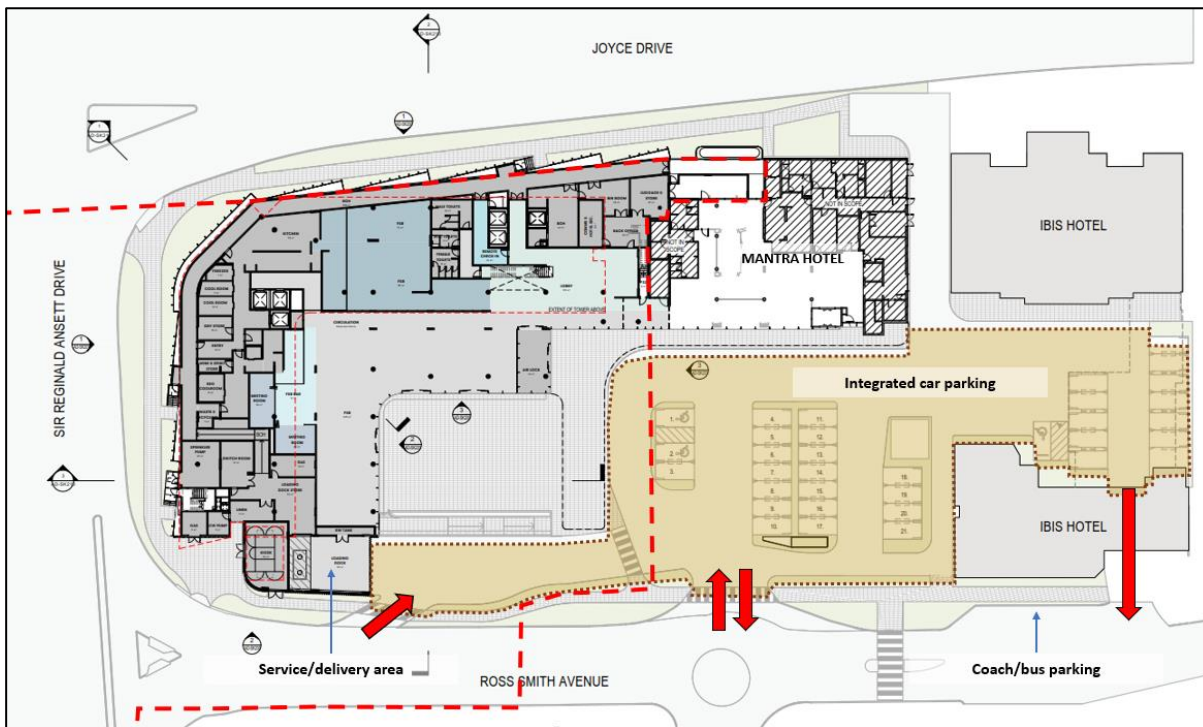
Due to the prominent location of the proposed hotel, its relationship to Terminals 2 and 3, and setting with adjacent existing hotels, the following design principles have been prepared (refer to Table 5-1):

Table 5-1: Design principles for the Hotel

Design principles	Justification
Gateway	Hotel building forms a “Gateway” arrival experience to Sydney Airport, both at ground plane and above the elevated roadway
Arrival experience	Create coach and vehicle drop off zones, clearly define the vehicular entry point and create arrival forecourt
Pedestrian links	Respond to and improve the pedestrian journey, drawing people into the precinct, creating a unified experience for the adjacent buildings
Integration	Position the building for future connection to Mantra Hotel for optimising shared services
Frontage and site anchor	Anchor the corner of the precinct and create a building hierarchy along the streetscape
View hierarchy	Respond to the primary views to the south over the airfield and secondary views to the north towards the Sydney CBD

Figures 5-2 and 5-3 provide an extract from the hotel plans (Appendix A) showing the hotel site plan (ground floor layout) and the hotel elevation/section. (The dashed line in Figure 5-2 reflects the expanded boundary of the original MDP.)

Figure 5-2: Hotel site area (ground floor layout)



Source: Scott Carver and AECOM

Figure 5-3: Hotel elevation (north elevation)



Source: Scott Carver

### 5.3 Design details

The hotel is proposed to be 10 storeys in height, with an overall building height of approximately 40 metres which is below the Airport Obstacle Limitation Surfaces (OLS) in this location.

An integrated double-height ground floor is proposed which extends out into the landscaped forecourt and external courtyard. The ground floor provides lobby and check-in facilities, restaurant and dining facilities. A wellness centre, crew and club lounges, are proposed at the mezzanine level.

The accommodation floors are expected to provide up to 340 rooms varying from standard, premium and *Disability Discrimination Act 1992* (DDA) compliant rooms and suites. Further details of the proposed hotel development are described in Table 5-2.

Table 5-2: Proposed hotel details

Component	Details
Proposed land use	Hotel, food and beverage
Proposal description	Entry Landscaping/passive outdoor recreation space Lobby/bar/restaurant Meeting rooms Lounges/wellness space Up to 340 rooms 10 levels
Project footprint	3,645 square metres (approximate site area), Up to 18,000 square metres gross floor area
Car parking	Integrated car parking and vehicle drop-off/pick-up facilities with the adjacent Mantra Hotel. This includes shared use parking of 21 existing at-grade car spaces and valet parking service.
Vehicular access	Entry and exit from Ross Smith Avenue (via existing roundabout at junction with Eleventh Street)
Building height	Approx. 40 metres AHD
Pedestrian access	Walkways along Ross Smith Avenue, Sir Reginald Ansett Drive and Joyce Drive
Servicing	Service vehicles to access from Ross Smith Avenue, with on-site service vehicle access/parking



## 5.4 Building materials

The materiality of the proposed hotel consists of light, clear glazing, crisp concrete edges, screening features and articulated metal work. The project is expected to offer a palette of natural materials connecting to the aesthetic vision for the future of the Sydney Airport precinct. Table 5-3 outlines the proposed external finishes.

Table 5-3: Proposed external finishes

Component	Details
Paved surfaces and roof areas	<ul style="list-style-type: none"><li>• Paved external paths with colour contracts to allow for the tactile buttons to be contrasted as required</li><li>• Roof and covered walkway designed to allow light into the entry</li><li>• Landscaping elements along the primary gateway façade at Sir Reginald Ansett Drive, Joyce Drive podium and the precinct courtyard and canopy</li></ul>
Walls	<ul style="list-style-type: none"><li>• Ground level and podium will have concrete walls painted in a suitable colour</li><li>• Sunshades in the glazing elements</li></ul>
Entry and areas under the podium roof	<ul style="list-style-type: none"><li>• Entry points under the podium will be light painted surfaces</li><li>• Ceilings clad in external quality cladding products to create interest</li></ul>
Glazing elements	<ul style="list-style-type: none"><li>• Glazing is a tinted colour to reduce heat infiltration</li></ul>
Balustrades and screens	<ul style="list-style-type: none"><li>• Balustrades to the outer edges of the gardens</li><li>• Screens to the services areas</li></ul>

# Traffic and Transport Assessment

## 6.1 Overview

The original MDP contained six ground transport infrastructure projects and the proposed hotel project (see Figure 1-2), designed to improve access and egress to the T2/T3 precinct. Most of the projects have been implemented and have considerably improved traffic and transport conditions.

This section considers the traffic and transport assessment of the proposed hotel project and covers the following:

- Recent transport infrastructure improvements
- Impact of Sydney Gateway on traffic and transport in the T2/T3 precinct
- Proposed hotel traffic and car parking arrangements

Chapter 10.0 also identifies off-airport complementary works which may influence traffic movements to and from the proposed hotel development.

## 6.2 Recent transport infrastructure improvements

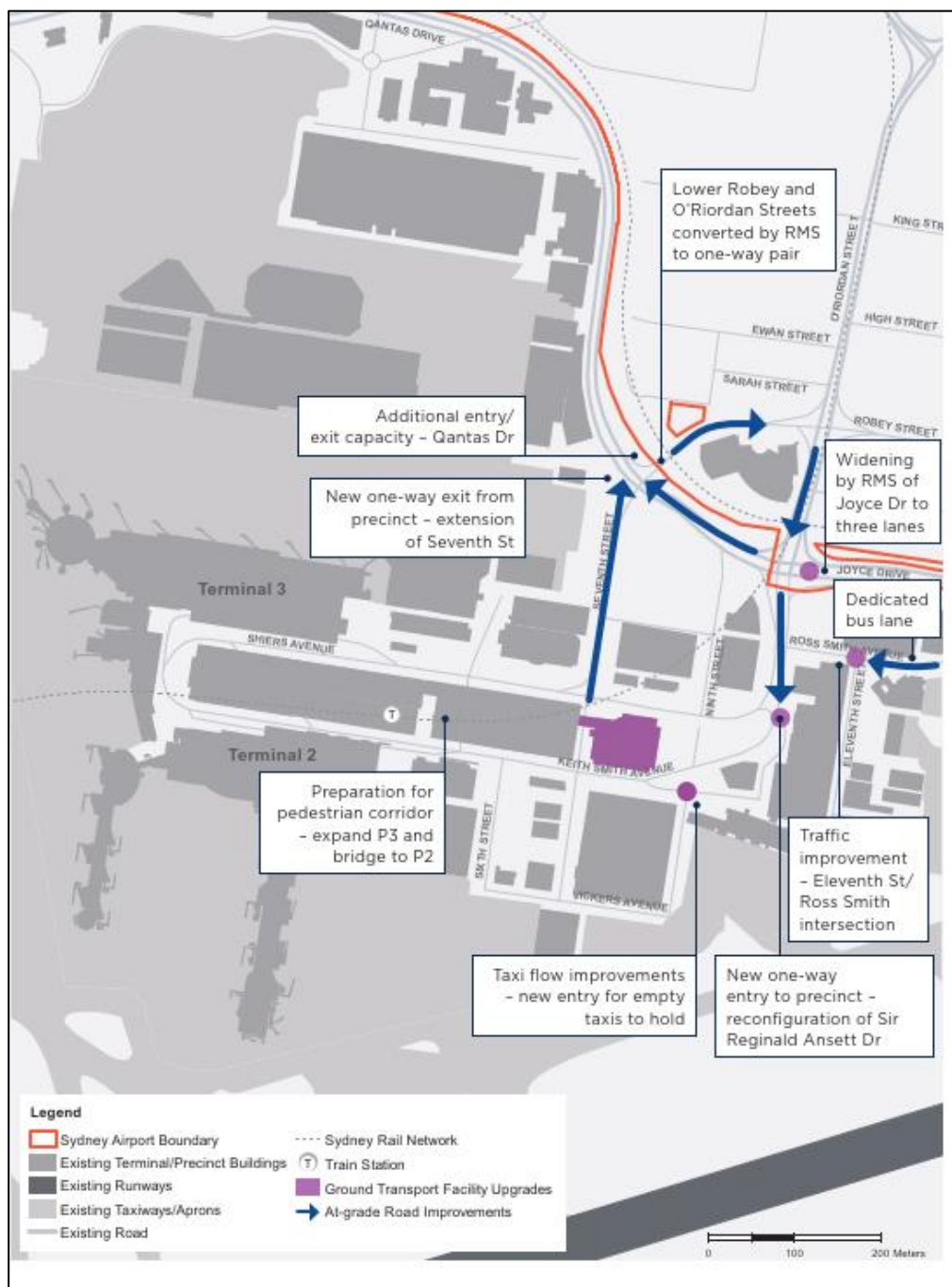
Since approval of the original MDP, there have been several improvements that have considerably enhanced ground access conditions within the T2/T3 precinct. Figure 6-1 illustrates the improvements which are:

- Conversion of Sir Reginald Ansett Drive to provide one-way entry to the T2/T3 precinct (completed December 2016)
- Improvement to the Ross Smith Avenue/Sir Reginald Ansett Drive and Eleventh Street intersection
- Introduction of a new one-way five-lane exit at Seventh Street (completed December 2015)
- Upgraded ground level pedestrian corridor from the existing P2 to P3 car parks.

In addition, Transport for NSW has completed work on the road network adjacent to the T2/T3 precinct with major benefits to people travelling to and from the airport:

- Airport East Project, including:
  - Widening of Joyce and General Holmes Drives between O’Riordan Street and Mill Point Road to three lanes in each direction (completed July 2019).
- Airport North Project, including:
  - Conversion of Lower Robey Street to one-way northbound and O’Riordan Street (south of Robey Street) to one-way southbound (completed October 2017) to complement the changes to one-way operation within the T2/T3 precinct
  - Improvements to the two major intersections with Seventh Street, Robey Street, and O’Riordan Street / Sir Reginald Ansett Drive

Figure 6-1: Ground Transport Improvements at T2/T3 (2014-2019)



Source: Sydney Airport Master Plan 2039

These improvements to the internal and external network within the T2/T3 precinct have resulted in significant benefits for Sydney Airport travellers with improved traffic operation, increased traffic throughput, reduced congestion and reduced travel delays.

The original MDP noted the proposed improvements would allow “... *the precinct’s road network to be unlocked*”, and evidence suggests the recent improvements have allowed the network to accommodate the continued growth in passengers at the terminals.

The introduction of the one-way system within the precinct and the complementary RMS Airport North works have led to considerable improvements to the access and egress within the T2/T3 precinct. Modelling commissioned by Sydney Airport has shown that had such measures not been implemented, delays to travellers at the entry points to the airport would be up to five times worse than the levels under the previous traffic operation.

