Cambridge Production Kitchen Project

MAJOR DEVELOPMENT PLAN – PRELIMINARY DRAFT

HOBART INTERNATIONAL AIRPORT

THURSDAY, JULY 10, 2025

Hobart Airport
TASMANIA

1 Contents

Glossary

ABC	Airport Building Controller
AEO	Airport Environment Officer
AEPR	Airport (Environment Protection) Regulations 1997
AER	Annual Environment Report
AHT	Aboriginal Heritage Tasmania
ALC	Airport Lessee Company
CASA	Civil Aviation Safety Authority
CBD	Central Business District
CEMP	Construction Environmental Management Plan
DoH	Department of Health (Tasmania)
DDA	Disability Discrimination Act
ESAs	Environmentally Significant Areas
EPA	Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
HBA	Hobart Airport
HEPA	Heads of EPA Australia and New Zealand
HIAPL	Hobart International Airport Pty Ltd
MDP	Major Development Plan
NASF	National Airports Safeguarding Framework
NCC	National Construction Code
NEPM	National Environment Protection (Assessment of Site Contamination) Measure
PFAS	Per- and Polyfluorinated Alkyl Substances
QIC	Queensland Investment Corporation
TasPorts	Tasmanian Ports Corporation Pty Ltd
TSPA	Threatened Species Protection Act Tasmania 1995
WSUD	Water Sensitive Urban Design

2 Executive Summary

This Major Development Plan (MDP) has been prepared by Hobart International Airport Pty Ltd (HIAPL) to seek Commonwealth approval for the development of a new Tasmanian Government Department of Health Production Kitchen (The Project) within the Hobart International Airport Aviation Support Precinct (Aviation Support Precinct).

The proposed development includes the construction of a new Production Kitchen facility comprised of a commercial kitchen, ancillary administrative office space and on-site car parking. Design of the facility includes future provisioning for expansion of the Production Kitchen and Car Park area, with space allocation identified on the Project site.

The proposed Production Kitchen is required to replace the existing kitchen facility, currently located at Hobart Airport at the Northern end of the airport passenger terminal building directly adjacent to the airside boundary. This area is no longer deemed appropriate for a food production facility which does not require airside access and is better suited to possible future terminal development and associated activities.

Construction of the Production Kitchen at the proposed location in the Aviation Support Precinct at Hobart Airport is considered to be appropriate. The Hobart Airport Master Plan 2022 lists Food services as permissible land use within this land use zone.

The Proposal does not conflict with surrounding land uses and supports economic development and employment creation in Tasmania through its construction and continuation of employment for the Tasmanian Department of Health (DoH) staff working at the Production Kitchen.

3 Introduction

3.1 Location

Hobart Airport (HBA) is located 17 kilometres north-east of Hobart's Central Business District (CBD) and occupies approximately 565 hectares of both commonwealth and freehold land. Sited within the City of Clarence, areas of freehold land owned by HIAPL are subject to the jurisdiction of Clarence City council, while areas leased by HIAPL from the Commonwealth Government, are not.

The location of HBA permits good connectivity to Hobart City via the road network, including The Tasman Highway to the north-east, while remaining suitably isolated from surrounding land uses to permit curfew-free 24 hour operation.

The airport is bounded by Frederick Henry Bay to the south, Barilla Bay to the north and agricultural / residential / light industrial land to the east and west. Located on the boundary of a coastal spit, the airport site contains areas of both Commonwealth and State significance, particularly in relation to biodiversity values.

3.2 Proposal

The proposed development includes the construction of a new Tasmanian Government Department of Health Production Kitchen facility comprised of a commercial kitchen, ancillary administrative office space and on-site car parking. The Project will also include provisioning for future expansion of the facility.

The facility is intended to ultimately be leased by the Tasmanian Department of Health who already occupy a facility at Hobart Airport, which is not in a suitable location, as the facility does not require airside access, and there is no opportunity for the facility to expand should this be required in future.

3.3 Project Background

The relocation of the existing Production Kitchen is required to allow for more efficient and less congested access to the loading bays, to meet current Department of Health (DoH) hygiene and operational requirements, and to allow reallocation of the land, which has airside access, to a use that requires this access.

The new Production Kitchen will replace the existing Production Kitchen facility currently located to the north-west of the main Hobart Airport passenger terminal building on Loop Road, leased by HIAPL to the Department of Health.

3.4 Proponent Details

The Project will be located entirely within the Hobart International Airport site which is Commonwealth-owned land. In accordance with Section 4 of the *Airports Act 1996* a '*Commonwealth-owned airport can only be leased to a company* (an airport-lessee company).

Hobart International Airport was privatised in June 1998, with HIAPL entering into a 99-year land lease with the Commonwealth Government (50 years plus a 49-year option). HIAPL originally comprised a mix of internal and local owners, then under full State ownership from 2004 as a component part of Tasmanian Ports Corporation Pty Ltd (TasPorts). In 2007, the State Government of Tasmania took the decision to sell HIAPL.

From January 2008, HIAPL was owned by the Tasmanian Gateway Consortium. From 2008 to 2017 this was comprised of Macquarie Global Infrastructure Fund III, a Macquarie managed unlisted infrastructure fund with a 50.1 percent interest in the Tasmanian Gateway Consortium. The remaining 49.9 percent interest in the Tasmania superannuation fund and the Retirement Benefits Fund. On 31 March 2017 Tasplan, a Tasmania superannuation fund and the Retirements Benefits

Fund merged with Tasplan taking ownership of the 49.9 percent interest in the Tasmania Gateway Consortium.

In October 2019, a consortium comprising of Australian-based asset manager Queensland Investment Corporation (QIC) and Dutch-based airport operator, Royal Schiphol Group acquired a 70% equity interest in Hobart Airport. National superannuation fund, Care Super, holds the remaining 30% equity interest.

3.5 Objectives

The purpose of this development is to deliver the construction of a Production Kitchen facility to lease to the Tasmanian Department of Health. This purpose is consistent with the objectives of the Hobart Airport Master Plan 2022, which include:

- Enhance our role in the community
- Sustainably grow air connectivity
- Facilitate Antarctic and cargo services
- Enhance customer experience
- Diversify property business

The construction of the new Production Kitchen will support ongoing employment and economic prosperity both during construction and ongoing for the broader southern Tasmanian region. The Southern Tasmanian community relies on the ongoing operation of the Production Kitchen, and Hobart Airport is working closely with the Tasmanian Department of Health to ensure that an upgraded facility is able to meet the community's needs.

The DoH is required to continue providing catering services to Southern Hospitals and a variety of other facilities to meet current and future growth requirements. The existing Production Kitchen is located on land with airside access which is not required by the Production Kitchen operations. Long term passenger growth forecast in the Hobart Airport Masterplan 2022, is underpinned by the infrastructure pipeline at the airport, and the relocation of the Production Kitchen allows for future development opportunities directly adjacent to the RPT apron and passenger terminal.

The relocation of the Production Kitchen to the proposed Aviation Support Precinct will also allow for more efficient and less congested access to the kitchen's loading bays to meet current DoH hygiene/operational requirements, and will reduce potential risk of conflict between delivery services and passenger ground transport accessing the Hobart Airport passenger terminal.

In the short term, passenger access will be improved due to fewer truck movements near the passenger terminal. Long term, the location which the existing facility occupies can be contemplated for infrastructure development to support civil aviation, which is a more appropriate use for the site.

Figure 1 Airport Layout

4 Legislative Framework

Section 89(1) of the Airports Act requires that Hobart Airport must seek approval via an MDP for the construction of any new building on the Commonwealth leased land that is not wholly or principally intended to be used as a passenger terminal and where cost of construction exceeds $25 million.

The proposed development therefore requires an MDP to be approved by the Commonwealth Minister for Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (Minister for Infrastructure), as the Project is not part of the passenger terminal and has an estimated construction cost greater than $25 million.

The required contents of an MDP are set out in Section 91 of the Airports Act and include:

- The objectives of the proposed development,
- An assessment of the extent to which the future needs of civil aviation users of the airport and other users of the airport will be met by the development,
- A detailed outline of the proposed development,
- Whether the proposed development is consistent with the airport's lease from the Commonwealth,
- whether the proposed development is consistent with the final master plan,
- if the proposed development could affect flight paths and noise exposure levels at the airport and the extent of relevant consultation with airlines and local government,
- the effect the proposed development will have on traffic flows at the airport and surrounding the airport, employment levels at the airport and the local and regional economy and community, including how the proposed development fits within the local planning schemes for commercial and retail developments in the adjacent area, and,
- an assessment of environmental impacts and the plans for dealing with any such impacts.

The contents of an MDP prescribed under Section 91 of the Airports Act and where these are addressed in this document is outlined in **Appendix A**.

Section 92 of the Airports Act requires that prior to the MDP being published for public comment, the proposed document must be drawn to the attention of:

- the Minister of the State in which the airport is situated, with responsibility for town planning or use of land,
- the authority of that State with responsibility for town planning or use of land, and
- each local government body with responsibility for an area surrounding the airport.

Section 92 also outlines the requirement for the MDP to be made available for public comment prior to submitting it to the Commonwealth Minister for consideration. The MDP approval process is shown in **Figure 2**.

Figure 2 Major Development Plan Process

5 Planning Context

5.1 Hobart Airport Lease

HIAPL is the lessee of Hobart Airport which occupies approximately 565 hectares of land. The lease term with the Commonwealth of Australia is for a period of 99 years (50 years plus a 49-year option). The project is wholly consistent with the Commonwealth lease as follows:

Clause 13 Development during the term of the lease.

- 13.1(a) The development of the Production Kitchen in the Aviation Support precinct means that land immediately adjacent to the Hobart Airport RPT apron and passenger terminal is made available for future development in line with passenger growth forecasts. The current operational requirements of the Production Kitchen do not require access to airside, and as such are incompatible with the airside location.
- 13.1(b) The development of the Production Kitchen will meet all requirements of the National Construction Code and include upgrades to meet contemporary DDA requirements.
- 13.1(c) The development of the Production Kitchen in the Aviation Support precinct will provide facilities for the Tasmanian Department of Health that are fit for purpose, compliant with contemporary building and accessibility standards and improve access for both employees and delivery services. In addition, the relocation from the current premises will ameliorate risks of vehicle conflicts between Production Kitchen food delivery services and passenger transport to and from the Hobart Airport passenger terminal.

The proposed development is not within the last ten years of the lease, and the contemplated term of the Production Kitchen sublease is twenty (20) years, with a ten (10) year option, which takes Hobart Airport past the first term expiry date under the Head Lease. The sublease is entirely contingent on the continuing grant of the head lease at the end of the first term in 2049.

