

Planning and Development (Emergency Services, Maintenance and Training Facility at Block 45, Section 3 Hume) EIS Assessment Report 2026

Notifiable instrument NI2026–329

made under the

Planning and Development Act 2007, s 225A (EIS assessment report)

1 Name of instrument

This instrument is the *Planning and Development (Emergency Services, Maintenance and Training Facility at Block 45, Section 3 Hume) EIS Assessment Report 2026*.

2 Commencement

This instrument commences on the day after its notification day.

3 EIS assessment report

The territory planning authority has prepared the EIS assessment report for the Emergency Services, Maintenance and Training Facility at Hume as set out in schedule 1.

Note 1 A copy of the assessment report can be obtained from the territory planning authority website at: <http://www.planning.act.gov.au>.

Note 2 Under the Act, s 225A (5), the EIS assessment report expires 18 months after its notification day.

George Cilliers
Territory Planning Authority
2 July 2026



ACT
Government

Territory Planning
Authority

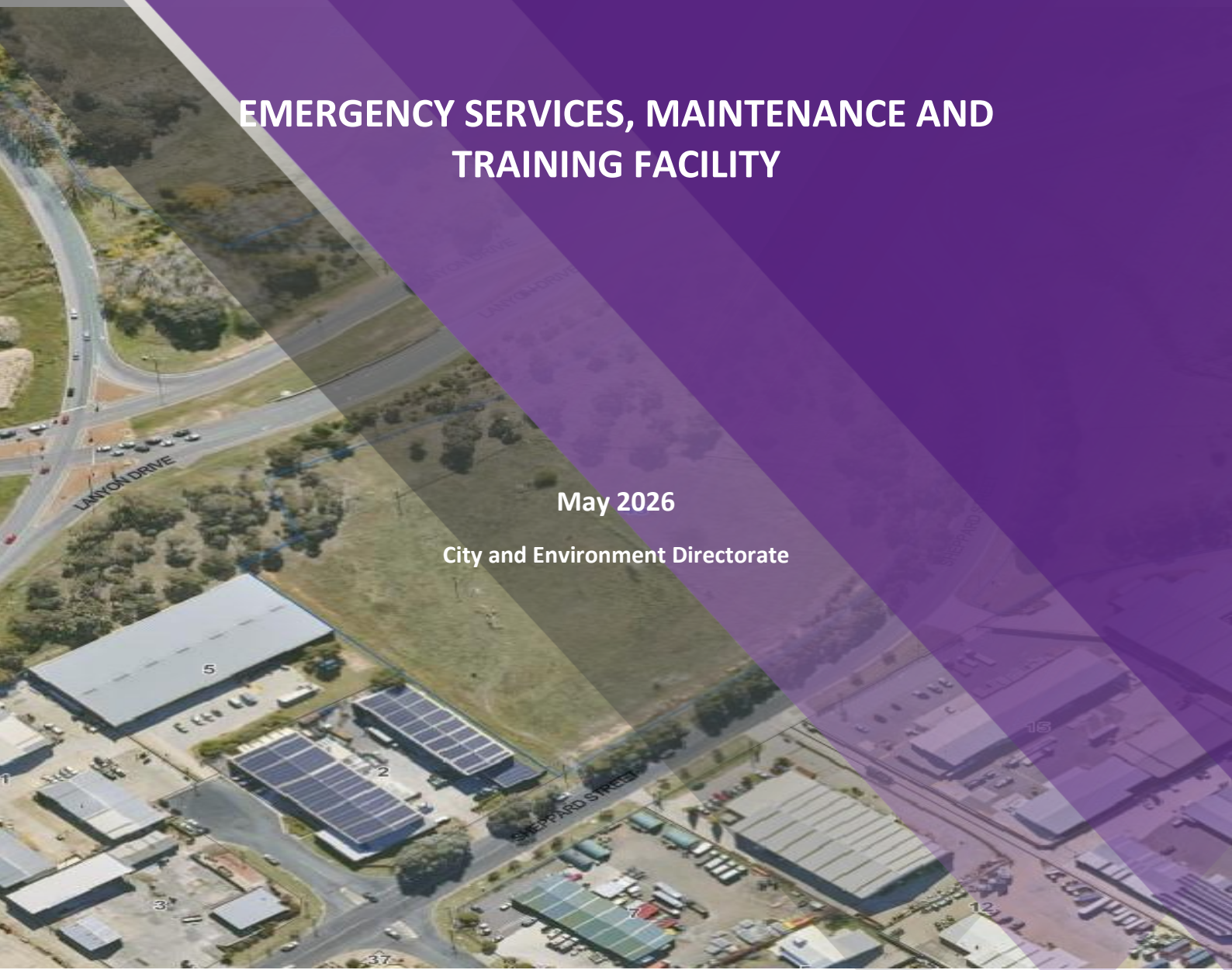
**Environmental Impact Statement
Assessment Report**

FOR

**EMERGENCY SERVICES, MAINTENANCE AND
TRAINING FACILITY**

May 2026

City and Environment Directorate



Pursuant to Section 222 of the *Planning and Development Act 2007* (PD Act), and as per the transitional arrangements under section 636 of the *Planning Act 2023*, this Assessment Report (this Report) evaluates the revised environmental impact statement (EIS) for the following application:

Ref no: EIS202000027

Document no: 1-2020/101439

Project: Emergency Services, Maintenance and Training Facility

Date scoping document issued: 24 March 2021

Date draft EIS lodged: 19 July 2022

Date revised EIS lodged: 25 July 2023

Date response to first s224 notice lodged: 27 July 2024

Date response to second s224 notice lodged: 6 June 2025

Proponent: Forestrack Pty Ltd

Applicant: Canberra Town Planning

Location: Block 45 Section 3 Hume

Street address: Sheppard Street, Hume (corner of Monaro highway and Lanyon Drive)

As required by section 225A of PD Act, the territory planning authority (the Authority) has prepared this Report for the Minister for Planning and Sustainable Development. The Report confirms that the Authority is satisfied that each matter raised in the scoping document for this proposal is addressed.

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Glossary and definitions

Term	Definition
ACT	Australian Capital Territory
ACTF&R	ACT Fire and Rescue
ATC	Air Traffic Control
The Authority	The territory planning authority
The Council	The ACT Heritage Council
CASA	Civil Aviation Safety Authority
CED	City and Environment Directorate
CEMP	Construction Environmental Management Plan
CHA	Cultural Heritage Assessment
CFF	Conservator of Flora and Fauna
DA	development application
EIA	Environmental impact assessment: the process of identifying, predicting, evaluating and mitigating the biophysical, social, and other relevant effects of development proposals before major decisions and commitments are made.
EIS	Environmental impact statement: a document prepared to detail the expected environmental, social and economic effects of a development, and state commitments to avoid, mitigate or satisfactorily control and manage any potential adverse impacts of the development on the environment. In the ACT, an EIS is required for proposals in the impact track as per Section 127 of the <i>Planning and Development Act 2007</i> .
EISAR	EIS Assessment Report (this document)
EMP	environmental management plan
EPA	Environment Protection Authority
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth)
EPSDD	Environment, Planning and Sustainable Development Directorate
ESA	Emergency Services Agency
ESO	Environmental Significance Opinions
MNES	Matter of National Environmental Significance (as per the EPBC Act)
NASF	National Airports Safeguarding Framework
NCA	National Capital Authority
NSW	New South Wales
OEMP	Operational Environmental Management Plan
PD Act	<i>Planning and Development Act 2007</i> (ACT)
PD Regulation	<i>Planning and Development Regulation 2008</i> (ACT)
The Project	The Emergency Services, Maintenance and Training Facility
QPRC	Queanbeyan Palerang Regional Council
RAOs	Representative Aboriginal Organisations
SHE	Statement of Heritage Effects
TCCS	Transport Canberra and City Services
UFP	Unexpected Finds Protocol

1. Introduction

This Report is to the ACT Minister for Planning and Sustainable Development (the Minister) on the assessment of the Environmental Impact Statement (EIS) in relation to the Emergency Services, Maintenance and Training Facility (the Project).

The Project does not trigger the requirement for an EIS under Schedule 4 of the *Planning and Development Act 2007* (PD Act). On 20 September 2018 the Minister declared that the Project would require an EIS under section 124 of the PD Act, and approval of an impact track development application (DA) prior to direct sale of the site. The declaration was made due to the proposed helicopter take-off and landing facility at the site, and potential hazards and risks relating to the operation, noise, and impact on surrounding land uses. The impact track assessment process would also provide opportunity for further public consultation. The DA for this Project was submitted as a concurrent application under DA202240365.

Project description

Canberra Town Planning has acted as the applicant for this Project on behalf of Forestrack Pty Ltd (Forestrack), the proponent for this Project.

The Project is the establishment of a new headquarters and operations base for Forestrack Bushfire Response and Training. The purpose of the proposed facility is to provide emergency services for bushfire response activities, training, forestry and related services, including a helicopter landing/departure area. Ancillary uses supporting these functions include repairs and maintenance of plant and equipment.

The Project includes:

- 4,700m² (approximately) for workshop and truck wash bay, aircraft hangar, and administration building;
- A helicopter landing pad that will service the airborne activities of the business;
- 3,600m² hardstand, for vehicle parking and manoeuvring;
- 49m² (approximately) waste enclosure; and
- 7,600m² identified for future possible development.

Project background

Secure Aviation (Holdings) Pty Ltd (Secure Aviation), a sister company of Forestrack, was listed as the proponent at the scoping stage for the Project. Both Forestrack and Secure Aviation are affiliates of TRG Bushfire Response and Training and provide both airborne and ground-based services to a range of emergency and strategic response operations.

Secure Aviation and Forestrack originally sought approval for Direct Sale of Block 17 Section 18 Hume for the development of an aviation and forestry base (DA 2016-224), however that application was refused due to unacceptable safety risk in relation to the management of the adjacent Alexander Maconochie Centre.

Block 45 Section 3 Hume (the Project site) was subsequently identified as a potentially suitable location. As part of the assessment of the Direct Sale application, the Minister considered the potential impacts of the proposed development of the site. The Minister decided that impacts relating to matters such as noise, associated hazards relating to the operation of aircraft, as well as potential impacts to surrounding land uses would need to be thoroughly investigated prior to any approval being granted. On 20 September 2018, under section 124 of the PD Act,

the Minister declared that the Impact Track applied to the development proposal, therefore an EIS would be required.

In 2019, Secure Aviation lodged an EIS application for a helicopter operations base, with 3 helipads, to provide support for emergency services, forestry and related services, educational institution and tourism uses with ancillary uses supporting these functions (EIS20190007). A scoping document was issued but no draft EIS was submitted within the required 18-month timeframe.

Forestrack operates existing infrastructure and support businesses, one near the proposal site in Hume (76-78 Sheppard Street; Block 11 Section 2) and another near Murrumbateman in regional New South Wales (NSW). The existing Hume site accommodates engineering works, machinery servicing and supply storage for Forestrack operations in the ACT and adjoining NSW region. The proposed facility will replace activities in Murrumbateman as well as those located at 76-78 Sheppard Street. The proposal seeks to combine the facilities at the current sites into one base to enhance the efficiency of operations.

Project location

The EIS relates to land in the district of Jerrabomberra, ACT. The Project site is Block 45 Section 3 Hume, (approximately 3.5 hectares) and is located at the southwestern corner of Sheppard Street and Lanyon Drive. The land is zoned NUZ1 Broadacre. The project location is shown in Figure 1 and 2.



Figure 1 – Project Location – Block 45 Section 3 Hume, ACT



Figure 2 – Site Plan of the project (source: EIS Report, Canberra Town Planning – Final Revised EIS 2025).

1.1.1. Legal land description and tenancy

The Project will directly affect one block; Table 1 shows the legal land description for that block and the neighbouring land, including details of tenancy type and tenant.

Table 1 - Legal land description and tenancy

Block	Section	Division	Tenancy	Tenant/Custodian
Directly affected lands				
45	3	Hume	Unleased Territory Land	TCCS - City Presentation
Neighbouring lands				
5	3	Hume	Leased Territory Land	Private lessee
2	3	Hume	Leased Territory Land	Private lessee
-	-	-	Unleased Territory Land – Road Reserve (Sheppard Street, Lanyon Drive)	TCCS – Roads ACT
-	-	-	Designated Area – Main Avenues and Approach Routes (Monaro Highway)	National Capital Authority

Alternatives to the project

The EIS has considered a number of sites in the ACT region as viable options for this Project, in terms of issues such as location, land size and environmental impacts. Alternative sites investigated included parts of Blocks 15 and 13 Section 18 Hume, and land to the west of the Molonglo and Murrumbidgee rivers.

The proposal as described in the EIS was considered the best option by the proponent as the site meets the below requirements:

- Land with the correct zoning and locality to support the operation.
- Direct road access located close to a main/arterial road to facilitate good access for support and ground operations (i.e. emergency response vehicles, transportation of heavy equipment for use in fire management and deliveries of equipment).
- Areas to support operational training.
- Adequate land area to establish a coordination and operations office, hanger space and storage for equipment and land-based assets/resources, landing facilities and the like.
- Central location in relation to the ACT geographically to permit low response time targets.
- Location away from sensitive (primarily residential) receivers to minimise impacts from flight operations.

There is currently no facility of this nature (bushfire and forestry training, with the use of heavy machinery specifically adapted to forestry operations, to mitigate the spread of bushfire) supporting emergency facilities and reaction operations in the ACT. The proponent currently operates from two sites as described in section 1.2 of this Report. The EIS states that for this reason, the 'do nothing' option would result in operations continuing with a sub-optimal emergency response, due to the two very separate bases.

2. The environmental impact assessment process

Environmental Impact Assessment (EIA) processes are used to identify, predict, plan for and manage the impacts of development proposals before a decision is made about the project going ahead. An EIA process is required to be undertaken for projects in the impact track. Three options are available for EIA Process – EIS, EIS exemption and Environmental Significance Opinions (ESO), with the suitability of each option dependent on the type and scale of project.

An EIA process is not an approval process. It ensures potential impacts and possible mitigation measures have been fully investigated and documented in accordance with the requirements of a scoping document. The EIS is used as a key assessment tool for any DA lodged for the proposal. The EIS also recommends conditions to be imposed on a DA (if approved) for the proposal. Figure 2 outlines the EIS process.

Under section 127 of the PD Act, a DA for a development proposal in the impact track must include a completed EIS in relation to the proposal (unless the application is exempted under section 211 of the Act).

Section 123 of the PD Act states that the impact track applies to a development if:

- the relevant development table states that the impact track applies;
- the proposal is of a kind mentioned in Schedule 4 of the PD Act;
- the Minister makes a declaration under section 124;
- section 125 or section 132 applies to the proposal; or
- the Commonwealth Minister responsible for the *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act) advises the Minister in writing that the development is a controlled action under the EPBC Act, section 76.

Impact track triggers

As described in the introduction of this Report, the proposal is in the impact track due to a declaration by the Minister under section 124 of the PD Act. The declaration was made due to the proposed helicopter take-off and landing facility at the site, and potential hazards and risks relating to the operation, noise, and impact on surrounding land uses. The impact track assessment process would also provide opportunity for public consultation.

In relation to the impact track triggers under Schedule 4 of the PD Act, Part 4.2, item 4 “proposal for construction of an airport or airfield (other than a helicopter landing facility used exclusively for emergency services purposes, including medical evacuation, firefighting, retrieval or rescue)” was considered for relevance and dismissed. The proposal is not described as an airport or airfield, and it will not be registered as an airport for civil aviation operations. The type of use is described as relating to bushfire response and training centre operations (maintenance/servicing) actions are considered exempt from the above Schedule 4 trigger. However, the project is described as providing support to training, forestry and related services.

EIS process

The flowchart below outlines the EIS application process.

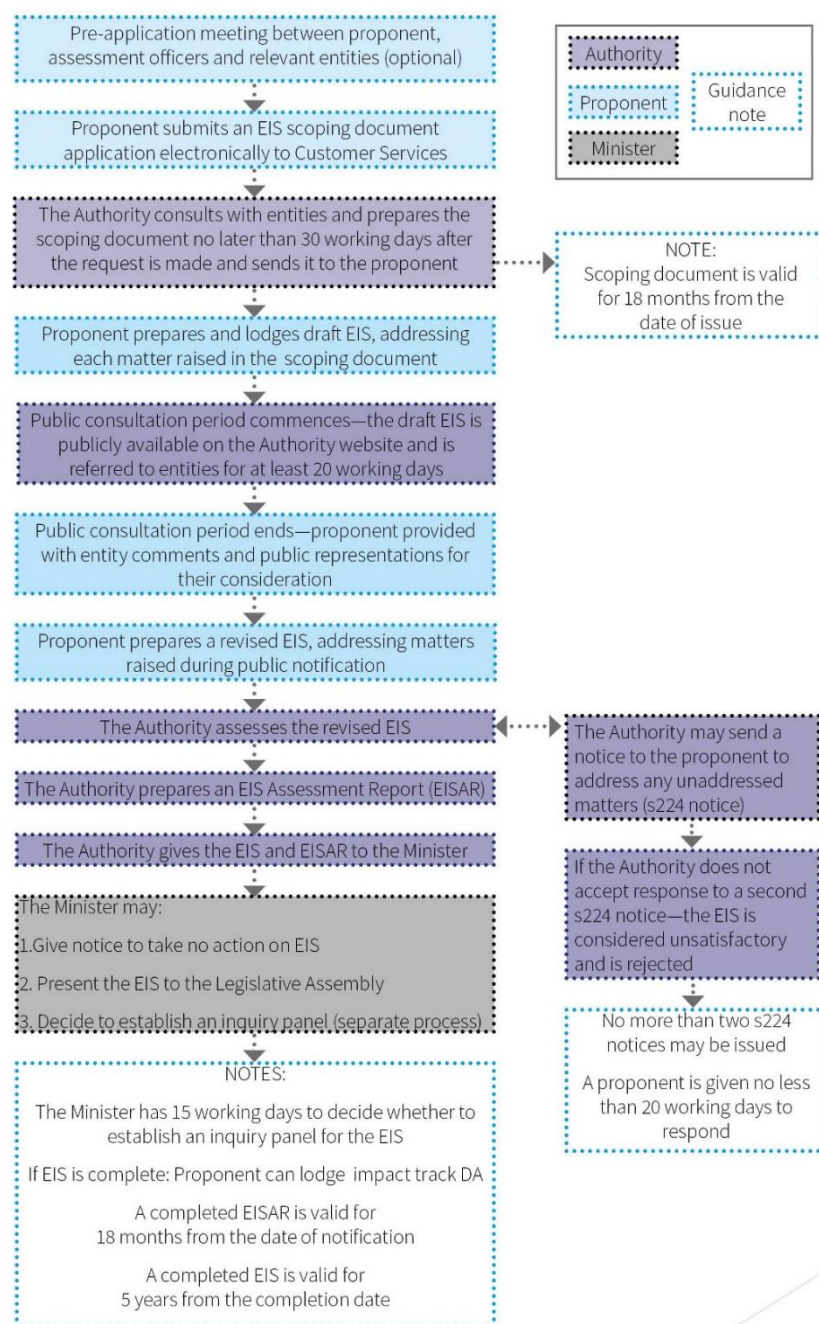


Figure 3 - The EIS process.

Scoping Document

To guide the content of an EIS and therefore the investigations and research required, a scoping document is prepared. The Authority within EPSDD (now known as the City and Environment Directorate or CED) prepares a scoping document in response to an application made for the proposal.

On 9 February 2021, Canberra Town Planning submitted a request for a scoping document for an EIS pursuant to section 212(1) of the PD Act.

The Authority must consult with entities prescribed in section 51 of the *Planning and Development Regulation 2008* (PD Regulation) about the scoping document application. The Authority referred the scoping document application to the entities identified in Table 2 and invited for written comments. The entities were given 15 working days to provide comment.

Table 2 Entity comments on scoping document application

Entity consulted	Entity response
Evoenergy	No comments provided.
Icon Water	10 March 2021 Icon Water commented that the facility's potential use of firefighting foam raises concerns due to the historical contamination from polyfluoroalkyl substances (PFAS), which are toxic and persistent in the environment. Additionally, the use of hydrocarbons and other hazardous materials during construction and operation poses contamination risks to Icon Water assets and human health. These chemicals should be detailed in future development approvals for Icon Water's review. Developers should submit an "In principle" approval application to confirm network capacity and address water main relocation at their expense. The block currently lacks water and sewer services, but connections are available along Sheppard Street. For liquid trade waste, developers need Icon Water's approval before sewer connection, and a trade waste application is required to determine necessary pre-treatment or off-site disposal. Any work impacting Icon Water infrastructure requires prior acceptance
Jemena	No comments provided
Conservator of Flora and Fauna (CFF)	17 March 2021 The CFF had the following requirements: • The EIS should clarify the location of native dominated patch/patches in rocky areas and consider committing to establish temporary fencing around these patches outside of the development envelope for the duration of construction • Bushfire planning must take into consideration adequate protection for fuel storages or other stockpiled materials which may produce toxic fumes if ignited by a bushfire, in addition to adequate access and infrastructure to minimise this risk.
Emergency Services Agency (ESA)	26 February 2021 ACT Fire and Rescue noted that the report will address the bushfire risk at the development application stage, including the establishment of asset protection zones and construction to AS3959.
Environment Protection Authority (EPA)	23 March 2021 The EPA stated that the EIS should include an environmental assessment in accordance with EPA endorsed guidelines to assess its suitability for its proposed use from a contamination perspective. The findings of the assessment must be reviewed and endorsed by the EPA prior to the site being used for the proposed use.
ACT Heritage Council (the Council)	9 March 2021 The Council considers portions of Block 45, and specifically 'Area 2' woodland areas, have potential to contain unrecorded Aboriginal places. The Council requested a heritage inspection of 'Area 2' woodland areas by a qualified archaeologist and Representative Aboriginal Organisations (RAOs), with a report submitted to the

Entity consulted	Entity response
	Council for endorsement. If any Aboriginal places or objects are discovered within the proposed development area, efforts should be made to conserve them <i>in situ</i> . If <i>in situ</i> conservation is not feasible, a Statement of Heritage Effect (SHE) approved under Section 61H of the <i>Heritage Act 2004</i> will be required before any work can begin.
ACT Health	2 March 2021 The Health Protection Service advised: • In order to prevent land contamination from hydrocarbons and other hazardous materials during construction and operation, appropriate management measures must be included in Construction and Operation Environmental Management Plans (CEMP and OEMP). • The facility must ensure proper storage of firefighting foams containing PFAS (if required onsite) to prevent contamination of land. In addition, areas where these foams might be used during emergencies on site should be managed to reduce land contamination. • An Unexpected Finds Protocol (UFP) is to be developed and implemented before works commence. • All reasonable and practicable measures must be taken to suppress dust and minimize air quality impacts during both construction and operation.
Transport Canberra and City Services (TCCS) which is now part of the CED	15 March 2021 TCCS requested that the EIS address: • The extent of traffic generated by the development during peak hours and considering its 24/7 operations. • The impact on nearby roads like Monaro Highway, Sheppard Street, and Lanyon Drive, which are projected to be near capacity. • The types and volumes of heavy and light vehicles accessing the facility. • The transportation of hazardous materials to the site. • The potential environmental impact on the northern open space, particularly concerning high-quality trees.
National Capital Authority (NCA)	23 February 2021 The NCA had no comments for the scoping document. However, any future development application on this site will need to consider visual impact to the Monaro Highway and be consistent with Development Control Plan 171/94/853.
Queanbeyan-Palerang Regional Council (QPRC)	19 February 2021 QPRC stated that the land in NSW adjoining Hume is zoned for residential purposes. QPRC requests that the EIS recognise across border impacts and address the potential impact of noise, particularly noise associated with helicopter flights as well as make recommendations on how these might be ameliorated.
Canberra Airport	16 March 2021 Canberra Airport requested the following to be addressed in the EIS: • Concerns about a lack of consultation with Canberra Airport, the Civil Aviation Safety Authority (CASA), Air Services Australia and the ESA. • National Airport Safeguarding Framework (NASF) guidelines C and H. • Air Traffic Control in relation to Canberra Airport's flight paths. • Potential impacts on biodiversity based on detail of flight operations. 13 April 2021 (after scoping document had been issued) Canberra airport stated that they withdrew their previous representation, following a meeting with Secure Aviation where they received confirmation Canberra Airport would be kept informed on the development.
Strategic Planning	9 March 2021 Strategic Planning notes helicopter noise is an identified impact, but requests that the EIS considers other helicopter impacts, such as rotor wash, on adjacent development and businesses. The proposed major upgrade to the existing 3-way intersection of Lanyon Drive/Sheppard Street and to the Monaro Highway in the vicinity of the site must also be considered.

Entity consulted	Entity response
Civil Aviation Safety Authority (CASA)	No comments provided
Air Services Australia	No comments provided

On 24 March 2021, the scoping document was issued by the Authority to the proponent pursuant to section 212(2) of the PD Act (**Appendix 1**). The scoping document set out the matters to be addressed in the EIS and contained, at a minimum, the requirements required in section 50 of the PD Act and section 54 of the PD Regulation.

Pursuant to section 214 of the PD Act, the scoping document was issued within 30 working days after the application was made. The scoping document was notified on the ACT Legislation Register on 29 March 2021.

Under section 215 of the PD Act, the scoping document is effective for 18 months from the day after the date on the scoping document. After receiving the scoping document and pursuant to section 216(2) of the Act, the proponent is required to:

- a) prepare a draft EIS that addresses each matter raised in the final scoping document for the proposal and
- b) give the draft EIS to the Authority for public notification.

A cross-reference document was included as an Appendix to the EIS to cross reference the contents of the EIS to the contents required in the scoping document (**Appendix 2**).

Draft EIS

The purpose of the draft EIS is to identify and describe the potential environmental, social and economic impacts of the proposal, including cumulative, regional, temporal and spatial considerations.

On 14 June 2022, Canberra Town Planning gave the Authority a draft EIS, under section 216(2) of the PD Act. A concurrent DA (DA202240365) was lodged for the proposal on 25 August 2022.