### 6.3 Impact of Sydney Gateway on traffic and transport in the T2/T3 precinct

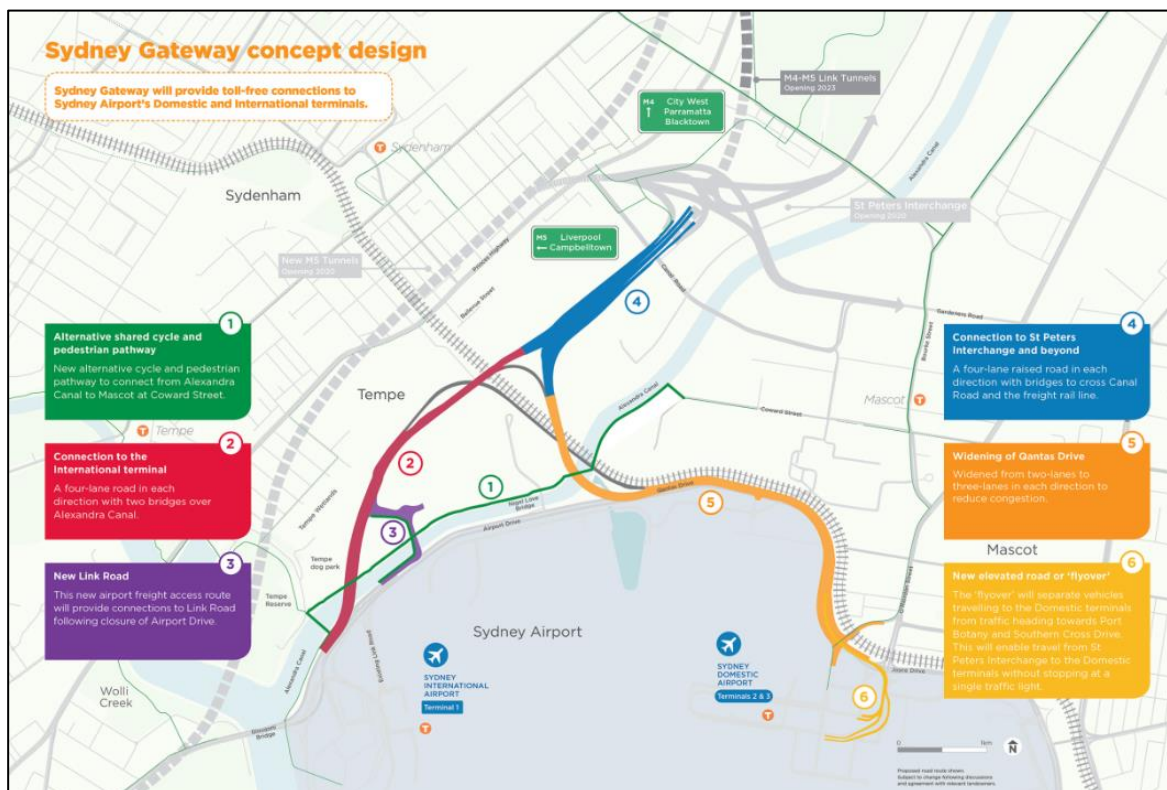
The approved Sydney Gateway project will provide a high capacity road link from WestConnex at St Peters Interchange to Sydney Airport, as shown in Figure 6-2. A new elevated 'flyover' will provide grade separated, direct access to the T2/T3 precinct from Sydney Gateway, improving travel times and journey reliability between the airport and Sydney's west and south-west.

In addition, associated improvements to the Sir Reginald Ansett Drive / Qantas Drive intersection and Seventh Street / Qantas Drive intersection will significantly benefit vehicle access to and from the T2/T3 precinct for all road-based transport, including buses.

The Sydney Gateway ramps will provide direct links to the T2/T3 precinct, prompting the decision to relocate the approved hotel and consider a redesign for the proposed GTI.

As part of the development of Master Plan 2039 and this Minor Variation, Sydney Airport has worked collaboratively with the NSW Government on the impact of Sydney Gateway to assess the transport access needs of the airport and the wider transport network.

Figure 6-2: Sydney Gateway Concept Design



Source: Sydney Gateway EIS

### 6.4 Proposed hotel traffic and car parking arrangements

The immediate road network for the proposed hotel site includes:

- Ross Smith Avenue
- Sir Reginald Ansett Drive
- Qantas Drive/Joyce Drive
- General Holmes Drive.

The proposed hotel development has sought to rationalise access arrangements off Ross Smith Avenue, utilising the existing access driveway servicing the adjacent Mantra Hotel (existing access/egress driveway off the roundabout at the junction of Ross Smith Avenue and Eleventh Street), providing integrated future access for all three hotels in this precinct.

Ross Smith Avenue is a local road under Sydney Airport's control that serves airport-related uses in the North East and South East Sectors of the Airport. In the North East Sector, Ross Smith Avenue links to Sir Reginald Ansett Drive. In this section Ross Smith Avenue is three lanes wide providing a single lane of travel in each direction, plus a bus lane travelling towards the domestic terminals (i.e. westbound).

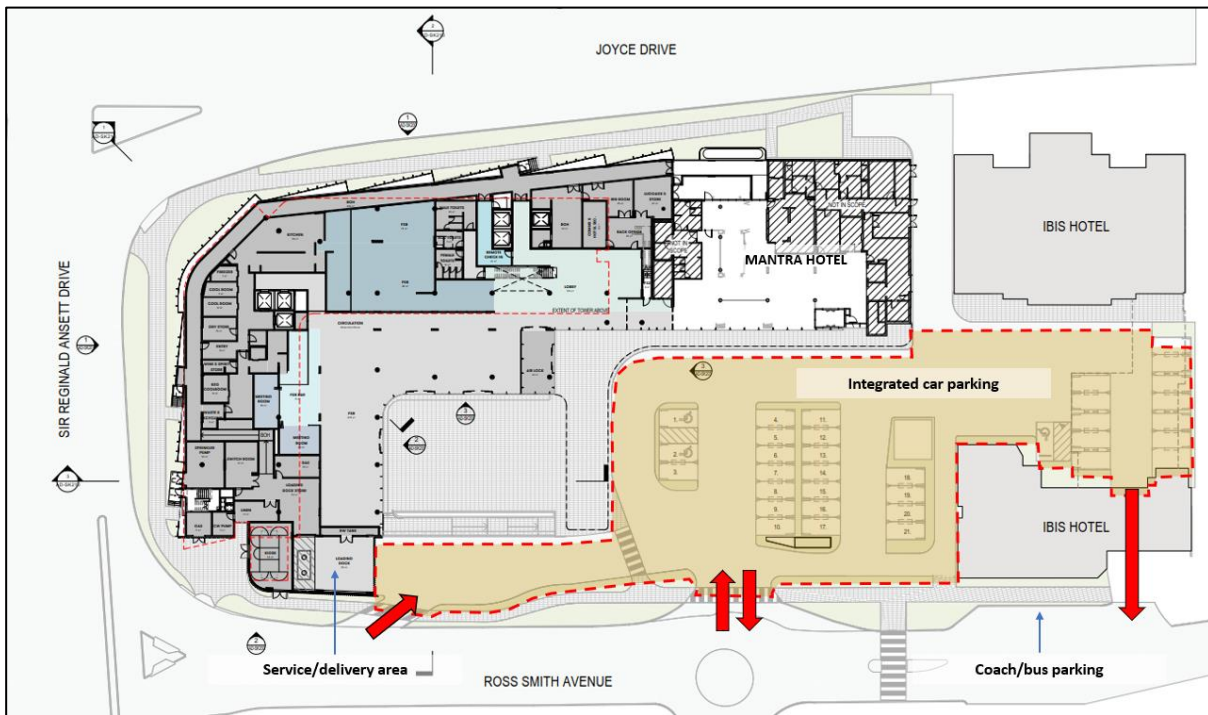
Intersections nearby include Eleventh Street, which forms a “T-junction” intersection, controlled by a roundabout, with Ross Smith Avenue some 70 metres east of Sir Reginald Ansett Drive.

No additional on-site car parking is proposed as part of the hotel development, with the development sharing the existing at-grade car parking area in front of the Mantra Hotel. This area consists of 21 at-grade car parking spaces. Access is also available to the 13 car parking spaces associated with the Ibis Budget Hotel.

The proposed hotel development includes valet car parking facilities and service vehicle access and parking arrangements, servicing the new hotel development, along with facilities for coach parking on Ross Smith Avenue.

Figure 6-3 shows the proposed hotel and its integration with the adjacent hotels, including shared access and car parking arrangements.

Figure 6-3: Hotel and access car parking integration



Source: Scott Carver and AECOM

#### 6.4.1. Hotel access arrangements

As previously discussed, vehicular access to the hotel is proposed to be from an existing combined entry/exit driveway off Ross Smith Avenue at the Eleventh Street roundabout and will be shared with the Mantra and Ibis Budget Hotels. The existing driveway is proposed to be widened as part of the project.

The proposed hotel will include loading docks for two trucks, plus a drop-off area for vehicles (vans/small coaches) for hotel guest-set down and pick-up. This area will also be available for use by the Mantra Hotel.

Large coaches/buses can also utilise the parking area in front of the loading docks (entering and existing the site in a forward direction – reversing into the parking area).

#### 6.4.2. Hotel car parking assessment

Previous surveys of the former Formula 1 Hotel at Sydney Airport (July 2013), with 199 rooms in Ross Smith Avenue (now known as the Ibis Budget Hotel) showed that the hotel generated a maximum of 21 vehicle trips per hour. This provides a traffic generation of 0.11 trips per room, slightly lower than the rate used in previous studies. A similar survey of the 136 room Mantra Hotel (May 2018) indicated a trip generation rate of 22 trips in the PM peak hour, equating to 0.16 trips per room.

Adopting these rates indicate that the proposed hotel of up to 340 rooms would generate between 37 and 54 vehicle trips in the weekday PM peak hour. Taking the maximum hourly vehicle movements and with inbound trips accounting for approximately 55% of such movements, this would equate to a likely maximum 30 inbound and 24 outbound trips for the proposal.

Utilising SIDRA traffic modelling for the Ross Smith Avenue/Eleventh Street/Mantra Hotel driveway intersection has indicated that the intersection will retain a Level of Service A operation (a good level of operation) with the additional traffic from the proposed hotel, and vehicle delays will remain low.

The Transport for NSW document *Guide to Traffic Generating Developments* indicates tourist hotels in the Sydney CBD should have a parking rate of 1 space per 5 rooms for a 5-star hotel and 1 space per 4 rooms for a



3 to 4-star hotel. Given the location of the proposed hotel (within an airport hotel precinct), it is assumed that most hotel guests would be airline passengers or airline staff in transit.

The proposed hotel will share the on-site parking spaces with the Mantra and Ibis Budget Hotels. No additional on-site car parking is proposed as part of this development.

It is intended that on-site car parking for all three hotels will be integrated. The Mantra Hotel currently has 21 parking spaces, including 2 spaces designed and designated for use by persons with a disability. The Ibis Budget Hotel has 13 car parking spaces. Both the Mantra and Ibis Budget Hotels have other parking options available.

Overflow parking for guests and workers will be in the Blu Emu Long Term Car Park, which has significant parking capacity and will easily accommodate overflow demand from the proposed hotel. Alternatively, hotel staff and guests could use adjacent car parks.

Further reducing parking demand, the hotel operator will provide a regular shuttle bus service from the hotel precinct to the train stations and public bus stops located in the T1 international and T2/T3 domestic terminal precincts.

The integrated car parking for the proposed hotel will be designed and designated to Australian Standards.

#### 6.4.3. Public transport

The hotel site is well served by public transport. The site is approximately 600 metres walking distance from the Airport Link Rail Station (Domestic).

State Transit Authority (STA) operates the 400/420-route bus service between Bondi Junction/Eastgardens respectively and Burwood via Sydney Airport, stopping at the domestic and international terminals. STA also operates bus services to the city via Redfern, passing through Mascot Shopping Centre via Botany Road. This service includes routes 301, 303, 309, 310 as well as the M20 route from Gore Hill.

Sydney Airport's Blue Emu Long Term Car Park operates a shuttle bus service between the domestic terminals and Blue Emu Long Term Car Park, generally between 5.00am to 12.00am midnight daily. Bus stops for this route are in Ross Smith Avenue near Eleventh Street (i.e. adjacent the site). Sydney Airport also operates a regular shuttle bus service between the domestic terminals and the international terminal.

The hotel operator will provide a shuttle bus service from the hotel precinct to the existing train stations located in the terminal precincts.

#### 6.4.4. Cyclist and pedestrian access

The hotel site is within convenient walking distance (600 metres) of the domestic terminals. A sealed footpath is on the eastern side of Sir Reginald Ansett Drive and towards the terminals along Keith Smith Avenue. Sealed footpaths are on both sides of Ross Smith Avenue at its western end between Sir Reginald Ansett Drive and Eleventh Street.

There is a signalised pedestrian crossing on Ross Smith Avenue at Sir Reginald Ansett Drive. A raised marked foot crossing is also provided in Ross Smith Avenue, west of Eleventh Street, adjacent the bus stops for the Blue Emu Long Term Car Park shuttle bus.

The Transport for NSW Airport East and North projects will provide cycle access from the north and east to the intersection of Joyce Drive and O'Riordan Street, opposite the proposed hotel. Bicycle parking facilities will be provided at the hotel, primarily for employee use. Up to 14 bicycle parking spaces are proposed.



## 7.1 Overview

The following section presents the environmental assessment of the proposed hotel. To determine the environmental issues to be assessed, consideration has been given to the environmental assessment for the hotel component of the original MDP and any implications of its proposed new location.

Due to the change in location of the hotel, and that part of the hotel site is beyond the boundaries of the original MDP, a slightly different and more detailed environmental assessment has been undertaken (when compared to the environmental assessment of the hotel component in the original MDP).

Environmental issues considered in relation to the proposed hotel development include:

- Air quality
- Ground-based noise
- Soil, groundwater and contamination
- Visual impacts
- Ecology
- Hazards and risks
- Heritage
- Surface water and flooding
- Sustainability.

## 7.2 Assessment approach and methodology

For the assessment of each environmental issue, the following approach has been adopted:

- Describe existing environmental conditions
- Summarise relevant aspects of the environmental assessment for the original MDP
- Assess potential environmental impacts associated with the proposed hotel and ancillary infrastructure like car parking and services.
- Where necessary, recommend environmental mitigation and management measures to address potential environment impacts.

The study area for the environmental assessment is focused on the proposed hotel site and its immediate surrounds.

Environmental management and mitigation measures during the construction phase will be described in greater detail in the Construction Environmental Management Plan (CEMP) prepared for the hotel prior to construction.

## 7.3 Air quality

### 7.3.1. Existing environment

Several contributors to overall air quality emissions in this region of Sydney include Sydney Airport, Port Botany, petrochemical and other heavy industries and major arterial roads and motorways.

Air quality emissions at Sydney Airport are generated from a range of activities including aircraft engines, aircraft engine tests, auxiliary power units, ground support equipment, landside road traffic, heat generating plant, emergency power generators, fuel storage and distribution, solvent use during maintenance and fire training.

During preparation of Master Plan 2039, operational air quality emissions inventory and dispersion modelling were used to predict air quality emissions from the different types of activities at the airport for 2024 and 2039.

### 7.3.2. Impacts assessed as part of original MDP

All construction projects from the original MDP were examined in combination. Construction impacts were assessed using a semi-quantitative risk-based approach. The main air quality issues during construction were considered to include dust deposition and visible dust plumes, elevated PM<sub>10</sub> concentrations associated with dust generation and exhaust emissions from construction equipment.

Air quality impacts during construction would be managed by preparing a dust management plan as part of the CEMP.

To assess air quality impacts during operation existing background concentrations of pollutants were established, an emissions inventory for key airport related activities was prepared and dispersion modelling was carried out. Three operational scenarios were examined:

- 2012 base case
- 2018 do nothing - includes predicted growth in airport passenger numbers (from the Master Plan 2033) and predicted growth in landside traffic on the airport road network
- 2018 do something – includes the 2018 do nothing scenario plus the Ground Access Solutions and Hotel MDP.

For most pollutants no exceedance of the air quality criteria was predicted. Some exceedances of the one-hour criterion for NO<sub>2</sub> were predicted and aircraft emissions were the largest source of these emissions. These exceedances are unlikely to be as a result of the original MDP.

Given the likely negligible impact of the original MDP on air emissions in the T2/T3 precinct no specific operational management and mitigation measures were recommended.

### 7.3.3. Potential impacts associated with the hotel

During construction of the proposed hotel local air quality could be potentially impacted temporarily through dust generation. Dust emissions are expected to be minor during construction, arising from earthworks and the movement of machinery and equipment at the site. Dust may be noticed by airport users adjacent to the site. Dust generation would be controlled through mitigation measures specified in the CEMP.