5.2 Hobart Airport Master Plan 2022

The Hobart Airport Master Plan 2022 sets out the vision for growth and delivery of strategic infrastructure to allow the airport to meet demand and better connect Tasmania to the rest of Australia and the world to the year 2042. It identifies a number of landside, terminal and airside infrastructure improvements that are required to accommodate forecast passenger growth at Hobart International Airport over the 20-year timeframe. The Project is consistent with the Hobart Airport Master Plan as it is located within the 'Aviation Support Precinct' as defined in the land use planning precinct set out in the Hobart Airport Master Plan 2022. This precinct permits Food services, which includes use of land for selling food or drink, which may be prepared on the premises, for consumption on or off the premises. The location of the Project within the Aviation Support Precinct, is in close proximity to major transport networks and infrastructure, encourages and supports an integrated mix of industrial and commercial land use, and does not compromise the primary aviation function of the precinct. Refer to **Figure 5**.

5.3 Hobart Airport Land Use Plan

The Hobart Airport Master Plan 2022 outlines the Hobart Airport Land Use Plan (refer **Figure 3**) to safeguard the long-term airfield, terminal and aviation support configuration while also ensuring an appropriate level of flexibility to respond to operational requirements, both aviation and non-aviation market developments and business expectations. As noted above, the Project is consistent with the Land Use Plan as it is located within the 'Aviation Support Precinct', which permits Food services. The Project is consistent with the objectives of the Master Plan as per section 3.5 Objectives.

Figure 3 Land Use Plan

5.4 Consistency with State and Local Planning Schemes

Legislative planning instruments at Hobart Airport are principally Commonwealth. While State planning laws do not apply to Hobart Airport Commonwealth lease areas, the Airports Act and subsidiary regulations require that the 2022 Master Plan, where possible, describes proposals for land use planning and zoning in a format consistent with that used by the State or Territory in which the airport is located.

The Hobart Airport Master Plan land use precincts are consistent with the Tasmanian Planning Scheme (TPS), and the Aviation Support Precinct in which the proposed development is located is consistent with the TPS Light Industrial zoning which surrounds the Project site. The TPS defines the Light Industrial Zone purpose as '*to provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses*'. The TPS further notes the Light Industrial Zone considers Food Services as a discretionary use. The project is consistent with the TPS Light Industrial Zone as it will provide Food services. HIAPL is committed to working with the State Government and the adjoining Local Governments to minimise conflict and inappropriate development. To achieve this outcome, HIAPL works with neighbouring Local and State authorities through the Planning Coordination Forum and Community Aviation Consultation Groups in addition to regular liaison with surrounding Local Governments on local issues and interfaces.

Commonwealth Legislation and Policy

- Environment Protection and Biodiversity Conservation Act 1999
- Australian Noise Exposure Forecast
- Airports (Protection of Airspace) Regulations 1996
- National Airports Safeguarding Framework
- National Construction Code

State Legislation and Policy

- Land Use Planning and Approvals Act 1993
- Environmental Management and Pollution Control Act 1994
- State Coastal Policy 1996
- State Policy on Water Quality Management 1997
- Southern Tasmania Regional Land Use Strategy 2010-2035
- Southern Tasmania Industrial Land Strategy 2013
- Hobart City Deal
- Tasmanian Planning Scheme
- Clarence Local Provisions Schedule: Tasmanian Planning Scheme

Hobart Airport Policy

- Hobart Airport Master Plan 2022
- Hobart Airport Environment Strategy 2022

6 Proposal Description

6.1 Subject Site

The subject site for the purpose of the proposed development is a vacant parcel of land located to the south-east of the main Hobart Airport terminal buildings and to the south of the runway along Bracken Street (see **Figure 4** and **Figure 5**).

Figure 4 Aerial photograph of Subject Site in context of Hobart Airport

The Project is located within the 'Aviation Support Precinct' as defined in the land use planning precinct set out in the Hobart Airport Master Plan 2022. This precinct permits Food Services. The location of the Project within the Aviation Support Precinct, is in close proximity to major transport networks and infrastructure, encourages and supports an integrated mix of industrial and commercial land use, and does not compromise the primary aviation function of the precinct. The location of the proposed Project within the planning context and precinct of the Hobart Airport Master Plan 2022 is depicted in **Figure 5** of the Hobart Airport Master Plan Land Use Plan.

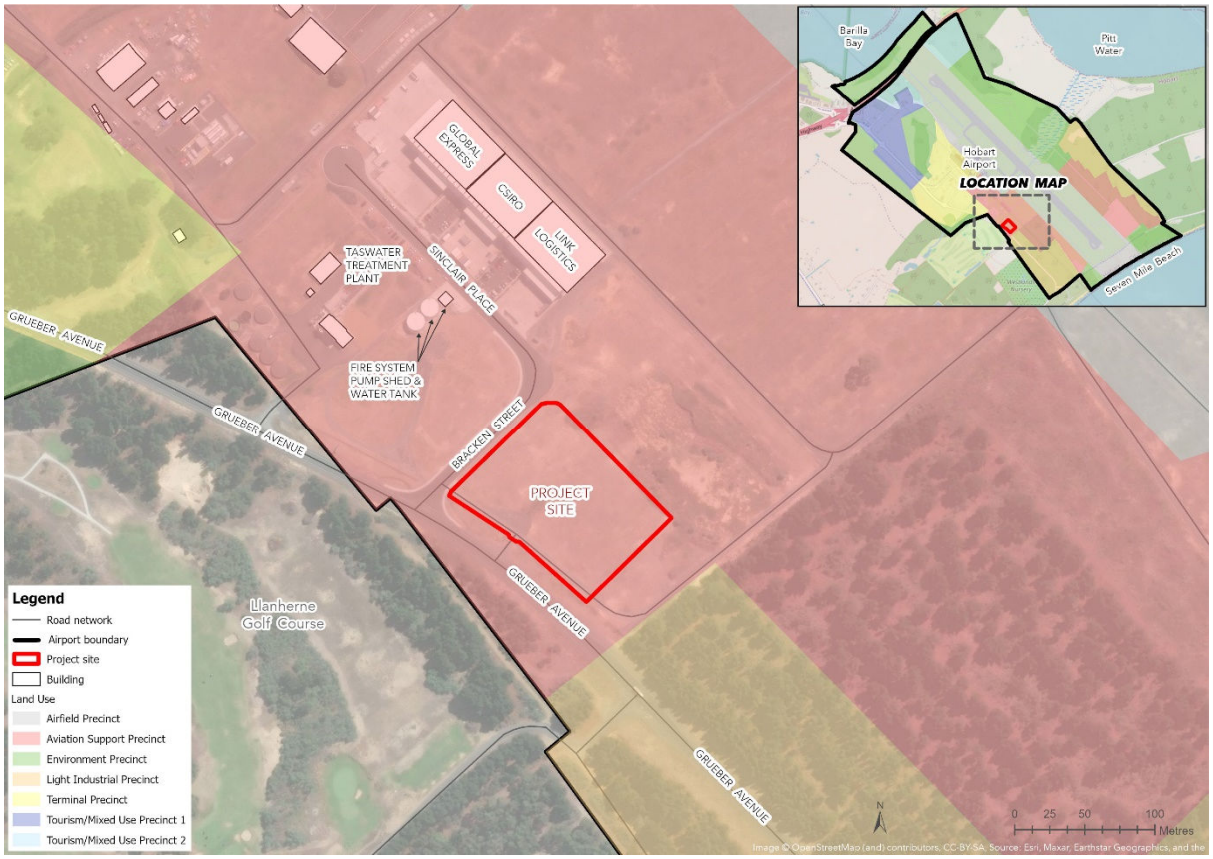

Figure 5 Site Location in context of the Aviation Support Precinct

6.2 Project Summary

Scale and Function

The built form will be single storey, contemporary in design, and include a kitchen building with connection to a separate staff office building through a glazed linkway. The Production Kitchen materials include external walls made of composite panels Bondor panels and metal wall cladding, and the roof is metal sheeting.

The existing kitchen is approximately 1578m², while the new kitchen will be 2363m² which includes a linkway between the proposed two new buildings. The overall height of the Production Kitchen is 10m from the top of the site fill to the top of the plant deck louvres, or 11m from Natural Ground level. The administration building is approximately 400m². The total leased area for the Production Kitchen is approximately 11,020m². Refer to **Appendix B** for reference to the Site Plan.

The Project has no direct impact on current developments on the Hobart Airport precinct, including the redevelopment of the passenger terminal. The Project has no impact on any airside facility or access, including all taxiways and the airports 12/30 runway. As shown in **Figure 11**, the Project is located further away from the airfield and runway when compared to the existing Production Kitchen, and has no airside access.

The proposed new Production Kitchen's increase in footprint, in comparison to the existing facility, is due to the following reasons:

- Upgraded operational and workflow provision to meet regulatory requirements (i.e. cool rooms/freezer/storerooms and all food preparation/production areas have generally increased in size). This includes additional circulation space improving WHS and efficiency as

there will be sufficient space for staff to move unimpeded between the various workstations and equipment within the Kitchen.

- Other size increases are to meet the current National Construction Code (NCC) requirements, including increased amenity provision based on number of occupants.
- While the functions of the new Production Kitchen remain the same, deliveries and anticipated truck movement frequency are anticipated to increase over time and are related to the delivery of supplies and other dry goods.

Design of the new facility addresses the following key challenges unable to be addressed at the existing facility and location, without difficultly and impact to the terminal:

Current operations (i.e. internal workflow issues);

- **Trayline** – Increases in services (i.e. more beds, wards), and increased number of meals that need to be plated in tray line which is already near capacity. Time frames are very important in this area and Traylines cannot be run longer in most cases as the DoH must meet timeframes for meals to get to the hospital to be re-thermalised in time for dinner.
- **Ware-wash** – Increases in services (i.e. more beds, wards) and increased amount of equipment that needs to be stripped and cleaned in the ware wash section which is often overcrowded.
- **Limited cool room and storage space** – limits the DoH's ability to hold more than 5-7 days of stock when the contingency planning should allow for 30+ days in the event of a major incident or outage (community event like a fire, or mass sickness in the workforce such as COVID). Limited storage has resulted in the need for shipping containers on site to store essential equipment and supplies such as spare parts for equipment and packaging.
- **Staff Amenities** – Staff do not have enough space and currently get changed in a shipping container located outside of the main Production Kitchen. There are not sufficient toilets or lockers for the number of staff currently working at the existing Production Kitchen.
- **Production** – There is limited ability to scale up some production tasks to meet requirements.