2.1.1. Public notification of draft EIS

Pursuant to section 217 of the PD Act, the Authority publicly notified the draft EIS and concurrent DA from 26 September 2022 to 8 November 2022, being 35 working days. This is in accordance with the minimum requirement under section 218 of the PD Act, which states that the public consultation period of the draft EIS is no less than the concurrent consultation period (35 working days under section 147AA of the PD Act).

During the public consultation period, a copy of the draft EIS available on the Authority's website. This public consultation process provided interested stakeholders and the community with the opportunity to make representations on the proposal or in respect to specific environmental issues of concern.

No public representations were received during the consultation period, and the revised EIS has stated this. There were also no public representations received on the concurrent DA.

2.1.2. Entity referral of EIS

On 27 September 2022 the draft EIS was referred to each of the entities who were referred the scoping document. The referral took place at the draft EIS stage so that the proponent could

address entity comments in revising their EIS. Additional comments were sought on the revised EIS where the entity had requested further information from the proponent. Comments on the EIS were received from 13 entities, summarised in Table 3.

Table 3 - Summary of entity comments on the draft EIS

Referred entity	Entity response
ACT Health	11 October 2022 The Health Protection Service advises that the revised EIS should address the potential for the use and storage of firefighting foams containing PFAS. If applicable, the revised EIS is to consider areas where the foams may need to be used on site and propose measures to minimise land contamination risks.
Evoenergy	No comments provided.
Icon Water	8 November 2022 Icon Water advised: • The development can connect to Icon Water's sewer system but may need sewer augmentation, requiring detailed hydraulic assessment at the DA phase. • The existing water network can likely provide fire flow at FRT 4 fire risk category. Augmentation might be needed based on development type and fire risk, requiring detailed analysis at DA phase. The facility must consider Icon Water's acceptance criteria and pre-treatment guidelines for Liquid Trade Waste during design and apply for approval before connection to sewer. Consultation may be needed to discuss discharge and pre-treatment requirements or off-site waste disposal. Management of liquid wastewater during construction and handling of potentially contaminated water must be addressed, ensuring no discharge to sewer without approval.
Jemena	No comments provided.
Conservator of Flora and Fauna	3 November 2022 The Conservator provided the following comments: • The draft EIS adequately addresses all known impacts of the proposed works, noting 2019 surveys found no Striped Legless Lizards or other threatened fauna, and that removing four trees is unlikely to significantly impact biodiversity, as these trees mainly support common birds and lack nesting habitats. • If diesel storage is proposed, the EIS must address this, and management of associated risks.
Emergency Services Agency	8 November 2022 ACTF&R note Forestrack's indication of no stockpile or fuel storage on site. ACTF&R and ACT Rural Fire Service agree with the assessment and recommendations in the Bushfire Protection Assessment provided by Ecological; ACT Emergency Services Agency supports the proposal.
Environment Protection Authority	23 December 2022 The EPA has no further comments on the EIS and will provide comments on the DA.
ACT Heritage Council	14 October 2022 The Council advises that the EIS addresses the requirements of the scoping document and adequately describes the anticipated heritage impacts and how these will be avoided, minimised and mitigated. The Unexpected Discovery Plan in Appendix 2 of the Cultural Heritage Assessment must be followed during all works, with additional statutory approvals from the Council required if enacted. The Council will require further information regarding consultation with RAOs to be provided at or post the DA stage.
TCCS, now part of the CED	10 November 2022 There are no objections to the proposed Draft EIS. TCCS has requested further information on the concurrent DA.

Referred entity	Entity response
National Capital Authority	2 November 2022 The NCA advise that the built form of the proposed development is generally not inconsistent with Development Control Plan 171/94/853 as indicated in the Visual Impact Assessment. The NCA note that they have commented on the DA requesting replacement plantings on the Monaro Highway and Lanyon Drive frontages to mitigate visual impact of tree removal.
Queanbeyan-Palerang Regional Council	30 September 2022 QPRC expresses concerns about cross-border impacts, particularly noise from helicopter flights and traffic affecting existing and future residential areas in NSW. The draft EIS states that site selection criteria included avoiding sensitive residential areas, but it seems residential areas in NSW were not adequately considered. The noise assessment in the draft EIS indicates compliance with AS 2021 noise criteria. Any development approval should be conditional on not exceeding these noise standards.
Civil Aviation Safety Authority	6 October 2022 From an Aviation Safety perspective, CASA has no objections to the proposal. CASA does not regulate helicopter landing sites. The responsibility for approvals / permits and conditions is a matter for the Planning Authority. Also, as described in the Helicopter Operation Assessment, the civil aviation regulations (Civil Aviation Regulation (CAR) 92) emphasise the responsibility of operating safely in and out of a helicopter landing site rests with the pilot of the aircraft. The pilot in command of a helicopter is responsible for ensuring that a site used for landing and taking off is suitable for the purpose and at the time the flight can be conducted with safety. The Helicopter Operation Assessment does not cover deconfliction with other Helicopter Landing Sites in the general area in detail. Conflict with nearby helicopter movements is not expected to be an issue because communications with standard CTAF and Class G Airspace procedures and broadcasts followed by non-conflict flight profiles is appropriate. CASA does not advise on aircraft noise issues.
Strategic Planning	10 November 2022 Strategic Planning had the following comments: • The EIS does not explain the risks in the event the proponent loses their contracts with emergency services agencies. • No interstate examples of similar facilities immediately adjacent to an urban area are provided. • Evidence of consultation with Canberra Airport is not provided. Further detail is requested in relation to bird strike risk, and a Wildlife Management Plan is requested.
Climate Change and Energy	3 November 2022 The requirements outlined in the scoping document that concern climate change and energy are adequately addressed.
Canberra Airport	4 November 2022 Canberra Airport state their previous comments have not been addressed, and request: • Evidence of consultation with CASA, Airservices Australia, Air Traffic Control Tower Canberra Airport (ATC), ACT Emergency Services Agency and the Airport. • Proposed management of flight operations with ATC. • Information on compliance with the National Airports Safeguarding Framework (NASF) Guidelines. • Reference to Canberra Airport's 2019 ANEF Noise Contours, known obstacles in the area, and the potential conflict with the Canberra Airport arrival and departure pathways. • Further detail in relation to bird strike risk. • Further information in relation to the Noise Assessment.

The entity comments are included in this Report where they relate to each potential impact. Any matters to be considered or conditions that have been recommended by a referral entity will be included in Section 6 of this Report.

2.1.3. Request for revision of draft EIS

The Authority provided their preliminary review of the draft EIS, entity comments and public representations to the proponent. The proponent was required to revise the draft EIS to take into consideration all matters raised in representations made during public consultation, comments from the Authority and entities and to demonstrate how the matters have been taken into account in the revised EIS.

Revised EIS

On 14 July 2023, Canberra Town Planning submitted a revised EIS to the Authority pursuant to section 221 of the PD Act. A brief adequacy review was undertaken to confirm that all appropriate sections and appendices had been included. The revised application was circulated to selected entities to confirm their matters raised in earlier referrals had been addressed. Following this, the authority commenced assessment of the EIS in accordance with section 222 of the PD Act. The Authority reviewed the revised EIS for:

- adherence to the final scoping document and legislative requirements;
- consideration and incorporation of the Authority's and entity comments provided on the draft EIS; and
- consideration and response to public representations received during notification of the draft and other consultation processes.

Matters to be considered during the assessment include possible conditions of approval for any subsequent DAs for this proposal, as identified in Section 6 of this report.

Table 4 - Summary of entity comments on the revised EIS

Referred entity	Entity response
ACT Health	21 August 2023 Previous comments have been adequately addressed and there are no further public health concerns.
Icon Water	17 August 2023 • These works shall require Building Approval from Icon Water. • The Pressure pipeline cannot be located in private property. The water main either needs to relocate or the block boundary needs relocation to have the meter outside the boundary. • The Final EIS report referenced the need to enter into a trade waste discharge agreement with Icon Water. Any liquid trade waste generated during construction of the site must also be managed appropriately. If there is a need to discharge it to sewer, the proponent will need to apply for approval. The Proponent is to consider all liquid waste streams that need to discharge to sewer across the site, identify all that are non-domestic in nature, ensure they are all managed to meet our acceptance criteria and included in the application to discharge to sewer. • The developer should submit the application for "In principle" approval with proposed development to confirm the capacity of the existing network and WSCC. • The block has a DN225 water running through the western boundary. Previous advice was to relocate the boundary to have the water main in open space or to relocate the water main outside the boundary. • Currently the block is not serviced by water and sewer but there are mains along Sheppard Street which can be used to service the block.
Conservator of Flora and Fauna	10 August 2023

Referred entity	Entity response
	The documentation has been examined and the Revised EIS adequately addresses all known impacts of the proposed works as well as the concerns raised in the Draft EIS stage regarding diesel fuel storage. No additional comments.
Emergency Services Commissioner	17 August 2023 The revised EIS has been reviewed. No comments or objections. All previous commentary remains valid and expected of this DA.
ACT Heritage Council	18 August 2023 The revised EIS broadly addressed the scoping document requirements and adequately describes the anticipated heritage impacts of the development and how these will be avoided, minimised and mitigated. The Council will require further information which can be provided at or post DA stage: • Prior to the commencement of works, the outcomes of consultation with RAOs in relation to the project are to be clarified to the satisfaction of the Council. This is to include: ○ A summary of discussions held on site with RAOs; ○ Confirmation that at least 10 working days were provided for RAOs for review of and comment on the Cultural Heritage Assessment (CHA); ○ Provision of RAO comments from review of the CHA, and details of any further efforts made to seek comments; ○ This information is to be provided to the Council, by email to heritage@act.gov.au; ○ Should the Council identify any further heritage actions are required to respond to RAO comments received, these actions are to be undertaken prior to the commencement of works; and • The Unexpected Discovery Plan included in Appendix 2 of the CHA is to be followed during all works, noting that additional statutory approvals from the Council will be required should it be enacted. The above advice is consistent with the advice provided on the draft EIS202000027 and the associated DA2020240365. In order to avoid substantial project delays, it is advised that submission of this information is completed as soon as practicable.
Strategic Planning	17 August 2023 Relevant sections of National Airport Safeguard Framework need to be addressed.
National Capital Authority	10 August 2023 NCA requirements are adequately addressed in the EIS report. Assessment against the site Development Control Plan (DCP 171/94/853) can be addressed at the DA stage.
Queanbeyan-Palerang Regional Council	2 August 2023 Council has no further comment to make in regard to the revised EIS.
Civil Aviation Safety Authority	16 August 2023 CASA comments provided on 6 October 2022 have been adequately addressed. CASA does not object to the proposed Emergency Services, Maintenance and Training Facility at Hume; from an aviation safety perspective. The followings are administrative comment only: • Page 16 of the Helicopter Operation Assessment refers to CASA CAR 92. The CAR 92 has recently been effectively superseded by the CASR 91.410. • Page 16 of the Helicopter Operation Assessment refers to CASA CAAP 92-2(2) 'Guidelines for the Establishment of Helicopter Landing Sites'. The CAR 92 has recently been effectively superseded by the CASA ADVISORY

Referred entity	Entity response
	CIRCULAR AC 91-29v1.1 'Guidelines for helicopters - suitable places to take off and land'.
Canberra Airport	18 August 2023 Previous concerns have not been adequately addressed, and Canberra Airport has several issues regarding the proposal. • Failure to obtain consent or concurrence from Airservices Australia, Civil Aviation Safety Authority, Canberra Airport and Canberra Airport Air Traffic Control Tower. • Revised EIS and DA fails to demonstrate compliance with the National Airport Safeguarding Framework • Inconsistencies between Revised EIS and Supporting Reports/Documentation

After assessing the revised EIS and discussions with referral entities, the Authority determined that there were a number of items that were deemed 'unaddressed matters. Therefore, a notice under section 224 of the PD Act was issued to Canberra Town Planning.

2.1.4. Section 224 notice – request for further information

On 25 September 2023 a notice pursuant to section 224 of the PD Act was issued by the Authority to Canberra Town Planning (**Appendix 3**).

After seeking three extensions of time, the applicant provided a response to the Authority (**Appendix 4**) which was accepted for lodgement on 27 July 2024, and the Authority considered that the response did not address all matters of the s224 notice.

Table 5 Summary of entity comments following first s224 notice.

Referred entity	Entity response
Icon Water	15 August 2024 • Analytical Services Team ○ For sewer: the development can connect to Icon Water's urban sewer reticulation system. However, depending on the details of development, it is likely to trigger sewer augmentation, which will require detailed hydraulic assessment in DA phase. ○ For water: the development meets Icon Water's water capacity standards in the existing network. However, the development's fire flow requirements of FRT5 cannot be met by the existing network. Infrastructure augmentation is required in order to meet fire flow requirements. • Hydraulic Asset Acceptance ○ Icon Water's team is dealing with the consultant to finalise site servicing for this development. • Trade Waste ○ In reference to Chapter 13 Table 28. ACT Entity and External Referral Comments and Response: ○ Icon Water – Liquid Trade Waste (page 192/193) We acknowledge our comments have been noted and encourage the proponent to engage proactively with our liquid trade waste team as the project progresses to ensure our acceptance requirements can be met.
Strategic Planning	16 August 2024 National Airport Safety Framework (NASF): • The Impact team should consider Canberra Airport's comments to ensure compliance with NASF requirements.
Canberra Airport	15 August 2024

Referred entity	Entity response
	Previous concerns have not been adequately addressed, and Canberra Airport still has several issues regarding the proposal. • Flight Paths - After further evaluation of the operational implications of the proposed helicopter operations, Canberra Airport now opposes the flight paths proposed by the operator based on operational and safety grounds. • Helicopter Operations – more information and clarification required around the helicopter to be used, and helicopter movements, flight path design, air traffic control and terminal operations control. • Airspace Obstacle Limitation Surface Considerations. • Airservices and CASA Considerations – the proponent is likely to need to consult extensively with Airservices Australia and CASA, and formal advice in writing from Airservices Australia and CASA following consultation/assessment should be provided to the proponent and Canberra Airport. • Inconsistencies between Revised EIS and supporting reports/documentation. 11 February 2025 Canberra Airport has been provided with version 8 of the Helicopter Operation Assessment (Appendix A (06) of the EIS) and believes the proponent has appropriately addressed their concerns, as set out on page 17 of the assessment: <i>“The project site is near the air traffic CTR of Canberra Aerodrome and within currently “prescribed airspace.” Airspace protection advice has been sought from Air Services Australia (ASA), the Civil Aviation Safety Authority (CASA), and Canberra Airport as part of the project consultation process. Concerning Canberra Airport and following consultation to explain the proposed development, Canberra Airport decided to withdraw all matters raised in initial and subsequent representation to EPSDD (refer to EIS attachment detailing correspondence). This withdrawal acknowledges that the project will have no material impact on aviation activities at Canberra Aerodrome, provided the proposed flight paths described in this updated assessment are adhered to.”</i> On the basis that version 8 of the Helicopter Operation Assessment is submitted and finalised with EPSDD, Canberra Airport has no objection to the proposal proceeding.

2.1.5. Second section 224 notice

On 12 March 2025, a second notice pursuant to section 224 of the PD Act was issued by the Authority to Canberra Town Planning, requesting further information to address inconsistencies within the EIS (**Appendix 5**).

Canberra Town Planning’s response to the second section 224 was not referred to entities as Canberra Airport had provided comments that they had no objection to the proposal proceeding prior to that section 224 notice being issued. Strategic Planning comments on the first section 224 notice related to Canberra Airport’s comments, and Icon water comments related items that would be addressed through the concurrent DA.

After considering Canberra Town Planning’s second section 224 submission, the assessment concluded that all items have been satisfactorily addressed the heads of consideration of the scoping document.

Additional public consultation

The proponent engaged Communication Link to conduct community and stakeholder consultation in line with the requirements of the scoping document, through:

- Invitations to provide feedback were emailed to a list of identified organisations and community representative groups located close to, or having a vested interest in the area surrounding the proposed facility.
- Door knocks to businesses on Sheppard Street and Arnott Street, Hume.
- Community information pop-up at Jerrabomberra Village Shopping centre.
- Community and stakeholder meetings.

There was broad general support for, or indifference to, the proposal. Primary concerns raised were in relation to potential noise and vibration impacts on nearby businesses, and nearby residential and future residential areas in NSW. The consultation report stated noise modelling and flight path clarity have, to some extent, alleviated initial concerns.

Giving the EIS to the Minister for Planning

Following the proponent's response to the second section 224 notice, the Authority has accepted the EIS under section 222 of the PD Act. The findings and outcomes of the review of the EIS are included in this report, which is provided to the Minister for Planning with the EIS in accordance with section 225. Once the Minister has received the EIS they may:

- under section 226 – choose to take no action on the EIS; or
- under section 227 – present the EIS to the Legislative Assembly; or
- under section 228 – establish an inquiry panel to inquire about the EIS. The Minister must make this decision within 15 working days of receiving the EIS from the Authority. The requirements for establishing an inquiry panel are detailed under Part 8.3 of the PD Act.

Under section 209 of the PD Act, an EIS is completed if the Minister:

- a. gives the Authority a notice of no action under section 226;
- b. has not decided to establish an inquiry panel to inquire about the EIS;
- c. has established an inquiry panel for the EIS and:
 - i) the Panel has reported the results of the inquiry; or
 - ii) the time for reporting under section 230 has ended.

The Authority's recommendation to the Minister can be found in Section 8 of this report.

Lodging a development application

Once the EIS has been completed the development application, which has been concurrently submitted with the EIS in the impact track, can be determined. Any subsequent development application related to the EIS must include the completed EIS. The EIS expires five years after the day it is completed.

Documentation referenced in this report

The documentation referenced in the Authority's assessment report is summarised as follows:

- Revised EIS and supporting documentation;
- Entity comments on the draft and revised EIS and s224 notices; and
- Correspondence or additional information received from proponent.

3. Assessment of impacts

This section summarises issues identified in the scoping document that had to be assessed in the EIS. For each set of identified issues, the results of the proponent's assessment are summarised under the following headings:

- Impacts;
- Key findings;
- Mitigation; and
- Residual risk assessment.

3.1. Planning and land status

The proposal is described as for emergency services, maintenance and training facility, including a helicopter landing and departure area. The proposal site (the site) is Block 45 Section 3 Hume, at the corner of Sheppard Street and Lanyon Drive. The site is subject to the Main Avenues and Approach Routes overlay in the Territory Plan. The site is unleased land, zoned NUZ1 Broadacre and is under the custodianship of TCCS for the purpose of City Presentation. The existing surrounding land uses are Industrial and Broadacre, with residential development proposed over the border in NSW in future.

3.1.1. Impacts

The potential impacts identified in the EIS were:

- sterilisation of existing and future land uses; and
- restricting future building/structure heights along the flight path.

3.1.2. Section 224 notice

Further information was requested in the section 224 notice issued in September 2023 (**Appendix 3**). For planning and land status, the request was that the EIS provide additional information on the potential impacts to nearby existing developments of Jerrabomberra and the future development of South Jerrabomberra and Tralee in NSW.

After considering Canberra Town Planning’s section 224 response (**Appendix 4**), the assessment is that the scoping document was not satisfactorily addressed.

3.1.3. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning’s response (**Appendix 6**) to the second section 224 notice the assessment was that the requirements of the scoping document were adequately addressed.

3.1.4. Key findings

Forestrack Bushfire Response and Training proposes to develop a new headquarters and operations base in the ACT (an emergency services facility).

Under the Territory Plan 2008 (the Territory Plan), “emergency services facility” means the use of land for the purpose of providing emergency services and protection for the community. Pursuant to the Territory Plan, “ancillary use means the use of land for a purpose that is ancillary to the primary use of the land”. Ancillary is a term meaning “associated with and directly related to, but incidental and subordinate to the predominant use.”

Ancillary uses for the site are those that will be undertaken as a result of the emergency services facility’s operations. Proposed helicopter landing and departure related to the emergency services facility may potentially be considered as ancillary to that use.

The ESA responded to the entity referral for the concurrent DA s141E application, that any development that will undertake emergency services must have approval under s63 of the *Emergencies Act 2004* (Emergency ACT). As the proposal does not have the approval under the Emergency Act, the proposal for the construction and future use of the helipad will require further assessment at the DA stage. Ancillary use(s) may also be part of such further assessment.

The EIS states that the development is not expected to affect adjacent land uses in any material manner, including visually, by way of noise impacts, or by operational requirements associated with the use (this will require further assessment at the DA stage). Emergency services facility is a permissible use in the zone, with light/general industrial and educational establishment supporting this activity, as defined in the Territory Plan.

The EIS has considered the impacts on future land use in the vicinity of the proposal, including future residential developments at South Jerrabomberra and Tralee in NSW. A number of specialist studies have informed the assessment of the potential impacts which may affect land use including a Helicopter Operation Assessment, Downwash Report, Traffic Assessment, Air Quality Assessment, and Noise Assessment. Further details of these studies can be found in sections 3.2 Traffic and Transport, 3.9 Noise and Vibration, and 3.12 Hazard and Risk of this EIS Assessment Report (EISAR). Based on the outcomes of the above studies, the proposed development is considered unlikely to sterilise existing land and future land uses in the surrounding area.

The proposed development has been assessed as unlikely to impact upon building height limitations for adjoining lands. The proposal site is bound by roads on all sides but one. The southern boundary is shared with the existing industrial zoned (I21) land of the Hume industrial estate, and the preferred flight path of the helicopter does not require overflying land to the south. The EIS also considered the proposed overpass over Lanyon Drive located approximately 320m from the proposed helicopter take-off/landing site. The proposed overpass is not located in the preferred flight paths, however, the Helicopter Operation Assessment showed that flight paths would achieve a gradient that would not be impeded by the overpass or associated streetlights, were the helicopter to travel in that direction. The EIS also notes that where required, vertical take-off can be performed to clear obstacles.

Strategic Planning and Policy, and the Queanbeyan-Palerang Regional Council raised no concerns in relation to planning and land status following referral of the revised EIS, and the CASA had also not opposed the proposal from an aviation safety perspective.

3.1.5. Mitigation and avoidance

The EIS concluded that mitigation measures for an emergency services development were not required for planning and land status, as the risk of impacts was low.

3.1.1. Residual risk assessment

The table below details the risks associated with planning and land status as defined in the EIS.

Table 6 Residual risk assessment (planning and land status)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after nil mitigation)	Consequence (after nil mitigation)	Residual risk
Sterilisation of existing and future land uses	Low	Unlikely	Moderate	Low
Restricting future building/structure heights along the flight path	Low	Unlikely	Moderate	Low

3.2. Traffic and transport (road and air)

The proposal is for the relocation of an existing facility on Sheppard Street, and the inclusion of a helipad. Construction and operation of the proposed facility will generate road traffic. There are ongoing upgrades to the Monaro Highway and the Lanyon Drive interchange near the site. During operation helicopter use will increase air traffic in the area. There are other helicopter landing/departure facilities (ACT Rural Fire Service and Southcare Rescue Helicopter Base) located adjacent to each other less than 1 kilometre to the north of the site, and Canberra Airport is approximately 7.5 kilometres to the north/northeast.

3.2.1. Impacts

The potential impacts identified in the EIS were:

- traffic safety impacts during operation, including traffic distractions; and
- impacts from increased air traffic.

3.2.2. Section 224 notice

Further information was requested in the section 224 notice issued in September 2023 (**Appendix 3**). For traffic and transport, the request was in relation to the following items:

- Comments from entities (Canberra Airport; Strategic Planning and Policy).
- Information in relation to safety procedures and requirements.
- Impacts on surrounding receivers and existing traffic.

After considering Canberra Town Planning's section 224 response (**Appendix 4**), the assessment was that the scoping document was not adequately addressed.

3.2.3. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding impacts on existing traffic, and inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning's response (**Appendix 6**) to the second section 224 notice the assessment was that the requirements of the scoping document were adequately addressed.

3.2.4. Key findings

Road traffic impacts

The EIS includes a Traffic Impact Assessment undertaken by JJ Ryan (JJR) Consulting Pty Ltd (EIS Appendix A (03)). The site is identified as being in close proximity to several National Heavy Vehicle Regulator (NHVR) approved Higher Mass Limit (HML) routes. There is no public transport or active travel infrastructure in the vicinity of the site. At the time of the assessment, future upgrades to the Monaro Highway and Lanyon Drive, including the Sheppard Street intersection were proposed and preliminary information was available that was taken into consideration in the EIS.

Traffic generated during construction is predicted to be relatively low as there are no significant cut-fill operations as part of the development, and the construction period is anticipated to be relatively short. The EIS concludes that peak construction traffic will not significantly impact the safety and efficiency of the surrounding road network.

The proposed facility has planned operating hours of 7:00 am to 6:00 pm, Monday to Friday. As the operational hours do not sit directly on peak hour, operational traffic will not impact overall peak hour movements. Occasionally an emergency response may be required at peak hour. Normal daily operation is anticipated to involve approximately 18 light vehicle and 14 heavy vehicle trips. During emergency operations, there may be about 24 light vehicle and 18 heavy vehicle trips per day. The EIS states that Signalized Intersection and Research Aid (SIDRA) analysis indicates the proposal does not exacerbate the current forecast of traffic conditions in the future.

The EIS considered the potential for distraction to motorists from operations. Helicopters taking off and landing at the site will be visible to motorists from certain viewpoints, however existing trees, warehouse buildings and the take-off and approaches generally being to the north-east away from drivers, means that views will be limited.

Screening vegetation along the outer margins of the site as well as driver adaptation to the presence of helicopter and the typically infrequent/low volume of flights would limit the magnitude and frequency of potential impacts. The EIS concludes that there are no significant road traffic safety issues associated with the proposed development.

TCCS advised they had no comments on the EIS and would comment on the DA.

Air traffic impacts

The EIS states Helicopter traffic is expected to be a maximum of 30-35 flights per month. During bushfire emergencies flights will operate to replenish ground-based fire-fighting crews. Outside of bushfire emergency periods, flights will primarily consist of airborne bushfire surveillance, operations management support, and maintenance and refurbishment.