Minor emissions will be generated as a result of construction machinery travelling to and from the site. However, in the context of existing traffic at the Airport and surrounds, these impacts are not expected to be noticeable. During operation, some minor emissions will be generated from vehicle traffic entering and exiting the site, although this is expected to be insignificant in the context of the existing traffic on surrounding roads.

The proposed hotel will include a commercial kitchen, which is likely to include venting of kitchen exhausts outside the building. This may result in odours in the immediate vicinity of the proposed hotel but is not likely to be detected inside adjacent buildings or impact on any sensitive receptors. Storage and disposal of putrescible waste from the proposed hotel may also result in odours. However, waste will be stored in sealed bins and disposed of regularly to minimise the risk of odour impacts.

During operation, waste will be stored appropriately at the site and removed when required to minimise odours arising from waste storage at the site. The generation of odours from the proposed hotel kitchen would be minimised as far as possible through the design, for example inclusion of rangehood filters in the kitchen and design of kitchen exhausts to maximise dispersion and minimise odour detection at ground level.

### 7.3.4. Management and mitigation measures

Potential air quality impacts associated with the proposed hotel are consistent with the original MDP and no changes to recommended management and mitigation measures are needed.

## 7.4 Ground-based noise

### 7.4.1. Existing environment

Background noise levels in this area of metropolitan Sydney are influenced by aviation activities associated with Sydney Airport, the high traffic volumes using the arterial road and motorway network in the immediate vicinity of the airport and operation of the nearby Port Botany freight line. There is also significant construction work occurring in this area, including the Sydney Gateway project.

The main contributors to ground-based noise at Sydney Airport include:

- Aircraft engines
- Auxiliary power units (APUs)
- Diesel and electric ground power units
- Pre-conditioned air (PCA) mobile units
- Ground based transport such as tugs, baggage handling and buses
- Maintenance activities
- Mechanical plant and equipment
- Road traffic within the airport
- Construction and development.

Over the past five years Sydney Airport has introduced several measures to reduce ground-based noise including introduction of fixed electric ground power units at contact gates with aerobridges and electric buses. There has also been an increased number of next generation quieter aircraft using the airport which helps to reduce ground-based noise impacts.

Sydney Airport has completed updated noise monitoring in residential areas surrounding the airport site which provides a baseline for future noise assessments.

### 7.4.2. Impacts assessed as part of original MDP

The original MDP included a detailed construction noise assessment which assessed construction noise impacts to residential receivers and commercial receivers based on a range of construction scenarios for the seven projects that comprised the MDP. The scenarios were chosen to represent typical 'worst case' construction impacts during the daytime and evening/night-time periods.

The key findings of the construction noise assessment are summarised below:

- During the daytime predicted construction noise levels at most residential receivers to the north and north east were expected to comply with relevant criteria. The exception is the receiver at 32 Ewan Street where an exceedance of up to 4dB is predicted in association with Qantas Drive upgrade (Project 6). This project was completed in 2017
- During the evening and night-time period exceedances of relevant criteria were predicted at several residential receivers to the north and north east of the airport. The predicted exceedances were between 6 and 9dB in the evening and between 12 and 17dB during the night-time. They were primarily as a result of night-time construction works proposed on Sir Reginald Ansett Drive and Qantas Drive (Projects 5 and 6). These projects were completed in 2016 and 2017
- Construction noise exceedances of around 10dB to 17dB were predicted at several commercial receivers in proximity to the proposed works including Mercedes Benz, AAE Cargo, DHL Building and the Stamford Plaza Hotel.

Noise and vibration impacts during construction would be managed in accordance with a construction noise and vibration management plan (CNVMP) that would be developed during detailed design and which would form part of the CEMP.

In relation to operational traffic noise, the original MDP predicted noise levels at the residential receivers resulting from traffic using the internal airport road network. The assessment was based on a 2012 base year and a 2018 future year and used predicted aircraft and vehicle movements as detailed in Master Plan 2033. These estimates have proven to be overly conservative and were updated in Master Plan 2039.

The results of the operational traffic noise modelling demonstrated compliance with relevant criteria at all residential receivers. Predicted traffic noise levels at residential receivers showed either no change or were slightly reduced as a result of the original MDP by comparison to a 'do nothing' scenario. As no traffic noise exceedances were predicted, no specific environmental management measures were proposed for the operational phase.

### 7.4.3. Potential impacts associated with the hotel

An assessment has been carried out of the potential noise and vibration impacts associated with the Minor Variation. The assessment was carried out based on the results of recent ambient noise monitoring conducted at the residential areas closest to the T2/T3 precinct and in accordance with the following guidelines:

- Construction noise – NSW Environment Protection Agency Interim Construction Noise Guideline
- Operational traffic noise – Airports (Environment Protection) Regulations 1997.

A three-dimensional noise model (using SoundPLAN v8 software) was used to undertake the assessment.

The findings of this assessment are summarised below:

- Construction for the proposed hotel would mainly be during standard daytime working hours
- During construction compliance with Noise Management Levels (NML) are predicted at all residential receivers during standard daytime working hours
- During construction compliance with NML are predicted at the Stamford Plaza Hotel on the corner of O'Riordan Street and Robey Street and at the Mantra and Ibis Hotels located on Ross Smith Avenue
- Safe working distances are recommended for vibration intensive works proposed near commercial receivers
- The major noise sources surrounding the site are traffic noise from Joyce Drive which is an 8-lane road carrying high volumes of traffic flow and Sir Reginald Ansett Drive which is a 4-lane road carrying medium volumes of traffic flow.

### 7.4.4. Management and mitigation measures

Potential noise impacts associated with the hotel are consistent with the original MDP and no changes to recommended management and mitigation measures are needed.

## 7.5 Soil, groundwater and contamination

### 7.5.1. Existing environment

Like most of the airport site, the MDP area has undergone extensive modification, including man-made filling, terrain flattening and airport-related development. The airport site is underlain by man-made filling and Quaternary Alluvium.

Extensive development has progressively occurred across the airport site over a period of 100 years. In the MDP area this has included the development of terminal and freight facilities, industrial and commercial uses, aprons, hangars, roads and carpark areas.

The Acid Sulfate Soil Risk Map for Botany Bay shows that the airport is underlain by filling (disturbed terrain). Acid sulfate soils (ASS) have the potential to be encountered across the airport site given the filling that has historically occurred using dredged sand from Botany Bay.

Groundwater is expected to flow towards Cooks River and Botany Bay and is likely to be encountered at relatively shallow depths of around 2.5 metres below ground level.

Soil and groundwater across the airport site are known to be impacted by per- and polyfluoroalkyl substances (PFAS) primarily as a result of the historic use of certain firefighting foams by firefighting service providers or during fire training exercises. However, due to the widespread use of PFAS within several industrial applications, there is potential that PFAS is also from other sources, including those originating from off-site.

Based on available data, the potential contaminants of concern across the MDP area are likely to include heavy metals, total petroleum hydrocarbons (TPH), polycyclic aromatic hydrocarbons (PAH), PCB, ASS and asbestos. There is a lesser likelihood of benzene, toluene, ethylbenzene and xylenes (BTEX), organo-chlorine and organo-phosphate pesticides (OCPs/OPPs), volatile organic compounds (VOCs) and phenols.

Recent investigations have been undertaken across the MDP area to determine the presence of PFAS in soils and groundwater. Results have been assessed against the *PFAS National Environmental Management Plan 2018* (NEMP 2018), which has been adopted at airport sites. PFAS was not detected in soils across the majority of the proposed site.

As described in the Environment Strategy, Sydney Airport will ensure that PFAS if detected on the site of the proposed hotel, will be managed in accordance with the PFAS NEMP 2020 and the *Airports (Environment Protection) Regulations 1997* or disposed of in line with applicable waste classification guidelines under the *NSW Protection of the Environment Operations Act 1997*.

### 7.5.2. Impacts assessed as part of original MDP

The original MDP indicated that potential contamination impacts during construction included:

- Leakage and spillage of fuels and oils
- Presence of imported fill presenting potential for a range of contaminants including heavy metals, TPH, PAH, BTEX, pesticides, phenols and asbestos.

Potential impacts could be managed by undertaking further contamination site investigations and hazardous building materials surveys prior to commencing construction, establishing an unexpected finds protocol and establishing ASS and dewatering management measures as part of the CEMP.

### 7.5.3. Potential impacts associated with the hotel

The project will likely involve earthworks for building construction, which will include the removal of underlying fill and subsurface materials (depending on the depth of excavation required). Excavations will be required for allowing for footings and in-ground services.

During earthworks at the site, soils are likely to be exposed and there is a risk that erosion and sedimentation may occur. The risk of these impacts occurring during construction is considered to be low as the topography of the site is relatively flat, there will be discrete areas of disturbance, and the works are contained within the site not likely to result in sedimentation of drainage lines. These factors reduce the risk of significant erosion and sedimentation.

Zoic Environmental Pty Ltd prepared a report dated 3 April 2020 that assessed the contamination status of the site. The site is considered suitable for a commercial hotel development without basements. No additional contamination assessment is considered necessary.

It is unlikely that groundwater resources will be disturbed or used during construction or operation of the proposed hotel. As a result, it is unlikely that there will be any impact on the volume or quality of groundwater resources.

The construction phase impact to soils and groundwater (including acid sulfate soils and contamination) is negligible.

Once the proposed hotel is built and landscaping established, there are not expected to be any impacts to soils and groundwater. The operational impact of the proposed hotel to soils and groundwater is negligible.

PFAS at low levels (below the NEMP 2018 criteria for protection of ecosystems) was recorded at several groundwater monitoring wells across the MDP area. The presence of PFAS in the groundwater needs to be considered if dewatering is required for construction works (such as piling). No discharge of waters containing PFAS into stormwater systems is allowed from airport sites.

### 7.5.4. Management and mitigation measures

Potential soil and groundwater contamination impacts associated with the hotel are mostly consistent with the original MDP and no changes to the recommended management and mitigation measures are needed. However, since preparation and approval of the original MDP, there is now an improved understanding of the risks associated with PFAS related soil and groundwater contamination. An additional mitigation measure relating to the treatment of PFAS impacted soil and groundwater is required. Disturbed soil and extracted groundwater must be assessed and managed in accordance with the relevant guidance contained in the NEMP 2020.

## 7.6 Visual impact

### 7.6.1. Existing environment

The built elements within and adjoining the MDP area consist of:

- Existing multi-storey hotels
- Multi-storey carpark structures within the T2/T3 precinct
- Car dealership fronting Qantas Drive and multi-storey hotel buildings fronting Joyce Drive
- Major arterial roads including Qantas Drive, Joyce Drive and O'Riordan Street and Robey Street and airport roads serving the T2/T3 precinct including Sir Reginald Ansett Drive, Keith Smith Avenue, Ross Smith Avenue, Seventh Street, Ninth Street and Shiers Avenue
- Large freight and terminal buildings within the T2/T3 precinct
- Hangars and other buildings within the adjacent Jet Base precinct
- Elevated freight railway corridor and bridges to the north of Qantas Drive
- Prominent advertising and directional signage.

The area is dominated by buildings and hardstand areas. Existing vegetation is limited and primarily consists of small areas of planting for amenity purposes including street tree planting along roadways and formal planted areas at the main entry to the T2/T3 precinct.

The approved Sydney Gateway project would introduce a new elevated road (viaduct) element which will extend along part of Qantas Drive and enter the T2/T3 precinct adjacent to Sir Reginald Ansett Drive.

The hotel site is visible from locations immediately near the intersections of:

- Joyce Drive/Qantas Drive with Sir Reginald Ansett Drive/O'Riordan Streets
- Sir Reginald Ansett Drive with Ross Smith Avenue.

### 7.6.2. Impacts assessed as part of original MDP

The environmental assessment for the original MDP assessed the existing visual environment including the various built elements, landscaped areas, lighting, advertising and signage. The existing visual environment was described as quasi industrial but well-presented and maintained, visually complex and appropriate for airport related uses. The existing visual environment was considered to have a functional appearance of medium to low visual quality.

The original MDP assessed the visual impact of the project for a range of viewing audiences including:

- Passengers and other visitors to the airport
- People who work at the airport
- Pedestrians and cyclists
- Occupants of commercial buildings
- Residents of nearby areas in Mascot to the north and north-east
- Commuters and motorists.

During construction there would be temporary changes to the visual appearance of the MDP area as construction works progress including establishment of construction compounds and work areas, fencing, presence of construction equipment, night lighting. These impacts would vary depending on the stage of construction and the location of receivers.

During operation the assessment indicated that the most noticeable change in visual character of the MDP area would occur as a result of the introduction of the future multi-level GTI and the adjacent multi-level hotel. The assessment noted that the site for the GTI and hotel was characterised by lower scale airport related buildings and at grade carparking areas.

Recommended mitigation measures during construction included treatments to contain light spill, control of dust generation, updated road and wayfinding signage, treatment of fencing to construction compounds and maintaining work sites in clean and tidy condition.

Recommended mitigation measures during operation included preparation of an urban design and landscape plan to ensure all elements of the development are appropriately integrated to reflect the gateway setting for the T2/T3 precinct.

### 7.6.3. Potential impacts associated with the hotel

The location of the proposed hotel is within an existing multi-level hotel precinct. Whilst approximately 100 metres from its original approved site, the proposed 10-level hotel will be immediately adjacent the existing Mantra Hotel, a nine-level development. The height and scale of the proposed hotel and its impact on the existing visual environment is considered acceptable.

Construction works associated with the hotel would be broadly similar to those outlined in the environmental assessment for the original MDP and therefore no change in the temporary visual impacts likely to be experienced during construction are expected.

During construction there will be machinery and equipment at the site which may be visible from surrounding areas. This will have a short-term visual impact to airport users. This is a minor impact and would be mitigated through measures in the CEMP.

For the operation of the proposed hotel, the site would be appropriately landscaped to respond to its gateway location. The landscaping for the site could include vegetation along the site boundaries. These landscape features and the building structure itself will create a visually appealing development that is consistent in appearance with the other nearby developments.

### 7.6.4. Management and mitigation measures

Whilst the location is different from the original approved hotel, potential visual impacts associated with the proposed hotel are consistent with the original MDP and no changes to recommended management and mitigation measures are needed.



## 7.7 Ecology

### 7.7.1. Existing environment

The hotel site is a cleared surface with no vegetation and provides negligible fauna habitat values.

### 7.7.2. Impacts assessed as part of original MDP

The environmental assessment for the original MDP determined:

- The natural environment of the airport has been dramatically altered over its history and as a result the biodiversity values of the airport site are limited
- Very few areas of native vegetation remain within or adjacent to the airport site and no threatened flora species have been recorded within the site
- The vegetated areas which do exist within the airport site provide habitat for common fauna species, particularly birds.