Access to site/parking:

- The current facility receives 5-7 deliveries daily and four trucks traverse in and out of the facility multiple times a day, which is currently congested due to the need to share the main access road along Loop Road with other users. Further details are provided in **Section 6.8 Traffic**.

Key benefits of the proposed development include:

- **Improved Staff Amenities** – amenities in the proposed new facility are significantly improved in comparison with the current facility with an integrated Administration building which includes dedicated staff changerooms, breakout spaces and meetings rooms that are accessible to all users as they are DDA compliant. An example is the provision of adjustable, sit/stand desks and joinery within the reception and workstation spaces, as shown in **Figure 6**.
- **Better storage and cool room space** – increased size of cool room storage to meet requirements, particularly for food bank and out orders. There is still a need for shipping containers for some equipment and packaging.
- **Parking site** - will be located closer to the facility and controlled by the DOH so there will no longer be a requirement for DoH staff to wait for other road/shared parking users.

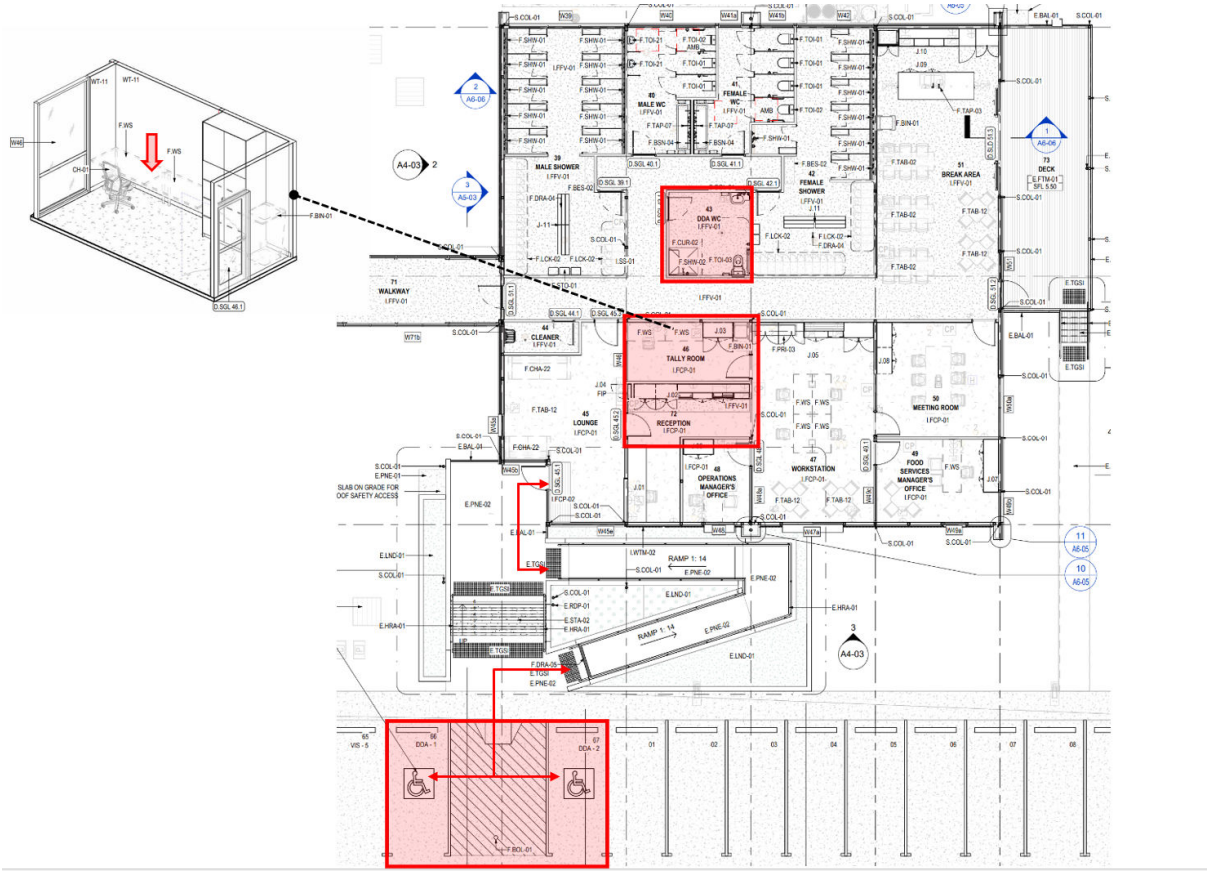

Figure 6 Proposed Production Administration building designed to meet accessibility standards as highlighted in the red boxes and arrow (JAWS Architects)

Full Time Equivalent (FTE) Staffing

The existing facility employs 54 Full Time Equivalent (FTE) staff. The new Production Kitchen has been designed to employ 60 staff members. There is no immediate plan for staff numbers working at the new Production Kitchen to increase, with staffing levels expected to remain at 54 FTE.

Car Parking

DoH staff currently use the existing HIAPL staff carpark which comprises 200+ car spaces. At the new Production Kitchen 67 car parking spaces (including 2 x DDA compliant, 5 x visitor) have been provided for. Refer to **Figure 7** for the Location Plan of The Project, with the DoH leased land and project site defined within the blue boundary.

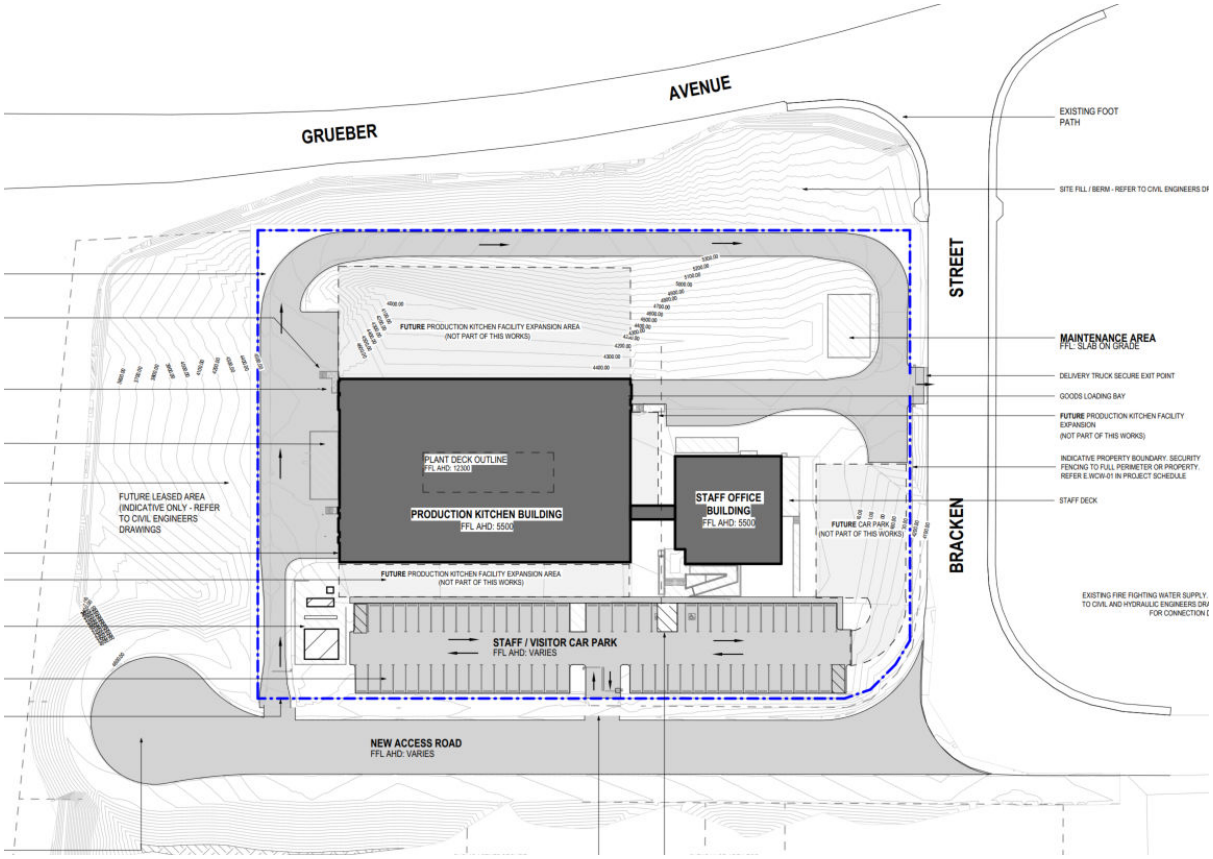

Figure 7 Proposed Production Kitchen Location Plan (JAWS Architects)

Community Benefit

The Project allows for the continued development of the Aviation Support Precinct in alignment with the HBA Master Plan 2022, and enabling the DoH to continue providing much needed catering services to Southern Hospitals and a variety of other facilities.

The DoH provides catering services including between 1600 to 1800 plated meals a day, to the following Government and Privately owned facilities (where identified):

- Repat building (Peacock 1, Acute Rehab, Peacock 3, Whittle)
- Mental Health facilities including Detox Peacock Centre (Elphinstone Road), Roy Fagan (and its day centre), Wilfred Lopes, Mistral Place and Millbrook Rise, Doctors quarters (including some bulk food/panty items)
- Private customers including Howrah Beach and Flagstaff Gully Childcare centres and Liviende Veranto (formerly Oakdale) nursing homes.

In the late 2000's the Royal Hobart Hospital expansion plans (K-Block) required a new location for the Production Kitchen which was located on the Royal Hobart Hospital's campus. In 2010, a vacant airside catering facility at Hobart Airport was identified and a 10-year lease was negotiated. A $6 million fit-out occurred and food production began in 2011.

The proposed development is a significant project that will enable the DoH to continue servicing the community through the facilities noted above. Meeting these services will be challenging with the Production Kitchen in its current location.

7 Environmental Impact Assessment

7.1 Biodiversity

7.1.1 Baseline Conditions

Hobart International Airport contains a number of biodiversity values that require careful management and in some cases are protected under federal and state legislation. The Hobart Airport Master Plan 2022 includes land areas zoned as Environmentally Significant Areas (ESAs), which are set aside from areas of development for the protection of significant environmental and biodiversity values (refer **Figure 8**).

Hobart Airport is largely surrounded by water, with RAMSAR listed Pittwater-Orielton Lagoon to the North and Seven Mile Beach and dune system to the South. East of the runway is inhabited by saltmarsh communities, hosting a wide variety of flora and fauna species.