CASA have published 'Guidelines for the establishment and operation of onshore Helicopter landing / departure areas' CAAP 92-2(2), February 2014 (CASA Guidelines). The CASA guidelines provide guidance, interpretation, and explanation to the aviation industry, including setting out factors that may be used to determine the suitability of a place for the landing and taking off of helicopter. The CASA Guidelines rely on the pilot in command to have sound piloting skills and sound airmanship, and those visual meteorological conditions exist for flight. Entity comments provided by CASA confirmed that the responsibility of operating safely in and out of a helicopter landing site rests with the pilot. CASA also stated that they have no objections to the proposal for the helicopter landing site for the purpose of emergency services facility, from an aviation safety perspective.

The proposed helicopter landing/departure point is approximated 30 metres from the north and east site boundaries. This allows for a managed safety zone in accordance with the guidelines for the establishment of helicopter hard stand areas.

The EIS states that the proposed helicopter landing and departure site is sufficiently distant from Canberra Airport, and that arriving and departing aircraft will not create any traffic conflict with helicopters operating to and from it. The Southcare Rescue Helicopter base is located approximately 800 metres north of the site, and the EIS describes consultation with them raised no further issues. The ACT Rural Fire Service has a helipad approximately 600 metres north of the site and no comments were made in relation to proposed helicopter landings, departures or flight paths during the EIS referral process. CASA also commented that conflict with nearby helicopter movements is not expected and the responsibility is on the pilot for safe operation of the site.

The EIS states that helicopter pilots will inform the Canberra Airport air traffic control (ATC) tower of operation and comply with instructions relating to direction and height to take account of other aircraft activity in the vicinity. Operations will be conducted as required by the *Civil Aviation Act 1988* (Commonwealth) and relevant regulations, including operations in controlled airspace. All flights will be conducted under a flight plan (where needed by regulation) and always under the direction of ATC, noting that all movements in the Canberra Airport Class "C" airspace require, by regulation, a clearance and direction from ATC.

3.2.5. Mitigation and avoidance

Table 22 7 details the avoidance measures associated with traffic and transport as proposed in the EIS.

Table 7 Avoidance and mitigation measures (traffic and transport)

Proposed mitigation measures	Stage of implementation
Helicopter landing / departure area is sited with over 30m clearance to roadways (this is higher in elevation than the adjacent roadways).	Detailed design
In the event that undergrounding of powerlines in locations that cause concern to helicopter operations are not granted, the positioning of 12" Power Line Hazard Markers (balls) may be necessary.	Construction
Maintain existing screening vegetation/trees on site to limit views of helicopter take-off and landing for surrounding road users.	Construction and operation
Establishment of a Fly Neighbourly Advice (FNA) between the operator of the facility, stakeholders, communities and Government representatives that will set out an agreed operations methodology to actively manage any adverse impacts flowing from the airborne operations activity.	Prior to operation
Operational management issues associated with helicopter operations require the establishment of a Safe helicopter operations training program and an Emergency Planning and Training Plan for personnel.	Operation
Operations will be conducted as required by the Civil Aviation Act 1988 and relevant regulations, including operations in controlled airspace.	Operation
All flights to be conducted under a flight plan (where needed by Regulation) and always under the direction of Air Traffic Control (ATC) noting that all movements in the Canberra Airport Class "C" airspace require by Regulation, a clearance and direction from ATC.	Operation

3.2.6. Residual risk assessment

The table below details the risks associated with traffic and transport as defined in the EIS.

Table 8 Residual risk assessment (traffic and transport)

Potential Impact	Risk Assessment
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	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Traffic safety impacts during operation, including traffic distractions	Medium	Unlikely	Moderate	Low
Impacts from Increased air traffic	Medium	Unlikely	Moderate	Low

3.3. Utilities

The proposal site contains existing utility infrastructure, and the proposed development will require connections to utilities.

3.3.1. Impacts

The potential impacts identified in the EIS were:

- impacts on existing utilities from construction and operation.

3.3.2. Section 224 notice

No further information was requested for utilities in the section 224 notice (**Appendix 3**).

3.3.3. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning's response (**Appendix 6**) to the second section 224 notice the assessment was that the requirements of the scoping document were adequately addressed.

3.3.4. Key findings

A site survey was undertaken to determine the location of services. The following utility assets were located within the block or adjacent verge area:

- access chambers;
- communication cabling and pits;

- electricity poles and overhead cables;
- fire hydrants;
- stop valves: and
- underground water pipes and water pits.

ACTmap shows no easements associated with the services running through the block. The EIS considered potential impacts to electricity, gas, water, stormwater (in relation to flooding) and sewerage to be low or very low risk, therefore further assessment was not required. The EIS determined pollution of stormwater during construction and operation to be of medium risk. A Stormwater Impact Assessment was undertaken which determined that with the implementation of mitigation measures, there would be no significant impacts to stormwater systems. Potential pollution impacts are further discussed in the Materials and Waste (Section 3.4), Soils and Geology (Section 3.6), and Water Quality and Hydrology (Section 3.7) sections of the EISAR.

3.3.5. Mitigation and avoidance

Table 9 details the avoidance measures associated with utilities as proposed in the EIS.

Table 9 Avoidance and mitigation measures (utilities)

Proposed mitigation measures	Stage of implementation
Dial before you dig/services locator/clearance certificate to be implemented	Prior to construction
Works will be undertaken under the controls of an EPA endorsed sediment and erosion control plan.	Construction
Ongoing sediment and erosion control management requirements will be documented in EPA endorsed Construction and Operational Environmental Management Plans (CEMPs and OEMPs).	Construction and operation
Ongoing toxic or hazardous substance management requirements will be documented in EPA endorsed CEMPs and OEMPs	Construction and operation
Implementation of endorsed CEMP.	Construction
Spill kits maintained on-site will be used to remove any minor leak.	Construction and operation
Emergency services will be engaged to manage any serious spill.	Construction and operation
In the event that undergrounding of powerlines in locations that cause concern to helicopter operations are not granted, the positioning of 12" Power Line Hazard Markers (balls) may be necessary	Prior to operation
Implementation of endorsed OEMP	Operation

3.3.6. Residual risk assessment

The table below details the risks associated with utilities as defined in the EIS.

Table 10 Residual risk assessment (utilities)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Impacts on existing utilities from construction	Medium	Unlikely	Minor	Low

3.4. Materials and waste

Hazardous materials and chemicals will be used on site during both the construction and operation phases of the development.

3.4.1. Impacts

The potential impacts identified in the EIS were:

- hazardous chemicals/materials impacting on health and environment.

3.4.2. Section 224 notice

Further information was requested on materials and waste in the section 224 notice (**Appendix 3**).

The Authority requested confirmation of whether any *Work Health and Safety Regulation 2011* schedule 11 chemicals were to be stored on site, and if they would trigger requirements under schedule 4, item 11, part 4.2 of the PD. In addition, further details of storage and disposal of used oil filters, and any hazardous material transport methods, was required.

After considering Canberra Town Planning's section 224 response (**Appendix 4**), the assessment was that the scoping document was adequately addressed.

3.4.3. Key findings

The EIS states that the storage and use of any specific hazardous materials and chemicals in large quantities is not anticipated. The EIS lists a number of hazardous substances commonly used or found in the building industry during construction. Epoxy resin and hydraulic fluids are anticipated to be used in construction and operation. The hazardous substances listed in the EIS will only be in minor quantities that do not exceed manifest quantities from schedule

11 of the *Work Health and Safety Regulation 2011* and will be documented in safety data sheets. In addition, the EIS confirms the total amount of hazardous chemicals and substances do not trigger requirements under schedule 4, item 11, Part 4.2 of the PD Act.

The EIS notes that during both construction and operation phases there is low risk to worker and public safety in transporting hazardous materials, if these materials and chemicals are spilt/released into the environment. The EIS includes a commitment to achieving the receipt and delivery of goods and products, including dangerous and hazardous substances from and to its supply chain, in accordance with progressive industry (Chain of Responsibility) CoR and Work Health and Safety practices. As well as compliance with relevant Work Health and Safety and National Heavy Vehicle legislation, Standards and Codes of Practice.

Refuelling of the helicopter is proposed to take place at Canberra Airport. In rare cases a fuel tanker may be used to refuel the helicopter on site. The EIS states that any on site refuelling will take place within an area graded to a SPEL interceptor, in order to prevent uncontrolled migration of fuel.

3.4.4. Mitigation and avoidance

Table 11 details the avoidance measures associated with materials and waste as proposed in the EIS.

Table 11 Avoidance and mitigation measures (materials and waste)

Proposed mitigation measures	Stage of implementation
Ongoing toxic or hazardous substance management requirements will be documented in EPA endorsed Construction and Operational Environmental Management Plans (CEMPs and OEMPs).	Construction and operation
Should removal of soil be proposed, soil assessment report is to be prepared, in accordance with ACT EPA Information Sheet 4 'Requirements for the Reuse and Disposal of Contaminated Soil in the ACT' (2019).	Construction and/or operation
Implementation of CEMP	Construction
Known or otherwise significant potential pollutants will not be utilised for construction.	Construction
Development of a facility operation plan	Prior to operation
Implementation of facility operation plan	Operation
Implementation of OEMP	Operation
Emergency services will be engaged to manage any serious spill.	Operation
Truck wash chemicals and degreasers will be stored within enclosed bunded	Operation

sealed containers	
Runoff water / chemicals collected from truck washing activities will be treated prior to off-site disposal	Operation
All refuelling activities will be conducted within an area graded to a SPEL interceptor to prevent the uncontrolled migration of fuel	Operation
Forestrack will ensure Supply Chain Partners develop, implement and maintain their own Transport Safety Management Plan or equivalent.	Operation

3.4.5. Residual risk assessment

The table below details the risks associated with materials and waste as defined in the EIS.

Table 12 Residual risk assessment (materials and waste)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Hazardous chemicals/materials impacting on health and environment	Medium	Unlikely	Moderate	Low

3.5. Landscape and visual

The proposal site is located in an industrial area, on the southwestern corner of Sheppard Street and Lanyon Drive, with the Hume industrial estate to the east and south. The site is characterised by cleared southern and central parts, with trees in the outer eastern and northern portions.

3.5.1. Impacts

The EIS identified the following landscape and visual impacts:

- visual and landscape impacts on the surrounding area, including lighting.

3.5.2. Section 224 notice

No further information was requested on this section in the Section 224 notice (**Appendix 3**).

3.5.3. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning's response (**Appendix 6**) to the second section 224 notice the assessment was that the requirements of the scoping document were adequately addressed.

3.5.4. Key findings

A Landscape Character and Visual Impact Assessment was undertaken by Lanterra Consulting Pty Ltd (Lanterra) (EIS Appendix A (09)), and the Biodiversity Assessment Report (Path Co Pty Ltd) (EIS Appendix A (04)) provided details of the existing vegetation on site. See section 3.10 of this EISAR for details of the biodiversity assessment.

The site is near the Monaro Highway, an approach route under the National Capital Plan (administered by the National Capital Authority (NCA)) and is subject to Development Control Plan (DCP) 171/94/853 for Monaro Highway East. A detailed assessment of the proposal against the visual aspects of the DCP was undertaken as part of the EIS. The EIS was referred to the NCA, who advised that the built form of the proposed development was generally not inconsistent with the DCP. The NCA noted that they commented on the concurrent DA requesting replacement plantings on the Monaro Highway and Lanyon Drive frontages to mitigate visual impacts of tree removal.

The EIS states the proposed development will comply with normal site lighting associated with external building lighting under Australian Standard AS1158: Lighting for Roads and Public Spaces (as applicable) and Australian Standard AS4282: The Control of Obtrusive Effects of Outdoor Lighting.

Warning lights are to be shown prior to take-off and landing of the helicopter. This lighting will consist of two red flashing lights visible from close range for a short period in the vicinity of the helicopter hard stand only. Night flying is not proposed.

The retention of the existing vegetation adjacent to the northern and eastern boundaries will minimise visibility of the proposed development. The most evident visual effect was concluded by Lanterra to be the minor arrival and departure of a helicopter; however, this activity is only occasional and expected to be of limited impact.

3.5.5. Mitigation and avoidance

The EIS concluded that no specific mitigation measures were required to reduce the visual impacts of the proposal as the assessment determined the impacts to be of low to negligible risk.

3.5.6. Residual risk assessment

The table below details the risks associated with landscape and visual as defined in the EIS.

Table 13 Residual risk assessment (landscape and visual)

Potential Impact	Risk Assessment Risk (before mitigation)	Likelihood (after nil mitigation)	Consequence (after nil mitigation)	Residual risk
Significant impact of buildings from viewsheds and vantage points	Low	Unlikely	Minimal	Negligible
Significant impact of helicopter operations from viewsheds and vantage points	Low	Unlikely	Minor	Very low
Impact of lighting associated with building structures (noting that Australian Standards are required to be implemented)	Low	Unlikely	Minor	Very low
Impact of lighting associated helicopter operations	Low	Unlikely	Moderate	Low

3.6. Soils and geology

Previous land uses may have led to contamination of the site. During the construction phase of the proposed development, there is a risk of erosion, sediment transport, siltation and contamination at the site as well as stormwater networks. During operation, contamination risks are storage of hazardous material on site and uncontrolled stormwater runoff leading to soil erosion and contamination.

3.6.1. Impacts

The scoping document identified the following impacts on soil and geology:

- erosion and sediment impact from construction;
- existing contamination impacts from previous land uses; and
- contamination impacts from operation.

3.6.2. Section 224 notice

No further information was requested on this matter in the Section 224 notice (**Appendix 3**).

3.6.3. Second section 224 notice

Further information was requested in the second section 224 notice (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning's response (**Appendix 6**) to the second section 224 notice, the assessment was that the requirements of the scoping document were adequately addressed.

3.6.4. Key findings

The EIS includes a Preliminary Site Investigation, conducted by Lanterra (EIS Appendix A (01)). The general topography of the block is relatively flat with a gentle slope to the south, southwest of about 5% fall from the low crest in the northern corner of the site. A short, steeper slope of generally up to 20% falls from the crest to the north, northwest along the block boundaries with Lanyon Drive and Sheppard Street. The proposed development is located predominantly in the southern and western half of the site where slopes are less than 5% and therefore not a major concern for the proposed works.

The nearest surface water receptors are Dog Trap Creek to the north of the site and a small creek to the east, both within a 150 m radius from the site. These creeks are tributaries of Jerrabomberra Creek which is located approximately 230 m east of the site. Surface water on the site is expected to follow the topographic contours of the site and flow towards the east in the northernmost corner of the site and south to south-east in the rest of the site.

Three areas of environmental concern (AECs) were identified by Lanterra:

- AEC 1 – stockpiles of unknown source circa 1908s;
- AEC 2 – potential material imported to the site during road construction since the 1970s; and
- AEC 3 – waste debris present across the site indicating potential exposure to illegal waste dumping.

Based on the AECs identified, a number of contaminants of potential concern (COPC) associated with imported fill were looked into. The site investigation included a site walk and surface observation, soil sampling via borehole drilling and sampling from stockpile areas. The assessment criteria adopted for the investigation was based on the most sensitive land use under the zoning NUZ1: Broadacre Zone, being for residential care accommodation. The assessment of soil samples and stockpile samples revealed that concentrations of COPCs were below the adopted assessment criteria.

Based on the historical use of the site and the sampling undertaken, the site is considered suitable for land use permitted under the relevant zone development code (NUZ1 Broadacre Zone) which includes residential use and thus will support the use of the land for an Emergency Services Facility which is of a lesser sensitivity.

From the site investigation, Lanterra concluded that there was no evidence of prior fuel storage on site. Fragments of asbestos-containing materials were only observed outside the front boundary of the site. No hazardous materials were observed on the site during the assessment. EPA advice on the draft EIS that they had no further comments on the EIS and they would comment on the DA.

3.6.5. Mitigation and avoidance

Table 14Table 22 details the mitigation and avoidance measures associated with soils and geology as proposed in the EIS.

Table 14 Avoidance and mitigation measures (soils and geology)

Proposed mitigation measures	Stage of implementation
Prior to construction, a Construction Environmental Management Plan (CEMP) with a suitable unexpected finds procedure will be prepared by a suitably qualified environmental consultant to assist construction workers with managing soil that may exhibit visual or olfactory indications of contamination.	Pre-Construction
An ongoing sediment and erosion control management requirements will be documented in EPA endorsed Construction and Operational Environmental Management Plans.	Pre-construction
Implementation of endorsed CEMP	Construction
Any soil to be removed from the site will be assessed in accordance with the ACT EPA (2019) Information Sheet 4 'Requirements for the Reuse and Disposal of Contaminated Soil in the ACT' and a soil assessment report approved in writing by the ACT EPA.	Construction
Contamination through fuel migration / spills will be minimized through: • Carrying out refuelling activities within an area graded to a SPEL interceptor. • Storing truck wash chemicals and degreasers within enclosed bunded sealed containers. • Treating runoff water / chemicals collected from truck washing activities prior to off-site disposal. A trade waste agreement will be negotiated with	Construction and operation

the Icon Water to discharge treated effluent to sewerage network. A coalescing plate separator will be necessary to meet oil and grease discharge levels. Maintaining spill kits on-site to remove any minor leak or in the event of a major spill, Emergency services will be engaged to manage serious events (if needed).	
Implementation of endorsed OEMP	Operation

3.6.6. Residual risk assessment

The table below details the risks associated with soils and geology as defined in the EIS.

Table 15 Residual risk assessment (soils and geology)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Existing geology and soils rendering the site unsuitable for the intended use	Medium	Unlikely	Minimal	Negligible
Existing site contamination rendering the site unsuitable for the intended use	Medium	Unlikely	Moderate	Low
Inadequate sediment control measures resulting in off-site contamination of waterways	Medium	Unlikely	Minor	Very low
Onsite use of fuels and chemicals resulting in leakage into surrounding soils	Medium	Unlikely	Moderate	Low

3.7. Water quality and hydrology

The site lies within the Jerrabomberra Creek catchment which is situated within the Symonston Hydrological landscape. There are no mapped watercourses, other depressions or drainage lines within the site that might contain intermittent water flows. Based on the topography of the site, surface flows and drainage would be primarily to the south, southwest and collected in the stormwater drainage systems of Sheppard Street.

Located within a 150-metre radius of the site, the nearest surface water receptors are Dog Trap Creek to the north and a small creek to the east. These channels are tributaries of Jerrabomberra Creek, which is situated 230 metres east of the site. Given the contours, surface water is expected to flow east over the northern most corner of the site and south to the south-east over the rest of the site. Direct flow from the site to Jerrabomberra Creek is not

possible.

3.7.1. Impacts

The potential impacts identified in the EIS were:

- impacts on waterways from operation; and
- impacts from stormwater runoff.

3.7.2. Section 224 notice

Further information was requested in the section 224 notice (**Appendix 3**) regarding hydrocarbon spillage prevention controls. The EIS and accompanying Stormwater Impact Assessment included details on anticipated general practices and an interceptor. Noting that the facility will store and transport hazardous material/chemicals, a Spill Management Plan was requested.

Canberra Town Planning's response (**Appendix 4**) to the section 224 notice were not adequately addressed the requirements of the scoping document, in relation to risk assessment and mitigation measures.

3.7.3. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning's response (**Appendix 6**) to the second section 224 notice the assessment was that the requirements of the scoping document were adequately addressed.

3.7.4. Key findings

A Hydrogeology Report was prepared by Lanterra as part of the preliminary site investigations for the EIS (EIS Appendix A (16)). The report concluded that the site is elevated well above the water table under adjacent land and there is a very low risk of water table recharge. Based on the results of the hydrogeological assessment, the risk that groundwater may be adversely affected by the construction and operational phase is considered low. Since there will be no large-scale fuel storage or other chemical storage facilities on site, groundwater monitoring is not considered necessary. However, should there be a major contaminant release during the construction or operation of the facility whereby there is a possible risk that groundwater would be adversely affected, then a groundwater investigation would be warranted.

A Stormwater Impact Assessment was also prepared by Lanterra as part of the EIS (EIS Appendix A (08)). The assessment considered potential impact from stormwater discharge from the site on the surrounding stormwater network and the Jerrabomberra Creek Catchment, particularly the Jerrabomberra Wetlands. Given the relatively flat nature of the site and minimal earthworks requirements, as well as low overall block ratio of impermeable to permeable surface areas, and the volumes and quality of stormwater, the site are not expected to be present any notable concerns. The site contains only gentle slopes where development will occur, limiting the potential for substantial erosion to occur. The site does not drain directly to any natural waterway, with surface drainage intercepted by the existing road drainage systems, limiting the potential for run-off to impact on downstream waterways.

3.7.5. Mitigation and avoidance

Table 16 details the avoidance and mitigation measures associated with water quality and hydrology as proposed in the EIS.

Table 16 Avoidance and mitigation measures (water quality and hydrology)

Proposed mitigation measures	Stage of implementation
Ongoing sediment and erosion control management requirements will be documented in EPA endorsed Construction and Operational Environmental Management Plans	Prior to construction and operation
Implementation of sediment and erosion control plan to minimise risk for contaminated run-off escaping from the site and affecting the stormwater network and river catchment, including: • Installation of silt fence barriers • The placement of crushed aggregate at the site entry • A sediment control basing that is appropriately sized for the site • The construction and placement of stockpiles to reduce chances of sediment migration occurring	Construction
Implementation of CEMP	Construction
To prevent fuel and chemical spillage on site: • Aviation or other fuels will not be stored on the site and any refuelling activities will be conducted by mobile fuel trucks. • All refuelling activities will be conducted within areas graded to a SPEL treatment tank to prevent uncontrolled migration of fuel in the event of a spill.	Construction and operation

• Used oil will be stored in drums contained in self-bunded pallets until they are collected by waste contractor. Pallets will capture and hold leaks if a spill occurs. • Truck wash chemicals and degreasers will be stored within enclosed bunded sealed containers. • Runoff water / chemicals collected from truck washing activities will be treated prior to off-site disposal. A trade waste agreement will be negotiated with the entity to discharge treated effluent to sewerage network. • Spill kits will be maintained on-site to remove any minor leak. In the event of a major spills, emergency services will be engaged to manage serious events. • Used oil filters will be contained in one 200L drums for emergency purposes (with 2x 200L max.) and stored in the designated waste area prior to disposal at a recycling facility.	
Implementation of OEMP	Operation

3.7.6. Residual risk assessment

The table below details the risks associated with water quality and hydrology as defined in the EIS.

Table 17 Residual risk assessment (water quality and hydrology)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Impact on waterways from construction and operation	Medium	Unlikely	Moderate	Low
Impact from stormwater runoff	Medium	Unlikely	Moderate	Low

3.8. Climate change and air quality

The climate change impacts from the development includes impacts on air quality from dust generated during construction and operation, and long-term impacts from greenhouse emissions during operation of the facility. In addition, climate change effects such as unpredictable storm events including heavy rainfalls, and hailstorms, and bushfire events could impact the effective operation of the facility.

3.8.1. Impacts

The potential climate change impacts identified in the EIS were:

- impacts from climate change;
- air quality impacts from dust or odour during construction or operation; and
- air quality impacts from operation.

3.8.2. Section 224 notice

No further information was requested on this section in the section 224 notice (**Appendix 3**).

3.8.3. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning's response to the second section 224 notice (**Appendix 6**) the assessment was that the requirements of the scoping document were adequately addressed.

3.8.4. Key findings

The EIS includes an Air Quality Assessment prepared by Lanterra (EIS Appendix A (07)). Greenhouse gas (GHG) emissions from the proposal are expected to arise from the construction and excavation works for the proposed facility. The EIS states that construction and excavation works are not expected to contribute significantly to GHG emissions due to the small scale of the project. During construction and site establishment, earthworks and material disposal are likely to generate particulate and exhaust emissions that impact air quality. During operation, heavy vehicle movements, helicopter movements, and repairs and maintenance to plant/machinery is likely to generate particulate and volatile organic compound emissions. Given the limited number of aircraft movements, the Air Quality Assessment concluded that the potential for impact in the industrial setting was negligible.

A Climate Change Assessment was also undertaken by Lanterra (EIS Appendix A (10)). The report concluded that the potential contribution of the development to urban heat island effect is negligible due to the scope and design of the development, the location of the site within an industrial estate and extensive retention of existing vegetation. Variables such as temperature, rainfall, hail, bushfire, flooding and high wind speed have the potential to increase in impact due to climate change. The EIS identified opportunities to mitigate these variables during the design, construction and operation associated to climate change.

3.8.5. Mitigation and avoidance

Table 18 details the avoidance measures associated with climate change and air quality as proposed in the EIS.

Table 18 Avoidance and mitigation measures (climate change and air quality)

Proposed mitigation measures	Stage of implementation
To reduce risks associated with climate change: • Enclosed workshops to be well ventilated, provision of reverse air conditioning system; • Design structures to Australian rainfall and runoff specifications; • Provide a stormwater detention system in accordance with MUSIC model. Stormwater tanks to harvest surface water for reuse; • Allow for overflow from stormwater sumps by grading pavement to secondary structures, install landscape stabilised earth berm along the downslope site boundary to prevent egress of stormwater from the site; • Ensure structures can withstand wind loading; • Ensure structures can support weight of hail – especially cantilever awnings; • Providing back firefighting pumps connected to rook water tanks; • Sediment and erosion installed in accordance with EPA guidelines as detailed with the CEMP; • Develop management plans for staff for risks of heat stress and no work to be carried out on high-risk bushfires days • Take weather conditions into account when planning construction work; • Waste to be fully contained in designated areas; • Ensure vegetation does not accumulate around infrastructure, right-of way and flammable materials and structures; • Ensure adequate water supplies available for firefighting resources; • Monitor the location and status of active fires that may impact operations; • Ensure maintenance of structures effectiveness and systems in relation to hail and stormwater and – inspection require prior to storm or hail event; and • Consultation with fire brigade if bush fires are burning near the facility.	Design, construction and operation.
Heat island effects will be reduced through:	Detailed design

Proposed mitigation measures	Stage of implementation
- Architectural design of the buildings - reduce radiation reflectivity by extended canter leaver awnings from the building providing shading and effective roof sheeting, cladding and concrete walls; and - Effective landscape design and retaining much of the vegetation on site.	
Dust and impacts on air quality during construction will be minimized via: - Using water sprays on stockpiles and road surfaces to suppress dust; and - Scheduling known dust generating activities during favourable meteorological conditions.	Construction
GHG emissions will be minimized via: - Use of energy and fuel-efficient construction plant and equipment; - Use of biofuels in plant and equipment; - Use of grid-sourced renewable energy supply for construction and/or on-site renewable energy generation; - Use of efficient fans and motors for the facility; - Use construction materials with lower embodied emissions such as low-carbon concrete, recycled metals and recycled construction aggregate; - Sourcing construction materials from locations close to the site; - Reuse of soil and excavated material on site; - Recycling of construction waste; and - Development of Green Travel Plans for construction and maintenance staff.	Construction and operation
Impacts on air quality during operation will be minimized via: - Design and siting of helicopter landing area to ensure adequate dispersion of emissions and avoid erosion, and landscaping of surrounding areas; - The refuelling of the helicopter will take place in a designated area which is graded to capture any fuel spillage; - Enclosed wash bays for cleaning of plant and equipment which capture sediment; - Offsite disposal of sediment from wash bays; - Sealed surfaces for all internal site traffic movements; - Maintenance of all hard stand surfaces;	Operation

Proposed mitigation measures	Stage of implementation
- Welding processes to take place in appropriated located enclosed building with air ventilation/extraction/dispersal; - Diesel fuelled vehicles to be fitted with diesel particulate filters; and - Company vehicles to be serviced to ensure emission control equipment is maintained in accordance with manufactures requirements.	