The environmental assessment noted that no remnant native vegetation was observed within the MDP area and the vegetation that did exist had been planted for amenity purposes. Although this planted vegetation comprised some individual indigenous species, none of it was considered an endangered ecological community under either the EPBC Act or the *NSW Biodiversity Conservation Act 2016*. None of this vegetation was identified as significant within the *Sydney Airport Environment Strategy 2013-2018* (or within the current Environment Strategy).

Potential indirect impacts such as spread of weeds, increased soil compaction and sedimentation of stormwater run-off during construction were also identified but were to be managed with relatively standard mitigation measures.

### 7.7.3. Potential impacts associated with the hotel

As the site is clear of vegetation, the impact to ecology during construction is negligible. Measures will be implemented during construction to minimise the introduction or spread of weeds at the site or to surrounding areas.

During operations, the hotel will have landscaping that will include vegetation along the site boundaries. These landscape features and the building structure itself may provide shelter for common fauna species that are adapted to an urban environment. However, the landscaping will be selected with consideration of minimising bird and bat attractant species to minimise strike risk at the adjacent runway precinct. There are not expected to be any other impacts to fauna during the operational phase.

### 7.7.4. Management and mitigation measures

Potential ecology impacts associated with the hotel are consistent with the original MDP and no changes to the recommended management and mitigation measures are needed.

## 7.8 Hazards and risks

### 7.8.1. Existing environment

The hotel site is a cleared surface being used for car parking.

### 7.8.2. Impacts assessed as part of original MDP

It was noted that the location of the approved hotel to the north of the GTI required consideration of potential risks from the Quick Turn Around (QTA) rental car refuelling facility. An assessment of such risks was provided as part of the original MDP. However, due to the relocation of the hotel, this issue is not relevant.

### 7.8.3. Potential impacts associated with the hotel

The CEMP for the proposed hotel development will include requirements for the management of hazardous goods if found to be present on-site during construction. This will include the handling, storage and disposal of such hazardous goods in accordance with legislative requirements. The impact of hazardous goods during construction is negligible.

During operation, there is not expected to be any hazardous materials stored at the proposed hotel. Responsibility for storage and handling of any hazardous goods at the proposed hotel would be the responsibility of the operator and, in the unlikely event that this was to occur, legislative requirements and existing Sydney Airport management procedures would apply.

### 7.8.4. Management and mitigation measures

Given the relocation of the proposed hotel away from the previous potential hazardous site (QTA refuelling facility), no management or mitigation measures are needed.

## 7.9 Heritage

### 7.9.1. Existing environment

Sydney Airport is one of the oldest continually operating airports in the world. Prior to being developed as an airport the land also played host to several significant pieces of industrial and water supply infrastructure.

The airport and the airport site have recognised heritage value. The heritage values reflect the airport site and are embodied in the layout, form and function of its individual elements including buildings, the arrangement of streets and runways and the way in which these elements reflect the continual change and growth of the airport over time.

In 2019 an updated Heritage Management Plan (HMP) was prepared for Sydney Airport. This HMP identified the following heritage items in the immediate vicinity of the proposed GTI and hotel facility:

- Keith Smith Avenue (exceptional heritage significance)
- Lauriston Park Estate street layout (high heritage significance)
- Ninth Street sub-station (moderate heritage significance). Note this building has been approved for demolition as part of the original MDP.

An extract from the HMP for the T2/T3 precinct is included as Figure 10-1.

Other listed heritage items located to the north of the T2/T3 precinct across Qantas Drive including the Mascot (Robey Street) Underbridge and the Mascot (O'Riordan Street) Underbridge (both on the s.170 NSW State agency heritage register) will not be affected by the Minor Variation.

Figure 10-2: Elements of heritage value in the T2/T3 precinct



Source: Sydney Airport Heritage Management Plan, GML 2019

### 7.9.2. Impacts assessed as part of original MDP

The environmental assessment for the original MDP assessed potential impacts to the following heritage listed items which were in the vicinity of the GTI facility:

- Removal of Hangars 58 and 85 (both identified as high heritage significance)
- Removal of a section of the Southern Hangar Line (Hangars 58 and 85) within the Jet Base precinct (precinct identified as high heritage significance)
- Removal of Building 84 (identified as little heritage significance)
- Removal of Ninth Street sub-station (identified as moderate heritage significance)
- Changes to Seventh Street and Shiers Avenue adjacent to Keith Smith Avenue (identified as exceptional heritage significance)
- Changes to parts of Ross Smith Avenue and Ninth Street which form part of the Lauriston Park Estate street layout (identified as high heritage significance).

The impacts to some of the heritage listed items such as Hangars 58 and 85 have already occurred in conjunction with completed MDP projects such as the Seventh Street Extension (Project 1) and Reconfiguration of Sir Reginald Ansett Drive and Shiers Avenue (Project 5). Heritage timber from Hangars 58 and 85, has been retained for long-term use as part of an interpretive study.

The environmental assessment noted that the works proposed as part of the MDP were consistent with the ongoing history of change and development at the airport site. Removal of the hangar buildings and parts of the Lauriston Park Estate street layout would remove evidence of phases of the airport's historical development that contribute to its overall heritage value. Elements of exceptional heritage value such as Keith Smith Avenue were to be retained and would not be detrimentally impacted by the MDP.

Having regard to the overall heritage significance of the airport, the MDP was assessed as having a moderate level of heritage impact. Recommended heritage mitigation measures included preparation of a Heritage Interpretation Strategy and preparation of archival recordings for Hangars 58 and 85 and for the Ninth Street sub-station.

### 7.9.3. Potential impacts associated with the hotel

Due to the relocation of the hotel, there are no items of heritage significance within close proximity to its proposed new location.

### 7.9.4. Management and mitigation measures

Due to the relocation of the hotel, there are no items of heritage significance within close proximity to its proposed new location. No changes to the recommended management and mitigation measures are needed.

## 7.10 Surface water and flooding

### 7.10.1. Existing environment

The MDP area is predominantly flat, with existing levels ranging from approximately four to six metres AHD. The area is dominated by impervious surfaces such as buildings, roads and carpark areas. Landscaping areas are limited to relatively narrow corridors along roads.

Stormwater within the MDP area is collected by a network of surface drains and a sub-surface pit and pipe network that drains as follows:

- Stormwater from the northern portion of the MDP area is directed to the north and north west to Northern Pond and from there discharges to Alexandra Canal
- Stormwater from the southern portion of the MDP area is directed to the south and south east to Mill Stream and from there discharges to Botany Bay.

Stormwater quality is improved by the detention of stormwater within Northern Pond before controlled discharges to Alexandra Canal. There is a floating containment boom and gate valves at Northern Pond which help to manage water quality prior to discharge. There is no stormwater quality infrastructure for stormwater captured from the southern portion of the MDP area which drains to Mill Stream.

There is the potential for a range of pollutants to impact on water quality including:

- Gross pollutants such as rubbish
- Nutrients collected during rainfall events
- Heavy metals, TPH, PAH, oil and grease from roads, carpark areas and spills.

Given its location on a small rise in the North East Sector of Sydney Airport, the site of the proposed hotel is not an area potentially subject to flooding.

### 7.10.2. Impacts assessed as part of original MDP

The original MDP assessed several potential water quality impacts during the construction phase including from soil erosion resulting in sediment transport, dewatering works for excavations intercepting poor quality groundwater and localised spills from construction machinery and equipment. A range of relatively standard environmental management measures were recommended to manage water quality impacts during construction, and these would be detailed in the CEMP.

Potential water quality impacts during the operational phase included contamination of surface run-off from road surfaces and discharge of contaminants to the stormwater network from activities such as refuelling, and car washing undertaken in association with the QTA car rental facility within the GTI. A range of options were identified to manage these potential impacts including:

- Pollution control at the source to reduce the volume of surface water run-off to be treated before discharge. Examples include green roofs and passive filtration measures
- Treatment of surface water run-off including detention for non-potable use. Examples include sub-surface treatment devices and stormwater reuse.

These options were to be considered in more detail during the detailed design phase.

The original MDP reviewed several relevant flood studies and identified that no flooding impacts are present within the MDP area. As a result, no mitigation measures to address flooding impacts were identified.

### 7.10.3. Potential impacts associated with the hotel

The proposed changes to the hotel would not result in significant changes to the construction methodology which may have the potential to increase the risks associated with soil erosion and sedimentation, dewatering or localised spills from construction equipment.

The potential impact to water quality from the construction of the proposed development would be related to potential for soil erosion and resultant sediment or other pollutants to be discharged to stormwater.

There will be no major drainage lines or surface waters within or adjacent to the site. It is possible that some sediment could be transported in overland flow to stormwater inlets or local drainage lines hence erosion and sediment controls would be in place throughout the works. Other possible pollutants such as fuels or oils during construction would be stored in accordance with relevant requirements to minimise the risk of spills or leaks impacting surface water. The potential impact to surface waters as a result of the works has been assessed as minor adverse.

Stormwater runoff from the site will arise from new hardstand areas including the new roof and other sealed surfaces around the proposed hotel. There may be minor quantities of pollutants in runoff from new hard surface such as hydrocarbons, nutrients and other urban pollutants.

The proposed hotel would capture rainwater for reuse, incorporate hardy native plantings to minimise irrigation and adopt Water Sensitive Urban Design principles.

The operational impact to surface water has been assessed as negligible.

### 7.10.4. Management and mitigation measures

Potential surface water and flooding impacts associated with the Minor Variation are consistent with the original MDP and no changes to the recommended management and mitigation measures are needed.

## 7.11 Sustainability

The sustainability objectives for the proposed hotel are underpinned by the core sustainability commitments of Sydney Airport which, as detailed in Master Plan 2039, is committed to a 4-Star Green Star accreditation.

To achieve this target, a number of sustainability initiatives have or are proposed to be incorporated into the design and future management/operation of the hotel by the hotel design team and operator. These are detailed in Table 7.1.

Table 7.1. Hotel sustainability initiatives

Sustainability Element	Initiative
Management	The proposed hotel should ensure that it is adaptable and resilient to the impacts of future climate change. The performance of the building and its services should be monitored regularly to ensure it is effective and efficient. A Green Star accredited professional shall be engaged in detailed design.
Indoor Environment Quality	The design of the indoor environment should ensure visual, thermal and acoustic comfort for the occupants. Spaces should be suitably lit and comfortable for users to enjoy. Planting should be utilised where possible to improve indoor air quality.
Facade Design	The facade design should at a minimum exceed the requirements of the National Construction Code 2019 in relation to solar shading and solar heat gain.
Emissions	The proposed hotel should minimise its carbon footprint by reducing the net carbon emissions both during construction and in operations. Benchmark buildings should be used to assess the performance of the proposed hotel.
Materials	<p>The proposed hotel should comprise responsible sustainably sourced materials that minimise carbon footprints for their full life cycle.</p> <p>Interior finishes specifications should safeguard occupants by minimising internal air pollutant levels.</p> <p>Demolition and construction material waste should be diverted from landfill where possible and reused or recycled.</p> <p>Opportunities for prefabrication to reduce on-site material waste would be explored.</p>
Water	The proposed hotel should be sensitive to water usage by utilising water-efficient sanitary fixtures, capture of rainwater for reuse, inclusion of hardy native planting to minimise irrigation and adopt Water Sensitive Urban Design principles across the precinct.
Transport	<p>The proposed hotel should have access to an active public transport network with pedestrian access to surrounding neighbourhood amenity and car share facilities.</p> <p>Car parking on site has been reduced and connections to existing bus routes and other public transport options are available near the proposed hotel.</p>
Land Use & Ecology	The proposed hotel would improve the ecological value of the site through ecological renewal, landscaping and protection of endangered species. Dense landscaping will be provided to the forecourt which replaces existing hard stand and provides a reduction in heat island effect.
Innovation	<p>The proposed hotel should implement innovative design solutions, technological advancements, construction methodologies and contribute positively to sustainability.</p> <p>The construction and operational impacts of the proposed hotel upon sustainability have been assessed as negligible and minor beneficial respectively.</p>



# CHAPTER 8 / Aviation Safety Assessment

## 8.1 Overview

Section 4.11 of the original MDP provided a detailed assessment of the relationship of the development to aviation operations and airport capacity. This section covered:

- Relationship of the proposal to airport navigational aids and radar
- Impacts on aviation activities, including wind assessment, windshear and turbulence, dust generation and plumes
- Impacts on airport operations during construction
- Relationship to airport capacity.

In addition, since the preparation of the original MDP, Master Plan 2039 has provided greater detail regarding safeguarding Sydney Airport (Chapter 16.0). The long term and effective safeguarding of Sydney Airport is critical to maintaining existing and future aviation operations and the social and economic benefits the Airport contributes to the wider community.

## 8.2 National Airport Safeguarding Framework

Master Plan 2039 provides a detailed assessment of the National Airport Safeguarding Framework (NASF) Guidelines. NASF is a national land use planning framework which aims to:

- Improve community amenity by minimising noise sensitive developments near airports, including using additional noise metrics and improved noise-disclosure mechanisms
- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted on various safety-related issues.

It applies to all airports in Australia and affects planning and development around airports, including development activity that might penetrate operational airspace and/or affect navigational procedures for aircraft.

NASF is comprised of nine guidelines:

- Guideline A: Measures for Managing Impacts of Aircraft Noise
- Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports
- Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports
- Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation
- Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports
- Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports
- Guideline G: Protecting Aviation Facilities - Communication, Navigation and Surveillance
- Guideline H: Protecting Strategically Important Helicopter Sites
- Guideline I: Managing the Risk of Public Safety Areas at the ends of runways.

Not all NASF guidelines are relevant to the Minor Variation. This section provides an assessment of NASF Guidelines B, E and F in relation to the Minor Variation.



### 8.2.1. NASF Guideline B: Building Generated Windshear and Turbulence

Proposed development associated with the original MDP was the subject of an assessment using wind tunnel testing to determine potential windshear and wind turbulence. The assessment used the 2012 version of NASF Guideline B. Since this time, a new version of NASF Guideline B (Version No. 2.2.5 May 2018) has been endorsed which expands the windshear and turbulence criteria.

The Minor Variation has been the subject of additional wind assessment.

Arup were commissioned by Sydney Airport to provide an impact assessment report of the changes to the relocation of the hotel and potential design changes to the GTI (Project 4 of the original MDP) on aircraft operations at Sydney Airport.

There are two mechanisms of concern for aircraft operations – windshear and turbulence.

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**Windshear** is the difference in mean wind speed between two locations along the flight path.

Generally, the greatest windshear generated by a structure is during a crosswind when the wind is coming directly over the structure perpendicular to the nominated runway.

**Turbulence** is a measure of the temporal fluctuations in the wind at the same location

For turbulence, the impact of the structure is greatest directly downwind of the structure.