Hobart Airport is traversed by Sinclair creek, which forms a permanent tidal water body. The creek flows from west to east, flowing under the main runway and linking the western airport precinct to the eastern saltmarshes and lower Pittwater.

The western land-side areas of Hobart Airport support large areas of native grasslands, including the EPBC listed Silver Tussock Lower Native Grasslands.

The Aviation Support Precinct in which the Proposed Project is located does not include any ESA's or threatened flora communities and has largely been previously impacted by historic land uses.

In January 2025, North Barker Ecosystem Services undertook additional ecological survey of the Project area, producing a Natural Values Assessment (**Appendix C**). No flora listed as threatened under the State TSPA or the Commonwealth EPBCA legislation were observed during the survey and given the significant modification and poor ecological integrity of the site, none are considered likely to occur.

The site is dominated by introduced weed species, with African Lovegrass and European Blackberry listed as Weeds of National Significance.

During the survey no sightings, signs or evidence of any use by threatened fauna was observed. Given the modified and degraded state of the project area, the site offers minimal habitat value for threatened fauna known to occur within the broader landscape.

Figure 8 Plan showing Environmentally Significant Areas

7.1.2 Impact Assessment

The Project site has been largely levelled and heavily impacted by previous developments. Historical land use has included small structures and industrial land uses including placement of fill material and storage of materials.

The site has been assessed as not containing any biodiversity values of significance, predominantly vegetated with weed species and invasive grasses. The introduced and disturbed nature of ecology in the Project area makes it unlikely or unsuitable habitat of nesting or foraging by native fauna species.

No threatened species are likely to be impacted by the construction of the proposal and the operation of the Kitchen Facility will not result in ongoing impacts to local biodiversity.

7.1.3 Mitigation Measures

Prior to commencement of construction, suitable weed management and control will be undertaken in accordance with Hobart Airport Weed Management Plan. No further permits or approvals would be required from state or local bodies regarding ecological impacts of the Project.

Suitable native landscaping will be developed as part of detailed design and its installation and maintenance is likely to have a net benefit to local biodiversity, removing weed species and preventing their spread to other nearby environments.

All fill material brought to site would be certified free of pest and diseases and controlled in accordance with the Construction Environmental Management Plan (CEMP) to be developed for the Project following approval.

During construction the following mitigation measures will be included in the CEMP to manage biodiversity:

- Weed species to be managed in accordance with Hobart Airport Weed Management Plan
- Fill material brought to site to be certified clean

7.2 Land

7.2.1 Baseline Conditions

Mineral Resources Tasmania geological mapping denotes the underlying geology of the proposed development site to be undifferentiated quaternary sediments comprised of a mixture of sandstone, mudstone and gravel of alluvial, lacustrine and littoral origin. A geotechnical investigation of the Proposed Project site was undertaken in August 2024 (**Appendix D**) and included groundwater depths as well as screening for acid sulphate soils. The site was noted to be dominated by fine to medium grained sand, with areas of overlying gravel fill material. Groundwater was encountered between 1.1m and 1.7m below existing ground surface.

Of the nine samples analysed from the Site for Actual Acid Sulphate Soils (AASS) and Potential Acid Sulphate Soils (PASS), none showed any pH anomaly which would indicate the presence of AASS or PASS reactivity. The overall site risk of presence of PASS and ASS was determined to be low.

The site is largely flat and low-lying with elevation less than 10m above sea level. The nearest watercourse is Sinclair Creek, occurring approximately 500m to the north-west.

7.2.2 Impact Assessment

Construction of the project will entail earthworks, including the removal of existing vegetation, topsoils and fill materials as required to reach excavation depths suitable to install piles, piers and footings determined in the structural design. To meet with flood risk mitigation requirements, the site will be elevated to approximately 4.5m AHD. This will require the placement and compaction of imported fill material from the onsite stockpile to the north and offsite quarry products where applicable.

During earthworks, the exposure of soils will entail a risk that erosion and sedimentation may occur. The risk of these impacts occurring during construction is considered to be low, as the topography of the site is relatively flat, areas of disturbance will be limited, and the works would be contained within the site boundary and not connected to existing surface water flows. The Project is therefore unlikely to contribute significant volumes of sediment or nutrient load to Sinclair Creek, Barilla Bay or other drainage lines.

The potential for the Project to impact on Land aspects including geology and soils during construction is considered to be low, and during operation this would be negligible. Acid sulfate soils are unlikely to be encountered on the site as determined by the geotechnical site assessment.

7.2.3 Mitigation Measures

As part of the CEMP to be developed for the construction of the Project, an Erosion and Sedimentation Control Plan will be required, detailing mitigation measures to be implemented.

Erosion and sedimentation controls during bulk earthworks and construction typically include:

- Construction planning to stage clearing and minimise the extent of exposed soils;
  - Diversion of clean water around the site;
  - Direction of site water to temporary catch drains, sumps and traps such that any mobilised sediment is contained on site and not permitted to enter waterways.
  - Installation of boundary controls such as sediment fences to prevent mobilisation of sediments into adjacent drainage lines;
  - Establishment of stabilised site entry and exit points to prevent tracking of soil on surrounding roads of entry and exit points;
  - Regular checks and maintenance of erosion and sediment control and soil conditions at the site;

- Stockpiles are to be covered or suitably stabilised to prevent erosion where longer term site retention is required.

7.3 Surface and Ground Water

7.3.1 Baseline Conditions

Surface Water

Hobart International Airport is situated within the Meehan Range catchment on a low-lying plain with predominantly flat topography, ranging between three to six meters above sea level. It is bordered by three major water bodies, which interconnect through a series of swale drains and Sinclair Creek. Sinclair Creek originates from the Meehan Range to the west and traverses the airport grounds as a modified open drain, ultimately discharging into Pitt Water to the east. This creek plays a crucial role in the saltmarsh ecosystem located east of the runway and is strongly tidally influenced.

The extensive network of underground and surface water drainage lines that traverse the airport carry stormwater runoff that is influenced by both on and offsite interactions and activities. Refuelling, handling of chemicals and contaminants, fire fighting and training as well as aviation activities such as de-icing and infrastructure construction all have the potential to impact water quality at HBA.

Surface water quality at HBA is heavily influenced by seasonal rainfall and upstream impacts from agricultural and industrial inputs. Water quality sampling is undertaken biannually by HIAPL and shows general trends in salinity, metals and nutrients driven by tide and rainfall volumes as Sinclair Creek flows downstream from southwest to barilla bay in the northeast. Results of water quality monitoring of Sinclair Creek indicate water quality is generally within the parameters of the Airport (Environment Protection) Regulations 1997, occasionally exceeding recommended levels for nutrients, bacteria and zinc. These elevated levels often coincide with stormwater events caused by heavy rainfall which is characteristic of urban waterways. Recently, two separate Detailed Site Investigations (DSI's) have been undertaken at HBA in response to concerns regarding the long-term impacts of Per- and Polyfluoroalkyl Substances (PFAS) from the use of Aqueous Film Forming Foams (AFFF) in firefighting operations. These chemicals are highly persistent in the environment and are increasingly being linked to detrimental health and ecological outcomes. Indications are that on site sources of PFAS are centred around the Main Fire Station and Fire Fighting Training Ground, with some minor up stream (offsite) inputs of unknown origin. The DSI programs are now being progressed to resolve data gaps and develop PFAS management plans for the airport, including the potential for remediation.

Groundwater

Groundwater at HBA is considered shallow, ranging from as little as 0.30m to 3.5m below existing ground surface during biannual monitoring events undertaken by HIAPL. Groundwater level has been shown to be strongly associated with rainfall, rising with periods of increased winter rainfall and falling during the drier months. Water quality parameters and depths indicate a general flow direction of east to north easterly towards Pittwater across the airport. This is supported by surrounding topography and proximity to surface water bodies. Analysis of surface water and ground water results concurrently also demonstrates a high connectivity between ground and surface water flows, showing increasingly similar quality characteristics as proximity increases. This is considered typical for shallow near-surface aquifers.

Changes to surface water flows and extractive activities have high potential for localised ground water impacts due to the highly permeable sands and soils at Hobart Airport and shallow nature of groundwater. This also increases the potential for groundwater contamination from chemical or other pollutants.

Detailed investigations of PFAS concentration in groundwater at Hobart Airport undertaken by Jacobs in 2023 did not detect levels exceeding the adopted Human Health of Ecological Protection Guidelines in the area of the Proposed Project development. The average sum of PFHxS + PFOS for the groundwater at the site was determined to be 0.49 micrograms per litre. More recently in late 2024, the geotechnical assessment undertaken for the proposed production kitchen (**Appendix D**) encountered groundwater at between 1.1m and 1.7m below the existing ground surface.

7.3.2 Impact Assessment

Surface Water

The Proposed development will include the creation of roads, carparking and sealed surfaces that will result in an increased volume of surface water runoff and reduce the time of concentration for water in the immediate catchment. Modelling has been undertaken, and a flooding and afflux study has been produced to inform the detailed stormwater design for the Project. Stormwater would be directed to the north east to enter a new open drainage trench located airside and discharging into Sinclair Creek as depicted in **Figure 9**. Water sensitive urban design has been incorporated into the detailed design of the proposed project, including water quality control devices, afflux and watershed management and suitable long-term stabilisation of surfaces. The Proposed Project is not expected to have any significant effect on surface water quality during operation.

During construction, there is the potential for impacts on local surface water quality from the mobilisation of sediment and subsequent runoff into nearby surface water bodies. An Erosion and Sedimentation Control Plan will be developed outlining controls to be implemented during construction, minimising this risk.

Construction works will also include the requirement for small quantities of fuel, chemicals and hazardous substances to be brought to site and used in machinery. The CEMP for the project will include measures for safe storage and handling of these to limit the potential for spills and runoff effecting water quality or causing pollution events.