3.8.6. Residual risk assessment

The table below details the risks associated with climate change and air quality as defined in the EIS.

Table 19 Residual risk assessment (climate change and air quality)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Impacts from climate change	Medium	Remote	Moderate	Very Low
Air quality impacts from dust or odour during construction or operation	Medium	Unlikely	Moderate	Low
Air quality impacts from operation	Medium	Unlikely	Moderate	Low

3.9. Noise and vibration

The proposed development includes a workshop facility, administration building, aircraft hangar and hardstand areas for manoeuvring vehicles and for helicopter take-off and landing. The proposal site is in a broadacre zone with adjacent industrial zone and roads, and both industrial and broadacre zones in the surrounding area. The nearest residence is around 900 metres from the site, and potential impacts to residential developments in NSW are also considered in the EIS.

A maximum of 30-35 helicopter flights per month is anticipated. Normal operating hours of the facility will be 7:00 am to 6:00 pm, Monday to Friday, and there will be no night-flying of helicopters.

3.9.1. Impacts

The potential impacts identified in the EIS were:

- noise impacts from operation.

3.9.2. Section 224 notice

No further information was requested on this section in the section 224 notice (**Appendix 3**).

3.9.3. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning’s response (**Appendix 6**) to the second section 224 notice the assessment was that the requirements of the scoping document were adequately addressed.

3.9.4. Key findings

A Noise Assessment was prepared by SLR Consulting Australia Pty Ltd (SLR) (EIS Appendix A (02)) to inform the EIS. The noise assessment considered the operational noise impacts of ground activities on site as well as helicopter activity. Noise modelling was undertaken to predict operational noise at nearby receptors. The noise models included details of topography and receptors including those located in Tralee and West Queanbeyan, as well as nearby commercial developments.

Noise from ground activities

Noise generating ground activities include truck movements, loading/unloading trucks, external compressor, and activities within the workshop building such as use of hand tools (e.g. rattle gun) and spray cleaning. For the purposes of the assessment, it was assumed all sources of noise at the workshop facility were occurring simultaneously, representing a “worst-case” scenario. Predicted noise levels at existing and future residential and existing light industrial recipients were found to be compliant with the applicable Australian Standards and *ACT Environmental Protection Regulation 2005* (EP regulations). The EIS states that noise emanating from the facility will be required to comply with the EP regulations.

Noise from operation of aircraft

The proposal involves the flying of one helicopter (BELL 206 L4 Long Ranger) in and out of the site. Helicopter operations are proposed for between 7:00 am and 6:00 pm only, which is within the daytime period described in the EP regulations. Movements proposed are a maximum of two take-off and 2 landing movements to and from the northeast, and a maximum of two take-off and 2 landing movements to and from the east-northeast.

For the helicopter noise assessment, the maximum potential noise from helicopter ground operations (using a scenario with the helicopter operating at full power for a hover take-off and landing) was used for modelling.

Noise assessment criteria were developed based on the applicable Australian Standards. Helicopter noise levels were predicted for all sensitive receptors in the assessment area for the project. Predicted noise levels at residential and light industrial receptors show compliance with the adopted criteria.

SLR note that noise from airborne operations, and pre and post-flight checks conducted by the pilot are the responsibility of Airservices Australia. Airservices Australia is the Commonwealth Government body responsible for addressing aircraft “in flight” noise complaints at Australian Airports and Helipads.

The EIS recommends the implementation of a noise complaints management procedure for handling noise complaints associated with ground-based activities, such as ground running of helicopter, servicing, and other on-site noise.

SLR also considered the potential for vibration impacts from the proposal during construction and operation. Construction activities will not involve blasting of bedrock and earthworks, and site preparations are not expected to generate significant levels of vibration. It was concluded that no vibration impacts are anticipated from the proposed construction or operational activities.

3.9.5. Mitigation and avoidance

Table 20 details the avoidance measures associated with noise and vibration as proposed in the EIS.

Table 20 Avoidance and mitigation measures (noise and vibration)

Proposed mitigation measures	Stage of implementation
Noise emanating from the facility is required to comply with the <i>ACT Environmental Protection Regulation 2005</i>	Construction and operation
Implementation of “Fly Neighbourly” procedures, including: • Minimising engine warm up and shut down durations. • Increasing altitude as soon as possible	Operation

• Utilising rates of climb and descent that minimise noise over residential areas. • Utilising slower, steeper descents to reduce or avoid blade slap where practicable. • Maintaining correct flight paths after take-off. • Avoiding flying over residential areas, hospitals and schools when departing from and approaching the site. • Selecting the least noise sensitive route when flying over populous areas. • When repeated flying over the same area is necessitated, varying the flight path to avoid overflying the same structures. • Implementation of a noise complaints procedure.	
Implementation of a noise complaints management procedure including: • Recording all complaints in writing, along with details of the circumstance leading to the complaint and all subsequent actions. • Investigate the complaint in order to determine whether a criterion exceedance has occurred or whether noise has occurred unnecessarily. • Planning and implementing corrective action, as required. • Informing complainants that their complaints are being addressed and advising what, if any, corrective action is being undertaken. • Carrying out noise monitoring to confirm the efficacy of corrective actions and the compliance of activities with the relevant criteria. • Inform complainants of the implementation of the corrective action that has been taken to mitigate any adverse effects and monitoring outcome.	Operation

3.9.6. Residual risk assessment

The table below details the risks associated with noise and vibration as defined in the EIS.

Table 21 Residual risk assessment (noise and vibration)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Noise impacts from operation	High	Unlikely	Moderate	Low

3.10. Biodiversity and nature conservation

The vegetation at the site is characterised into two broad categories, being the cleared central parts of the site (Area 1, Figure 3), and the outer eastern and northern portions of the site with a relatively intact native tree canopy (Area 2, Figure 3). While the development is mostly concentrated on the central portion of the site, some of the trees located in the north-eastern portion of the site will likely be removed to facilitate safe take-off and landing of the helicopter.

3.10.1. Impacts

The potential impacts identified in the EIS were:

- impacts from clearing of native vegetation during construction; and
- impacts on threatened flora and fauna.

3.10.2. Section 224 notice

No further information was requested on this section in the Section 224 notice (**Appendix 3**).

3.10.3. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning's response (**Appendix 6**) to the second section 224 notice the assessment was that the requirements of the scoping document were adequately addressed.

3.10.4. Key findings

A preliminary assessment of the biodiversity values of the site was undertaken by PATH Co in 2018 (EIS Appendix A (04)), including desktop and on-site assessments in 2018. The vegetation at the site is modified, being cleared and supporting predominantly weed groundcovers across the entire southern parts of the site.



Figure 4 - PATH Co study area and features (Biodiversity Assessment Report, PATH Co, 2020)

The northern parts of the site (Area 2) support a small but relatively intact native woodland vegetation community; however, these trees are all common species likely to have been planted less than 50 years ago. The vegetation does not meet the criteria for any listed threatened ecological community. Given

the modified nature of the site, there is considered to be low potential for any listed threatened species to occur at the site, with no records of any listed threatened flora within or nearby to the site.

The site is seen to provide minimal habitat values for native fauna. The native fauna habitat values of the site include limited shelter and foraging opportunities for birds provided by the native tree canopy, and limited shelter opportunities for reptiles provided by rocky outcrops. A review of the ACTmapi Significant Species database did not identify any habitat or records of any listed threatened fauna as occurring either within or immediately adjacent to the site. Threatened fauna species included in the EPBC Protected Matters Search Tool results are also considered unlikely to occur at the site on a regular basis and unlikely rely on the site for important habitat.

A targeted survey undertaken at the site for the Striped Legless Lizard (*Delma impar*) from September to December 2019, did not find any of the species at the site (or any other threatened reptile species). A number of more common reptiles were recorded during the tile surveys, but in very low numbers. Given the results of the survey combined with the site conditions and history of disturbance, it is considered highly unlikely that the Striped Legless Lizard would be present at the site.

The site is not considered to be important in maintaining any local or regional ecological corridors or links. It is located within the north-eastern corner of the Hume Industrial Area and surrounded by busy roads on all but one side, which is bordered by a large warehouse on an industrial use site. The main links in the area occur well to the north of the site through the Jerrabomberra and Symonston reserves which would not be affected by development of this block.

Given the assessment findings, the site is not regarded as being important in displaying a rich or otherwise unusual flora/fauna species diversity. Additional targeted surveys for listed threatened flora or fauna were not considered necessary. The site does not support any unusual landscapes, being relatively flat and situated within an industrial precinct and surrounded by busy roads and industrial uses. The Conservator of Flora and Fauna commented that the EIS adequately addressed all known impacts of the proposed works.

3.10.5. Mitigation and avoidance

Table 22 details the avoidance measures associated with biodiversity and nature conservation as proposed in the EIS.

Table 22 Avoidance and mitigation measures (biodiversity and nature conservation)

Proposed mitigation measures	Stage of implementation
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Minimisation of vegetation clearing to the scope required to complete works.	Construction
Engaging a fauna spotter throughout the removal of trees and rocky outcrops to capture and relocate animals as required.	Construction
Implementation of erosion and sediment control measures.	Construction
Implementation of weed management measures.	Construction and operation

3.10.6. Residual risk assessment

The table below details the risks associated with biodiversity and nature conservation as defined in the EIS.

Table 23 Residual risk assessment (biodiversity and nature conservation)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Impact from clearance of native vegetation	High	Possible	Minor	Low
Impacts on flora and fauna	Medium	Possible	Minor	Low

3.11. Heritage

There are no Registered or Provisionally Registered Heritage Sites, or any sites nominated for registration within or adjacent to the site, however the proposal has the potential to impact unknown heritage values.

3.11.1. Impacts

The potential impacts identified in the EIS were:

- impacts on unknown heritage sites/values.

3.11.2. Section 224 notices

No further information was requested on this section in the Section 224 notice (**Appendix 3**).

3.11.3. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning's response (**Appendix 6**) to the second section 224 notice the assessment was that the requirements of the scoping document were adequately addressed.

3.11.4. Key findings

The EIS includes a CHA undertaken by Past Traces Pty Ltd (EIS Appendix A (11)). The assessment involved a review of previous work to gain background information and inform predictive modelling, followed by a field survey across the project area to determine if any heritage constraints apply to the proposal.

Consultation was undertaken with RAOs in accordance with ACT Heritage Council guidelines and the *Heritage Act 2004*. RAOs were provided with report details, participated in the field survey and provided guidance regarding the significance and appropriate management strategies.

The archaeological site patterning in the region reveals a landscape dominated by low-density artefact scatters, primarily around Dog Trap Creek to the northwest and Jerrabomberra Creek to the northeast. Heritage studies in the surrounding areas, particularly within the Hume Valley, have identified numerous small artefact sites concentrated on ridge lines and spur crests, reflecting a focus on creek line utilisation.

The field survey found low to moderate surface visibility was present in the project area as a result of intermittent and sparse grass coverage. Small areas of exposure, due to displaced soils, vegetation clearance, old vehicle tracks and areas of erosion were present throughout the site. No Aboriginal or historical sites were located.

Past Traces concluded there was low potential for any unrecorded heritage sites to be present within the site boundaries. As there are no known heritage impacts from the proposed project, submission of a Statement of Heritage Effects to the ACT Heritage Council is not required.

3.11.5. Mitigation and avoidance

Table 24 details the avoidance measures associated with heritage as proposed in the EIS.

Table 24 Avoidance and mitigation measures (heritage)

Proposed mitigation measures	Stage of implementation
The CHA to be submitted to ACT Heritage Council for endorsement prior to works commencing.	Pre-construction
Implementation of an Unexpected Finds Protocol for discovery of Aboriginal cultural heritage and historical cultural heritage.	Construction

3.11.6. Residual risk assessment

The table below details the risks associated with heritage as defined in the EIS.

Table 25 Residual risk assessment (heritage)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Impacts on unknown heritage sites/values	Low	Unlikely	Moderate	Low

3.12. Hazard and risk

The proposed development is a facility where helicopter operations will occur, and there may be use of hazardous materials/chemicals on site associated with cleaning or mobile refuelling if required. The site is identified as a Bushfire Prone Area by the ESA.

3.12.1. Impacts

The potential impacts identified in the EIS were:

- impacts to public safety from operation, including helicopter usage;
- impacts on the facility from fire on adjacent/adjoining site;
- impact from fire or explosion at the facility;
- storage of hazardous materials/chemicals on the site that poses an impact on surrounding area;
- insufficient water supply from tanks and mains for fire suppression in the event of an emergency;
- failure to meet emergency services requirements for the site (e.g. emergency access, location of hydrants etc.);
- cease of operations due to critical infrastructure failure, or failure to secure/maintain emergency services operations;

- pilot distraction from adjacent street; and
- bird strike.

3.12.2. Section 224 notice

Further information was requested on the following items in the section 224 notice (**Appendix 3**):

- obstacle limitation surfaces (OLS); and
- Wildlife Hazard Management Plan.

Canberra Airport comments stated that references to OLS were incorrect, and review and clarification was requested. The Bird Strike Report recommended a Wildlife Hazard Management Plan, and Canberra Airport raised concerns with the associated risks. A Wildlife Hazard Management Plan was requested.

After considering Canberra Town Planning's response (**Appendix 4**) to the section 224 notice the assessment was that the requirements of the scoping document were not adequately addressed.

3.12.1. Second section 224 notice

Further information was requested in a second section 224 notice issued in March 2025 (**Appendix 5**) regarding inconsistencies around risk assessment and mitigation measures.

After considering Canberra Town Planning's response (**Appendix 6**) to the second section 224 notice the assessment was that the requirements of the scoping document were addressed.

3.12.2. Key findings

A number of studies prepared for the EIS were considered in the assessment of hazard and risk, including the Helicopter Operation Assessment and Flight Path Assessment (EIS Appendix A (06)), Helicopter Downwash Assessment (EIS Appendix A (05)), Assessment into the Intrusions of the Operational Airspace of Airports (EIS Appendix 13.1.1), Stormwater Impact Assessment (EIS Appendix A (08)), Bushfire Protection Assessment (EIS Appendix A (13)) and Bird Strike Assessment (EIS Appendix A (12)).

Helicopter operation

The Helicopter Operation Assessment addressed the risks related to pilot light distraction from existing streetlights and nearby traffic lights, flight path to and from the site, windshear, turbulence, take off splay and refuelling. The EIS found the potential for pilot distraction from the adjacent streets to be

unlikely as night-time operation of the helicopter is not envisioned. The flight paths proposed take into account predominant wind directions, potential obstacles, and noise impacts. Flights are infrequent, and paths will be predominantly over undeveloped lands.

The Helicopter Operation Assessment states the onus is placed on the pilot to determine suitable landing sites, under Civil Aviation Regulation 92. The EIS states that pilots are responsible for the safe conduct of flights, including any effects of rotor downwash upon persons or objects near a landing location. Pilots are required to ensure their flight path is clear of potential objects, and pedestrians. It is also noted from the EIS that the proposal is for training facility, and 30 to 35 flights will be scheduled per month. It is not clear from the EIS, which is for the Emergency Services purpose, require everyday flights to and from the site. Considering the nearby two helipads it is a safety concern if the site is providing training to the pilot as they are the responsible for the safe operation of the facility. This will require further assessment at the DA stage. As above CASA has advised that the final aircraft movement and safety responsibility of the individual pilot(s).

CASA advised on the EIS that they have no objections from an aviation safety perspective, and Canberra Airport advised that they have no objection to the proposal proceeding for the Emergency Services Facility.

Hazardous materials/chemicals

Refuelling is proposed to occur at Canberra Airport and there will be no bulk fuel storage on site. In rare cases a fuel tanker may be used to refuel the helicopter at the proposed facility. Truck wash chemicals and degreasers will be stored within enclosed, bunded, sealed containers. Mitigation measures to prevent any spills from entering stormwater are proposed in 3.12.5 below and hazardous materials/chemicals are discussed further in section 3.4 Materials and Waste. The EIS concludes the risk for contamination of the environment is low with the implementation of appropriate controls.

Bushfire

To address the potential impacts from fire at or adjacent to the facility, water supply demands for fire suppression, and emergency services requirements for the site, a Bushfire Protection Assessment was undertaken. Firefighting appliances including CO₂, dry powder, foam and fire blanket will be available on site and Forestrack will provide safety training. The Bushfire Protection Assessment concluded that water supplies, and access and egress for the purposes of emergency services, either comply or can be designed to comply with relevant standards and requirements.

Bird strike

The Bird Strike Assessment concluded that the risk of the facility itself attracting birds was very low, however existing land uses within an 8 km radius of the site were identified as bird attractant activities and mitigation measures were recommended to bring bird strike risk to an acceptable level. A Wildlife Hazard Management Plan incorporating the recommended mitigation measures was submitted with the revised EIS and will be implemented during detailed design and operation.

Obstacle limitation surfaces

Obstacle limitation surfaces (OLS) define 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. The proposal site is located in the outer protection zone of Canberra Airport. The EIS states no obstacles are proposed that would impinge on the airspace.

Cease of operations

The EIS states that if operations cease due to critical infrastructure failure, or failure to secure/maintain emergency services operations, bushfire response would be largely handled by ACT/NSW authorities. It is noted that as machinery is largely field based, deployment for the construction of fire brakes and associated activities could continue if operations on site ceased. In addition, all heavy plant operators are required to make plant available at all times for firefighting purposes, so that would continue notwithstanding any termination of contracts. It is also noted that the proposed infrastructure has the potential to be repurposed for another use in future. The facility has the potential for alternative uses (subject to approval) consistent with the Hume general industrial zoning. It is also noted that an airport which includes a helicopter landing facility (as opposed to an emergency services facility) is not permitted under the former and current Territory Plan. Cessation of operations as an emergency facility would require the cessation of helicopter use and flights to and from the site unless there is a change of policy (and relevant approvals were obtained).

3.12.3. Mitigation and avoidance

Table 26 details the avoidance measures associated with hazard and risk as proposed in the EIS.

Table 26 Avoidance and mitigation measures (hazard and risk)

Proposed mitigation measures	Stage of implementation
Development of Helicopter Operation Plan including: • Safety training (including initial and recurrent training aimed at providing the safety personnel with the knowledge and skills necessary to deal effectively with an emergency at the site). • Operation of the helicopter site and facilities • Safety procedures around helicopter during ground operations • Communication systems at the site • Site emergency plan • Operation of the fire protection system	Prior to operation

Implementation of Helicopter Operation Plan	Operation
Firefighting provisions including: • A fire water point with fire hose located adjacent to the primary helicopter landing/departure area deck access point • Firefighting appliances suitable for liquid and electrical fires located in the vicinity of the primary access point, including: - ○ 1 x CO2 3.5 kg ○ 1 X Dry Powder 9.0 kg ○ 1 x Foam 90 litres ○ 1 x Fire Blanket	Operation
To reduce risks associated with hazardous materials/chemicals at the facility: • Aviation or other fuels will not be stored on the site and any refuelling activities will be conducted by mobile fuel trucks. • All refuelling activities will be conducted within areas graded to a SPEL treatment tank to prevent uncontrolled migration of fuel in the event of a spill. • Used oil will be stored in drums contained in self-bunded pallets until they are collected by waste contractor. Pallets will capture and hold leaks if a spill occurs. • Used oil filters will be contained in one 200L drums for emergency purposes (with 2x 200L max.) and stored in the designated waste area prior to disposal at a recycling facility. • Truck wash chemicals and degreasers will be stored within enclosed bunded sealed containers. • Runoff water / chemicals collected from truck washing activities will be treated prior to off-site disposal. A trade waste agreement will be negotiated with the entity to discharge treated effluent to sewerage network. • Spill kits will be maintained on-site to remove any minor leak. In the event of a major spills, emergency services will be engaged to manage serious events. • Implementation of Spill Management Plan.	Operation
Implementation of the Wildlife Hazard Management Plan, including but not limited to: • Incorporation of design options and exclusion devices to prevent roosting, nesting and perching opportunities for birds on lighting, buildings and fences; • Reassessment of bird strike risk on a regular basis to inform management actions, resource allocation and monitoring programmes.	Detailed designed and operation

Development of Emergency Planning and Training Plan for personnel addressing aircraft emergencies, medical emergencies, dangerous goods, fires and natural disasters.	Prior to operation
Implementation of Emergency Planning and Training Plan	Operation

3.12.4. Residual risk assessment

The table below details the risks associated with hazard and risk as defined in the EIS.

Table 27 Residual risk assessment (hazard and risk)

Potential Impact	Risk Assessment			
	Risk (before mitigation)	Likelihood (after mitigation)	Consequence (after mitigation)	Residual risk
Impacts to public safety from operation, including helicopter usage	Medium	Unlikely	Moderate	Low
Impacts on the facility from fire on adjacent/adjoining site	Medium	Unlikely	Moderate	Low
Impact from fire or explosion at the facility	Medium	Unlikely	Moderate	Low
Storage of hazardous materials/chemicals on the site that poses an impact on surrounding area	Very low	Unlikely	Minor	Very low
Insufficient water supply from tanks and mains for fire suppression in the event of an emergency	Very low	Unlikely	Minor	Very low
Failure to meet emergency services requirements for the site (e.g., emergency access, location of hydrants etc)	Very low	Unlikely	Minor	Very low
Cease of operations due to critical infrastructure failure, or failure to secure/maintain emergency services operations	Very low	Unlikely	Minor	Very low
Pilot distraction from adjacent street	Very low	Unlikely	Minor	Very low
Bird strike	Low	Unlikely	Minor	Very low

3.13. Conclusion of impact assessment

The supporting studies and the comments of relevant entities provide sufficient information on all impacts of the proposal identified above.

4. Legislative and policy considerations

A number of legislative requirements and ACT policies were considered in the preparation of this EIS as outlined below.

Planning and Development Act 2007 and Planning Act 2023

The EIS application was made under the PD Act, which has since been replaced by the *Planning Act 2023* (Planning Act). Under the transitional arrangements section 636 of the Planning Act, the PD Act continues to apply.

This proposed development did not trigger the requirement for an EIS under Schedule 4 of the PD Act. Under Schedule 4, Part 4.2 ‘Development proposals requiring EIS – activities’, item 4 was considered. Under item 4, an EIS is required for a ‘...proposal for construction of an airport or airfield (other than a helicopter landing facility used exclusively for emergency services purposes, including medical evacuation, firefighting, retrieval, or rescue’. The proposal is not described as an airport or airfield, and no public passenger services and/or commercial freight collection will be undertaken at the site. It will not be registered as an airport for civil aviation operations. The proposed industrial use relates to bushfire response and training centre operations (maintenance/servicing), actions that are exempt under Schedule 4, Part 4.2, item 4 as listed above.

The Minister for Planning declared the project to be in the Impact Track under section 124 of the PD Act; therefore, completion of an EIS was required.

The scoping document for the Emergency Services Facility was issued by the Authority on 24 March 2021 and provides requirements for information that is to be provided in the EIS from planning approval. The EIS has been prepared in a manner consistent with the scoping document.

Planning and Development Regulation 2008

The EIS must be prepared in accordance with the *Planning and Development Regulation 2008* (the Regulation). Section 50 of the Regulation outlines the requirements for the preparation of an EIS in the ACT.

The requirements of the Regulation have been met in preparation of the EIS.

Environment Protection Act 1997

The ACT Environment Protection Authority (EPA) administers the *Environment Protection Act 1997* (EP Act) which provides a framework for regulating polluting activities and protecting the environment in the ACT. The proponent has provided sufficiently detailed information to the EPA in relation to the EP Act.

In their advice on the draft EIS, the EPA had no comments. Conditions have been recommended for the associated development application.

ACT Planning Strategy

The ACT Planning Strategy provides long-term planning policy and goals to promote sustainable development, consistent with the social, environmental and economic aspirations of the people.

The EIS provides statements against each of the key themes discussed in the strategy, demonstrating that the proposal is consistent with the directions of the strategy.

Territory Plan 2008

The Territory Plan 2008 (the Territory Plan) was the statutory document that guided planning and development in the ACT at the time the EIS process commenced. It has since been superseded by the Territory Plan 2023, but the Territory Plan continues to apply to the assessment of this EIS and the concurrent DA.

The purpose of the Territory Plan is to control planning and development in the ACT in a manner which promotes ‘an attractive, safe and efficient environment in which to live, work and have their recreation’. The Territory Plan manages development and land use by establishing strategic directions and plan, land uses as well as codes and criteria associated with different land uses.

The proposal site is zoned NUZ1 Broadacre under the Territory Plan, and ‘emergency services facility’ is listed as a permissible use within that zone. Under the Territory Plan’s definition, emergency services facility means ‘the use of land for the purpose of providing emergency services and protection to the community’. Assessment of the concurrent DA will include a full assessment against the Territory Plan.