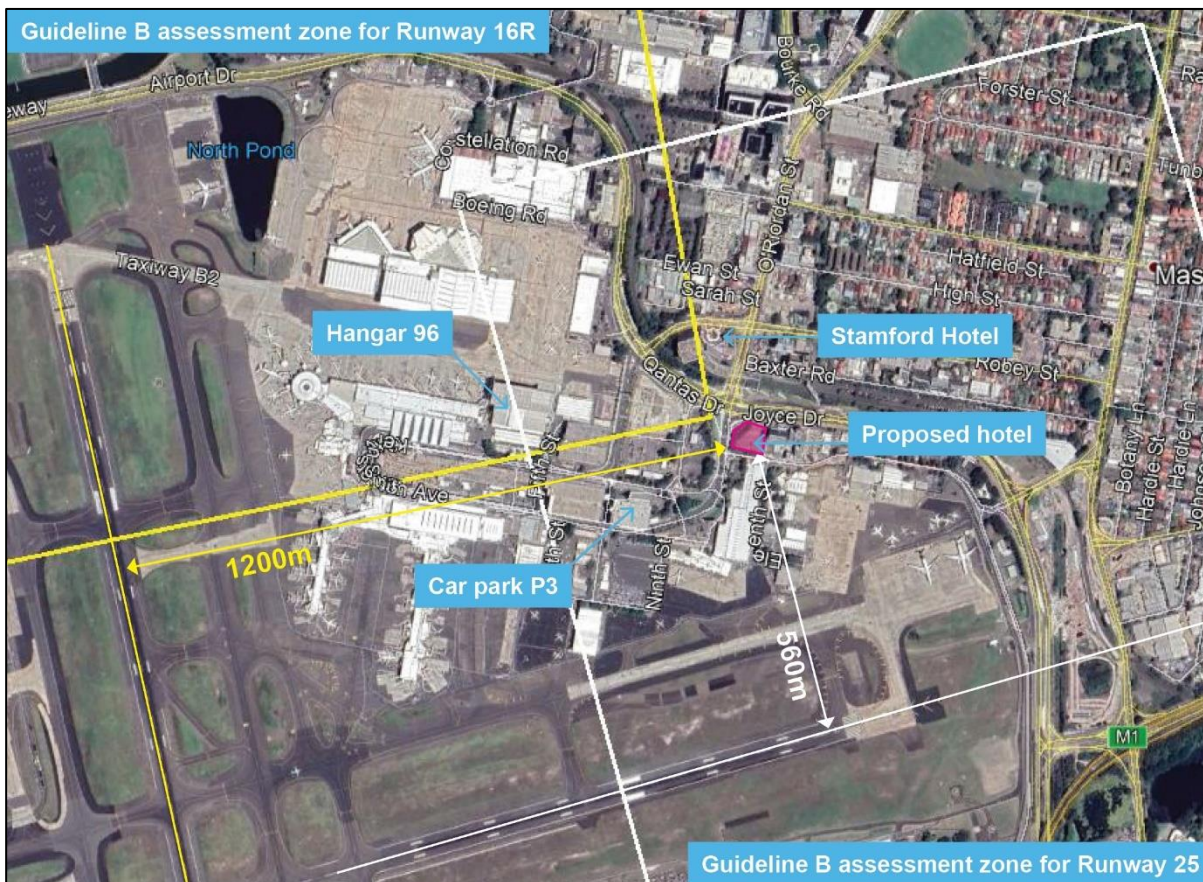
Typically, turbulence is generally significantly worse than windshear for aircraft operations.

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#### Windshear

The site of the hotel and the proposed GTI are inside the NASF assessment zone for Runway 25, and just outside of the assessment zone for Runway 16R (see Figure 8-1).

Figure 8-1: Windshear assessment zone for Runway 16R



Source: ARUP Windshear Assessment

The proposed new location for the hotel is closer to the neighbouring hotels along Ross Smith Avenue, which act as a compound shape from a wind perspective. In the absence of the approved GTI, the site is relatively exposed to prevailing wind directions, particularly from the west.

Arup has concluded that, due to the location of the proposed hotel in relation to aircraft operations, the proposed development is considered highly unlikely to impact aircraft during standard operating procedures at Sydney Airport.

Arup have also advised that during winds from the north-west affecting Runway 25, aircraft would be landing on the parallel Runway 34; and for winds from the south-east affecting Runway 16R, there are numerous larger terminal buildings between the proposed GTI, hotel and the flight path.

### **Turbulence**

Previous wind-tunnel testing results on similar sized developments in the vicinity of the proposed development have illustrated the minor impact a building of this massing would have on aircraft operations.

### **Plume Rise and Dust**

CASA has identified that there is a need to assess the potential hazard to aviation posed by vertical exhaust plumes in excess of 4.3 metres per second (m/s) velocity at or above the OLS surface. Aircraft operations may be affected by an exhaust plume of significant vertical velocity. This would generally relate to plumes generated from industrial facilities with vents or stacks.

The commercial kitchen associated with the hotel is likely to vent externally. The design of this system will include consideration of plume rise, for example diffusion devices or horizontal discharge where there is a possible risk of plume rise impacts. The proposed hotel will also include air conditioning heat rejection discharges, which will be designed to minimise plume rise risks.

## **8.2.2. NASF Guideline E: Lighting in the Vicinity of Airports**

CASA has the authority, under the *Civil Aviation Regulations 1988*, to control ground lights where they have the potential to cause confusion or distraction from glare to pilots in the air.

The intensity of external lighting, the intensity of reflected sunlight, and smoke, dust or particulate matter may also be considered controlled activities under the *Airports (Protection of Airspace) Regulations 1996*, and therefore subject to the regulatory regime.

NASF Guideline E identifies lighting restriction zones associated with each of the Sydney Airport runway.

Project construction of the hotel is not expected to occur at night, except in specific circumstances where night construction is required to minimise impacts to airport operations. In such cases, construction lighting will be planned to comply with airport safety requirements, including lighting intensity and the degree of light spill above the horizontal.

During operation the proposed hotel will have some external signage and lighting which will be designed to control intensity, direction and glare.

NASF Guideline E identifies that the glare from reflected sunlight from buildings tends to be momentary and is therefore unlikely to be a source of risk. Nevertheless, the proposed hotel design will use appropriate external cladding to minimise reflection and glare.

Lighting design associated with the hotel and surrounding road network will be further developed during the detailed design stages to comply with NASF Guideline E, Australian Standards and requirements of Sydney Airport, CASA and Airservices Australia.



### 8.2.3. NASF Guideline F: Protected Airspace of Airports

Commonwealth Government regulations have long recognised the need to restrict the height of buildings and other structures (such as cranes) near airports or under flight paths. This protected airspace is formally known as 'prescribed airspace'.

An airport's prescribed airspace typically includes the following:

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#### Obstacle Limitation Surface (OLS)

The OLS is defined by international specifications, as adopted by CASA. It defines the airspace surrounding an airport that must be protected from obstacles to ensure aircraft flying in good weather during the initial and final stages of flight, or in the vicinity of the airport, can do so safely.

#### Procedures for Air Navigational Services – Aircraft Operations (PANS-OPS)

At major airports, radio and satellite navigation aids enable aircraft to fly safely in poor weather (known as 'non-visual conditions'). In such conditions, visibility can be close to zero due to cloud or fog. To avoid collisions, pilots need to know that the airspace they are flying in is free of obstacles.

#### Other surfaces

Other surfaces are defined to ensure off-airport obstacles do not interfere with signals from ground-based air navigation equipment (such as radar) or obscure airport safety lights (such as high intensity approach lights, or HIAL).

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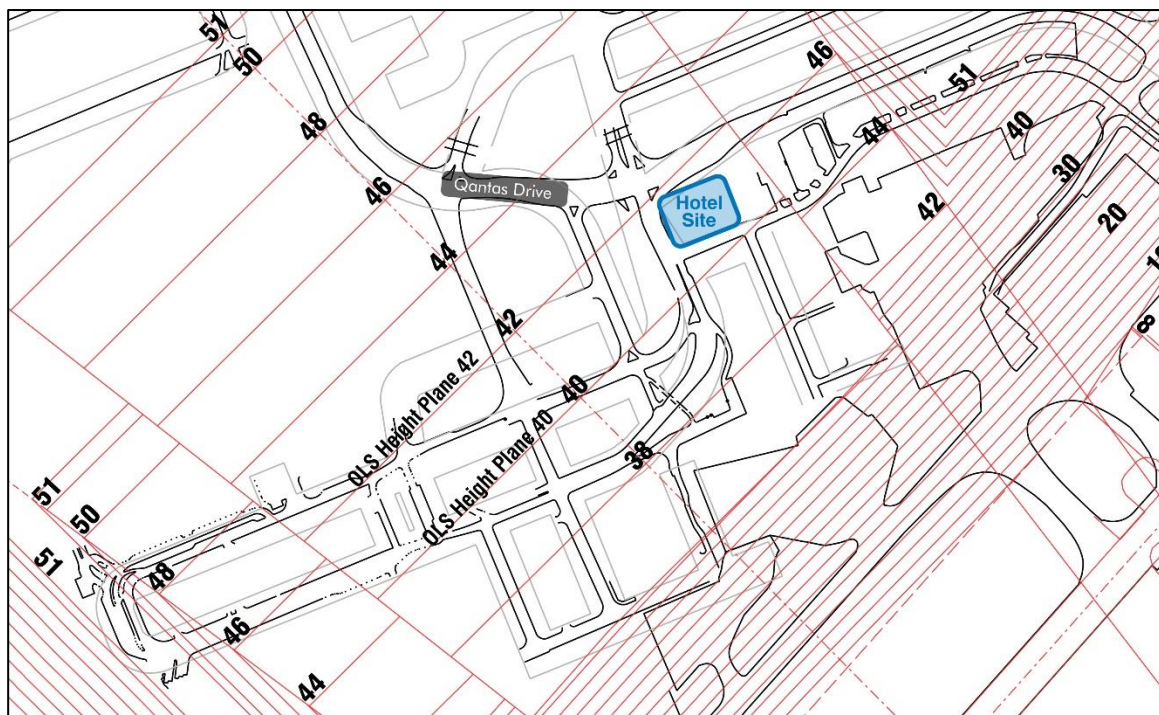
#### Obstacle Limitation Surface (OLS)

Under section 182 of the *Airports Act 1996*, activities that result in intrusions into an airport's prescribed airspace are called 'controlled activities' and cannot be carried out without approval. The airport operator or DITRDC must assess applications to carry out controlled activities and may impose conditions on approval.

Building heights in the North East Sector of the Airport are determined by application of the OLS which has been defined for Sydney Airport. The OLS height limits across the project area are shown in Figure 8-2. The hotel will have an approximate height of 40 metres AHD, not exceeding the OLS for this part of the Airport (set at 40-41 metres AHD).

Any associated plant and crane operations planned for the construction of this development will be assessed prior to construction commencing. Under the *Airports Act* and *Airports (Protection of Airspace) Regulations 1996* (Airspace Regulations) any activity resulting in an intrusion into an airport's prescribed airspace (including a crane) is a controlled activity under the Airspace Regulations and Sydney Airport will obtain the relevant approvals DITRDC in consultation with CASA.

Figure 8-2: OLS height limits across project area



Source: Sydney Airport OLS

### **Procedures for Air Navigational Services – Aircraft Operations (PANS-OPS)**

PANS-OPS surfaces are established to protect aircraft operating under instrument flight rules. The PANS-OPS surfaces at the site of the hotel is approximately 45 metres AHD. The proposed development will not impact on the PANS-OPS.

#### **8.2.4. NASF Guideline G: Protecting Aviation Facilities**

##### **Sight Lines from the Air Traffic Control Tower**

Maintaining sight lines to the runways and taxiway and taxiway network from the Airport's Air Traffic Control (ATC) Tower is critical for safe aviation operations. The ATC is more than 1,400 metres to the south of the proposed GTI and hotel sites. Construction and operation of the proposed hotel will have no impacts to sight lines from the ATC to the runways and taxiway and taxiway network.

##### **Airfield Navigational Aids and Radar Systems**

Airfield navigational aids at the Airport have specific siting restrictions that impose both lateral and vertical constraints to preserve the performance integrity of the equipment. This needs to be taken into account when considering development, both on and off-airport.

The site of the proposed hotel is not within close proximity to the Airport Instrument Landing System (ILS) or radio navigational aids. The proposed development will have no impact on airfield navigational aids.

# 9 / Project Staging

## 9.1 Overview

This chapter provides an overview of the general construction staging strategy for the modified hotel. It takes into consideration the Sydney Gateway project, specifically the indicative construction footprint and timing of the four main phases of construction work: enabling works, site establishment, main construction works and finishing/post construction rehabilitation.

The general construction principles for the relocated and redesigned hotel include:

- Early design consideration given to Statutory Aviation requirements
- Recognition of the location and design of Sydney Gateway and associated entrances access/egress arrangements to the Airport
- Safe and efficient design of the internal workings and associated movement to/from the precinct
- Utilise cleared or underutilised adjacent sites for site compounds and construction lay down areas
- Early consideration and mitigation of community and environmental impacts
  - Road network (vehicle and active transport)
  - Noise
  - Air quality
- Design for the use of efficient and effective construction techniques that provide a safe working environment.

## 9.2 Staging

The relocated and redesigned hotel is an independent development that will benefit from the following completed projects from the original MDP:

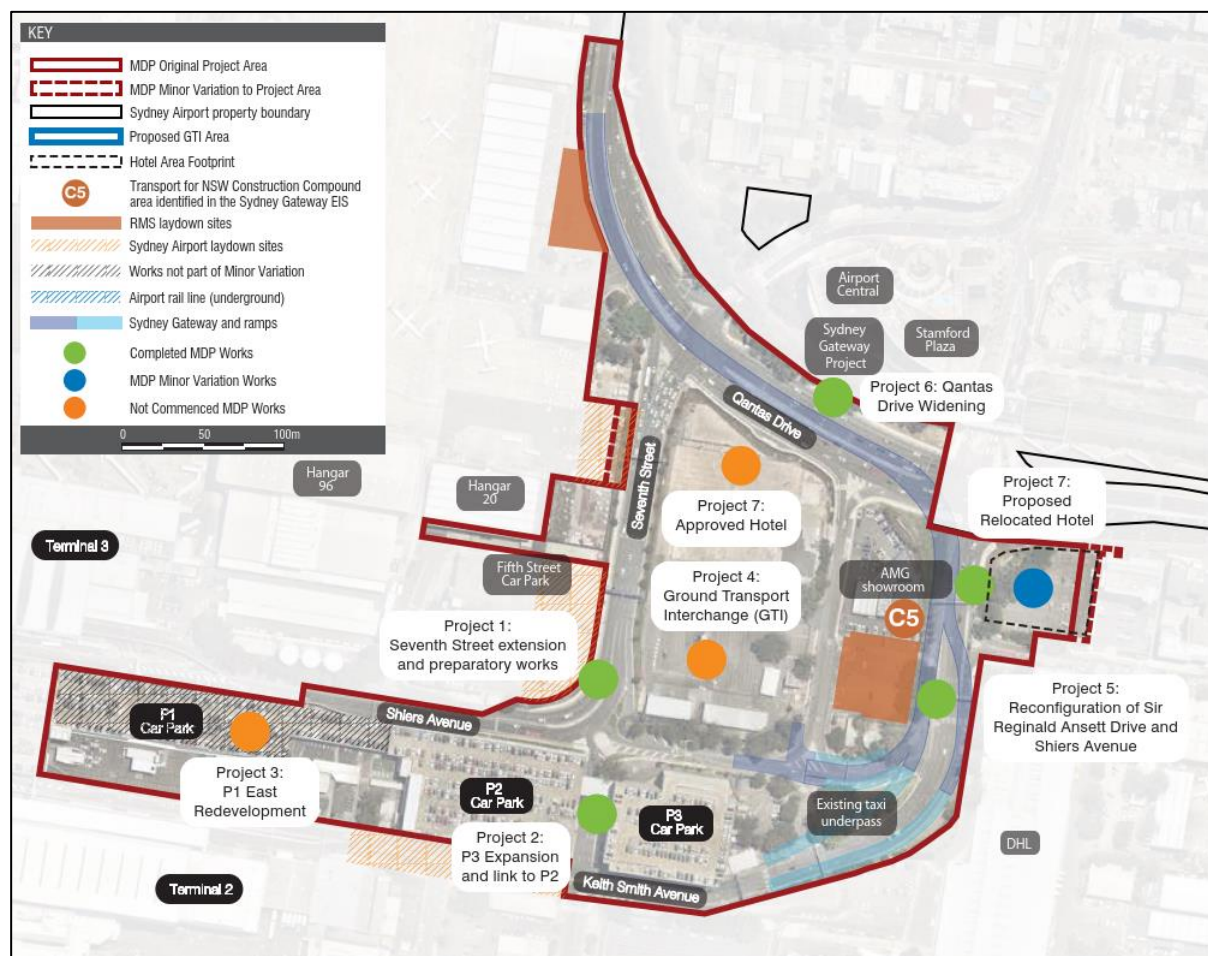
- Project 1 (Seventh Street extension and preparatory works)
- Project 5 (Reconfiguration of Sir Reginald Ansett Drive and Shiers Avenue)
- Project 6 (Qantas Drive).