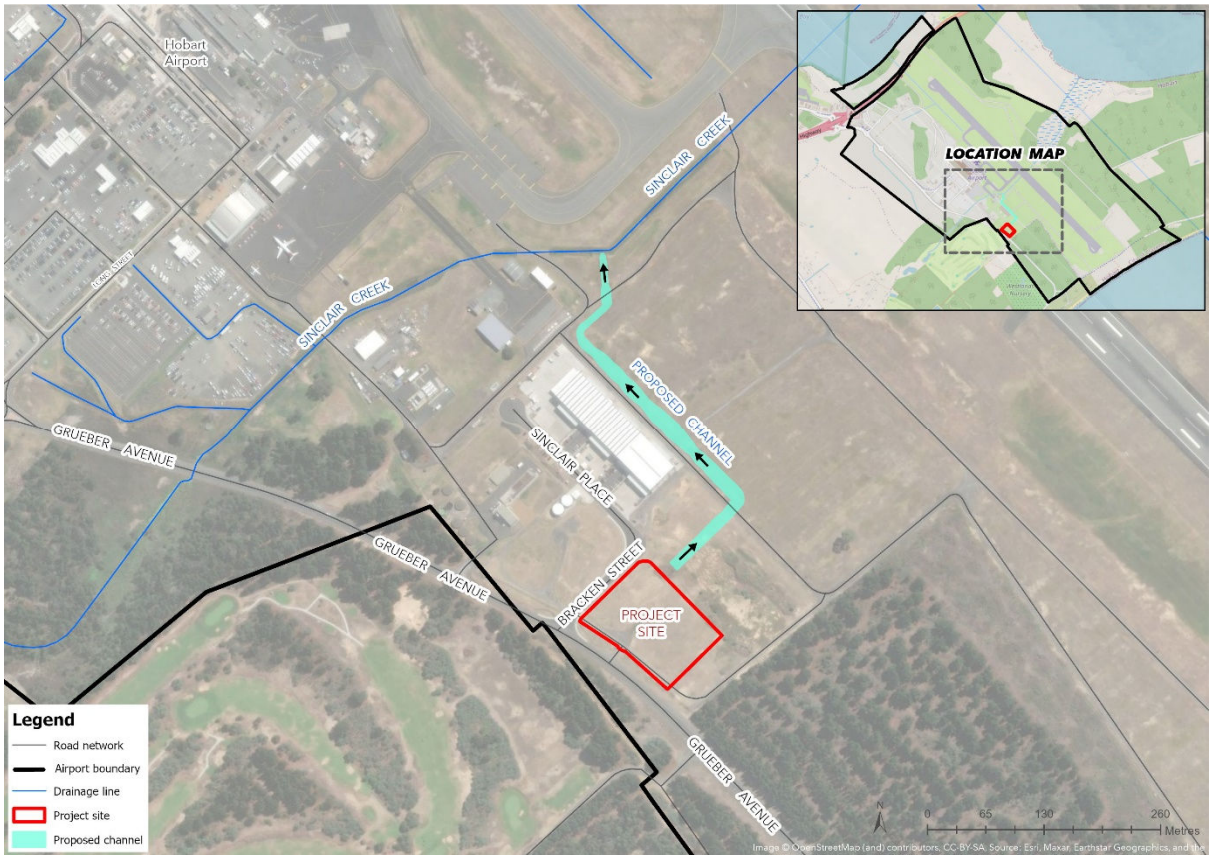

Figure 9 Proposed Stormwater Swale Drain

Ground Water

Groundwater in the Proposed Project area has been recorded between 1.1m and 1.7m below the existing ground surface. Planning across Hobart Airport has incorporated whole of catchment flood modelling to account for potential impacts from development as well as climate change. In 2023, Afflux Consulting was engaged to determine finished levels for the airport, as depicted in **Figure 10**.

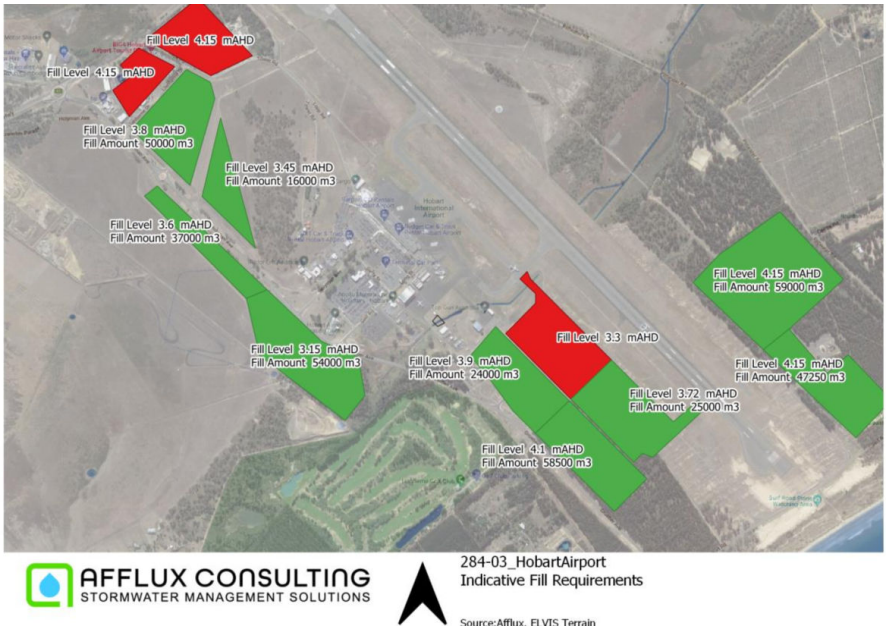

Figure 10 Fill Requirements (Afflux Consulting, 2023)

The Proposed Project will include raising the existing surface by approximately 1m to 3.9m AHD. While the groundwater in the area is considered shallow, undertaking this flood mitigation for the proposed Production Kitchen will greatly reduce the potential for bulk earthworks to intercept groundwater.

There will be no piles required for construction of the Project. Once flood mitigating earthworks are complete, any footings required to be excavated for the construction of the Project will be unlikely to intercept any groundwater. If detailed design of footings or sub-structure requires excavations that may encounter groundwater, the CEMP will include a dewatering management plan to outline mitigation measures to be undertaken to reduce the risk of impacts to groundwater. During operation there are not anticipated to be any impacts on groundwater, and the potential for future impacts would be negligible.

7.3.3 Mitigation Measures

The following mitigation measures are proposed to be included in the CEMP:

- An Erosion and Sediment Control Plan will be prepared to identify measures to minimise sediment related water quality impacts. These measures may include:
  - Installation of sediment fences or sand bags prior to ground disturbance;
  - Mulching, revegetation or other measures applied to cleared areas as soon as possible to stabilise the soil; and
  - Daily checks of the site for signs of erosion and sedimentation.
  - Operation and maintenance of plant and equipment to minimise the risk of spills and contamination;

- Existing information regarding the airport drainage network will be utilised early in the planning phases of the project to ensure that potential impacts are identified early and managed appropriately;
- Provision of vehicle wash down areas and procedures where required;
- A Dewatering Management Plan will be implemented for construction which may intercept groundwater to specify the measures to prevent impacts to groundwater or surface water at the site. All groundwater is to be managed in accordance with the PFAS National Environment Protection Measure (NEPM) (HEPA 2205);
- Appropriate pollutant control devices will be installed where activities produce potential contaminants; and
- Temporary soil and water management structures to be removed only after areas have been stabilised.

7.4 Cultural Heritage

7.4.1 Baseline Conditions

Hobart Airport contains buildings and sites of both Historic and Aboriginal heritage values. Llanherne House is heritage listed under the Tasmanian Historic Cultural Heritage Act 1995, and the Air Traffic Control Tower has recently been listed under the EPBC Act. These sites are located to the west of the terminal, on Llanherne Hill. The project will not extend to this area.

A number of Aboriginal Heritage sites exist at HBA in the form of isolated artefacts and artefact scatters. In 2024, HBA engaged a suitably qualified heritage archaeologist to review the Aboriginal sites register, ground truth listed sites and update the HBA Heritage Management Plan. There are no known sites within 200m of the Proposed Project. The application of the HBA Heritage Management Plan ensures that all sites and their values are maintained and managed effectively.

7.4.2 Impact Assessment

There are no recorded Aboriginal Heritage sites identified within the proposed development area. Given the previous extent of disturbance at the site, it is unlikely that subsurface cultural heritage material would be encountered. Earthworks will be required for construction of the project, which would increase the risk of encountering previously undisturbed cultural heritage, although this is still considered to be low risk. The potential impact to Aboriginal heritage during construction has been assessed as low adverse. There will be negligible impact to non-Aboriginal heritage during construction. There will be negligible impact to cultural heritage during operation of the site.

7.4.3 Mitigation Measures

Although the likelihood of encountering heritage items at the site is low, if any materials resembling Aboriginal artefacts or human skeletal remains are encountered during construction, works will immediately cease and HIAPL's Environment Manager and the Airports Environment Officer will be informed immediately and in writing, in accordance with the Airports (Environment Protection) Regulations 1997.

Prior to commencement of site works, a Before You Dig Australia (BYDA) search will be undertaken covering the site. This includes the registered aboriginal heritage sites on the Aboriginal Heritage Tasmania database.

An Unanticipated Discovery Plan is to be developed and included in the CEMP for the project, detailing process and procedures in the event uncovering subsurface heritage.

7.5 Local Air Quality

7.5.1 Baseline Conditions

Hobart Airport does not currently have a formal air quality monitoring program. Mornington Station is the nearest monitoring station, located approximately 16km from the airport. Background air quality for all key pollutants (PM10, PM2.5, carbon monoxide, sulphur dioxide and nitrogen dioxide) are all well below the relevant NEPM objectives. Meteorological conditions, particularly wind direction and strength, are also relevant for air quality impacts at Hobart International Airport. Observations from the past 50 years show that the most frequent winds in the morning occur from the NW direction. No particular wind directions dominate in the afternoon, but most frequently tend to occur from the SE and NW directions. Wind speeds are generally less than 20km/h. In a local context, the site is located adjacent to a waste water treatment plant and the main runway and therefore local ambient air quality is impacted by emissions from aircraft movements, refuelling and odour generated by the TasWater water treatment plant. The closest sensitive receptors are located as shown in **Figure 11** below.

7.5.2 Impact Assessment

Construction

During construction works there is the potential for air quality to be impacted through the generation of dust. Dust emissions are expected to be minor during construction, arising from earthworks and the movement of machinery and equipment at the site. Dust generation will be controlled through mitigation measures specified in the CEMP.

Minor emissions will be generated as a result of construction machinery travelling to and from the site, however in the context of existing traffic on the Tasman Highway and Holyman Drive, these impacts are not expected to be noticeable. There will also be a range of plant and equipment on site with the potential to generate emissions during construction. Given that the plant and equipment and/or construction methodology has not been defined at this stage and the overarching influence of aircraft emissions on the ambient air quality, the potential impact from the construction plant and equipment on air quality has been assessed as low adverse. Any minor dust emissions will be controlled through mitigation measures outlined in the CEMP.

During operation there will be backup diesel generator at the site which will emit minor quantities of diesel emissions when in operation, however this will only operate in the event of mains power failure and when tested on a monthly basis for approximately 30 minutes to ensure they remain in working order. The operation of these generators is not expected to significantly affect air quality at the site, nor generate significant odours that would be detectable offsite.