4.1.1. Territory Plan Statement of Strategic Directions

The Statement of Strategic Directions sets out the principles to guide the planning and development of the ACT. These include principles relating to environmental, economic and social sustainability as well as spatial planning and urban design principles.

The EIS has identified the following planning policies as relevant to the development proposed:

- Efficient use of resources, reduce consumption, waste minimalization, encouraging reuse and recycling.
- Development is to reflect land compatibility constraints i.e., topography, drainage, geotechnical factors and consider conserving resources such as water.
- Land and water resources will be planned in accordance with integrated catchment management principles and water sensitive urban design. Policies will also focus on opportunities for multi-purpose use of resources and protection of ACT water supply.
- Appropriate activities to reduce greenhouse gas emissions will be encouraged.
- Support the preferred pattern of development and maximise accessibility.
- Minimising pollution and protecting public health and safety.
- Creating new industries, markets and products leading to new revenue streams and creation of jobs.

The EIS states that the proposal is compatible with and reflective of the principles listed above, and it is considered that the development is consistent with the Statement of Strategic Directions.

4.1.2. Territory Plan codes

Various codes apply under the Territory Plan and are considered during the assessment of development applications. The proposal will be subject to assessment against the relevant Territory Plan codes through the concurrent DA process.

ACT Planning Strategy

The ACT Planning Strategy provides long-term planning policy and goals to promote sustainable development, consistent with the social, environmental and economic aspirations of the people.

The EIS provides statements against each of the key themes discussed in the strategy, demonstrating that the proposal is consistent with the directions of the strategy.

ACT Climate Change Strategy 2019-2025

The ACT Climate Change Strategy 2019-2025 sets out the ACT Government's action plan to respond to climate change and its effects and manage the impacts on people, infrastructure, and services. The EIS has considered this Strategy and includes a Climate Change assessment that proposes a number of measures to minimising climate impacts.

Canberra's Living Infrastructure Plan: Cooling the City

Canberra's Living Infrastructure Plan: Cooling the City (2019) sets out the ACT Government's commitment to maintain and improve living infrastructure in Canberra. The EIS states the proposed retention of existing trees is consistent with recommendations that promote maximising tree canopy and permeability.

National Capital Plan

The object of the National Capital Plan (NCP) is to ensure that Canberra and the Territory are planned and developed in accordance with nationally significant planning objectives. The NCP provides guidance for the planning, design and development of Designated areas and other areas identified in the NCP with special requirements. The NCP is administered by the National Capital Authority (NCA).

The site is a block located along the Monaro Highway, which is identified under Main Avenue and Approach Routes. The site is subject to Development Control Plan 171/94/853 (DCP). The NCA advised that its requirements for the EIS report were adequately addressed, and that assessment against the relevant DCP would be addressed through the DA.

Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) (Commonwealth)

Under the EPBC Act, a referral to the Australian Government is required for proposed actions that have the potential to significantly impact on Matter of National Environmental Significance (MNES).

The proponent has conducted a self-assessment against the requirements of the EPBC Act and determined that a referral to the Australian Government is not required. This is supported by the biodiversity assessment report included with the EIS.

5. Other considerations

Principles of ecologically sustainable development

The following ecological sustainable development principles have been considered in the EIS documentation and by the Authority. It is considered that information has been provided against economic, environmental, social and equitable considerations which are contained in the EIS and inform decision-making through the implementation of the following principles.

5.1.1. The precautionary principle

The precautionary principle has been addressed in the EIS and was considered by the Authority in the preparation of this assessment report.

The EIS has provided sufficient information relating to the potential environmental impacts and has proposed mitigation measures to be implemented during construction and operation of the Emergency Services Facility. It is considered unlikely that the project would cause serious or irreversible environmental damage. The EIS identifies that a number of risks will need to be managed as ongoing and operational stages of the development.

5.1.2. The principle of inter-generational equity

The principle of inter-generational equity has been addressed in the EIS and was considered by the Authority in the preparation of this assessment report.

The EIS and supporting documentation have considered the short-term and long-term impacts and identified mitigation measures to minimise the impacts. The EIS states that the proposed development would not result in environmental or social impacts that out be detrimental to future generation.

5.1.3. The conservation of biological diversity and ecological integrity

The site does not contain any listed threatened species or ecological communities. The site is not regarded as being important in maintaining any existing natural processes or systems of the ACT. The EIS states adverse ecological impacts will be avoided where possible or minimised as far as practicably possible.

5.1.4. Appropriate valuation and pricing of environmental resources

The EIS states that the design, construction and operation of the development utilises best environmental practice.

Proponent's environment history

The EIS states that Forestrack has a clean environmental record across all of its business activities.

Canberra Airport 2020 Master Plan

The Canberra Airport 2020 Master Plan was prepared by Canberra Airport Pty Ltd. as part of the Airport's internal strategic planning processes and in accordance with the provisions of Part 5 of the *Airports Act 1996* (Airports Act) and the Regulations made under that Act.

The EIS states that the proposed development will be in line with the Master Plan as it will assist the current services within the ACT for Emergency Facilities across the ACT.

National Airport Safeguarding Framework Guidelines

[The National Airport Safeguarding Framework \(NASF\)](#) provides guidance on planning requirements where development affects aviation operations. This includes building activity around airports that might penetrate operational airspace and/or affect navigational procedures for aircraft. The Helicopter Operation Assessment included in the EIS outlined how the proposed development and helicopter operations addressed the NASF following 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 Airport
- 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 Landing Sites
- Guideline I – Managing the Risk in Public Safety Areas at the Ends of Runways

The ACT does not have specific planning guidelines or policies in place for deciding the proposal for Helicopter Landing Site (HLS). For those States/Territories without policies in place, above Guidelines (in addition to the associated Safeguarding Framework) provides guidance for making decision for proposal for new airport or helicopter landing facilities.

State/Territory and Local Governments are primarily responsible for land use planning in the vicinity of all airports. For ACT, CED has assessed this EIS including the location of HLS, and sought advice from the Civil Aviation Safety Authority (CASA) and Canberra Airport for Airspace protection.

Following further consultation, Canberra Airport withdrawn their previous concerns and advised that the project will have no material impact on aviation activities at Canberra Aerodrome, provided the proposed flight paths described in the updated Helicopter Operation Assessment are adhered to. This, along with decisions made by the pilot, will ensure that helicopter landing/departure sight will not pose a traffic conflict with helicopters operating to and from it.

However, the land use and limitations as an Emergency Services Facility as assessed by this EIS will require further assessment at the DA Stage to meet the requirements of the Territory Plan.

6. Recommended conditions

After considering the revised EIS, the Authority recommends DA considerations to assist with the avoidance, mitigation of adverse environmental impacts, as outlined in Table 28.

Any DA related to the completed EIS must include the DA considerations as part of the application.

Table 28 Draft Conditions of Development Approval for Emergency Services Facility

No.	Condition contents	Endorsement/approval	Construction stage	Draft condition of approval
1	General	Territory Planning Authority (TPA)	All works	All works must be consistent with the mitigation measures in Table 27 of the EIS, Emergency Services Maintenance and Training Facility – Revised, prepared by Canberra Town Planning, dated June 2025 (the EIS).
2	Utilities	Icon Water	Prior to construction	Any work(s) that is likely to impact on Icon Water infrastructure must have Icon Water acceptance prior to being undertaken.
3	Construction Environmental Management Plan (CEMP)	TPA	Prior to construction	A CEMP must be prepared and submitted to the territory planning authority (EPDImpact@act.gov.au) for endorsement. The CEMP must outline the construction conditions/methods and temporary environmental protection measures to manage the impact of construction activities, consistent with the EIS. The CEMP must include the mitigation measures proposed in the EIS and any relevant management plans including, but not limited to: a) Sediment and erosion control plan; b) Unexpected finds procedure for contamination; and c) Unexpected discovery procedure for heritage items.
4	CEMP	TPA	During construction	All works must be undertaken in accordance with the endorsed CEMP.
5	Heritage requirements	ACT Heritage Council	Prior to commencement of works	The outcomes of consultation with Representative Aboriginal Organisations (RAOs) in relation to the project are to be clarified to the satisfaction of the ACT Heritage Council (the Council). This is to include: a) A summary of discussions held on site with RAOs;

No.	Condition contents	Endorsement/approval	Construction stage	Draft condition of approval
				b) Confirmation that at least 10 working days were provided for RAOs for review of and comment on the Cultural Heritage Assessment (CHA); c) Provision of RAO comments from review of the CHA, and details of any further efforts made to seek comments; d) This information is to be provided to the Council, by email to heritage@act.gov.au; e) Should the Council identify any further heritage actions are required to respond to RAO comments received, these actions are to be undertaken prior to the commencement of works.
6	Heritage requirements	ACT Heritage Council	Prior to commencement of works	The Unexpected Discovery Plan included in Appendix 2 of the CHA is to be followed during all works, noting that additional statutory approvals from the Council will be required should it be enacted.
7	EIS supporting documentation consistency regarding operational hours	TPA	Prior to operation	The EIS states that the operating hours of the facility will be 7:00 am to 6:00 pm, however two supporting assessment reports are based on operational hours of 7:00 am to 5:30 pm: a) Helicopter Operation Assessment and Flight Path Assessment, prepared by Bob Thompson for Forestrack, dated February 2024 (Appendix A06 of the EIS); and b) Hume TRG Bushfire Response and Training Centre Noise Assessment, prepared by SLR Consulting Pty Ltd for Forestrack, dated December 2021 (Appendix A02 of the EIS). A statement is required from the author of each report above, to confirm that operation until 6 pm rather than 5.30 pm would not affect the conclusions of their assessments. The statements are to be submitted to the TPA at EPDImpact@act.gov.au. If the conclusion of a report is affected by the time change, an updated version of that report will need to be submitted to the TPA (EPDImpact@act.gov.au) for assessment and approval prior to operation.
8	Operational Environmental Management Plan (OEMP)	TPA	Prior to operation	An OEMP must be prepared and submitted to the territory planning authority (EPDImpact@act.gov.au). The OEMP must outline the measures to manage the impact of operation activities, consistent with the EIS. The OEMP must include the

No.	Condition contents	Endorsement/approval	Construction stage	Draft condition of approval
				mitigation measures proposed in the EIS and any relevant sub-plans including, but not limited to: a) Fly Neighbourly Advice b) Noise Management Plan c) Safe Helicopter Operations Training Program and Emergency Planning and Training Plan d) Facility Operational Plan e) Spill Management Plan f) Wildlife Hazard Management Plan g) Site Emergency Plan
9	OEMP	TPA	During operation	The OEMP is to be implemented during operation.
10	Noise requirements	TPA	During operation	The proposal is not to exceed Australian Standard (AS) 2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction (AS 2021) noise criteria at residential areas in NSW.
11	Bushfire protection requirements	ACT Fire and Rescue (ACT F&R)	Ongoing	The entire site is to be managed to Inner Asset Protection Zone Standards as per ACT Bushfire Management Standards 2014 Table 4, as well as the following: a) canopy cover should be less than 15% (at maturity); b) trees (at maturity) should not touch or overhang the building; c) lower limbs should be removed up to a height of 2m above ground; d) preference should be given to smooth barked and evergreen trees; e) avoid connective pathways across the ground toward a building; f) small isolated clumps need to be site specific in design; g) avoid creating fuel ladders (shrubs, bark, dropped branches, leaves etc.); h) select suitable plants (low flammability, avoid dense and elevated fine fuels); i) no plants near vulnerable building components (windows, decks); and j) leaves and vegetation debris should be removed.

7. Recommended action on this EIS

Having regard to the documentation and information provided, the Authority has assessed the Emergency Services, Maintenance and Training Facility revised EIS as meeting the requirements of Chapter 8 of the PD Act.

It is the Authority's assessment that the revised EIS has provided sufficient information to the ACT Government and the community to allow an informed evaluation of potential environmental impacts which could be attributed to the Emergency Services Facility proposal. Forestrack has proposed a range of avoidance, mitigation and management measures to reduce or avoid potential environmental impacts arising from construction and operational activities associated with the project. It is considered that any potential adverse impacts can be adequately addressed by implementing these measures and the recommended development application conditions specified in this report.

The influence of construction activity associated with the Project, and the subsequent environmental performance attributable to its ongoing operation, will be monitored by a variety of public agencies; particularly the Environment Protection Authority, Territory planning authority and TCCS. Additionally, the proposal for the construction and future use of the helipad will require further assessment at the DA stage.

The Authority's recommendation is that the Minister need take no action in relation to the revised EIS. The Minister may, however, decide to present the revised EIS to the Legislative Assembly. This action does not affect an EIS being complete in accordance with section 209 of the PD Act.

Appendix 1 – Final scoping document



Scoping Document

Under Division 8.2.2 of the *Planning and Development Act 2007*

APPLICATION NUMBER: 202000027		DATE OF THIS NOTICE: 24 March 2021
DATE LODGED: 9 February 2021		
PROJECT: Emergency Services, Maintenance and Training Facility		
IMPACT TRACK TRIGGER: The Minister for Planning and Land Management has made a declaration, under section 124 of the <i>Planning and Development Act 2007</i> , that the proposal is impact track.		
BLOCK: 45	SECTION: 3	SUBURB: Hume
ADDRESS: Corner of Monaro Highway and Lanyon Drive (Sheppard Street Hume)		
APPLICANT: Canberra Town Planning		
LAND CUSTODIAN: Transport Canberra and City Services		

SCOPING DOCUMENT

The planning and land authority (the Authority) within the Environment, Planning and Sustainable Development Directorate received your application under section 212(1) of the *Planning and Development Act 2007* (the PD Act) for Scoping of an Environmental Impact Statement (EIS) for the above proposed development. Pursuant to section 212(2) of the PD Act, the Authority has:

- Identified the matters that are to be addressed by an EIS in the relation to the development proposal; and
- Prepared a written notice (the **scoping document**) of the matters.

NOTE: The EIS must conform to the requirements of this scoping document. This document does not indicate approval or support in any way, nor does it indicate approval in principle.

TERM OF SCOPING DOCUMENT

Pursuant to section 213(2) of the PD Act, the proponent must give the draft EIS to the Authority by the end of the period of 18 months starting on the day the Authority gives the scoping document for the development proposal to the applicant.

FORM AND FORMAT OF EIS

The Authority requires that the proponent engage a suitably qualified independent consultant to prepare an EIS, OR the proponent submits, with the draft EIS, an independent review of the draft EIS undertaken by a suitably qualified consultant. The EIS must be in the following form and format:

- The EIS must be prepared in accordance with section 50 of the *Planning and Development Regulation 2008*.
- The EIS must be written in plain English and avoid the use of jargon as much as possible.



ACT
Government

**Environment, Planning and
Sustainable Development**

Scoping Document

Under Division 8.2.2 of the *Planning and Development Act 2007*

- The EIS is required to be provided in the same structure as described in this Scoping Document as closely as possible. A table that cross-references the EIS to the scoping document must be included in the EIS submission.
- The report must reference any figures or supporting information used to the supporting appendix and page number, table or figure.
- Additional technical detail, including relevant data, technical reports and other sources of the EIS analysis must be provided in appendices.
- Maps, diagrams and other illustrative material should be included in the EIS to assist readers to interpret information.
- The EIS document sized A4 with maps and drawings in A4 or A3 format.
- The proponent must supply a copy of all draft EIS and revised EIS documents in electronic formats for circulation and web posting. These are to be supplied by email, USB, or another agreed method.
- Digital files must not exceed 20 MB each.

COST OF PREPARATION OF EIS

The proponent is responsible for the preparation of the draft and revised EIS and any related applications and associated costs. This includes additional copies of the draft and revised EIS and other associated documents as required by the Authority from time to time.

NEXT STEPS

The proponent is now required to prepare a document (a ***draft EIS***) that addresses each matter raised in the scoping document for the proposal within the timeframe provided in this scoping document. Once the draft EIS has been accepted for lodgement, a public notification fee is payable in order for notification, referrals and assessment to commence. After the notification period has closed, the Authority will provide comments and any public representations received for the proponent to address in preparing a ***revised EIS***, and any further instructions on the application.

If you have any queries about the requirements outlined in this scoping document, please contact epdimpact@act.gov.au to arrange a suitable time to discuss.

Delegate of the planning and land authority

Brett Phillips
Executive Group Manager
Statutory Planning Division
Environment, Planning and
Sustainable Development Directorate

Contact

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www.planning.act.gov.au

Authorised by the ACT Parliamentary Counsel—also accessible at www.legislation.act.gov.au

GENERAL BACKGROUND FOR THE EIS

1. Cover Page

The cover page must clearly display the following:

- The name of the proposal (project title)
- The block identifier(s) and street address for the proposal
- The date of the preparation of the document
- Full name and postal address of the designated proponent
- Full name and postal address of the designated applicant
- Name and contact details of the person/organisation who prepared the documents (if different to the above)

2. Glossary

Provide a glossary of technical terms, acronyms and abbreviations used in the EIS.

3. Executive Summary

Provide a non-technical summary of the EIS including a description of the proposal, key findings and recommendations.

4. Introduction

Summarise the proposal background and objectives of the proposal.

5. Proposal Details

5.1. Project Description

Provide a description of the proposal, including:

- a) An outline of the proposed main use of the site (as defined in the Territory Plan) and as authorised by any existing/future Crown lease.
- b) An outline of any ancillary use (as defined in the Territory Plan) and how they directly relate to the main use of the site.
- c) Outline any application process that is required for any proposed future uses and how they will be consistent with the lease.
- d) An outline on why the proposal does not fall under any prohibited use, under the Territory Plan and relevant Zone Development Table and how each other use is directly associated with the main use of the site
- e) The location of the land to which the proposal relates, including detailed maps
- f) The division and/or district names and block and/or section numbers of the land under the *Districts Act 2002*
- g) If the land is leased – the lessee's name
- h) If the land is unleased or public land – the custodian of the land
- i) The purposes for which the land may be used
- j) A clear identification of all lands subject to direct disturbance from the proposal and

associated infrastructure and geomorphic features such as waterways and wetlands. This is to be supported by a map showing all affected lands

- k) An outline of any developments that have been, or are being, undertaken by the proponent, within the proposal area and broadly in the region. Describe how the proposal relates to these developments
- l) Address other developments that may impact on the development, such as, the upgrades to the intersections of Lanyon Drive/Sheppard Street/Monaro Highway
- m) A description of all proposed and future uses for the proposal, including the proposal specifications, the predicted timescale for implementation (design, approvals, construction and decommissioning) and project life
- n) A plan/description of the location of any works to be undertaken, structures to be built or elements of the proposal that may have relevant impacts
- o) A description of the construction methodologies for the proposal

5.2. Alternatives to the proposal

Provide details of any alternatives to the proposal considered in developing the proposal including a description of:

- a) Any alternatives to the proposal and provide reasons for selecting the preferred option with an analysis of site selection as an attachment to the EIS
- b) The criteria used for assessing the performance of any alternative to the proposal considered
- c) Any matters considered to avoid or reduce potential impacts prior to the selection of the preferred option
- d) Details of the consequences of not proceeding with the proposal

6. Legislative and Strategic Context

A description of the EIS process including any statutory approvals obtained or required for the proposal, and how the proposal is aligned with strategic priorities for the ACT.

6.1. Statutory requirements

The description must include information on statutory requirements for the preparation of an EIS:

- *Planning and Development Act 2007*
- *Planning and Development Regulation 2008*
- Related statutory approvals.

6.2. Climate change

The EIS must include information on how the proposal will reduce the risks from climate change impacts and include proposed adaptation measures to reduce vulnerability and increase resilience of the community and the Territory, particularly the extreme events of heatwaves, droughts, storms with flash flooding and bushfires. The information must address impacts on the local microclimate and how it will avoid contribution to urban heat and positively contribute to urban cooling measures.

Additionally, the EIS must address the contribution the proposal will make to reducing greenhouse gas emissions and meeting the legislated target for a net zero emissions Territory (by 2045 at the latest).

Preparation of the EIS must consider the relevant sections ACT Government's following policies:

- ACT Climate Change Strategy 2019-2025
- Canberra's Living Infrastructure Plan: Cooling the City

6.3. Other requirements

The description must also include information on how each of the following has been considered in the preparation of the EIS and the development of the proposal:

- Territory Plan 2008; include details on how the proposed and future uses are defined under the Territory Plan
- ACT Planning Strategy
- National Capital Plan
- Sustainability Policies
- Canberra Airport 2014 Master Plan 2014-2034
- Other relevant planning and environmental guidelines and management plans.

6.3.1. Ecologically sustainable development (ESD)

Provide a description of how the proposed development demonstrates ESD. This is to include long-term and short-term considerations related to economic development, social development and environmental protection at local, regional and national scales. The proponent should ensure that the EIS adequately addresses the ESD principles as defined by section 9 of the PD Act.

6.3.2. Territory Plan strategic directions

A statement must be provided regarding the proposal's compatibility with the principles in the Statement of Strategic Directions in the Territory Plan 2008 (Section 2.1 - Strategic Direction).

REQUIREMENTS FOR ASSESSING IMPACTS IN THE EIS

7. Risk Assessment

7.1. Risk Assessment Methodology

Provide a risk assessment in accordance with the Australian and New Zealand Standard for risk management AS/NZS ISO 31000:2009 *Risk Management – Principles and guidelines*. The proposed criteria for determining which risks are potentially significant impacts must be described.

The Preliminary Risk Assessment (PRA) submitted as part of the request for a scoping document must be revised to include, but not be limited to, the risks identified by the Authority in Table 1.

The risks identified in Table 1 are based on the scoping document application and comments received from entities on the application. All of these risks are considered potentially significant (i.e. a medium risk level or above), and must be addressed in the EIS. Should any risk levels change during the preparation of the EIS or any new risks become apparent, these must be assessed and included with a justification in the EIS, and where relevant, the residual risk assessment.

-Assessment guide-

Provide a table with the headings below to describe the risks identified and the original risk rating without any mitigation strategies in place. This table format is one option, however alternative formats can be used provided the methodology is clearly described and in accordance with AS/NZS ISO 31000:2009 *Risk Management – Principles and guidelines*

Risk	Likelihood	Consequence	Risk rating
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8. Assessment of Impacts

Sufficient information is required to provide the Authority with an adequate understanding of the environmental impacts associated with the proposal. Each potentially significant impact rated with a risk rating of medium and above as identified in the risk assessment must be addressed with the information required by sections 8.1.1- 8.1.11 of this scoping document.

Table 1 identifies the issues that the Authority has identified as potentially significant risks, and the relevant sections of the scoping document that must be addressed in the EIS. The risks and their associated risk levels were determined from the information submitted with the PRA, comments received from entities on the request for scoping document application and the Authority's assessment.

Table 1 – Identified impacts and requirements to be addressed in the EIS

Environmental Theme	Risk identified	See section/s below for further detail
Planning and Land Status	• Sterilisation of existing and future land uses • Restricting future building/structure heights along the flight path	8.1.1
Traffic and transport	• Traffic safety impacts during operation, including traffic distractions • Impacts from increased air traffic	8.1.2
Utilities	• Impacts on existing utilities from construction	8.1.3
Materials and Waste	• Hazardous chemicals/materials impacting on health and environment	8.1.4
Landscape and visual	• Visual and landscape impacts on the surrounding area, including lighting	8.1.5
Soils and geology	• Erosion and sediment impacts from construction • Existing contamination impacts from previous land uses • Contamination impacts from operation	8.1.6

Environmental Theme	Risk identified	See section/s below for further detail
Water quality and hydrology	- Impacts on waterways from operations - Impacts from stormwater runoff	8.1.7
Climate change and air quality	- Impacts from climate change - Air quality impacts from operation	8.1.8
Noise and vibration	Noise impacts from operation	8.1.9
Biodiversity and nature conservation	- Impacts from clearance of native vegetation - Impacts on flora and fauna	8.1.10
Heritage	Impacts on unknown heritage values	8.1.11
Hazard and risk	- Impacts to public safety from operation, including helicopter usage - Impacts on the facility from fire on adjacent/adjoining site - Impact from fire or explosion at the facility	8.1.12

8.1. Required detail for addressing impacts (Table 1)

The following items (sections 8.1.1 - 8.1.12), relate to the potentially significant environmental impacts identified in Table 1. They must be addressed in detail in the EIS.

NOTE: The information provided under the following headings is not an exhaustive list of matters that may be required to accurately detail the assessment scenarios.

8.1.1. Planning and land status

- Include a description of the planning context of the area where the project will be located.
- Describe the planning and development status of any land or project relevant to the proposal.
- Describe the proposed and future land uses of the land and any land to be affected (including, but not limited to, zoning, lessee(s) or custodian of the land, the permissibility of the proposed use defined in the Territory Plan).
- Describe the impact of the proposed operations on future building forms/heights for the surrounding area (adjoining and adjacent blocks) and compare the potential of development under the current planning framework.

8.1.2. Traffic and transport

- Include a description of the volume of traffic generated including the types and volumes of heavy/light vehicles that will enter and exit the site and their likely origin and destination, such as emergency vehicles.
- Include details of vehicle traffic, transit routes and transport of heavy and oversize loads (including types and composition).
- Investigate the traffic impact of the development not only on Sheppard Street but also on Monaro Highway and Lanyon Drive to ensure that the continued safe and efficient movement of vehicles accessing the facility is not impeded by road network arrangements.
- Determine the extent of traffic generated from the development during operation and future intended use, during the AM and PM periods, noting the 24/7 operations nature of the facility.
- Investigate the impacts on road users from the operation of the facility such as driver distraction and potential interaction with vehicles.
- Describe air traffic control procedures for operations.
- Describe the management of the proposed facility and how it will not conflict with the existing air facilities and/or air traffic from Canberra Airport and surrounding aircraft facilities.

8.1.3. Utilities

- Describe the existing utilities located on the land subject to this proposal.
- Describe any new utilities, removal or realignments required as a result of this development.

8.1.4. Materials and Waste

- Describe any hazardous materials and dangerous chemicals to be used or stored on site during construction and operation
- Identify any Schedule 11 hazardous chemical, as per *Work Health and Safety Regulation 2011*
- Provide details of maximum storage capacities for any hazardous chemicals
- Provide safety data sheets for any hazardous chemicals
- Identify whether any Schedule 11 hazardous chemicals meet the placard quantity as per the Regulation
- Describe how hazardous materials will be transported into and out of the site.