Sydney Airport intends to divide the design and construction the hotel project into stages, providing several milestones throughout the design, approval and construction process. This allows for greater coordination and consideration within the project and its environment. This is particularly important when taking into consideration the Sydney Gateway project and its current planning status (post-consultation process).

Figure 9-1 shows the current state of the T2/T3 Ground Access Solutions, overlaying:

- Sydney Gateway construction footprint (refer to Figure 8-6 of Sydney Gateway Project EIS)
- The proposed relocated Hotel (Project 7) construction sites (footprint and work areas).

Figure 9-1: Staging plan for Sydney Gateway and hotel project



Source: AECOM

The hotel construction footprint is located within Land Use Zone BD1, has an area of about 3,645 square metres.

### 9.2.1. Delivery method

The proposed relocated and redesigned hotel project is at the early planning phase and will progress through a series of design development and contractor procurement processes, shaping the outcome of the project. On-site construction for this project is anticipated to start early 2022, estimated for completion in 2024.

The appointed project contractor(s) for the project will liaise and coordinate certain activities with the Sydney Gateway project contractor(s) to:

- Minimise construction vehicle conflicts
- Coordinate temporary lane/traffic management
- Coordinate access to construction compound areas, including ingress and egress, including Transport for NSW Compound C5 identified in the Sydney Gateway Environmental Impact Statement
- Minimise unnecessary out of hours work.

As noted in the original MDP, the appointed contractor(s) will be responsible to prepare several contract management documents, including completing a suite of aviation specific development controls. This includes an Environmental Management Plan to be prepared to assist aligning the project delivery team with the earlier environmental impact assessment process.



### 9.2.2. Construction issues

The completed projects of the original MDP and other relevant historical works will supplement the site investigations carried out to inform the selection of the most appropriate construction technique(s) for the two projects.

Sydney Airport will work with the contractor(s) to ensure they comply with the Airport's prescribed airspace controls and any contaminated excavated material, as set out in Chapters 7 and 11's environmental assessments. Limited construction workforce parking provisions for the project is likely to be accommodated within the identified site compounds. Additional off-site parking is intended to be provided within the airport boundary.

## 9.3 Development program and construction costs

### 9.3.1. Development program

The proposed hotel construction is anticipated to start early 2022, estimated for completion in 2024. Figure 9-2 shows the indicative construction commencement date and duration of the relocated and redesigned hotel and the Sydney Gateway project.

Figure 9-2: Indicative construction period for Sydney Gateway and hotel

	2020				2021				2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Hotel (Project 7)</b>																				
Enabling Works																				
Construction Works																				
Finishing & Post Works																				
<b>Sydney Gateway</b>																				
Enabling Works																				
Construction Works																				
Finishing & Post Works																				

### 9.3.2. Construction costs

The estimated total construction cost of the modified hotel is valued at around \$110 million (excluding GST). This cost estimate is subject to review and includes all on-airport road works, access enhancements/facilities and other elements of the project.

# 10 / Complementary Works

## 10.1 Overview

Chapter 5 of the original MDP provided a detailed assessment of the project in relation to NSW Government complementary works. It was noted that such off-airport complementary works were discussed “... *for information purposes only. They do not form part of the major airport development and will not be assessed in this MDP under the provisions of the Airports Act 1996.*”

This chapter recognised that the precise nature of off-airport complementary works would likely evolve as the NSW Government continues to develop and finalise its WestConnex Enabling works package and route selection for the WestConnex Motorway.

Since the preparation of the original MDP, the NSW Government has announced studies for Sydney Gateway, the F6 Extension – Stage 1 and future Western Harbour Tunnel and Beaches Link, which would connect to WestConnex.

Sydney Gateway is an Australian and NSW Government initiative to improve road and rail access to Sydney Airport and the Port Botany area. Sydney Gateway is proposed to pass through Sydney Airport land to the north of the airport and create direct motorway access to the T1 and T2/T3 terminal precincts. In addition, the entrance to the T2/T3 precinct is proposed to be significantly enhanced by a new dedicated flyover from Qantas Drive to the front door of the terminals.

This chapter provides an update on the strategic planning framework in which the airport operates, provides an update to the NSW Long Term Transport Master Plan, including details of the Sydney Gateway project, and refreshes the scope of off-airport complementary works resulting from the Minor Variation.

## 10.2 Strategic Planning Framework

Since the original MDP, several NSW Government strategic planning documents have been released, all of which are summarised in Chapter 3 of Master Plan 2039.

Such strategic planning documents and their relevance to the Minor Variation are described in Table 10-1.

Table 10-1: NSW Government Strategic Planning Documents – Relevance to Minor Variation

NSW Government Strategic Planning Document	Relevance to Minor Variation
<p><b>Greater Sydney Region Plan: A Metropolis of Three Cities</b></p> <p>The Greater Sydney Commission released the Greater Sydney Region Plan in 2018. The Plan provides:</p> <ul style="list-style-type: none"> <li>• A vision for Sydney's future over the next 40 years (to 2056)</li> <li>• A plan for the next 20 years to manage growth and change</li> </ul> <p>Sydney Airport and Port Botany are identified as international trade gateways for the region, with the Plan seeking to protect these gateways (including minimising land use conflicts and protecting flight paths).</p>	<p>Minor Variation aligns with the intent and framework of the Greater Sydney Region Plan</p>
<p><b>Eastern City District Plan</b></p> <p>To support the Greater Sydney Region Plan, five district plans have been finalised by the Greater Sydney Commission. The district plans are guides for implementing the Greater Sydney Region Plan at a district level over the next 20 year, linking regional and local planning.</p> <p>The Eastern City District Plan is relevant to Sydney Airport. Sydney Airport is identified as a major freight, business and tourism gateway. The Plan also provides direction to control land use outside of the airport to ensure ongoing operation.</p>	<p>Minor Variation aligns with the intent and framework of the Eastern City District Plan</p>
<p><b>Future Transport Strategy 2056</b></p> <p>The NSW Government Future Transport Strategy 2056, released in March 2018, provides an update of the 2012 Long Term Transport Master Plan for NSW (referred to in the original MDP).</p> <p>Sydney Gateway is a key element of this Strategy, supporting safe, efficient and reliable journeys for people and freight.</p> <p>In relation to Sydney Airport, Future Transport 2056 recognises:</p> <ul style="list-style-type: none"> <li>• Key transport initiatives for investigation over the next 10 years, including Sydney Airport road upgrades and the More Trains, More Services program</li> <li>• The importance of a world-class travel experience for visitors, and proposes improved public transport connections to arrival and departure points such as Sydney Airport</li> </ul>	<p>Minor Variation aligns with the intent and framework of Future Transport Strategy 2056</p>

### 10.3 NSW Long Term Transport Master Plan

Section 5.3 of the original MDP described the implementation of the NSW Long Term Transport Master Plan, addressing:

- WestConnex
- WestConnex Enabling Works – Airport East
- Sydney's Bus and Rail Future
- Airport/Port Botany Precinct Works.

Since this time, the NSW Government has undertaken further detailed studies into the Sydney Gateway Road Project, resulting in the release of the Environmental Impact Statement (EIS) and Preliminary Draft Major Development Plan (draft MDP) for public exhibition (exhibition period closed on 19 December 2019 and 21 February 2020 for the EIS and draft MDP, respectively). The EIS was approved by the NSW Minister for Planning and Public Spaces on 27 August 2020. The MDP was approved on 23 September 2020.

#### 10.3.1. Sydney Gateway

Sydney Gateway links Sydney Airport's Domestic and International terminals with the Sydney motorway network at St Peters Interchange. New roads, bridges, and a flyover will be built in Mascot, Tempe and St Peters to improve journey times and reduce congestion around Sydney Airport and towards Port Botany.

Sydney Gateway (see Figure 10-1) features:

- New toll-free connections from St Peters Interchange to the Domestic and International terminals
- Widening of Qantas Drive
- A new flyover connecting the upgraded Qantas Drive to the Domestic terminals
- New bridge over Alexandra Canal, the Botany Rail Line and Canal Road
- New dedicated roads from Sydney Airport freight transport.

The new connections into the Sydney Airport Domestic precinct have necessitated revisiting the ground transport arrangements, as detailed in the original MDP and instigated the relocation and redesign of the proposed Hotel. The design of the Ground Transport Interchange may be revised and if so, would be subject to a separate approval process.

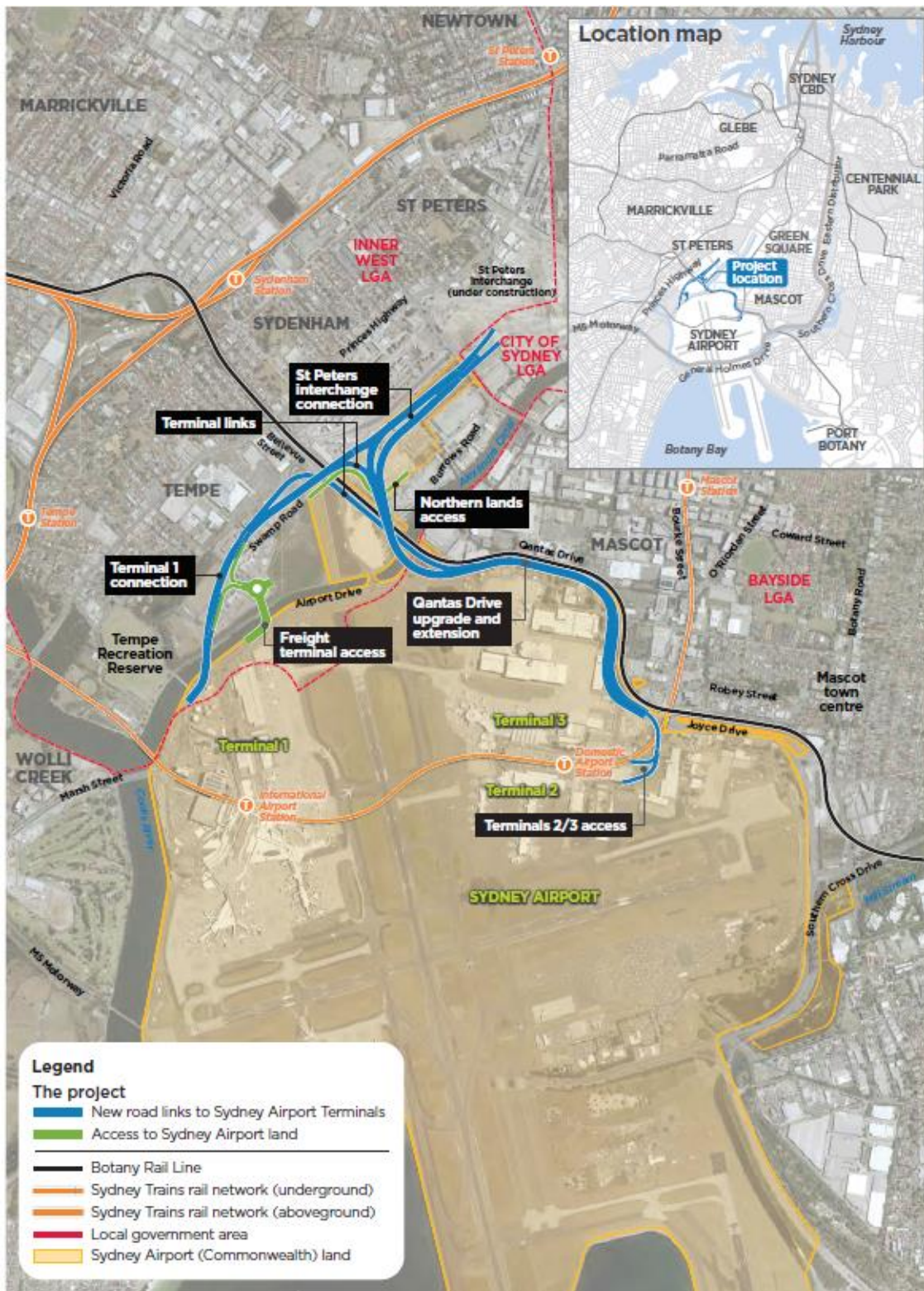
The Sydney Gateway Terminals 2/3 access (see Figure 10-2) will consist of a new elevated road (viaduct) structure providing access from Qantas Drive to Terminals 2/3. Eastbound traffic travelling to Terminals 2/3 will be separated from through traffic, including east–west traffic travelling along Joyce Drive and Qantas Drive, and north–south traffic accessing and leaving Terminals 2/3 via Sir Reginald Ansett Drive and Seventh Street respectively.

The Terminals 2/3 access is proposed to extend from Qantas Drive (opposite the western end of Ewan Street) into Terminals 2/3, and includes:

- A new ramp from the western-most eastbound lane connecting to an elevated viaduct structure into the Terminals 2/3 precinct
- Adjustments to intersections along Sir Reginald Ansett Drive at Ross Smith Avenue and at Shiers Avenue.

The new viaduct structure will be about 660 metres long and provide a clearance of 5.4 metres to Qantas Drive and Sir Reginald Ansett Drive.