The AEPR (1997) Section 2.01 defines air pollution as having occurred when a pollutant is present in air such that it causes unreasonable inconvenience at a place other than the immediate vicinity of the source.

The current production kitchen facility is located at the Northwestern end of the operational Terminal Building. This facility includes overhead extraction units, rangehoods and exhaust fans fitted with filtration media to remove particulates and provide air exchange in accordance with relevant indoor air quality requirements. Odours from food preparation and cooking are emitted from exhaust points on occasion and have not previously caused complaint from adjacent tenants or members of the public. In the context of the airport terminal, which includes several other food and beverage preparation outlets, this would be considered unlikely to cause unreasonable inconvenience.

The Proposed Production Kitchen is situated in a relatively isolated area, distanced from potential off-site receivers. It is also to be located adjacent to the open-air Cambridge Sewerage Treatment Plant, operated by TasWater on a 24hr basis.

The nearest identified olfactory receivers surrounding the Proposed Development are shown in **Figure 11** below.

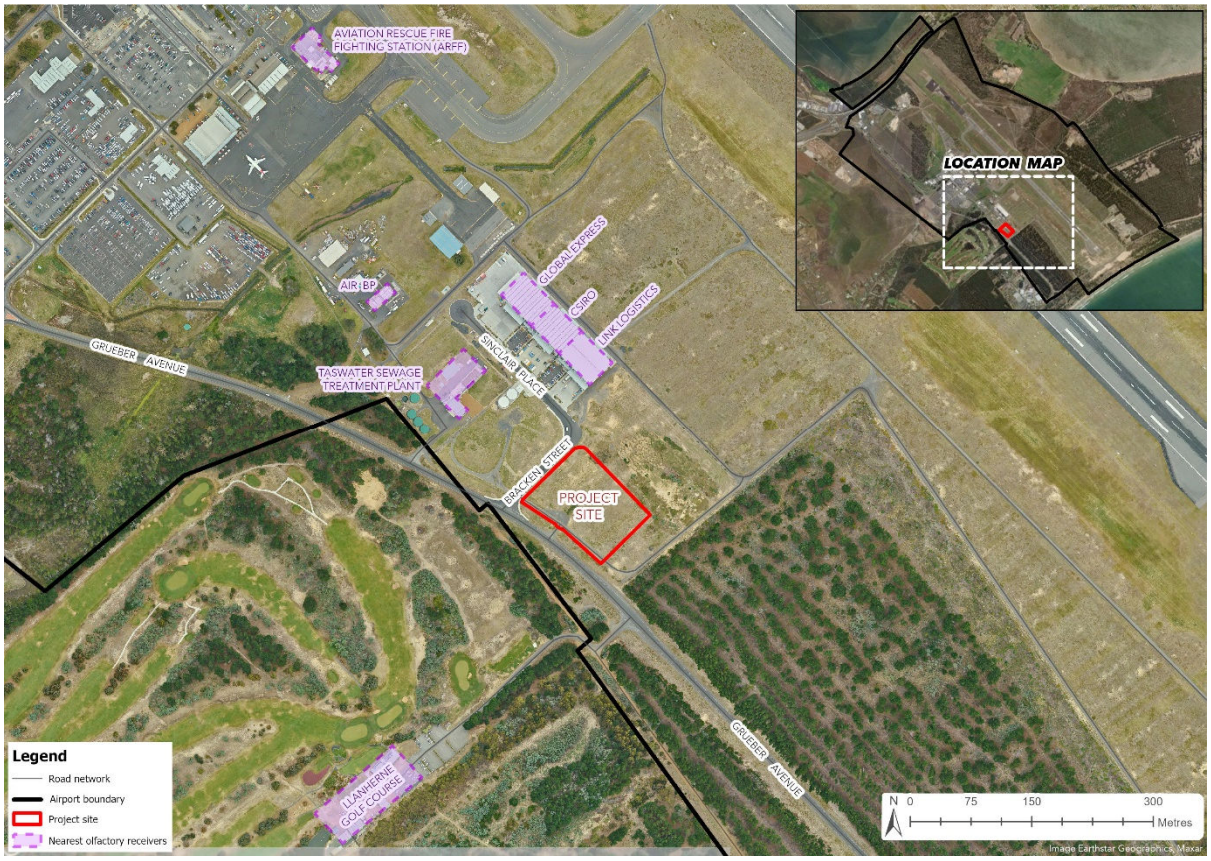

Figure 11 Identified Olfactory Receivers Surrounding Project Site

With AM periods at Hobart Airport typically dominated by North-westerly winds and the PM winds tending to both North-westerly and South-easterly, receivers would be considered unlikely to be inconvenienced by odours emanating from operations of the Proposed facility.

The impact to air quality during operation has been assessed as negligible.

7.5.3 Mitigation Measures

Air quality mitigation measures will be specified in the CEMP and be implemented by the contractor during construction and would include the following measures to ensure that potential air quality impacts are minimised:

- All machinery and equipment used at the site will be maintained to relevant standards to reduce emissions to as low as possible:
- Disturbed areas will be revegetated as soon as practicable after the construction of the works;
- Earth wetting will be undertaken as required during construction to minimise dust generation;
- Long term stockpiles will be covered or vegetated to prevent wind erosion;
- Trucks travelling to or from the site will be covered to prevent windblown dust; and
- Roads will be cleaned regularly to prevent the spread of dirt on roads surrounding the site.

During operation, waste will be stored appropriately at the site and removed regularly in accordance with existing airport waste management practices. This will prevent any odours arising from waste storage at the site.

7.6 Noise and Vibration

7.6.1 Baseline Conditions

Hobart Airport is situated in a largely industrial noise catchment, with residential areas more than 1km to the south and 1km to the west of the proposed development. Immediately adjacent to the Production Kitchen site are several commercial premises, largely operating 24 Hours per day, including the TasWater Waste Water Treatment Plant (WWTP) to the North-West and refrigerated storage and logistics to the North. The local noise catchment is dominated by low level industrial operations from these facilities as well as traffic on Grueber Avenue when Airport Operations and aircraft noise do not prevail.

HBA operates 24hrs, without noise related curfew. While aircraft movements and times are controlled by Air Services Australia and not Hobart Airport, ground based noise is generated from other airport operations. Notable ground-based noise sources from HBA have been identified as part of the Hobart Airport Plan 2022. The primary sources are;

- Aircraft taxiing, idling and ground-running on the taxiways and aprons;
- Traffic noise from predominantly public vehicles accessing the airport terminal and car park;
- Aircraft Auxiliary Power Units (APUs); and
- Ground-based support vehicles, including generators.

Occasionally, ground-based noise sources may be audible at nearby noise sensitive receivers, including residential dwellings. Residential dwellings located more than 1 km south of the airport on Surf Road are the nearest identified noise sensitive receivers.

7.6.2 Impact Assessment

The proposed facility will be in use 24hrs for refrigeration, running of plant and equipment (i.e. A/C), and some cooking operations (i.e. cook tanks operating cook/chill cycles overnight), with noisier periods of activity including staff movements, cleaning and receipt and dispatch of goods generally restricted to daylight hours. The existing relatively high background noise levels in the area, coupled with the attenuation provided by distance to receivers means that the operation of the Proposed Development is unlikely to have significant noise impacts on identified residential receivers.

Noise and vibration generated by construction of the Proposal is not expected to affect the amenity of nearby open spaces or surrounding residents, due to the site's location adjacent to the operational zone of the airport, and distance from the nearest residential area.

7.6.3 Mitigation Measures

The noise and vibration impacts associated with construction will be temporary and intermittent in nature. Construction noise will comply with the Airport (Environment Protection) Regulations 1997 to minimise the impact to the amenity of the community. Management of potential noise impacts will be outlined in the CEMP.

Construction activities will comply with the Hobart Airport's noise monitoring and complaints procedures as per the Hobart Airport Environmental Strategy 2022.

7.7 Hazardous Materials

7.7.1 Baseline Conditions

A Detailed Site Investigation (DSI) was undertaken in 2025 for the Project site which included the adjacent soil stockpiles, in accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM ASC) (refer to **Appendix F**).

The DSI identified four Contaminants of Potential Concern for investigation:

- Total recoverable hydrocarbons (TRH) or total petroleum hydrocarbons (TPH)
- Polycyclic aromatic hydrocarbons (PAH)
- Heavy metals
- PFAS

The investigation concluded that neither the stockpiles nor the greater development footprint of the Proposed Project indicate COCPs in soils at levels exceeding NEPM 2013 guideline limits for commercial/industrial land use.

However, two discrete areas of the site contain fragments of Asbestos-Containing Material (ACM) at or near the surface that will require removal in order to meet with NEPM 2013 guidelines. Further, it is necessary to determine if Asbestos Fines and Fibrous Asbestos (AF and FA) exist in soils in these areas.

PFAS compounds have been identified in the soil at levels that permit its use as fill material for the proposed development site. This is contingent upon ensuring that more than 80% of the production kitchen site surface is paved and appropriately managed to limit exposure to ecological receptors.

7.7.2 Impact Assessment

Prior to commencement of construction works, HIAPL will engage suitably qualified and licenced remediation and asbestos removal contractors to remove and dispose of any ACM impacted materials and soils, prior to undertaking validation sampling.

This would have a positive impact on the immediate area, removing the potential for further spreading of hazardous materials in future.

During operation, the Production Kitchen will be required to bring hazardous goods to site for activities such as cleaning and powering equipment including the back-up generator. Hazardous goods will continue to be handled and stored in accordance with HIAPL procedures and regular monitoring of the new systems will be undertaken. The impact of hazardous goods during operation has therefore been assessed as negligible.

7.7.3 Mitigation Measures

During construction, measures for the management of hazardous goods will be specified in the CEMP, including:

- A site specific unexpected finds procedure would be developed and included in the CEMP for the works.
- Establishment of a dangerous goods storage area, with appropriate bunding, for any hazardous goods required during the construction phase;
- Storage and handling of dangerous goods in accordance with the *Work Health and Safety Act 2011* and HIAPL's Site Management Procedure for Storage and Handling of Contaminating Substances (SMP01).
- Any hazardous wastes will be collected and transported to a designated disposal site as soon as possible; and
- A spill control plan and emergency procedures will be implemented. The management requirements outlined in the HIAPL Asbestos Management Plan will be required to be adhered to should asbestos be encountered during construction.