8.1.5. Landscape and visual

- Undertake a visual assessment of the site and surrounds to describe the current landscape character of the area.
- Visual assessment must address impacts from the subject site and from operations.
- Identify important view sheds and significant views and vistas to and from the site.
- Visual impact analysis must provide perspectives of the site from both carriageways of the highway (main approach route) and identify potential measures to address the National Capital Authority's (NCA's) requirements.
- Describe measures that are to be adopted to reduce the visual impact from the building bulk and scale, any stockpiling that may be required and lighting the facility.

8.1.6. Soils and geology

- Describe the soil and geology features of the area.
- A preliminary assessment in accordance with the Contaminated Sites Environment Protection Policy 1997 made under the *Environment Protection Act 1997* must be undertaken.

- Discuss any contamination impacts that are present at the site and how the site will be remediated (if required).
- Describe compliance with Environment Protection Authority (EPA) guidelines and requirements.
- Describe the controls required to prevent hydrocarbon spillage or leakage into the surrounding soil.
- Describe impacts from clearing of vegetation in relation to erosion and sedimentation and measures to reduce the impacts.

8.1.7. Water quality and hydrology

- Describe the current groundwater quality and measures proposed to maintain and monitor ground water quality.
- Describe the present and potential water uses and users within the affected catchment of the proposal. Include a map of the catchment.
- Provide information on stormwater/wastewater management both during construction and operation including any on site detention, treatment systems and water quality protection measures.
- Include the controls required to prevent hydrocarbon spillage or leakage into the surrounding groundwater and the mitigation measures to prevent the contamination of stormwater systems.

8.1.8. Climate change and air quality

- Describe the potential impact the proposal will have on existing air quality during operation, including dust, emissions and fumes from helicopter exhaust whilst on the ground, taking off and landing.
- Include an assessment of the effect the proposal may have on climate change and how the proposal is consistent with associated ACT and national policies.
- Describe the proposals contribution to urban heat, noting the CSIRO study (Mapping Surface Urban Heat in Canberra, 2017) identifying the area as one of the city's hot spots.
- Include a microclimate assessment addressing urban heat in the area and recommendations of the report.

8.1.9. Noise and vibration

- Describe other interstate examples of where such a facility is located immediately adjacent to a developed urban area.
- A noise impact assessment must be completed by a suitably qualified person addressing noise on site, in accordance with EPA requirements, and noise from aircraft in accordance with Commonwealth requirements.
- The noise impact assessment must consider the surrounding development and sensitive receivers such as Tralee/West Queanbeyan residential development (NSW).
- The noise impact assessment must also include a consideration of the operational noise contours to demonstrate that the site and site layout is suitable including helicopters starting, warming up and stopping on the ground.
- The assessment should include assessment against any available Commonwealth aviation guidance for siting, in particular but not limited to the 2014 CASA Guidelines for the establishment and operation of onshore Helicopter Landing Sites.
- An Operational Management Plan must be prepared to minimise impacts on surrounds

including residential areas in NSW so that flight operations/traffic can be managed appropriately.

- Discuss the types, magnitude, duration and frequency of any noise during operation phases of the proposal including noise from operation of the facility and vehicle movements (including aircraft).
- Describe compliance with requirements relating to noise for the operation of aircraft, such as Commonwealth legislation and Australian Standard 2363:1999 *Acoustics – Measurement of noise from helicopter operations*.
- Describe procedures relating to management of noise complaints.

8.1.10. *Heritage*

- A heritage inspection of 'Area 2' woodland areas is required to be undertaken by a qualified archaeologist and Representative Aboriginal Organisations (RAOs).
- A report on the outcomes of this heritage inspection is to be submitted to the ACT Heritage Council for endorsement.
- Should this inspection identify Aboriginal places within the proposed development area, opportunities to conserve those places *in situ* should be explored. Should *in situ* conservation not be reasonably practicable, a Statement of Heritage Effect (SHE) approved under s 61H of the *Heritage Act 2004* will be required.

8.1.11. *Biodiversity and nature conservation*

- Clarify the location of native dominated patches of grassland and provide any consideration of temporary fencing around rocky patches outside of the development envelope for the duration of construction.
- Describe possible impacts on trees within open space and provide a description of the trees to be removed and outline the quality of trees to be removed.

8.1.12. *Hazard and risk*

- Describe the potential for hazard and risk associated with the construction and operation of the project including fire, flooding, vandalism and accidents.
- Describe how the site is suitable for the proposed use considering identified hazards and risks including risk of fire and adequate fire suppression.
- Provide an assessment of the potential threat of fire occurring at the facility, any effect on the surrounding area that a fire may have and the protection measures necessary to address the potential threat of fire.
- Describe management of risk in relation to fire in stockpiled material.
- Describe operational information including proximity to Canberra airport and obstacle limitation surfaces.
- Additional risks must be addressed relating to pilot light distraction from existing street lights and nearby traffic lights; flight path into and from the site; windshear, turbulence and rotor wash from helicopter operations including on neighbouring properties and from existing and proposed buildings around the site; wildlife and bird strike mitigation; flight path survey and flight approach and take-off splay.
- Describe any refuelling or fuel storage facilities on the site, providing details around capacities and safety management procedures.
- Describe the contingencies for the site and operations, if contracts with emergency services agencies cease.

8.2. Investigating impacts (Table 1)

Each potentially significant environmental impact identified within Table 1 should be addressed/structured as per sections 8.2.1 - 8.2.5.

-Assessment Guide-		
Assessment Scenarios: Proponent should describe and use baseline case, application case and planned development case in their EIS to describe and address impacts at all stages of the project (construction, operation, decommissioning and reclamation)		
Baseline case The baseline case establishes and describes the conditions that exist prior to the development or if the project were not developed. Describe the environmental conditions that include the effects of existing land uses of the area.	Application case The application case describes the baseline case with the effects of the proposal added. Information is provided to allow regulators to determine how project operations should be controlled and how adverse effects can be mitigated and managed.	Planned development case The planned development case describes the environmental conditions of the project when integrated with the existing conditions and any other planned projects which can be reasonably expected to occur.

8.2.1. Environmental conditions and values

Describe the environmental conditions and identify the environmental values for the environmental themes identified in Table 1. This section should discuss the baseline conditions for the area.

8.2.2. Investigations

Identify the findings and results of any environmental investigation in relation to the land to which the proposal relates.

8.2.3. Impacts

Describe the effects of the environmental impact as a result of construction and operation for the environmental themes identified in Table 1 and in the proponent's risk assessment (including cumulative, consequential and indirect effects) on physical and ecological systems and human communities. Particular emphasis should be placed on the potentially significant impacts identified in the risk assessment and this scoping document. Include a discussion of the timeframes of impacts i.e. short or long term, their nature and extent and whether they are reversible or irreversible, unknown or unpredictable. Include an analysis of the significance of the relevant impacts. Information must include any technical data and other information used or needed to make a detailed assessment of the relevant impacts.

8.2.4. Mitigation

Discuss the proposed safeguards and mitigation measures proposed to be taken for the environmental management of the land to which the proposal relates for the environmental themes identified in Table 1 and the proponent's risk assessment. This is to include:

- a) A description and an assessment of the proposed impact prevention, mitigation or offsetting measures to deal with the environmental impact of the proposal, along with which stage the mitigation measures will be adopted

- b) A description of the expected or predicted effectiveness of the mitigation measures.
- c) Any statutory or policy basis for the mitigation measures
- d) An outline of an environmental management plan (EMP) that sets out the framework for continuing management, mitigation and monitoring programs for the relevant impacts of the action, including any provisions for independent environmental auditing
- e) The frequency, duration and objectives of monitoring proposed
- f) The name of the agency responsible for endorsing or approving each mitigation measure or monitoring program
- g) A description of the cost effectiveness of environmental mitigation or rehabilitation measures proposed and the expected or predicted effectiveness of those measures.

8.2.5. Residual risk

Provide a table that details the residual risk for the potentially significant impacts identified for the environmental themes in Table 1 and the proponent's risk assessment. A residual risk assessment is only required where the significance of impact is determined as medium or above. The calculation of the residual risk should take into account the influence of implementation of mitigation or offsetting measures on the impacts identified by the risk assessment. A discussion of how the calculations were determined should also be included, including the expected or predicted effectiveness of the mitigation measures.

-Assessment Guide-				
Provide the residual risk assessment as set out in the table below.				
Risk identified in Section 7.1	Original risk rating from items identified in 7.1	Residual likelihood	Residual consequence	Residual risk rating

8.3 Entity requirements

The EIS must address the entities comments provided in Attachment A. If the issues raised by entities have been addressed in other sections of the EIS, this must be cross referenced.

9. Community and stakeholder consultation

The intention of the consultation in this scoping document is to ensure significant proposals include meaningful engagement with the community in the early stages of the project and provide clear expectations and an understanding of the actual development proposed. Consultation also provides an opportunity for the community to contribute in the design of the proposal and to resolve any major concerns early in the planning stages.

9.1. Consultation must be undertaken with:

- Lease holders and land managers of land potentially impacted by the proposal;
- Any recreational groups which may be affected by the proposal;
- Any volunteer conservation, landscape management or land care groups active in the area to be affected by the proposal; and

- The local community and businesses owners and employees (including community groups and industry such as Jerrabomberra Residents Association and Hume Traders Association).

9.2. Provide a consultation report that includes:

- A description of the methodology and criteria for identifying stakeholders and how they were identified. Details and plans must be provided showing potential impacts on the local and wider community to justify how stakeholders were identified.
- An outline of the communication methods used. A variety of communication methods must be adopted to ensure all stakeholders are engaged appropriately, such as face to face, email/letters, community meetings and information sessions and website notifications.
- Details on the information provided during the community consultation process. Note: A plain English statement explaining the proposal and conceptual drawings must be made available to the community and stakeholders.
- A summary of the responses and the main comments raised. Evidence must be provided demonstrating that consultation has been undertaken with each relevant group/person and provide specific detail on how these concerns were addressed.
- A description on how any concerns have been considered and identify any changes that have been made to the proposal.

Consultation must occur as early as possible and avoid, or make allowances for public holidays, school holidays and the summer holiday (Christmas) shutdown period. The level of engagement must be comparable with the size, location and nature of the development and potential impact on the wider community.

9.3. Consideration of public representations from Draft EIS notification

The revised EIS must include a consultation report outlining the representations received, issues raised in the representations and a response to the issues and values identified. The summary response must clearly identify the representation(s) to which the responses relate.

10. Recommendations

Provide a summary of any commitments to impact prevention, mitigation measures, offsetting measures and other actions within the EIS.

Describe the monitoring parameters, monitoring points, frequency, data interpretation and reporting proposals.

11. Other relevant information

The proponent may wish to include issues outside the scope of the EIS as a separate section of the EIS. This allows the proponent to identify matters not required to be addressed in the EIS, but that would be subject to development assessment consideration and notification. This can provide additional context for members of the public regarding management of environmental issues, by ensuring that the public is aware that these issues will be addressed in the detailed design of the proposal.

12. References

A reference list using standard referencing systems must be included.

13. Required Appendices

13.1. Scoping document for the EIS

A copy of the scoping document should be included in the EIS. Where it is intended to bind appendices in a separate volume from the main body of the EIS, the scoping document should be bound with the main body of the EIS for ease of cross-referencing.

13.2. Scoping Document Reference

Include a table that cross-references the EIS to the scoping document. If the EIS addresses the scoping document in multiple places then this must be also referenced.

13.3. Proponent's Environmental History

Provide details of any proceedings under a Commonwealth or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against:

- The person proposing to take the action
- For an action for which a person has applied for a permit, the person making the application.

If the person proposing to take the action is a corporation, then provide details of the corporation's environmental policy and planning framework.

13.4. Information Sources

For information given the following must be stated:

- The author or any reports or studies
- The publication date
- The source of the information
- How recent the information is (i.e. when a study was conducted or when primary sources were produced)
- How the reliability of the information was tested
- What uncertainties (if any) are in the information.

13.5. Study team

The qualifications and experience of the study team and specialist sub-consultants and expert reviewers must be provided.

13.6. Specialist studies

All reports generated based on specialist studies undertaken as part of the EIS are to be included as appendices.

13.7. Research

Any proposals for researching alternative environmental management strategies or for obtaining any further necessary information should be outlined in an appendix.

Attachment A

ENTITY REQUIREMENTS

Where not otherwise identified as a potentially significant impact, provide information in accordance with the requirements of the entities. If the issues raised by entities have been addressed in other sections of the EIS, this must be cross referenced in this section.

A1. ACT Health

HPS has reviewed the documents and advises the applicant that the following be appropriately considered at the Development Application stage or incorporated within a revised EIS:

- Appropriate management measures must be considered to prevent hydrocarbons and other hazardous material land contamination during construction and operation. This is to be addressed in the Construction and Operation Environmental Management Plan (CEMP).*
- As the facility is proposed to support emergency services such as firefighting, the applicant is advised that the facility must consider appropriate storage of firefighting foams (if required onsite) which may contain per- and polyfluoroalkyl substances (PFAS) to prevent land contaminations risks. The applicant is also advised to consider areas where foams may need to be used in the case of a fire emergency onsite and apply measures to minimise land contamination risks.*
- An Unexpected Finds Protocol (UFP) is recommended to be developed and implemented before the proposed works commence.*
- All reasonable and practicable measures are to be taken to suppress dust and minimise detrimental impacts to air quality during the construction and operation of the facility.*

A2. ACT Heritage Council

Review of the ACT Heritage Register identifies that the subject area contains no registered or recorded heritage places or objects.

Block 45 was included in a 2010 heritage assessment undertaken by Cultural Heritage Management Australia (CHMA) and Representative Aboriginal Organisations (RAOs), which noted that central and southern parts of the block (identified as 'Area A' in the application) have been disturbed and used for dumping of gravel and refuse.

However, the woodland parts of the block – located in the north and east portions of the block, and identified as 'Area 2' in the referred application – were not described as being disturbed.

CHMA and RAOs did not identify any Aboriginal places in Block 45 in 2010, however, effective coverage was constrained by visibility conditions which were described as being less than 5% at the time.

In this context, the Council considers that portions of Block 45 – and specifically the 'Area 2' woodland areas – have potential to contain unrecorded Aboriginal places; which if present would be subject to Heritage Act 2004 provisions.

On this basis the following heritage assessment requirements are identified for inclusion in the EIS scoping document:

- A heritage inspection of 'Area 2' woodland areas is required, to be undertaken by a qualified archaeologist and RAOs;*
- A report on the outcomes of this heritage inspection is to be submitted to the Council for endorsement; and*
- Should this inspection identify Aboriginal places or objects within the proposed development area, opportunities to conserve those places in situ should be explored. Should in situ conservation not be reasonably practicable, a Statement of Heritage Effect (SHE) approved under Section 61H of the Heritage Act 2004 will be required prior to the commencement of works.*

A3. ACT Emergency Services Agency

ACT Fire and Rescue (ACTF&R) support with conditions. ACTF&R has reviewed the application for EIS scoping documents. It noted the report will address the bushfire risk at the Development Application stage, including the establishment of asset protection zones and construction to AS3959.

ACTF&R will await the Development Application to make further comment.

Building Fire Safety System

Compliance to the National Construction Code (NCC) and inbuilt fire safety systems are outside the scope of this document and will be assessed separately by ACTF&R at the building approval stage.

All significant alterations, construction, alternate building solutions or extensions of buildings greater than 500m² will require a fire safety review at the building application to ensure NCC compliance.

For further information regarding building fire safety reviews, please contact ACTF&R Fire Safety Section on 62078370.

A4. Canberra Airport

The overarching comment would be in inadequacy of the uploaded documents by Canberra Town Planning. The date of the reports are December 2018, these are 2 and a half years old. The ACT Development and ACT EIS process has changed, and so has the current status of tenancy of Secure Aviation at Canberra Airport. There is a lack of documentation in relation to the flight operations including, ANEF Noise contours, known obstacles in the area and the referred arrival and departure pathways.

- Secure Aviation are no longer a tenant of Canberra Airport and have no current arrangements to operate from the Airport. Therefore the details throughout the EIS report provided by Canberra Town Planning are wrong about the business activities that would be carried out from their, now prior, location on Canberra Airport. Where will the tourism and sightseeing operations be operating from if they do not occur on Canberra Airport? This will have to be addressed in the EIS documentation.*
- No consultation with the airport- Secure Aviation were a tenant of the airport, and the potential flight path from the site is within the flight corridor of Canberra Airport, the lack of consultation with Canberra Airport is surprising.*

- *No mention of NASF (National Airport Safeguarding Framework) within the EIS documentation. This proposal should answer how this proposal addresses the NASF and how it mitigates the impact on Canberra Airport's operations. In particular:*
 - *NASF Guideline C- Noise*
 - *Adjoining landowners within the Poplars/Tralee development. As part of the sale contract of the blocks within the area future owners need to be informed that they are underneath the flight path for Canberra Airport. What consultation has been undertaken with the owners of the land re-noise from helicopter operations caused by Secure Aviation?*
 - *Has Flight path approval been discussed with CASA or Air Services? What are the flight paths from the site?*
 - *NASF Guideline H- Protecting strategically important helicopter landing sites. How will this be achieved?*
 - *It is Canberra Airport's opinion that due to the proximity to the airport and the high frequency of helicopters taking off and landing on the site guideline H has to be addressed*
- *Consideration of Air Traffic Control. Has the proponent discussed the operational overview of a private entity flying within the approach path of Canberra Airport and the potential conflict of flights approaching the airport from the south?*
- *There appears to have been no consultation with CASA/Air Services- There is no documentation provided in the EIS package in relation to discussions with CASA or Air Services about the proposed use of the site as a heliport. Due to the nature of the site, it would be prudent for the proponent to engage with both entities.*
- *There doesn't appear to be any consultation with Emergency Services Agency- ACT*
- *The Bio-diversity assessment states that '...without detailed knowledge of the proposed frequency/scale of operations proposed, as well as having an understanding of the current level of flights and the existing impacts these may be having on native species, it is not possible to quantify the potential cumulative impacts of operations that would occur if the development were to proceed.' The bio-diversity assessment – All documents need to be re-done with the detail about the flight operations so the consultants can provide a better assessment of the proposal on the local area.*
- *Canberra Airport will take this matter to the CACG (Community Aviation Consultation Group). We would appreciate a representative from EPSDD to provide a presentation of the proposal with updated date and approval from Casa and Airservices. Steve Gianakis is a member of the group and regularly updates on ACT Planning items and initiatives.*

Canberra Airport is not against the concept, in principle, but the severe lack of consultation, documentation and with the location of the site directly under the Flight Path would need serious assessment before this application can progress.

A5. Conservator of Flora and Fauna

There are several concerns which have been identified and are required to be included in the Scoping Document and addressed in the EIS process. The specific items for inclusion are:

1. Impacts to native vegetation:

Small patches surrounding rocky outcrops in Area 2 are dominated by Tall Speargrass and a low diversity of native forbs. Trees have been planted across this area, however given its landscape position and proximity to Jerrabomberra East grassland reserve, it is likely these patches are remnants of the original natural grassland vegetation.

The EPBC listing advice for the Natural Temperate Grassland endangered ecological community (EEC) require a patch to be a minimum of 0.1 hectares. The patches on Area 2 probably meet this requirement. The Floristic Value Score (FVS) for the native dominated patch is 2.8. Patches with a FVS of 5 or greater are considered part of the EEC. Therefore, the patch does not quite meet the requirements for classification.

The native dominated patch/patches are in rocky areas on the western edge of the site and are not within the area proposed for disturbance. It is difficult to determine if the patches are within or just outside the block boundaries.

Requirement: *The EIS should clarify their location and consider committing to establish temporary fencing around rocky patches outside of the development envelope for the duration of construction.*

2. Bushfire considerations:

Section 7 of the supplementary Application for EIS Scoping Document identifies Bushfire as a potential risk. It should be noted that the idea that staff of the proposed base would fight a bushfire if the base was threatened does not detract from requirements to meet bushfire regulations. A risk of company staff taking independent action to fight a bushfire is that efforts may lack coordination with government staff and this may hamper efforts to contain a bushfire.

Requirement: *It is essential that the bushfire planning take into consideration adequate protection for fuel storages or other stockpiled materials which may produce toxic fumes if ignited by a bushfire.*

Requirement: *Adequate access and infrastructure to minimise the risk should be considered in planning.*

An example of this problem occurred during the Beard Fire in January 2020 when biosolids and mulch stored at the Queanbeyan sewage works was ignited sending toxic fumes over Queanbeyan for a number of hours simultaneously hampering the firefighting effort and putting the health of residents at risk. This site appears to be exposed to a similar risk.

A6. Environment, Planning and Sustainable Development Directorate

Strategic Planning

Whilst helicopter noise is an identified impact, other helicopter impacts, such as rotor wash, on adjacent development and businesses does not appear to be specifically identified. This will need to be considered in the EIS, consistent with the Minister's determination.

Also, there is a proposed major upgrade to the existing 3 way intersection of Lanyon Drive/Sheppard Street and to the Monaro Highway in the vicinity of the site. This will need to be reviewed accordingly.

A7. Environment Protection Authority (EPA)

The EIS should include an environmental assessment in accordance with Environment Protection Authority (EPA) endorsed guidelines to assess its suitability for its proposed use from a contamination perspective. The findings of the assessment must be reviewed and endorsed by the EPA prior to the site being used for the proposed use.

A8. Evoenergy (gas)

No comment.

A9. Icon Water

Icon Water have compiled the following comments:

Environment team

- The facility mentions the potential for firefighting facilities / usage. Firefighting establishments and the use of firefighting foam in the past has been a source of gross contamination in the environment with the usage of Per- and polyfluoroalkyl substances (PFAS). These are a group of man-made chemicals that includes PFOA, PFOS, GenX, and many other chemicals which are both toxic to humans and highly persistent in the environment (i.e. they don't breakdown for a long time). Whilst PFAS chemicals should not be part of firefighting foam onsite, Icon Water should note the historical context around these establishments.
- The facility being built mentions the use of Hydrocarbons and other potentially hazardous materials to be used onsite during construction and operation of the facility. Hydrocarbons, if not managed correctly can be the source of contamination which impact on both Icon Water assets and human health. The 'other' chemicals mentioned should be further described in later development approvals which Icon Water can comment on.

Developer Services

- The developer should submit the application for "In principle" approval with proposed development to confirm the capacity of the existing network and WSCC.
- The block has a DN225 water running through the western boundary. Previous advise was to relocate the boundary to have the water main in open space or to relocate the water main outside the boundary. This should be done at developer's expense.
- Currently the block is not serviced by water and sewer tie. There is water and sewer main along Sheppard Street which can be used to service the block. This should be done at developer's expense.

Trade Waste

- All connections to sewer that are classified as Liquid Trade Waste must apply to Icon Water for approval before connection to sewer.

Liquid Trade Waste is generally defined as waste that is not domestic in nature (i.e. waste not typically produced in the course of daily residential living). Generally, any activity that is commercial will likely need Icon Water Approval to discharge to sewer. Further information on classifying this waste can be found on the Icon Water website

www.iconwater.com.au/tradewaste

- This development will generate liquid trade waste, as such a trade waste application must be submitted. A consultation may be required to ascertain the likely discharge and discuss what if any pre-treatment is required or if some waste must be collected for off-site disposal.
- Icon Water Liquid Trade Waste team contact information; Email: Trade.Waste@iconwater.com.au Phone: 02 6248 3222

Building Approvals

- Any work(s) that is likely to impact on the Icon Water infrastructure must have Icon Water acceptance prior to any work being undertaken.

A10. National Capital Authority (NCA)

The NCA has no comment for the EIS scoping document.

The site is identified as a broadacre area in the National Capital Plan (the Plan) and the proposed land use is permitted under the Plan. Any future development application on this site will need to consider visual impact to the Monaro Highway and be consistent with Development Control Plan 171/94/853.

A11. Transport Canberra and City Services

On the risks of increased traffic, delays and road safety issues, the report stated that the level of traffic is not expected to cause any notable delays or adverse impacts to existing traffic users in the local area. However we note:

- *the preliminary concept plan for Block 45 Section 3 Hume and the intention of the facility to be a purpose-built facility comprising of emergency facility, tourist facility, education centre and charter recreation flights area, there will be more traffic generated in addition to the traffic movements of the anticipated 30 full time staff and numerous part-time staff and traffic from the 7,600 m2 future development area. Hence the EIS should also determine the extent of traffic generated from the development during the commencement of the operation and into the future and during the AM and PM periods, noting the 24/7 operations nature of the facility.*
the facility will have road frontage and exposure to the Monaro Highway, Sheppard Street, Hume and Lanyon Drive, and that strategic transport modelling suggests that Monaro Highway and Lanyon Drive will be operating close to capacity in the future. Hence the EIS should also include investigate the traffic impact of the development not only on Sheppard Street but also on Monaro Highway and Lanyon Drive to ensure that the continued safe and efficient movement of vehicles accessing the facility is not impeded by road network arrangements. This is because trucks need more time to pass through intersections and have longer acceleration times to merge with through traffic.
- *the facility will be providing emergency services, therefore EIS should also articulate the types and volumes of heavy and light vehicles that will be coming in and out of the development area and their likely origin and destination, for those vehicles coming from police/fire stations.*
- *the preliminary plan indicated that there will be self-contained hazardous liquid storage within buildings, the EIS should also articulate how these hazardous materials will be transported into the site.*
- *Possible impact of the proposed development on the northern side of the open space must also be included in the EIS. TCCS notes some high-quality trees in this area.*

B1. Attachment B

GLOSSARY

Development application (DA): Application for development as defined under the PD Act.

Environment: As defined under the *Planning and Development Act 2007* (the PD Act), each of the following is part of the environment:

- (a) the soil, atmosphere, water and other parts of the earth;
- (b) organic and inorganic matter;
- (c) living organisms;
- (d) structures, and areas, that are manufactured or modified;
- (e) ecosystems and parts of ecosystems, including people and communities;
- (f) qualities and characteristics of areas that contribute to their biological diversity, ecological integrity, scientific value, heritage value and amenity;
- (g) interactions and interdependencies within and between the things mentioned in paragraphs (a) to (f);
- (h) social, aesthetic, cultural and economic characteristics that affect, or are affected by, the things mentioned in paragraphs (a) to (f).