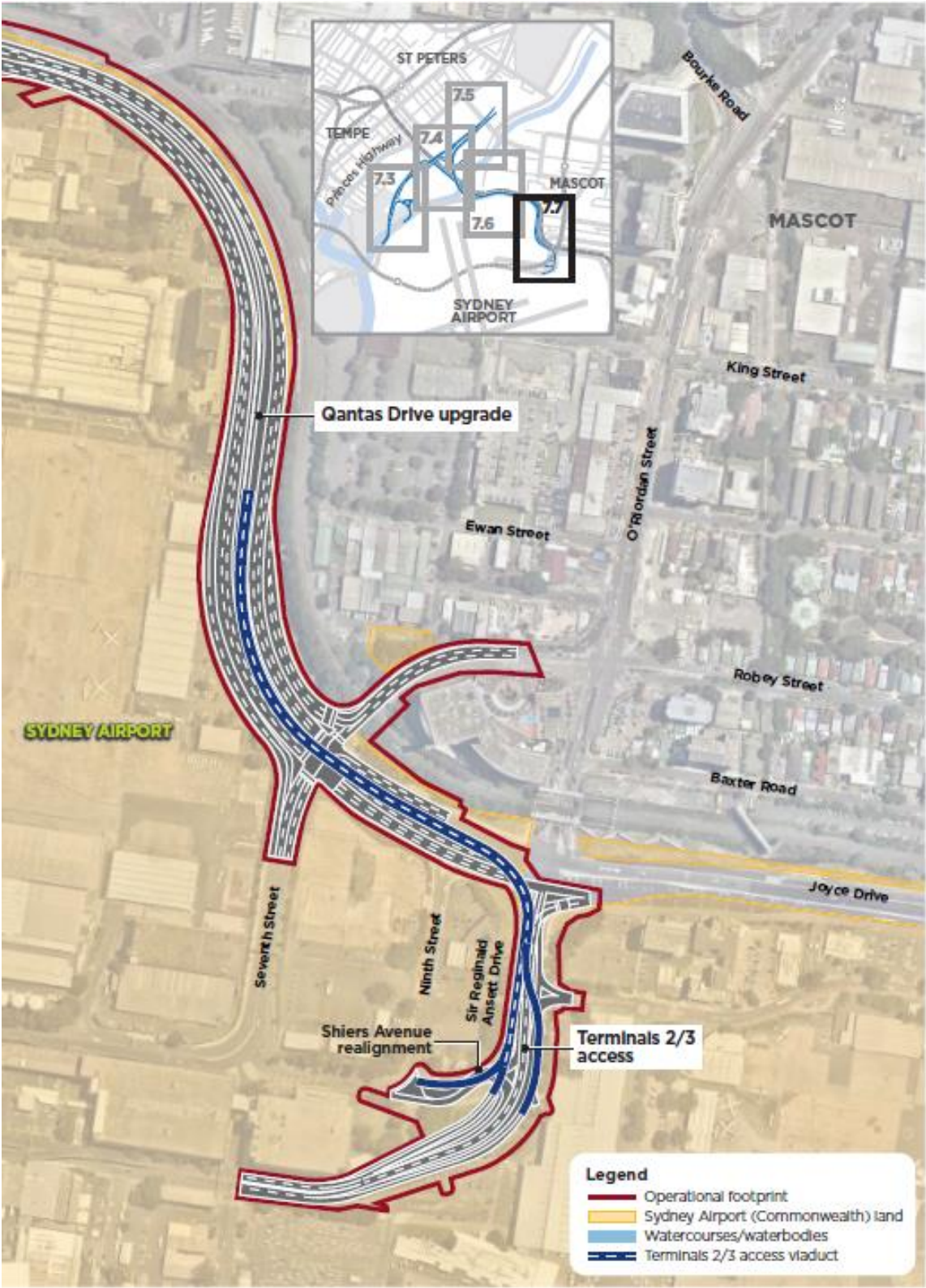
Figure 10-1: Sydney Gateway Project



Source: Sydney Gateway Road Project – EIS/Preliminary Draft MDP



Figure 10-2: Sydney Gateway Project – Terminals 2/3 access



Source: Sydney Gateway Road Project – EIS/Preliminary Draft MDP



## 10.4 Off-Airport Complementary Works

As described in the original MDP, there has been, and continues to be ongoing and detailed consultation between Sydney Airport and the NSW Government on ground transport issues. As a result, there have been a number of off-airport road improvement projects completed since the preparation and approval of the original MDP. These are described on Table 10-2.

Table 10-2: Implementation of Off-Airport Complementary Works

Additional proposed roadworks outside of airport boundary	Implementation Status
Widening of Joyce Drive and General Holmes Drive between O'Riordan Street and Mill Pond Road to three lanes in each direction	Completed as part of RMS Airport East precinct works. <ul style="list-style-type: none"> <li>Widening of Joyce Dr (from O'Riordan to General Holmes Dr) – late 2018</li> <li>Widening of General Holmes Dr (from Joyce Dr to Mill Pond) – July 2019</li> </ul>
Improving the Mill Pond Road intersection with General Holmes Drive and Botany Road	Completed as part of RMS Airport East precinct works (October 2019)
Replacement of the rail level crossing with a road underpass that links General Holmes Drive, Botany Road and Wentworth Avenue	Completed as part of RMS Airport East precinct works (July 2019)
Widening of Marsh Street	Completed in August 2017
Robey Street becoming one-way northbound from Qantas Drive to the intersection of O'Riordan Street and O'Riordan Street becoming one-way southbound between Robey Street and Joyce Drive with associated intersection improvements at Joyce Drive and O'Riordan Street	<p>Work completed in October 2017 as part of the RMS Airport North precinct works.</p> <p>Complements the introduction of one-way system in the T2/T3 precinct (i.e. SRAD IN &amp; Seventh St OUT) which was completed in December 2015.</p> <p>Further RMS Airport North works currently ongoing include:</p> <ul style="list-style-type: none"> <li>Widening of O'Riordan St, north of Robey St to three lanes each direction</li> <li>Widening of Robey St to three lanes (Qantas Dr to O'Riordan) and improvement to LT from Qantas</li> </ul>

# 11 / Community and Stakeholder Engagement

## 11.1 Overview

Sydney Airport's Community and Stakeholder Engagement Program seeks to develop constructive and proactive relationships between Sydney Airport and the community, governments, the aviation industry and other stakeholders.

The Program's purposes are to ensure that Sydney Airport:

- Genuinely consults and engages with the community, government, aviation industry, business and other stakeholders about the operation of, proposed development at and future planning for Sydney Airport
- Works cooperatively with Australian and NSW Government agencies, local governments and other organisations that have roles and responsibilities involving or affecting Sydney Airport
- Communicates and makes available relevant and accurate information about Sydney Airport to the community and other stakeholders in a timely manner, in a form that is easy to understand and in a way that reaches all stakeholders
- Listens to and genuinely considers feedback from the community and other stakeholders and, where practicable, resolves issues of concern.

## 11.2 Public exhibition of original MDP

During the public exhibition of the preliminary draft of the original MDP, 126 submissions were received. The top three issues raised were:

- Active transport, particularly ensuring safe access into and out of the T2/T3 precinct and providing end-of-trip facilities for cyclists
- Provision of a bus interchange that will allow the NSW Government to deliver on its longstanding promise to provide additional bus routes to and from the airport
- Provision of a pedestrian corridor, to minimise the travel distance for pedestrians to the T2/T3 terminal frontages, from the GTI and other proposed developments.

After public exhibition and before submission to the Minister for Infrastructure, Transport and Regional Development, the original MDP was altered to address each of these issues. The design changes described in this Minor Variation do not impact these enhancements.

## 11.3 Approach to Minor Variation consultation

Sydney Airport's approach to consultation when preparing this Minor Variation meets the requirements of the Airports Act and is consistent with the Australian Government's suggested approach to effective consultation, as outlined in the *Airport Development Consultation Guidelines* (2012).

As a result of restrictions introduced during the COVID 19 pandemic, some engagement activities have not been able to be carried out because they involve face-to-face interaction with members of the community, potentially in large groups. Engagement activities have been limited to those without face-to-face interaction, such as via internet, telephone, email or the like. It is also noted that, given the significant and prolonged economic impact of the pandemic, some stakeholders,

particularly airlines and other businesses located at the airport, have had limited capacity to engage.

The community and stakeholder consultation and engagement strategy for the Minor Variation process has involved the following stages:

- Initial consultations with a range of key aviation, government and community stakeholders concerning the proposed Minor Variation
- Consistent with the Australian Government's MDP Assessment Guidelines (2011), an exposure draft Minor Variation was provided to DITRDC for its review and referral to the Department of Agriculture, Water and Environment (DAWE). The exposure draft Minor Variation was also referred to Airservices and the CASA for review and comment
- Comments received from Australian Government agencies were considered and the exposure draft Minor Variation revised to produce the preliminary draft Minor Variation
- Formal public notification that the preliminary draft Minor Variation was to be placed on public exhibition, including an invitation to submit written comments
- Dissemination of the preliminary draft Minor Variation and supporting information were provided to the community and other stakeholders (including details of how to get further information and how to comment) during the public comment period
- Special page on Sydney Airport's website, where the preliminary draft Minor Variation and supporting information can be viewed online
- Offers of telephone briefings and opportunities to obtain further information to the community and stakeholders during the public comment period
- Due regard given to all comments received during the public exhibition period. Following the public exhibition period, the preliminary draft Minor Variation was appropriately amended to produce the draft Minor Variation
- Submission of the draft Minor Variation, all comments received, and related documents to the Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development for consideration.

## 11.4 Overview of preliminary consultation on Minor Variation

As part of the initial consultation stage, Sydney Airport provided information to the following stakeholders:

- Sydney Airport Community Forum
- Sydney Airport Planning Coordination Forum
- People and organisations who made submissions when the preliminary draft version of the original MDP was publicly exhibited (126 in total)
- Key Australian Government agencies, including: Department of Infrastructure, Transport, Regional Development and Communications; Airservices Australia; Civil Aviation Safety Authority; and the Department of Agriculture, Water and the Environment
- Key NSW Government agencies, including Transport for NSW (which includes Sydney Buses and the former NSW Roads and Maritime Services); and the Department of Planning, Industry and Environment
- Bayside and Inner West Councils
- Airlines and other key aviation industry stakeholders (particularly those with a presence in the T2/T3 precinct)
- Affected local landowners and/or on-airport businesses
- Relevant local Commonwealth and NSW Members of Parliament
- Relevant business and tourism organisations, including those representing the taxi and hotel industries.

The feedback and comments received during this initial consultation process informed the preparation of this Preliminary Draft Minor Variation.

## 11.5 Public exhibition of preliminary draft Minor Variation

The second consultation stage involved the formal public comment period. The Preliminary Draft Minor Variation exhibition period was for 15 business days from 30 November 2020 until 18 December 2020.

During this time, copies of the Preliminary Draft Minor Variation were made widely available to the public and other stakeholders via download free of charge from the Sydney Airport website. A notice specifying this information was placed in the Sydney Morning Herald.

Throughout the public exhibition period, Sydney Airport's aim was to ensure that all key stakeholders were able to:

- Easily access a written or electronic copy of the Preliminary Draft Minor Variation and background information
- Contact and speak directly to Sydney Airport representatives to ask questions and seek further information about the Preliminary Draft Minor Variation
- Make use of various means of making a submission and commenting on the Preliminary Draft Minor Variation.

## 11.6 Issues raised in submissions

The formal submission period ended on 18 December 2020. All comments received have been acknowledged by letter or email.

Sydney Airport has considered and given due regard to all comments received from stakeholders. Where appropriate, the Preliminary Draft Minor Variation has been revised before submission (as the Draft Minor Variation) to the Minister for consideration. Under the Act, the final decision whether to approve (with or without conditions) or refuse a Draft Minor Variation rests with the Minister.

# Part C

## Appendices

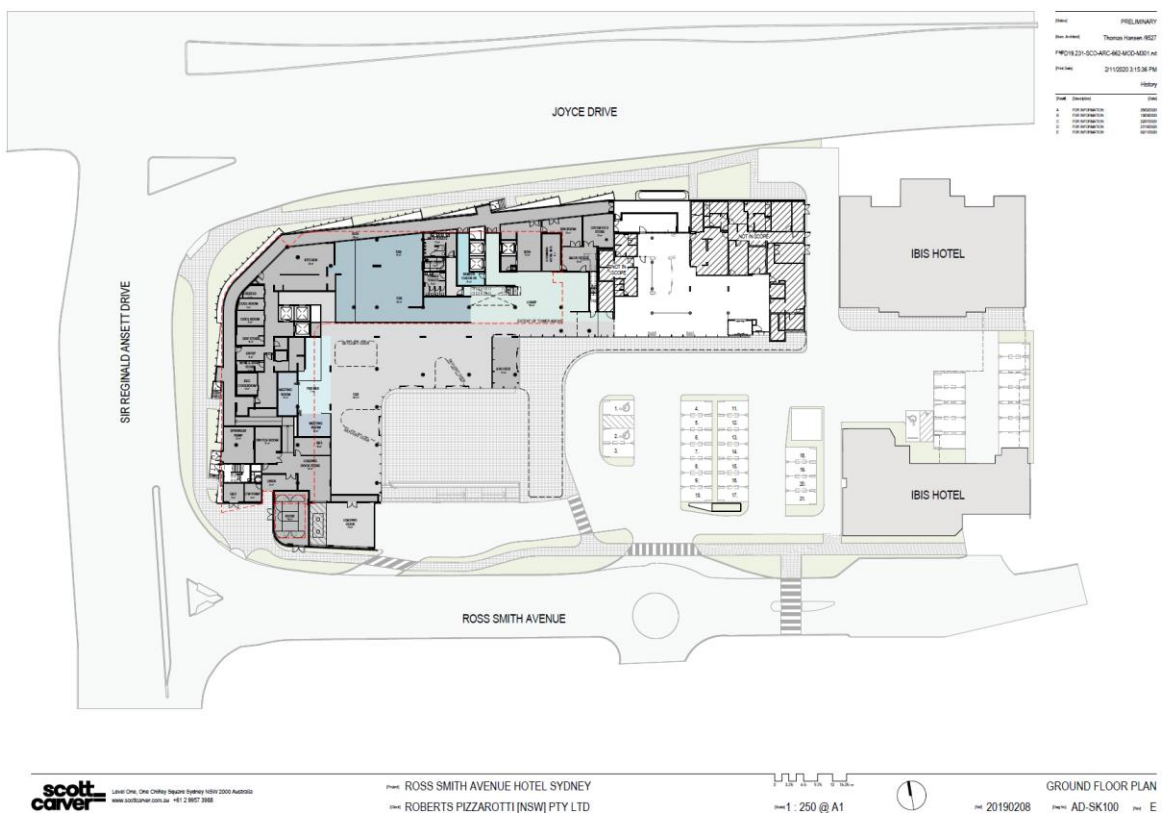
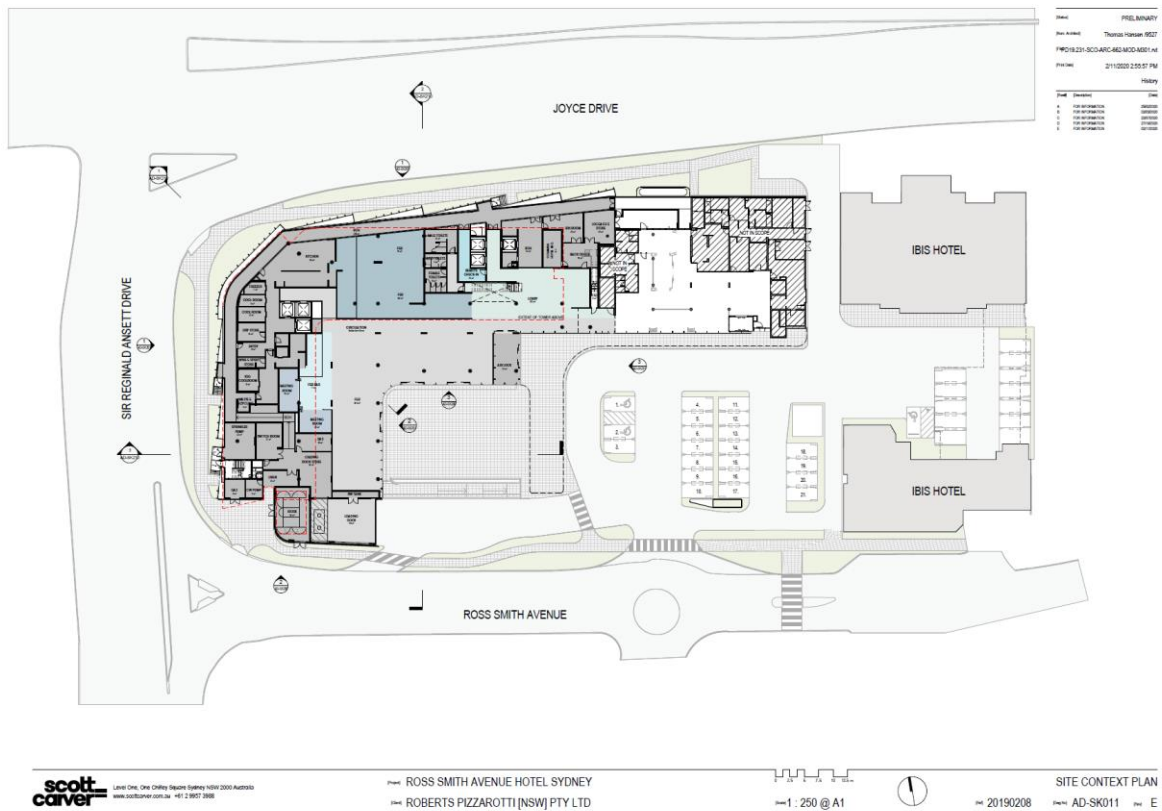
Development (Hotel Plans)