7.8 Traffic

7.8.1 Baseline Conditions

There are traffic challenges at the Production Kitchen's existing location as the main access road to the Production Kitchen along Loop Road, must be shared with car rental companies, taxis and rideshare, Virgin Cargo deliveries. This results in the area being congested during standard work hours.

The deliveries and truck movement frequency for food supplies and dry goods to Tasmania Health Service Southern sites are eight to ten per day between 6:00am and 2:00pm. There are up to four trucks that transport food between the Airport site and the health facilities.

Vehicle traffic relating to maintenance and waste collection includes daily general waste skip bin collection and truck washing; fortnightly recycled cardboard skip bin collection, mixed waste skip bin collection; and 3 monthly grease interceptor trap pumping.

7.8.1.1 Car Parking

DoH staff currently use the existing HIAPL staff carpark which comprises 200+ car spaces. At the new Production Kitchen 67 car parking spaces (including two DDA compliant and five visitor) have been provided for.

There is no on-street parking permitted along Grueber Avenue.

7.8.1.2 Pedestrian and Cyclists

A 1.5m footpath is located on the north-western side of Bracken Street. The footpath does not, however, continue along Grueber Avenue. There are no bicycle lanes, or off-road bicycle paths are located on Grueber Avenue in the vicinity of the site, although it is understood that cyclists often ride along Grueber Avenue, using the 1.5m wide shoulders.

7.8.1.3 Public Transport

There are no public bus services in the immediate vicinity of the site.

A SkyBus operates between Hobart City and the Airport which is approximately 1.3km north of the site. The SkyBus operates between approximately 8:00am and 10:00pm at 30-minute intervals.

7.8.2 Impact Assessment

The route to the existing Production Kitchen runs along Loop Road, and the new route for the proposed Production Kitchen will be along Grueber Avenue, as outlined in **Figure 12**.

Figure 12 Vehicle Route to Existing Production Kitchen vs Route to New Location

Entry to the Production Kitchen is off Grueber Avenue, along Bracken Street and into the site via a new access road, north-east continuation of Sinclair Place, that will be constructed by HIAPL.

Within the site, there will be two types of traffic generated to the site:

- Staff and visitors accessing the car pack.
- Commercial and heavy vehicles accessing the Production Kitchen facility (with the largest vehicle being an 8.8m MRV).

There are three access / exit points:

- Staff access – secure entry and exit point for staff vehicles.
- Commercial vehicle access – entry point for commercial and heavy vehicles accessing the Production Kitchen.
- Commercial vehicle exit – exit point for commercial and heavy vehicles accessing the Production Kitchen facility.

A Traffic Impact Assessment (TIA) has been developed for the proposed development, along Grueber Avenue and Bracken Street, which identifies existing traffic volumes, and what will be generated as part of the proposed development (refer to **Appendix E**).

The TIA is based on the expected shift times and staffing levels, as shown in **Figure 13**.

Shift time	Role	Number of Staff
Food services staff		
6:00am – 2:00pm	Production day team	13
	Chef	10
7:00am – 3:00pm	Production shift team	7
	Catering clerk	1
	Cleaner	1
8:00am – 4:00pm	Trayline	8
	Ware wash	6
Administration, operations, supervisors and drivers		
5:00am – 2:00pm	Executive chef	1
6:00am – 2:00pm	Production supervisor	1
8:00am – 4:00pm	Drivers	4
	Administrative officer	1
	Supervisor	2
9:00am – 5:00pm	Operations manager	1
	Food and retail manager	1
	Business support officer	3

Figure 13 Staffing and Shift Times (Traffic Impact Assessment, Pitt & Sherry, 2025)

As shown in **Figure 14**, and further detailed in the TIA, during the PM network peak hour (4:00pm to 5:00pm), an additional 37 vehicles are added to the existing vehicle volumes experienced at the intersection as a result of the proposed development. The TIA has assumed that the same number of existing vehicles are on the road network at 2:00pm to 3:00pm as were counted during the PM network peak hour (4:00pm to 5:00pm).

The TIA also identifies that the Grueber Avenue/Bracken Street intersection currently operates well with acceptable queues and delays on all approaches. The intersections are both anticipated to operate well post development and 10-years post development.

Overall, the TIA concludes that there are no traffic impacts anticipated as a result of the proposed development, or any road safety issues associated with the proposed development. Traffic to and from the Production Kitchen building and its loading docks has been carefully designed to be contained within the proposed Project Site to meet DoH hygiene requirements and create safer access to the facility. There will be a positive impact to the Hobart Airport's internal roads, including Loop Road, with medium to heavy vehicles associated with the Production Kitchen using the major arterial roads including Holyman Avenue, Grueber Avenue and Bracken Street.

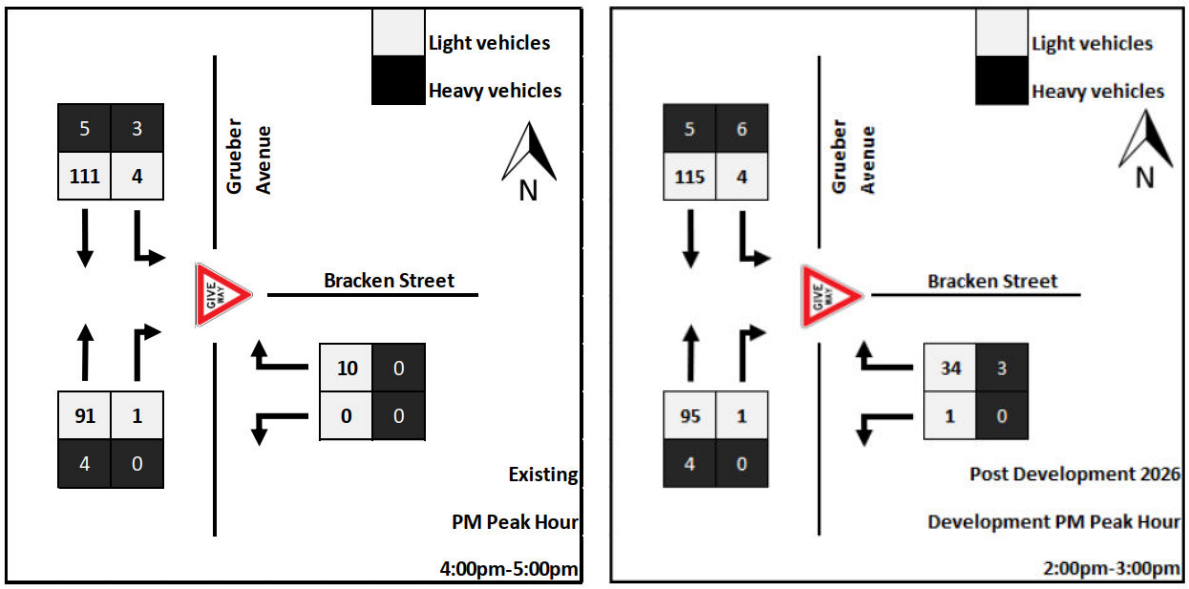

Figure 14 Existing traffic volumes existing PM peak hour (Traffic Impact Assessment, Pitt & Sherry, 2025)

7.8.3 Mitigation Measures

During construction of the proposed development, the CEMP will outline controls relating to construction traffic and deliveries. A Traffic Control Plan will be developed by a suitably qualified person where required by state and local laws for oversize plant and deliveries.

No further mitigation strategies are proposed. The physical relocation of the Production Kitchen will reduce local traffic impacts during operation of the facility.

7.9 Social and Economic

7.9.1 Baseline Conditions

Approximately 64% of all people travelling to and from Tasmania do so via Hobart Airport. As such, Hobart Airport continues to be an important economic driver for southern Tasmania and is home to more than 600 full time equivalent jobs, and over 50 businesses across the precinct.

As a long-term existing tenant of Hobart Airport, the Tasmanian Department of Health operates the existing production facility, employing 54 Full Time Equivalent (FTE) staff. The proposed Production Kitchen has been designed to accommodate 60 FTE staff.

The current location at Hobart Airport provides the Production Kitchen excellent proximity to the southern Tasmanian facilities it services.

7.9.2 Impact Assessment

The construction of the proposed Production Kitchen, based on building costs only, is expected to generate an additional $54.58 million of additional economic output, and support 179 local jobs both direct and indirect. (source: NIEIR 2024)

The provision of services ongoing will continue to support an estimated $35.95 million of economic output and 129 local jobs, both direct and indirect. (source: NIEIR 2024)

The proposed Production Kitchen supports the continued provision of catering, which will provide between 1600 to 1800 plated meals per day. This, for the Royal Hobart Hospital and other facilities across Southern Tasmania. By retaining the Production Kitchen location at Hobart Airport, the services can continue to benefit from transportation and proximity cost benefits associated with the site.

7.9.3 Mitigation Measures

There are no mitigation measures proposed.

7.10 Visual

7.10.1 Baseline Conditions

The existing visual amenity comprises a mix of large scale industrial businesses and vacant parcels of land. The existing Production Kitchen is located directly adjacent to the northern end of the terminal building. This site is not directly visible or accessible to terminal users or travellers.

The development is located landside, in a publicly accessible area, approximately 100m from airside boundary, that is, it is not in an area requiring airside security clearance and monitoring.

7.10.2 Impact Assessment

The proposed development is accessed from a cul-de-sac within the Aviation Support Precinct to the south of the terminal facilities at HBA. Surrounding land users are primarily large scale and industrial, comprising freight, logistics and a wastewater treatment plant (refer **Figure 15**).

Figure 15 View from Grueber Avenue towards the Project site and Bracken Street

The construction of the proposed development would not affect any vistas, outlooks or public spaces during operation. The incorporation of landscaping and aesthetics into the detailed design of the facility ensures that it does not have significant visual impacts during operation. Australian Border Force CCTV systems and Civil Aviation Safety Authority will not be affected by the Proposed development.

During construction of the Production Kitchen, machinery and equipment will be required on site, which has the potential for the spread of dust and construction debris. Industrial and oversized machinery and equipment is not uncommon within the airport precinct and is not expected to impact nearby land users or tenants. The construction works will have a low adverse impact on immediate visual environment, noting the development's location which is away from the main entrance of the airport.

It is considered that the Project will not impact the visual amenity of the airport.

7.10.3 Mitigation Measures

Appropriate screening during the construction phase will be used by the contractor to manage dust. Landscaping and sealed surfaces proposed for the development will serve to minimise weed establishment, prevent sedimentation, including use of species that do not attract bird species that may form a hazard to aircraft operations.

7.11 Lighting

7.11.1 Baseline Conditions

The development site falls within the lighting control zone as per Figure 10.5 of the Hobart Airport Master Plan 2022, as such a lighting assessment against the NASF Guideline E is required.