Environmental Impact Statement (EIS): As defined under the PD Act.

EPBC Act: *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)

Impact Track: An assessment track that applies to a development proposal defined under the PD Act, section 123.

Long term: Greater than 15 years duration.

Medium term: Greater than three (3) years to 15 years duration.

NCC: National Construction Code

PD Act: *Planning and Development Act 2007* (ACT)

Scoping: The process of identifying the matters that are to be addressed by an EIS in relation to the development proposal - see the PD Act, Section 212 (2).

Short term: Zero to three (3) years duration.

Appendix 2 – Cross reference table between EIS and the final scoping document

Appendix 13.2 – Scoping Document Reference

#	General Requirements for the EIS	Cross Reference
1.	Cover Page	Page 1
2.	Glossary	Chapter 1
3.	Executive Summary	Chapter 2
4.	Introduction	Chapter 3
5.	Proposal Details	Chapter 4
5.1	Project Description	Section 4.1
5.2.	Alternatives to Proposal	Section 4.2
6.	Legislative and Strategic Context	Chapter 5
6.1.	Statutory Requirements	Section 5.1
6.2.	Climate Change	Section 5.2
6.3.	Other Requirements	Sections 5.3
6.3.1.	Ecologically Sustainable Development (ESD)	Section 5.3.7
6.3.2.	Territory Plan Strategic Directions	Section 5.3.8
7.	Risk Assessment	Chapter 6
7.1.	Risk Assessment Methodology	Section 6.1 and Section 6.2
8.	Assessment of Impacts	Chapter 7
8.1.	Required Detail for Addressing Impacts	Sections 7.1 to Section 7.12
8.1.1.	Planning and Land Status	Section 7.1
8.1.2.	Traffic and Transport	Section 7.2
8.1.3.	Utilities	Section 0
8.1.4.	Materials and Waste	Section 7.4
8.1.5.	Landscape and Visual	Section 7.5
8.1.6.	Soils and Geology	Section 7.6; 7.6.1
8.1.7.	Water Quality and Hydrology	Section 7.7

#	General Requirements for the EIS	Cross Reference
8.1.8.	Climate Change and Air Quality	Section 7.8
8.1.9.	Noise and Vibration	Section 7.9
8.1.10.	Heritage	Section 7.10
8.1.11.	Biodiversity and Nature Conservation	Section 7.11
8.1.12.	Hazard and Risk	Section 7.12
8.2	Investigating Impacts	Chapter 7 and Chapter 8
8.2.1.	Environmental Conditions and Values	Sections 7.1.1; 7.2.1; 7.3.1; 7.4.1; 7.5.1; 7.6.1; 7.7.1; 7.8.1; 7.9.1; 7.10.1; and 7.11.1
8.2.2.	Investigations	Sections 7.1 to Section 7.12
8.2.3.	Impacts	Sections 7.1.2; 7.2.2; 7.3.2; 7.4.2; 7.5.2; 7.6.2; 7.7.2; 7.8.2; 7.9.1; 7.10.2; 7.11.2; and 7.12.1
8.2.4.	Mitigation	Sections 7.1.3; 7.2.3; 7.3.3; 7.4.3; 7.5.3; 7.6.3; 7.7.3; Error! Reference source not found. ; 7.9.2; 7.10.3; 7.11.3; and 8.1
8.2.5.	Residual Risk	Sections 7.1.3; 7.2.3; 7.3.3; 7.4.3; 7.5.3; 7.6.3; 7.7.3; Error! Reference source not found. ; 7.9.2; 7.10.3; 7.11.3; and 8.1
8.3	Entity Requirements	Section 8.2 and Appendix B
9.	Community and Stakeholder Engagement	Chapter 9
9.1	Consultation must be undertaken with:	Section 9.1
9.2.	Provide a consultation report that includes:	Section 9.2
9.3.	Consideration of Public Representations from Draft EIS	N/A
10.	Recommendations	Chapter 10
11.	Other Relevant Information	Chapter 11
12.	References	Chapter 12
13.	Required Appendices	Chapter 13
13.1.	Scoping Document for the EIS	Appendix 14.1
13.2.	Scoping Document Reference	Appendix 14.2
13.3.	Proponent's Environmental History	Appendix 14.3

#	General Requirements for the EIS	Cross Reference
13.4.	Information Sources	Appendix A – contained within specialist studies.
13.5.	Study Team	Appendix 14.4
13.6.	Specialist Studies	Appendix A
13.7.	Research	N/A
Attachment A.	Entity Requirements	Section 8.2 and Appendix B
A1.	ACT Health	Sections 7.4; 7.6; 7.7; 7.8; and 7.12
A2.	ACT Heritage Council	Section 7.10
A3.	ACT Emergency Service Agency	Section 7.12
A4.	Canberra Airport	Section 7.2 and Section 7.12
A5.	Conservator of Flora and Fauna	Sections 7.4; 7.6; 7.11; and 7.12
A6.	Environment, Planning and Sustainable Development Directorate	Section 7.2 and Section 7.9
A7.	Environment Protection Authority	Sections 7.4; 7.6; 7.7; 7.8; and 7.12
A8.	Evoenergy (Gas)	N/A – no comment provided.
A9.	Icon Water	Sections 0; 7.4; 7.6; 7.7; 7.8; and 7.12
A10.	National Capital Authority	Section 7.1
A11.	Transport Canberra and City Services	Sections 7.2; 7.4; 7.6; 7.7; 7.11; and 7.12
Attachment B.	Glossary	Chapter 1

Appendix 3 – First section 224 notice



ACT
Government

Environment, Planning and
Sustainable Development

Pete Whiting
Canberra Town Planning
Unit 201, 23 Challis Street
DICKSON ACT 2602

Dear Pete

**Application 202000027 – Emergency Services Facility Environmental
Impact Statement (EIS)
Chance to Address Unaddressed Matters – Section 224 Notice**

I refer to the revised EIS submitted to the planning and land authority (the Authority) on 14 July 2023.

The Authority has performed an assessment of the revised EIS in accordance with section 222 of the *Planning and Development Act 2007* (PD Act). The Authority is not satisfied that the revised EIS sufficiently addresses each matter raised in the scoping document for the proposal. As a result, the Authority does not accept the EIS and is providing a notice to this effect under section 224 of the PD Act.

You are required to provide further information on the outstanding matters as described in Attachment A and also the comments from referral entities as described in Attachment B.

You must respond to this notice by providing a revised EIS by 23 January 2024.

For your information, the Authority may provide up to two section 224 notices for a chance to address unaddressed matters. This is the first notice. If the Authority remains unsatisfied after two notices are responded to, the Authority must reject the EIS.

If you have any questions, please contact the Assessment Officer Jyoti Pradhan on 6207 1649 or email epdimpact@act.gov.au.

Yours sincerely,

Tegan Liston

Tegan Liston
Senior Director, Impact Assessment
22 September 2023

Chance to address unaddressed matters (s224) EIS 202000027 – First Notice

Attachment A

This is a notice under section 224 of the *Planning and Development Act 2007* (the Act) that the Planning and Land Authority does not accept EIS202000027, Emergency Services Facility, under section 222 of the Act. The following further information is required to be addressed in a Revised EIS.

Please note: Entity comments are included at [Attachment B](#) and must also be addressed in the Revised EIS.

4. Proposal Details

4.1.12 Other related development within proposal area and more broadly in region (Scoping Document (SD) reference 5.1(I))

In response to information requested on the Draft EIS, a short description and links were added regarding Lanyon Drive interchange and Sheppard Street/Monaro Highway intersection upgrades. However, no details are provided on how these projects relate to the proposed development e.g timelines, access improvements and if there will be any impact of these in terms of increased traffic during construction phase if the timelines clash etc. A map identifying the locations of the related developments with respect to the proposed works would be useful (some information and maps are included in the Helicopter Operation Assessment Report submitted with the revised EIS, but relate to helicopter operations).

4.1.15 A description of the construction methodologies for the proposal

The information on the construction methodology and detailed description of the works to be undertaken, provided in response to previous notice for revised EIS, is noted. However, following additional information is required:

4.1.15.1 Preliminary Works

The preliminary works should consider all works including requirements such as existing utilities survey, implementation of construction and environmental management procedures etc. Please clarify and update accordingly.

4.1.15.3 Structural Works

Relocation of overhead electrical wires to underground is mentioned in this section but no other details provided such as proposed layout of the work, required groundwork and risk associated with that work. Please clarify and provide more details.

6. Investigation of Risks and Assessment of Impacts

6.2 Risk Assessment (SD reference 7.1 and Table 1 – Identified Impacts and requirements to be included in the EIS)

Table 10 has been updated to include risks associated with 'Planning and Land Status' (risks 1 & 2). However, the title is incorrect and states 'Road Traffic and Transportation'.

Lighting is now addressed under 'Visual Impact'. However, it has not been removed from the 'Noise and Vibration Impact' section. Please amend to ensure the correct information is included.

Chance to address unaddressed matters (s224) EIS 202000027 – First Notice

7.1 Planning and Land Status

7.1.2.1 Sterilisation of existing and future land uses (SD reference 7.1)

The revised EIS still does not adequately address the nearby existing developments of Jerrabomberra and the future development of Tralee. A sentence is added at the end of section 7.1.2.1 regarding future land uses. No other details are provided in this context. Some potential impacts are noted in the supporting assessment reports i.e., Noise Impact Assessment and Helicopter Operation Assessment. Please provide additional information and demonstrate any impacts including but not limited to traffic impact, noise and vibration, dust impact on surrounding existing and future uses. This may include cross reference to the relevant sections of any other supporting assessment reports.

7.2 Traffic and Transport

7.2.2.3 Airborne Vehicles (Helicopter)

The site is located in close proximity of Canberra Airport's and within obstacle limitation surfaces (OLS), adjacent to the main runway. Please refer to [Attachment B](#) for Canberra Airport and Strategic Planning and Policy comments on the Revised EIS and provide additional information. It is noted that Canberra Airport concerns raised on the Draft EIS have not been fully responded to.

The comments provided in response to the request for further detail on any procedures, risk analysis or agreements with the Toll Emergency Helicopter Operations are noted. Relevant information in relation to safety procedures/requirements should be incorporated under the Traffic and Transport section.

7.2.2.4 Impacts on surrounding receivers and existing traffic (SD reference 8.1.2)

The comments below on the Draft EIS regarding Traffic Impact have not been adequately addressed in the revised EIS.

"Section 8.1.2 of the scoping document sets a requirement for investigation of the impacts on road users from the operation of the facility. This was addressed to a reasonable level of detail in the risk assessment matrix, however the response in Section 7.2.2.4 must include further detail on the risks as identified under the traffic and transport section of Table 10 of the EIS".

Please provide further details/information.

7.4 Materials and Waste

7.4.2.2 Need and use of hazardous materials and chemicals during operation (SD reference 8.1.4)

The revised EIS notes 200 litre drums, containing used oil filters, will be stored on site. It is not clear from the revised EIS how many drums will be stored on site. Please identify the maximum number of drums that will be stored containing used oil filters.

The EIS states, 'There is no identified need to store and use *Work Health and Safety Regulation 2011* Schedule 11 chemicals and substances to the quantities listed during construction phase of the development. It also states 'The quantity of hazardous substances stored on the site do not exceed the manifest quantity limit'. Please confirm if any hazardous chemicals will be stored on site (temporarily/permanent) and what will be the overall expected quantity.

Chance to address unaddressed matters (s224) EIS 202000027 – First Notice

The EIS must confirm the total amount of the above does not trigger requirements under Schedule 4, item 11, Part 4.2 of the *Planning and Development Act 2007* and is under the limits identified in the *Planning and Development Regulation 2008*.

Clarification and further details are also required on where and how used oil filters will be disposed and include in the Facility Operations Plan mentioned under 7.4.2.2.

Please provide further detail on any intended hazardous material transport methods, as per Section 8.1.4 of the scoping document.

7.7 Water Quality and Hydrology

7.7.2.4 Hydrocarbon spillage prevention controls

The EIS and Stormwater Impact Assessment include details on anticipated general practices and an interceptor. The comments in response to requirements noted state a Spill Management Plan is not usually provided at the EIS stage. However, noting the facility will store and require transport of hazardous material / chemicals, a Spill Management Plan must be provided.

7.12 Hazard and Risk

7.12.1.9 Hazards and risks addressed elsewhere in this EIS (SD reference 8.1.12)

It is noted that additional commentary was provided on operational information in this section of the revised EIS. Canberra Airport comments state that the obstacle limitation surfaces (OLS) is incorrectly referred to within the report, please review and provide information. Refer to [Attachment B](#) for Canberra Airport comments.

Additional Comments on Revised EIS

- Some figures are not referenced in the description (e.g Fig 2, 4)
- The Bird Strike Report recommends a Wildlife Hazard Management Plan. Canberra Airport has also raised concerns with the associated risks. Please provide a Wildlife Hazard Management Plan.

Attachment B

Please find included comments received from relevant entities for the Revised EIS. The revised EIS must address entity concerns as appropriate.

ACT Health

From: [Cameron, Jenna \(Health\)](#)
To: [EPD Impact](#)
Cc: [Environmental Health](#)
Subject: COMM-ACT HEALTH-Revised EIS-202000027 - Emergency Services, Maintenance and Training Facility - 45/3 Hume
Date: Monday, 21 August 2023 7:48:41 AM
Attachments: [image001.jpg](#)

OFFICIAL

Dear Sir/Madam,

Thank you for the documentation received on 27 July 2023 regarding a revised EIS for the proposed Emergency Services, Maintenance and Training Facility in Hume. The Health Protection Service (HPS) notes that previous HPS comments of 1 March 2022 and 11 October 2022 have been adequately addressed in the revised EIS documentation.

There are no further public health concerns in relation to the EIS.

Should you require any further information, please contact Keith Rogers on (02) 5124 9122 or email keith.rogers@act.gov.au.

Regards,

Jenna Cameron | Environmental Health Support Officer

Ph: 5124 4524 | Mobile: 0479 192028 | Email: jenna.cameron@act.gov.au

Environmental Health, Health Protection Service, Public Health, Protection & Regulation | ACT Health Directorate

25 Mulley St, Holder, ACT 2611

health.act.gov.au

Canberra Airport

From: [Michael Lee](#)
To: [EPD Impact](#)
Cc: [Planning](#)
Subject: REFERRAL - Revised EIS-202000027 - Emergency Services, Maintenance and Training Facility - 45/3 Hume
Date: Friday, 18 August 2023 3:34:45 PM
Attachments: [image001.gif](#)
[CAG Submission on Revised EIS for Block 45 Section 3 Hume ACT.pdf](#)

You don't often get email from m.lee@canberraairport.com.au. [Learn why this is important](#)

Caution: This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe. [Learn why this is important](#)

Good afternoon EPD Impact Team,

Please see attached comments from Canberra Airport concerning the Revised EIS-202000027 - Emergency Services, Maintenance and Training Facility located on Block 45 Section 3 Hume, following a referral on 27 July 2023.

Let me know if you need any clarification on any issue. Kind regards,

Michael Lee

Planning and Environment Officer | Canberra Airport

Level 4, 21 Terminal Avenue | Plaza Offices – West | Canberra Airport ACT 2609

T (02) 6175 3306

18 August 2023

EPD Customer Services
Environment, Planning and Sustainable Development Directorate
GPO Box 158
CIVIC ACT 2601



Level 4, 21 Terminal Avenue
Plaza Offices - West
Canberra Airport ACT 2609
Phone: 02 4275 2222
www.canberraairport.com.au

By email: ACEPDCustomerServices@act.gov.au

Dear EPD Customer Services,

RE: CANBERRA AIRPORT SUBMISSION ON REVISED ENVIRONMENTAL IMPACT STATEMENT (EIS-202000027) AND DEVELOPMENT APPLICATION (DA202240365) FOR THE PROPOSED EMERGENCY SERVICES, MAINTENANCE AND TRAINING FACILITY AT BLOCK 45 SECTION 3 HUME ACT

Thank you for the opportunity to comment on the Revised EIS for the proposed Emergency Services, Maintenance and Training Facility, Block 45 Section 3 Hume. References are Environmental Impact Statement (EIS202000027) and Development Application DA202240365.

The proposal includes several buildings to accommodate offices and training facilities, as well as other ancillary buildings and infrastructure including storage facilities, hardstand areas for vehicle access/manoeuvring and car/truck/heavy machinery parking. The proposal also includes the construct of a helicopter landing pad that will service the airborne activities.

As the EPSDD Impact Assessment Team and Project Proponent has been made aware on previous occasions, Canberra Airport has several issues regarding the proposed establishment and operation of a helicopter landing pad at Block 45 Section 3 Hume (the Project Site).

The Project Site is situated approximately 7 kilometres southwest of Canberra Airport, located within the Canberra Airport Obstacle Limitation Surface (OLS), adjacent to the main runway 15/35 landing and take-off approach routes which are protected airspace around leased Federal airports under Part 12 of the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996.

Accordingly, the proposal to construct and operate a helicopter landing pad at the Project Site should a minimum first ensure that agreement/concurrence are obtained from Airservices Australia, Civil Aviation and Safety Authority, Canberra Airport Air Traffic Control Tower and Canberra Airport. It is noted that neither the original or revised EIS and supporting Appendices contain consents/concurrence therefore cannot demonstrate compliance with the provisions of the Airports (Protection of Airspace) Regulations 1996.

Further to key matter outlined above, Canberra Airport rises the following matters with the proposed development and revised EIS submission. Many of the following concerns were raised with EPSDD in Canberra Airports letter on the original Draft EIS dated 4 November 2022 (refer to **Attachment 1**).

1. Failure to obtain consent or concurrence from Airservices Australia, Civil Aviation and Safety Authority, Canberra Airport and Canberra Airport Air Traffic Control Tower

The consultation report does not fully consider all relevant stakeholders such as Canberra Airport, Airservices Australia or Civil Aviation and safety Authority. The aviation assessments consider only the site and impact on the use of the helicopters it does not consider the helicopters impact on surrounding stakeholders' specific reference is made to the consultant report with need for further clarity, as the report notes the proponent is establishing a aerodrome then subsequently notes they do not need certification from CASA as it is only intended for the purposes of emergency response.

Prior to determining the EIS and DA EPSDD Impact Assessment Team must ensure the proposed land use and development address noting clause 139.025 of the Civil Aviation Safety Regulations 1998 (Cth), being:

- (1) The operator of an aerodrome must hold an aerodrome certificate for the aerodrome if:*
(a) there is a terminal instrument flight procedure for the aerodrome; and
(b) the procedure is not only for use in a specialised helicopter operation.
(2) A person commits an offence of strict liability if the person contravenes sub regulation (1)."
The Dictionary of this Regulation provides: "specialised helicopter operation means a helicopter operation that involves the carriage of persons or cargo:
(a) between the coast of Australia and an off-shore installation; or
(b) between off-shore installations; or
(c) to or from the helipad of:
(i) a hospital; or
(ii) a State or Territory service (however described) established to provide assistance in emergencies.

CASA has published advice on Helicopter use off a certified aerodrome; *Helicopter landing sites located off a certified aerodrome (airport) are not regulated. The property owner isn't obligated to meet any regulations or standards under aviation safety regulations. To support safety, CASA provides guidance for planning, designing and operation of helicopter landing sites. This comes in the form of two advisory circulars which provide general guidance but are not legislative requirements.* The proponent needs to be consistent and confirm is the site is an aerodrome or is not an aerodrome, confirmation should be sought through consultation with CASA, regulators, and stakeholders.

2. Revised EIS and DA fails to demonstrate compliance with the National Airport Safeguarding Framework

The proposed facility should consider all impact to and from its use with regards to aviation uses, consideration of the National Airport Safeguarding Framework (NASF), including but not limited to:

- *Measures for Managing Impacts of Aircraft Noise* - The building must be built to the correct noise attenuation measures and in addition consideration should also be made of aircraft and potential impact on amenity.
- *Managing the Risk of Wildlife Strikes in the Vicinity of Airports* - Ensuring that any outdoor activity are not sources for bird attraction, this risk of managing wildlife needs to be assessed not just in construction however during the facilities continued use.
- *Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports* - All outdoor lighting is to be at the appropriate levels as set out in the NASF, spill lighting is to be considered and no uplighting to be used.

The above detailed matters are not addressed in adequate detail in the revised EIS accompanying Appendices.

3. Inconsistencies between Revised EIS and Supporting Reports/Documentation

We note inconsistency in the submission and further clarifications should be provided on the following items:

- A06 raises that the area has significant risk to bird strikes and management plan is to be implemented however no further note of this management plan in A12.
- Report references the 2014 Master Plan and EIS, please note this is incorrect and superseded with the approved 2020 Master plan. <https://www.canberraairport.com.au/2020-master-plan>
- Please note OLS is incorrectly referred to within the report.
- The aviation assessment notes that for aviation safety there is a requirement to remove large red and yellow box gums 12-16m which are located within area 2 of the biodiversity report however we cannot see this removal noted in any design or reports.
- The wind study for the helicopter downwash impact calculations relies on prevailing winds measured at the Tuggeranong (Isabella Plains) weather station. Canberra Airport note that the most appropriate weather station to use is Canberra Airport as Tuggeranong's station is in a valley and may not be an accurate reflection of the true prevailing winds given the Hume location is outside of the valley and likely more affected by the winds across the same plain as the Canberra Airport.

Should EPSDD Impact Assessment have any questions regarding the submission please contact the Canberra Airports Planning Team via email planning@canberraairport.com.au or phone on 02 6175 3306.

Your sincerely,



Zarko Danilov
Head of Projects | Canberra Airport

List of Attachments

Attachment 1 Canberra Airport submission on Draft EIS (EIS-202000027) for Proposed Emergency Services, Maintenance and Training Facility at Block 45, Section 3 Hume ACT

Emergency Services

From: [EmergencyManagement](#)
To: [EPD Impact](#)
Subject: COMM - Revised EIS-202000027 - Emergency Services, Maintenance and Training Facility - 45/3 Hume
Date: Thursday, 17 August 2023 3:26:41 PM

OFFICIAL

Good afternoon

Please see the below from ACTF&R in relation to EIS-202000027.

ACTF&R has reviewed EIS 202000027 – Block 45 Section 3, HUME and have no comments or objections.

All previous commentary remains valid and expected of this DA. Regards,

Karley Anderson | Executive Officer Assistant Commissioner - Corporate Assistant Commissioner - Operations

Phone: 0481 094 636 | Email: karley.anderson@act.gov.au

ACT Emergency Services Agency | Justice & Community Safety Directorate

9 Amberley Avenue, Fairbairn Business Park Majura ACT 2609 | GPO Box 158 Canberra ACT 2601

www.esa.act.gov.au

Authorised by the ACT Parliamentary Counsel—also accessible at www.legislation.act.gov.au



HERITAGE ADVICE

Environmental Impact Statement

TO: ACT planning and land authority

ACTPLA Reference: EIS202000027
Heritage Reference: Hume-S3-B45 Contact Officer: JM
Received by Council: 27 July 2023
Due date: 18 August 2023

Environment, Planning and Sustainable Development Directorate
EPDImpact@act.gov.au

Block:	Section:	Division / District:	Heritage Place:
45	3	Hume	Nil registered or recorded

Status of Place: Nil registered or recorded
Description of Works: Development of emergency services facility and associated works
Council Advice provided by: Manager (Approvals and Advice)

Pursuant to Part 8 of the *Planning and Development Act 2007* and Section 60 of the *Heritage Act 2004*, the ACT Heritage Council advises that:

- ☒ The Environmental Impact Statement has adequately addressed the requirements of the Scoping Document.
 - ☒ The Environmental Impact Statement does adequately describe the anticipated heritage impacts of the development, and how these will be avoided, minimised and mitigated.
-

Background:

On 18 August 2023, the ACT planning and land authority referred the revised Environmental Impact Statement (EIS202000027) to the ACT Heritage Council (the Council) for entity advice.

The Council issued advice on the draft EIS which outlined that the draft had broadly addressed the requirements of the Scoping Document and adequately describes the anticipated heritage impacts of the development, and how these will be avoided, minimised and mitigated. The Council also issued advice on related DA202240365 which was referred concurrently with the draft EIS.

Noting the concurrent DA202240365, the Council required further information prior to the commencement of works to address minor outstanding matters. This primarily related to consultation outcomes with Representative Aboriginal Organisations (RAOs).

The revised EIS notes the proponent will address the matters raised on the draft EIS following development approval. The revised EIS includes a copy of '*Hume Bushfire and Response Training Centre Aboriginal Cultural Heritage Assessment*' (Past Traces, March 2021) ('the CHA'). This CHA is unchanged from the CHA referred with the draft EIS.

GPO Box 158 CANBERRA ACT 2601

heritage@act.gov.au

Detailed assessment comments regarding the applicant's response to the Council's scoping requirements for the EIS, and the CHA can be found in the Council's advice on draft EIS202000027. As the referred information is unchanged in relation to heritage matters, prior advice is reiterated.

Advice:

Noting the above, and as a delegate of the Council, I advise that the revised EIS202000027 has broadly addressed the requirements of the Scoping Document and adequately describes the anticipated heritage impacts of the development, and how these will be avoided, minimised and mitigated. This is as per advice issued on the draft EIS202000027.

However, the Council will require further information which can be provided at, or post the development application stage of the project:

1. Prior to the commencement of works, the outcomes of consultation with RAOs in relation to the project are to be clarified to the satisfaction of the Council. This is to include:
 - a. A summary of discussions held on site with RAOs;
 - b. Confirmation that at least 10 working days were provided for RAOs for review of and comment on the CHA;
 - c. Provision of RAO comments from review of the CHA, and details of any further efforts made to seek comments;
 - d. This information is to be provided to the Council, by email to heritage@act.gov.au;
 - e. Should the Council identify any further heritage actions are required to respond to RAO comments received, these actions are to be undertaken prior to the commencement of works; and
2. The Unexpected Discovery Plan included in Appendix 2 of the CHA is to be followed during all works, noting that additional statutory approvals from the Council will be required should it be enacted.