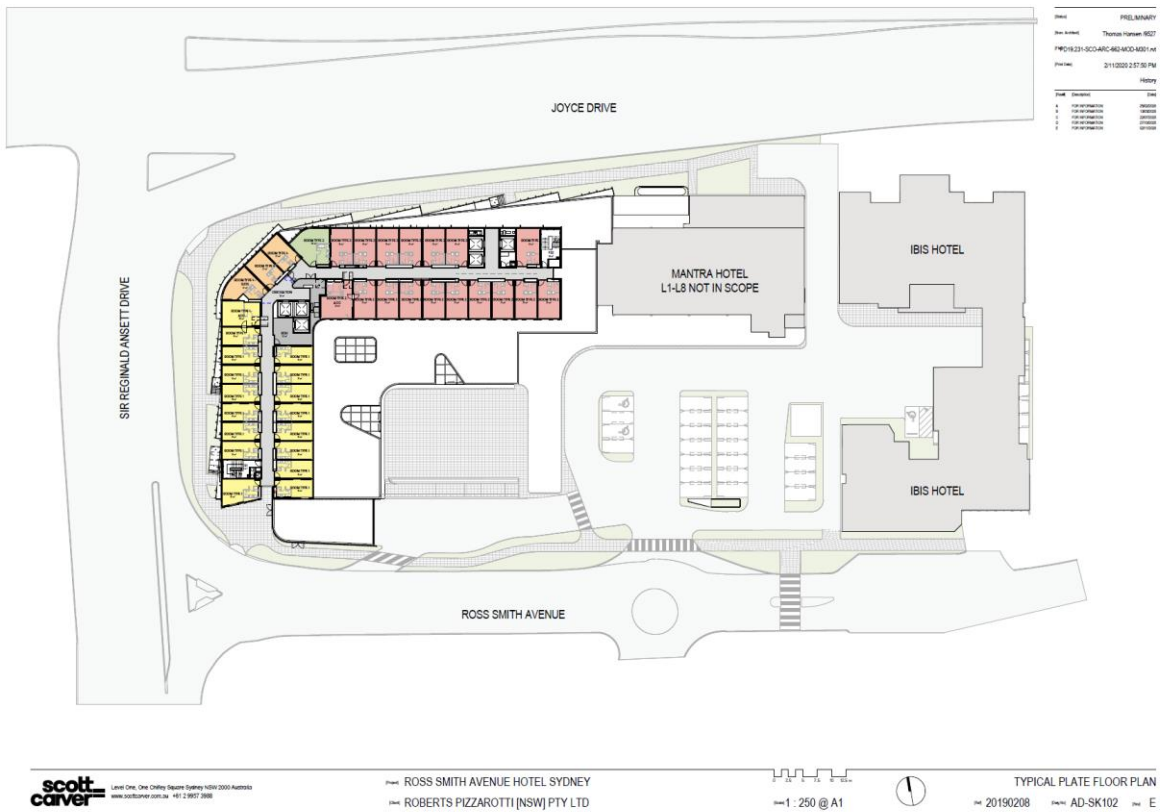
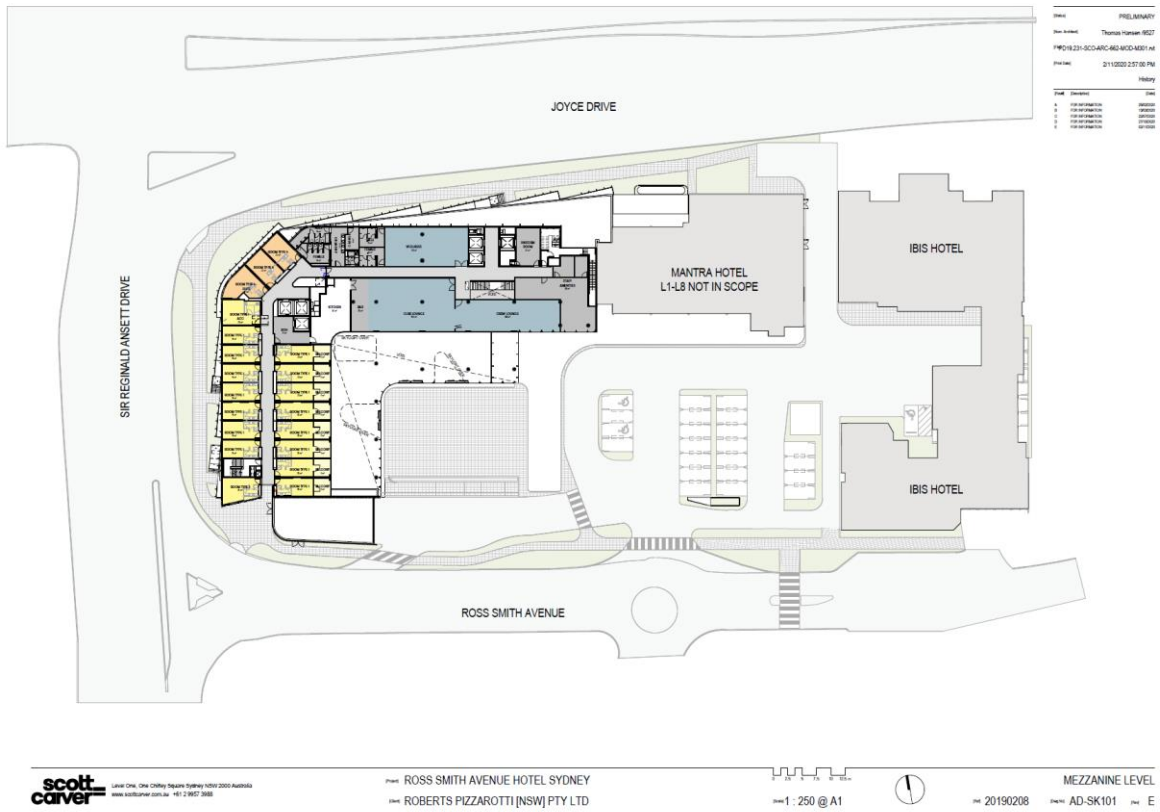
Consistency with the Airports Act 1996





# Appendix A – Proposed Hotel Drawings















# Appendix B – Consistency with Airports Act 1996

Appendix B provides an overview of the consistency of both the Minor Variation and the original MDP to the relevant sections of the *Airports Act 1996*.

- The Minor Variation is assessed against Section 95 of the Airports Act (Table B-1)
- The original MDP included an assessment (Appendix A of the original MDP) demonstrating consistency with Section 91 of the Airports Act. Table B-2 reconfirms the consistency of the original MDP against Section 91 of the Airports Act, highlighting any changes as a result of the Minor Variation

**Table B-1 – Minor Variation assessment against Section 95 of the Airports Act**

Section 95 of <i>Airports Act 1996</i> - Requirements		Minor Variation Justification
95	<b>Minor variation of major development plan</b> This section applies if:	
	a) A major development plan for an airport has been approved by the Minister; and	<i>Sydney Airport T2/T3 Ground Access Solutions and Hotel MDP</i> (original MDP) was approved on 10 March 2015.  A recent extension has been granted to the period of time to substantially complete the development associated with the original MDP to 10 March 2022.
	b) The airport-lessee company for the airport gives the Minister, in writing, a draft variation of the plan; and	Sydney Airport will give the Minister the Draft Minor Variation (draft variation of the original MDP) following a targeted and public exhibition of the Preliminary Draft Minor Variation, once Sydney Airport has given due regard to any matters raised.  See Chapter 11 in relation to the Community and Stakeholder Engagement process
	c) The variation is of a minor nature.	The variation is of a minor nature for the following reasons: <ol style="list-style-type: none"> <li>1. A majority of the developments in the original MDP have already been completed</li> <li>2. For those developments in the original MDP that have not yet commenced, there are sound reasons why their original design and/or location needs to be varied</li> <li>3. Those variations, when considered as a whole and in the context of the entire major airport development, are minor in nature and will each have a lesser impact than envisaged in the original MDP.</li> </ol>

Table B-2 – Original MDP assessment against Section 91 of the Airports Act

Section 91 of <i>Airports Act</i> 1996 - Requirements		Relevant Section of Original MDP	Relevant Section of Minor Variation
(1A)	The purpose of a major development plan in relation to an airport is to establish the details of a major airport development that:		
	a) relates to the airport; and	Chapters 1 and 2	Chapters 1 and 2
	b) is consistent with the airport lease for the airport and the final Master Plan for the airport.	Sections 10.6 (lease) and 10.4 (Master Plan 2033)	See Section 10.6 of Original MDP (lease) and Part A Section 4.3 (Master Plan 2039)
(1)	A major development plan, or a draft of such a plan, must set out:		
	a) the airport lessee company's objectives for the development; and	Section 1.2	Section 2.1
	b) future needs of civil aviation users of the airport, and other users of the airport, will be met by the development; and	Chapters 1 and 2	Chapters 1 and 2
	c) a detailed outline of the development; and	Chapter 4	Chapter 3 Chapter 5
	ca) whether or not the development is consistent with the airport lease for the airport; and	Section 10.6	See Section 10.6 of Original MDP
	d) if a final Master Plan for the airport is in force, whether or not the development is consistent with the final Master Plan; and	Section 10.4	Section 4.3 (Master Plan 2039)
	e) if the development could affect noise exposure levels at the airport, the effect that the development would be likely to have on those levels; and	Not applicable	Not applicable
	ea) if the development could affect flight paths at the airport, the effect that the development would be likely to have on those flight paths; and	Not applicable	Not applicable
	f) the airport lessee company's plans developed following consultations with the airlines that use the airport, local government bodies in the vicinity of the airport and – if the airport is a joint user airport – the Defence Department for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant Australian noise exposure forecast (ANEF) levels; and	Not applicable	Not applicable
	g) an outline of the approvals that the airport lessee company, or any other person, has sought, is seeking, or proposes to seek under Division 5 or Part 12 in respect of elements of the development; and	Division 5 – Chapters 1 and 2 Part 12 – Not applicable	Division 5 – Chapters 1 and 2 Part 12 – Not applicable

Section 91 of <i>Airports Act 1996</i> - Requirements		Relevant Section of Original MDP	Relevant Section of Minor Variation
(1)	ga) the likely effect of the proposed developments that are set out in the major development plan, or the draft of the major development plan, on:		
	i) traffic flows at the airport and surrounding the airport; and	Chapter 7	Chapter 6 Chapter 10
	ii) employment levels at the airport; and	Section 9.1	See Section 9.1 of Original MDP
	iii) the local and regional economy and community, including an analysis of how the proposed developments fit within the local planning schemes for commercial and retail development in the adjacent area; and	Section 9.2 and Section 10.5	See Section 9.2 of Original MDP and Section 4.5
	h) the airport lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development; and	Chapter 8	Chapter 7
	j) the airport lessee company's plans for dealing with the environmental impacts mentioned in paragraph (h) (including plans for ameliorating or preventing environmental impacts); and	Chapter 8	Chapter 7
	k) if the plan relates to a sensitive development, the exceptional circumstances that the airport lessee company claims will justify the development of the sensitive development at the airport; and	Not applicable	Not applicable
	l) such other matters (if any) as are specified in the regulations.	Section 10.4	See Section 10.4 of Original MDP
(2)	Paragraphs (1)(a) to (k) (inclusive) do not, by implication, limit paragraph (1)(l).	Noted	Noted
(3)	The regulations may provide that, in specifying a particular objective, assessment, outline or other matter covered by Subsection (1), a major development plan, or a draft of such a plan, must address such things as are specified in the regulations.	Noted	Noted
(4)	In specifying a particular objective or proposal covered by paragraph (1)(a), (c) or (ga), a major development plan, or a draft of a major development plan, must address:		
	a) the extent (if any) of consistency with planning schemes in force under a law of the state in which the airport is located; and b) if the major development plan is not consistent with those planning schemes, the justification for the inconsistencies.	Section 10.4  Not applicable	Section 4.5  Not applicable
(5)	Subsection (4) does not, by implication, limit Subsection (3).	Noted	Noted
(6)	In developing plans referred to in Paragraph (l)(f), an airport lessee company must have regard to <i>Australian Standard AS 2021-2000 (Acoustics – Aircraft noise intrusion – Building Siting and Construction)</i> as in force or existing at that time.	Not applicable	Not applicable
(7)	Subsection (6) does not, by implication, limit the matters to which regard may be had.	Noted	Noted