The above advice is consistent with the advice provided on the draft EIS202000027 and the associated DA2020240365. In order to avoid substantial project delays, it is advised that submission of this information is completed as soon as practicable.



Dianne Bensley
**Manager (Approvals and Advice) (as
delegate for), ACT Heritage Council**

18 August 2023

Conservator of Flora and Fauna



ACT
Government

Environment, Planning and
Sustainable Development

Mr Ben Ponton
Chief Planning Executive
ACT Planning and Land
Authority
epdimact@act.gov.au

Dear Mr Ponton

CONSERVATOR COMMENT- REVISED EIS – EMERGENCY SERVICES FACILITY –

BLOCK 45 SECTION 3 HUME -EIS202000027

I refer to the above Revised EIS provided by email on 27 July 2022 about the proposed construction of an emergency services, training and maintenance facility on Block 45, Section 3 in Hume.

The documentation has been examined and the Revised EIS adequately addresses all known impacts of the proposed works as well as the concerns raised in the Draft EIS stage regarding diesel fuel storage. I have no additional comments.

The contact officer within my office for matters described in this letter is Ms Eliza Larson, A/g Conservator Liaison on telephone 620 77009 or by email at conservatorflorafauna@act.gov.au

Yours sincerely

Bren Burkevics

10

Conservator of Flora and

Fauna August 2023

Icon Water

From: [Building Approvals - Icon Water](#)
To: [EPD Impact](#)
Subject: Re: REFERRAL - Revised EIS-202000027 - Emergency Services, Maintenance and Training Facility - 45/3 Hume
Date: Thursday, 17 August 2023 2:06:42 PM
Attachments: [Outlook-whgm2yq4.png](#)
[Outlook-mpvhdykz.png](#)
[Outlook-nflyflz4.png](#)
[Outlook-1kufuc51.png](#)
[Outlook-dn5bnuv4.png](#)
[Outlook-5jxall2s.png](#)
[Outlook-mwbjmyaw.png](#)

Hi EPD,

Icon Water has the following comments:

1. These works shall require Building Approval from Icon Water, this approval is separate to and additional to, approval of the Environmental Impact Statement.
2. The issue of concerns to Icon Water have been noted and specified in the document. Please reinforce the requirement that the Pressure pipeline cannot be located in private property. The water main either needs to relocate or the block boundary needs relocation to have the meter outside the boundary.
3. The Final EIS report has noted the comments previously provided by the LTW team. They have specifically referenced the need to enter into a trade waste discharge agreement with Icon Water. We would like to take this opportunity to also highlight that any liquid trade waste generated during construction of the site must also be managed appropriately. If there is a need to discharge it to sewer, then the proponent will need to apply for approval. We require the proponent to consider all liquid waste streams that need to discharge to sewer across the site, identify all that are non- domestic in nature, ensure they are all managed to meet our acceptance criteria and included in the application to discharge to sewer.
4. The developer should submit the application for "In principle" approval with proposed development to confirm the capacity of the existing network and WSCC.
5. The block has a DN225 water running through the western boundary. Previous advice was to relocate the boundary to have the water main in open space or to relocate the water main outside the boundary. This should be done at developer's expense.
6. Currently the block is not serviced by water and sewer tie. There is water and sewer main along Sheppard Street which can be used to service the block. This should be done at developer's expense.

Kind regards,

Tom Tran

Business Support

Officer Urban

Development Services

Icon Water

GPO Box 366 Canberra ACT 2601

T 0414 515 908 **E** tom.tran@iconwater.com.au

iconwater.com.au

Strategic Planning and Policy

From: [Ali, Syed](#)
To: [EPD Impact](#)
Cc: [Wright, Karen](#); [EPD Strategic Planning Referrals](#); [Livanarachchi, Emma](#)
Subject: Comment SPP - Revised EIS-202000027 - Emergency Services, Maintenance and Training Facility - 45/3 Hume
Date: Thursday, 17 August 2023 4:29:26 PM

OFFICIAL

Hi Jyoti

Thank you for referring to the revised EIS. Strategic Planning and Policy Team has following comments.

Airport safeguard framework:

Comments on scoping document (March 2019)	Previous comments (November 2022)	Comments on revised EIS (August 2023)
The site is in close proximity to Canberra Airport's flight paths, operational information including obstacle limitation surfaces should be provided.	Not clearly addressed. Appendix B(4) as an asterisk and "no longer required to be considered. Comments have been addressed to satisfy the proponent and Canberra Airport". Please provide this evidence. p. 140 of Main EIS Report (Other Relevant Information) states "Consultation With Canberra Airport" – where is this documented? Says section 7.2 and 7.12.	Not addressed. Relevant sections of National Airport Safeguard Framework need to be addressed. Refer: https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-safety/aviation-environmental-issues/national-airports-safeguarding-framework/national-airports-safeguarding-framework-principles-and-guidelines

Eastern Broadacre Strategic Assessment Area:

The proposed site (Block 45 Section 3 Hume) lies within the Eastern Broadacre Strategic Assessment Area. It is noted that the submission refers to the Environment Protection and Biodiversity Conservation Act, 1999 (EPBC Act) outlines Matter of National Environmental Significance (MNES). A referral for approval is to be made to the Commonwealth Department of Climate Change, Energy, Environment and Water if any of these matters are impacted.

It is noted on page 44, of the main report of this proposal, that a referral to the Commonwealth minister for the Environment is not required. Please confirm that there are no MNES impacted for any proposed development for this site. Please refer to Impact Assessment for this matter.

Regards
Syed

National Capital Authority

From: [WorksApproval](#)
To: [EPD Impact](#)
Subject: COMM - Revised EIS-202000027 - Emergency Services, Maintenance and Training Facility - 45/3 Hume [SEC=OFFICIAL]
Date: Thursday, 10 August 2023 3:09:51 PM

OFFICIAL

Dear EPSDD

Thank you for the referral for a revised EIS document for EIS-202000027, Block 45 Section 3 Hume. NCA requirements are adequately addressed in the EIS report.

Assessment against the site Development Control Plan (DCP 171/94/853) can be addressed at the development application stage.

Kind Regards

Joseph Sutton | Planning Officer

National Capital Authority

☎ (02) 6272 2989 | ✉ 6273 4427

National Capital Authority | Treasury Building, King Edward Terrace, PARKES ACT 2600

GPO Box 373, CANBERRA ACT 2601 | 🌐 www.nca.gov.au | Twitter: @NCA_Media

Queanbeyan-Palerang Regional Council

From: [AC, EPD Customer Services](#)
To: [EPD Impact](#)
Subject: FW: Revised EIS2020000027 - Block 45 section 3 Hume
Date: Wednesday, 2 August 2023 1:48:07 PM
Attachments: [Email-test_00bd0172-8f37-4e58-a3e6-5ce0cb6fcdcb.png](#)
[image001.png](#)

FYI

Kalon Roncon | Supervisor – DA Lodgement & DA Notification

Phone: 02 6207 1923 | Email: acepdcustomerservices@act.gov.au

Chief Minister Treasury and Economic Development Directorate | Access Canberra – Land, Planning and Building Services

8 Darling Street Mitchell ACT 2911 | GPO BOX 158 Canberra ACT 2601 |

www.act.gov.au/accessCBR

From: Beate Jansen <Beate.Jansen@qprc.nsw.gov.au>

Sent: Tuesday, 1 August 2023 3:14 PM

To: AC, EPD Customer Services <ACEPDCustomerServices@act.gov.au>

Subject: Revised EIS2020000027 - Block 45 section 3 Hume

Dear Sir/Madam,

I refer to the revised EIS documentation for the proposed Emergency Services , Maintenance and Training Facility.

I advise that Council has no further comment to make in regard to the revised EIS.

Regards

Beate

Beate Jansen

Senior Strategic Planner

Queanbeyan-Palerang Regional Council

Tel: [1300 735 025](tel:1300735025)

Web: www.qprc.nsw.gov.au

Mail: PO Box 90 Queanbeyan NSW 2620

CASA

From: [Alder, David](#)
To: [EPD Impact](#)
Cc: [Pradhan, Jyoti](#); [Airspace Protection](#)
Subject: RE: F21/54935-47 REFERRAL - Revised EIS-202000027 - Emergency Services, Maintenance and Training Facility - 45/3 Hume. Further CASA comments [SEC=OFFICIAL]
Date: Wednesday, 16 August 2023 9:23:54 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

OFFICIAL

Jyoti

CASA comments provided on 6 October 2022 have been adequately addressed.

CASA does not object to the proposed Emergency Services, Maintenance and Training Facility at Hume; from an aviation safety perspective.

Sundry administrative comment only:

Page 16 of the Helicopter Operation Assessment refers to CASA CAR 92. The CAR 92 has recently been effectively superseded by the CASR 91.410.

Page 16 of the Helicopter Operation Assessment refers to CASA CAAP 92-2(2) 'Guidelines for the Establishment of Helicopter Landing Sites'. The CAR 92 has recently been effectively superseded by the CASA ADVISORY CIRCULAR AC 91-29v1.1 'Guidelines for helicopters - suitable places to take off and land'.

Regards

David Alder

Aerodrome Engineer

Aerodrome Developments and Airspace Protection Air

Navigation, Airspace and Aerodromes Branch **p:** 02

6217 **1342 m:** 0455 051 611

16 Furzer Street, Phillip ACT 2606

GPO Box 2005, Canberra ACT 2601

www.casa.gov.au

Appendix 4 – Proponent’s response to first section 224 notice

29 July 2024

Impact Assessment | Statutory Planning

Environment, Planning and Sustainable Development Directorate
480 Northbourne Avenue
Dickson ACT 2601

Lodged via: email to EPDimpact@act.gov.au

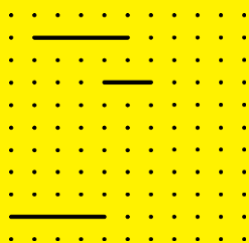
EMERGENCY, MAINTENANCE AND TRAINING FACILITY

REVISED EIS INITIAL CHECK LIST – RESPONSES TO S224 NOTICE – ATTACHMENT A

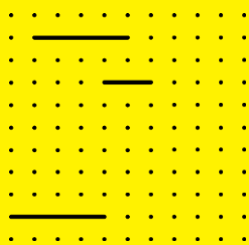
This document is prepared in response to initial check item 17 requiring a table/letter to describe how the matters in Attachment of the s224 Notice (dated 22nd sept 2023) have been addressed.

Below is a summary of the matters raised in Attachment A and how these have been responded to.

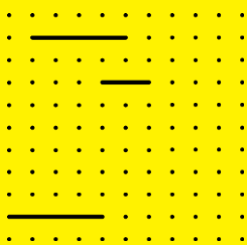
Item to address	Response
Proposal Details	
4.1.12 Other related development within proposal area and more broadly in region (Scoping Document (SD) reference 5.1(I))	
In response to information requested on the Draft EIS, a short description and links were added regarding Lanyon Drive interchange and Sheppard Street/Monaro Highway intersection upgrades. However, no details are provided on how these projects relate to the proposed development e.g. timelines, access improvements and if there will be any impact of these in terms of increased traffic during construction phase if the timelines clash etc. A map identifying the locations of the related developments with respect to the proposed works would be useful (some information and maps are included in the Helicopter Operation Assessment Report submitted with the revised EIS but relate to helicopter operations).	Addressed. We have provided additional commentary in this section regarding the Lanyon Drive interchange and Sheppard St./ Monaro Highway intersection upgrades. We have provided a responded to these matters accordingly in the relevant section of the EIS.
4.1.15 A description of the construction methodologies for the proposal	
The information on the construction methodology and detailed description of the works to be undertaken, provided in response to previous notice for revised EIS,	Addressed per below.



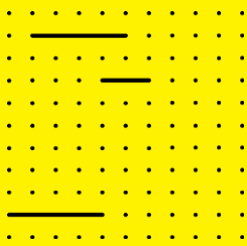
Item to address	Response
is noted. However, following additional information is required:	
4.1.15.1 Preliminary Works	
The preliminary works should consider all works including requirements such as existing utilities survey, implementation of construction and environmental management procedures etc. Please clarify and update accordingly.	Addressed. We have provided additional commentary in this section and have referred to the existing and proposed services plan submitted with the EIS.
4.1.15.3 Structural Works	
Relocation of overhead electrical wires to underground is mentioned in this section but no other details provided such as proposed layout of the work, required groundwork and risk associated with that work. Please clarify and provide more details.	Addressed. We have provided additional commentary in this section to refer to certain sections of the EIS report in response to these matters regarding the relocation of overhead electrical wires and its risks. We have also made reference to the existing and proposed services plan for these details.
6. Investigation of Risks and Assessment of Impacts	
6.2 Risk Assessment (SD reference 7.1 and Table 1 – Identified Impacts and requirements to be included in the EIS)	
Table 10 has been updated to include risks associated with 'Planning and Land Status' (risks 1 & 2). However, the title is incorrect and states 'Road Traffic and Transportation'.	Addressed. The title in table 10 has been corrected accordingly
Lighting is now addressed under 'Visual Impact'. However, it has not been removed from the 'Noise and Vibration Impact' section. Please amend to ensure the correct information is included.	Addressed. Lighting has been removed from the 'noise and vibration impact' section accordingly and addressed under 'visual impact'
7.1 Planning and Land Status	
7.1.2.1 Sterilisation of existing and future land uses (SD reference 7.1)	
The revised EIS still does not adequately address the nearby existing developments of Jerrabomberra and the future development of Tralee. A sentence is added at the end of section 7.1.2.1 regarding future land uses. No other details are provided in this context. Some potential impacts are noted in the supporting assessment reports i.e., Noise Impact Assessment and Helicopter Operation Assessment. Please provide additional information and demonstrate any impacts including but not limited to traffic impact, noise and vibration, dust impact on surrounding existing and future uses. This may include cross reference to the relevant sections of any other supporting assessment reports.	Addressed. Additional commentary has been provided in this section regarding nearby existing and future development of Jerrabomberra and Tralee relating to impacts of noise and vibration, traffic and dust impact.



Item to address	Response
7.2 Traffic and Transport	
7.2.2.3 Airborne Vehicles (Helicopter)	
The site is located in close proximity of Canberra Airport's and within obstacle limitation surfaces (OLS), adjacent to the main runway. Please refer to Attachment B for Canberra Airport and Strategic Planning and Policy comments on the Revised EIS and provide additional information. It is noted that Canberra Airport concerns raised on the Draft EIS have not been fully responded to. The comments provided in response to the request for further detail on any procedures, risk analysis or agreements with the Toll Emergency Helicopter Operations are noted. Relevant information in relation to safety procedures/requirements should be incorporated under the Traffic and Transport section.	Addressed. Additional commentary has been provided in this section regarding the concerns raised by Canberra airport and references to the relevant section have been made in regard to the procedures, risk analysis and agreements with Toll Helicopter Operations.
7.2.2.4 Impacts on surrounding receivers and existing traffic (SD reference 8.1.2)	
The comments below on the Draft EIS regarding Traffic Impact have not been adequately addressed in the revised EIS. "Section 8.1.2 of the scoping document sets a requirement for investigation of the impacts on road users from the operation of the facility. This was addressed to a reasonable level of detail in the risk assessment matrix, however the response in Section 7.2.2.4 must include further detail on the risks as identified under the traffic and transport section of Table 10 of the EIS". Please provide further details/information.	Addressed. Additional commentary has been provided in this section regarding the impacts on road users from the operation of the facility and the risks identified under traffic and transport. The risks identified under table 10 (now table 11) are considered to have a likelihood of unlikely/low to possible with only minor consequences. We have also referred to the relevant tables and sections for more details on the identified risks and mitigation measures for traffic and transport.
7.4 Materials and Waste	
7.4.2.2 Need and use of hazardous materials and chemicals during operation (SD reference 8.1.4)	
The revised EIS notes 200 litre drums, containing used oil filters, will be stored on site. It is not clear from the revised EIS how many drums will be stored on site. Please identify the maximum number of drums that will be stored containing used oil filters. The EIS states, 'There is no identified need to store and use Work Health and Safety Regulation 2011 Schedule 11 chemicals and substances to the quantities listed during construction phase of the development. It also	Addressed. This section has been updated accordingly. The maximum amount of drums to be stored on site has been clarified in this section (and any other relevant sections mentioning this).



Item to address	Response
states, 'The quantity of hazardous substances stored on the site do not exceed the manifest quantity limit'. Please confirm if any hazardous chemicals will be stored on site (temporarily/permanent) and what will be the overall expected quantity. The EIS must confirm the total amount of the above does not trigger requirements under Schedule 4, item 11, Part 4.2 of the <i>Planning and Development Act 2007</i> and is under the limits identified in the <i>Planning and Development Regulation 2008</i>. Clarification and further details are also required on where and how used oil filters will be disposed and include in the Facility Operations Plan mentioned under 7.4.2.2. Please provide further detail on any intended hazardous material transport methods, as per Section 8.1.4 of the scoping document.	We have also confirmed that there is no identified need to store and use WHSR 2011 Sched. 11 chemicals as well identifying that the hazardous substances i.e. epoxy resin and hydraulic fluid that are stored on site but <u>do not exceed the manifest quantity limit.</u> The amount of the hazardous chemicals and substances do not trigger Planning and Development Act and regulation requirements. We have also provided further detail regarding the hazard materials transportation in and out of the site.
7.7 Water Quality and Hydrology	
7.7.2.4 Hydrocarbon spillage prevention control.	
The EIS and Stormwater Impact Assessment include details on anticipated general practices and an interceptor. The comments in response to requirements noted state a Spill Management Plan is not usually provided at the EIS stage. However, noting the facility will store and require transport of hazardous material / chemicals, a Spill Management Plan must be provided.	Addressed. Please refer to Appendix 13.1.7 - Spill Management Plan included in this revised EIS submission.
7.12 Hazard and Risk	
7.12.1.9 Hazards and risks addressed elsewhere in this EIS (SD reference 8.1.12)	
It is noted that additional commentary was provided on operational information in this section of the revised EIS. Canberra Airport comments state that the obstacle limitation surfaces (OLS) is incorrectly referred to within the report, please review and provide information. Refer to Attachment B for Canberra Airport comments.	Addressed. Where 'OLS' has been incorrectly referenced in the revised EIS, these have now been updated.
Additional Comments on Revised EIS	
Some figures are not referenced in the description (e.g. Fig 2, 4)	Addressed. Figures without a reference have been referenced.



Item to address	Response
The Bird Strike Report recommends a Wildlife Hazard Management Plan. Canberra Airport has also raised concerns with the associated risks. Please provide a Wildlife Hazard Management Plan.	Addressed. Please refer to Appendix 13.1.7 – Wildlife Hazard management Plan included in this revised EIS submission.

We trust this that the table above address the matters regarding Attachment A of the s224 Notice.

Kind regards,

Gabriel Magdugo

Town Planner

This letter is for the use only of the party to whom it is addressed and for no other parties and to assist with the assessment of the Revised EIS . No responsibility is accepted to any third party who may use or rely on the whole or any part of the content of this letter.

Appendix 5 – Second section 224 notice



ACT
Government

Environment, Planning and
Sustainable Development

Gabriel Magdugo
Canberra Town Planning
Unit 501b, 23 Challis Street
DICKSON ACT 2602

Dear Mr Magdugo

**Application 202000027 – Emergency Services Facility Environmental
Impact Statement (EIS)
Chance to Address Unaddressed Matters – Section 224 Notice No. 2**

I refer to the revised EIS submitted to the planning and land authority (the Authority) on 29 July 2024, and updates submitted on 2 February 2025.

The Authority has performed an assessment of the revised EIS in accordance with section 222 of the *Planning and Development Act 2007* (the Act). The Authority is not satisfied that the EIS sufficiently addresses each matter raised in the scoping document for the proposal. As a result, the Authority does not accept the EIS and is providing a notice of this effect under section 224 of the Act.

You are required to provide further information on the outstanding matters as described in Attachment A.

You must respond to this notice by providing a revised EIS by 12 September 2025. If you do not respond within this time, the Authority must reject the EIS.

The Authority may provide up to two notices for a chance to address unaddressed matters. This is the second notice. If the Authority remains unsatisfied after two notices are responded to, the Authority must reject the EIS.

If you have any questions, please contact the Assessment Officer Frances Jacomb on 6205 7248 or email epdim pact@act.gov.au.

Yours sincerely,

Eliza Larson
A/g Senior Director, Impact Assessment
12 March 2025

Chance to address unaddressed matters (s224) EIS202000027 – Second Notice

Attachment A

This is a notice under section 224 of the *Planning and Development Act 2007* (the Act) that the planning and land authority (the Authority) does not accept EIS202000027, Emergency Services Facility, under section 222 of the Act. The following further information is required to be addressed in a revised EIS. To expedite assessment, please provide a version of the revised EIS report with the changes highlighted or shown in tracked changes, in addition to a clean version for publication on the Authority's website.

- Risk assessments are a key part of the EIS process; the items selected for assessment in the EIS are based on risk assessments (see section 7 of the scoping document). The risk assessment tables throughout the EIS must use the correct terminology to present the likelihood, consequence and resulting risk rating. There are several instances in the EIS where the wrong terminology has been used, or the risk rating is incorrect based on the likelihood and consequence presented. For example, risk number 56 on page 74 is rated as having an unmitigated risk of 'Minor', which is a term used to describe a consequence rather than a risk rating. Please review the risk assessment tables and update accordingly. In particular, see Tables 11, 13, 14, 15, 23 and 24.
- Each risk rated medium or above from the preliminary risk assessment (PRA) (Table 11: Unmitigated risk associated with project), and those listed in Table 1 of the scoping document, must be addressed in the EIS (see section 8 of the scoping document). Please ensure all risks rated medium or above are addressed in the relevant part (7.1 - 7.12) of the EIS. In particular, it is noted that risk 5 on page 62 is rated medium but not addressed in detail in part 7.2. In addition, risk 35 (page 69) and risk 37 (page 70) are rated medium and not addressed in part 7. The commentary in Table 11 for risks 35 and 39 indicates that a rating of medium may have been too high for these two risks.
- The residual risk assessment (RRA) tables in parts 7.1 – 7.12 of the EIS are to include all risks (from both the PRA and the scoping document) originally rated medium or above, and the original unmitigated risk rating for each risk listed (see section 8.2.5 of the scoping document). Likewise, the RRA in Table 24 should present all risks rated medium or above from both the PRA and scoping document. Please update accordingly.
- In parts 7.1 - 7.12 of the EIS, headings, report text, and text in the RRA tables are not always consistent in implying if there are mitigation measures or nil mitigation measures proposed. For example, on page 96, under the heading 7.3.3 Potentially Significant Risks (with mitigation measures implemented utilities), the report text lists mitigation measures, followed by the sentence "The residual risk assessment with no mitigation measures related to utility infrastructure and access are as follows:". This is followed by Table 14 which states 'nil mitigation' in the heading and within the table. Please update parts 7 of the EIS for consistency and clarity around the application of mitigation measures.
- The text describing Table 24 states that the mitigation measures listed in the table will be adopted by the proponent, however this table does not list all mitigation measures

proposed. Please update Table 24 to list all mitigation measures proposed for each environmental theme presented in part 7 of the EIS.

- Table 27 of the EIS is described as summarising the recommendations and commitments to reduce the impacts of the proposed facility. Please ensure the table includes all mitigation measures proposed in part 7 of the EIS. Avoid using statements that are not recommendations or commitments in this table.
- The EIS refers to the development area inconsistently and should be updated to remain consistent and align with the development area presented in the concurrent Development Application.
- It is noted the EIS was updated in some places to remove text stating “in normal times, an average of circa two (2) in and out flights per week”. This has been changed in a table of responses given to entities at the draft EIS stage (page 182), but as this was the response given at the time, it should not be edited. A note can be added that the information provided at that time is no longer current.
- Text on pages 24 and 25 imply an average of two flights per week is anticipated. Please update for clarity around the expected number of flights.
- In the discussion of traffic impacts in the EIS (page 84), and in the Traffic Impact Assessment (JJ Ryan Consulting Pty Ltd) it is stated operating hours will be 7:00am to 6:00pm. It is concluded that operational traffic will not impact peak hour traffic as operational hours do not sit directly on peak hour, which is 4.30pm - 5.30pm. Elsewhere in the EIS and appendices operating hours are stated to be 7:00am - 5:30pm. Please confirm what the proposed operating hours are and update the EIS and appendices accordingly.

Please note that as this is the second s224 notice, if the revised EIS fails to address the above items, the Authority must reject the EIS, in accordance with section 224A of the Act.

Appendix 6 – Proponent’s response to second section 224 notice

FW: Request for updates to EIS report - Emergency Services Facility, Hume (EIS202000027) - Initial check submis...

GM

Gabriel Magdugo <Gabriel@CanberraTownPlanning.>

To Jacomb, Frances

Cc EPD Impact

↩ Reply

↩ Reply All

➡ Forward

⋮

Mon 05/05/2025 5:05 PM

Frances

OFFICIAL

You replied to this message on 07/05/2025 3:22 PM.

PDF

HUME003045 Revised EIS v5.2 - Clean Copy .pdf

5 MB

▼

PDF

HUME003045 Revised EIS v5.2 - Tracked changes with comments .pdf

5 MB

▼

PDF

Helicopter Operation assessment ver 8.pdf

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Hi Frances,

Goodafternoon, I hope you’re well.

Please see an attached clean copy and a tracked changes copy (with comments) of the updated revised EIS addressing the s224 Notice items dated 12 March.

As discussed, the submission is understood to undergo an initial check prior to being formally lodged.

As also suggested, the NASF guidelines (section 5.3.6.2) will remain on the EIS, accordingly the latest version (Ver. 8) of the helicopter operation assessment is also attached.

Should you have any issues, please don’t hesitate to contact me – thanks.

Kind regards,
Gabriel

Gabriel Josh Magdugo

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I acknowledge Traditional Owners of Country throughout Australia and recognise the continuing connection to lands, waters and communities. We pay our respect to Aboriginal and Torres Strait Islander cultures; and to Elders past and present.