7.11.2 Impact Assessment

Any lighting will comply with the various lighting control zones as specified in Civil Aviation Safety Authority (CASA) Manual of Standards Part 139.

The building is expected to be constructed from steel frames, colourbond cladding, and composite Bondor panels. As such, it is not expected for there to be any risk of pilot distraction from reflective glare from these building materials. Solar panels are not planned to be installed at the site, and there are no coloured lights proposed as part of the project or associated construction works.

7.11.3 Mitigation Measures

No further mitigation strategies are required. All proposed lighting will be designed in alignment with the NASF Guideline E.

7.12 Services

7.12.1 Baseline Conditions

Power and Communications

Hobart International Airport currently owns and operates a 11kV network on the airport. The proposal will be supplied with electricity adequate to supply all building, lighting and other services.

The proposal will incorporate current telecommunications technologies in all respects, including the ability for fibre optics communication/data transmission. There are cabling conduits for multiple carriers throughout the precinct owned and managed by HIAPL.

Water and Sewerage

Domestic water is supplied to the Aviation Support Precinct from an existing 100mm water main running underground.

The existing sewerage system at the Aviation Support Precinct consists of a network of gravity discharge pipes in combination with a local pumping station. The sewer is then pumped out to TasWater sewerage treatment plant approximately 250m away from the site.

Fire Services

The existing fire water system consists of three diesel pumps, and two fire water storage tanks. The storage tanks located at the Aviation Support Precinct supplies the fire water ring main which services the Aviation Support Precinct site. The same mains as the domestic supply are currently used to supply water for fire suppression which is stored in storage tanks. This is in line with TasWater policy.

7.12.2 Impact Assessment

Power and Communications

The proposed development will be supplied with electricity adequate to supply all building, lighting and other services. The estimated maximum demand of the Production Kitchen is expected to be 3203A. This will require the installation of an additional 2500kVA transformer. HIAPL is currently upgrading its power network to meet The Project's power demands.

Water and Sewerage

The development is not expected to impact on the current water infrastructure servicing the Aviation Support Precinct as the originally designed infrastructure was sized appropriately to accommodate for future developments in the local area.

The capacity of the existing sewer mains and network has been assessed as adequate to meet the discharge form the proposed development.

The proposed development will be connected to the existing wastewater and sewage reticulation system in the Aviation Support Precinct. The development will produce trade waste in addition to Hobart Airport's current trade waste agreement. A detailed design has been undertaken in conjunction with TasWater to manage the trade water outfall.

Fire Services

The proposed development will include provision of additional hydrants, which will be supplied from the existing fire water main.

7.12.3 Mitigation Measures

Power and Communications

To meet the Project's electrical maximum demand of 3203A, a new substation will be installed on the project site as indicated in **Figure 16.**

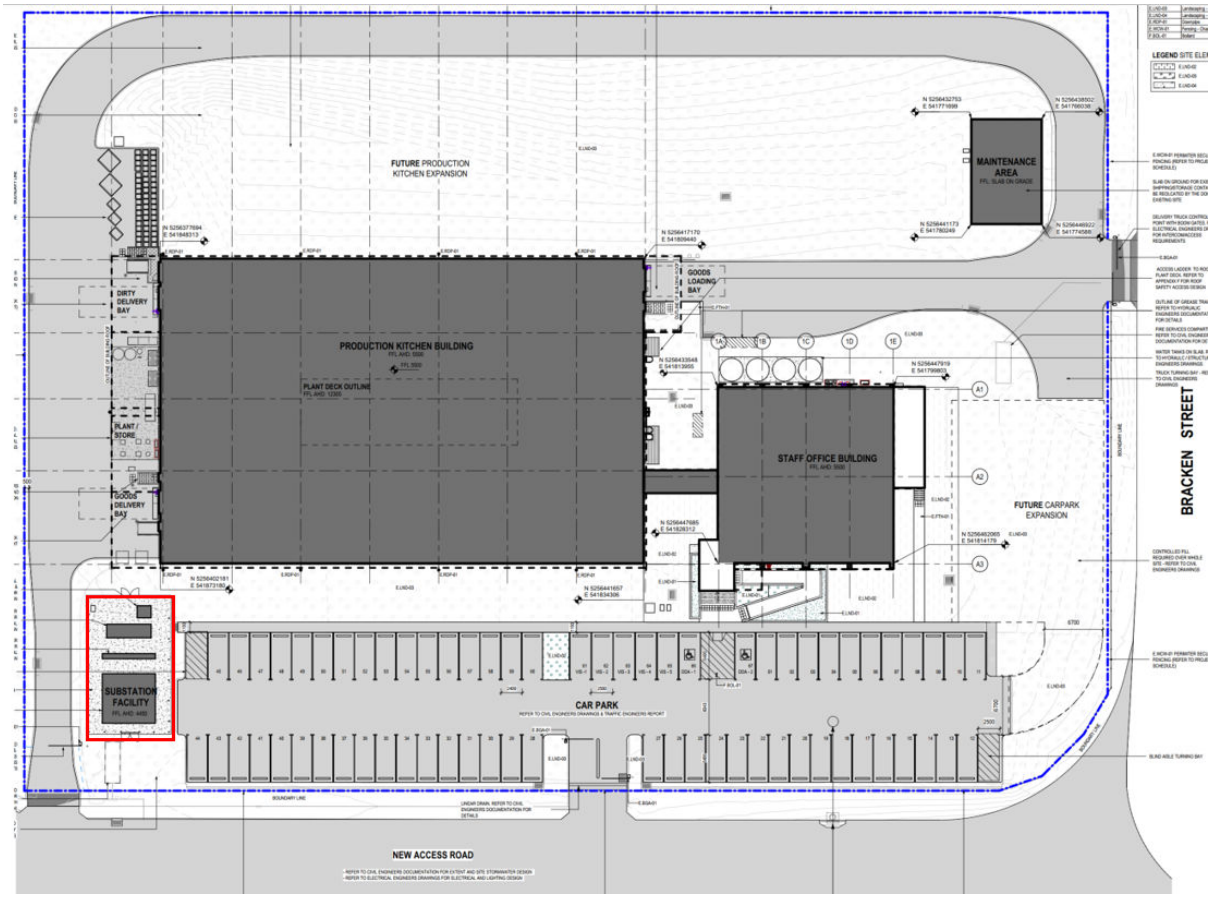

Figure 16 Plan Showing Location of Substation (JAWS)

Water

To meet the Trade Waste and TasWater requirements, a Dissolved Air Floatation pre-treatment unit has been designed, and will be constructed as part at the Project site, as part of the proposed development.

Fire

There are no further mitigation measures proposed.

7.13 Waste

7.13.1 Baseline Conditions

The existing Production Kitchen is located in close proximity to the runway, with vermin controls in place to mitigate the attraction of birds and wildlife, thereby reducing the risk of bird strike on the runway. The Department of Health has an established Statewide Waste Management Protocol, Food Safety Program specific for the Production Kitchen which details the existing facility's pest control strategy, as well as a Production Kitchen specific Waste Management Policy. Key controls in place to avoid attracting vermin, flies, wasps and the like, include regular cleaning of the waste area (including clean out of the drains), monitoring and regular removal of waste, in addition to ensuring lids remain closed.

In relation to waste collection, waste is collected daily by an external contractor, which includes 30 x 120 litre food waste and green wheelie bins, 2 x 4.5m skip bins for cardboard, and separately for general waste, and 3 x 1100 litre medium skip bins for commingled recycling.

7.13.2 Impact Assessment

The waste management approach for the proposed Production Kitchen will include three waste streams in alignment with HIAPL's Waste Management Policy, including food waste and recycling, non-recycling and liquid trade waste. There are no proposed changes to the current waste management approach in place at the existing Production Kitchen. While existing vermin controls will be continued at the new Production Kitchen, it is expected that there will be less risk of vermin and bird impacts to the runway as the new Production Kitchen is located further away from the runway as shown in **Figure 12**.

7.13.3 Mitigation Measures

The proposed Production Kitchen will incorporate vermin controls consistent with risk mitigation measures at the existing site. This will include regular monitoring, covering of waste bins with lids, and weekly removal of waste off site. The proposed waste management approach has been reviewed by the HIAPL Assets team and is in alignment with the Hobart Airport Master Plan 2022 Environment Strategy.

7.14 Impact on Aviation

7.14.1 Baseline Conditions

The existing Production Kitchen is located in close proximity to the runway with airside access as shown in **Figure 11**, however the facility is commercial and not related to the runway or airport operations.

7.14.2 Impact Assessment

The Project has been assessed against the NASF seven principles and nine guidelines which outline a number of requirements to enhance the current and future safety, viability and growth of aviation operations. The NASF Principles are listed below.

- Principle 1 – The safety, efficiency and operational integrity of airports should be protected by all governments, recognising their economic, defence and social significance.
- Principle 2 – Airports, and local communities should share responsibility to ensure that airport planning is integrated with local and regional planning.
- Principle 3 – Governments at all levels should align land-use planning and building requirements in the vicinity of airports.
- Principle 4 – Land-use planning processes should balance and protect both airport/aviation operations and community safety and amenity expectations.
- Principle 5 – Governments will protect operational airspace around airports in the interests of both aviation and community safety.
- Principle 6 – Strategic and statutory planning frameworks should address aircraft noise by applying a comprehensive suite of noise measures.
- Principle 7 – Airports should work with governments to provide comprehensive and understandable information to local communities on their operations concerning noise impacts and airspace requirements.

The table below details how the Project responds to the NASF Guidelines.

Table 1 Project Response to NASF Guidelines

Guideline A: Measures for Managing Impacts of Aircraft Noise	This guideline provides guidance on the use of a complementary suite of noise metrics, including the ANEF system and frequency-based noise metrics to inform strategic planning and provide communities with comprehensive and understandable information about aircraft noise. Noise exposure will not change as a result of the Project. Specifically, works are not expected to generate noise impacts that exceed those associated with adjacent aircraft noise.
Guideline B: Managing the risk of building generated windshear and turbulence at airports	Purpose of this guideline is to provide guidance to decision makers and airport operators on how to manage the risk of building generated turbulence (i.e. rapid irregular changes in wind speed and/or direction at a fixed point) at airports). The height of the building as proposed at 10m AGL, will be below the Obstacle Limitation Surfaces and the PASN-OPS surfaces for Hobart Airport. Being 550m offset from the runway centreline, it is outside the NASF Guideline B trigger heights and zones for wind shear and turbulence.
Guideline C: Managing the risk of wildlife strikes in the vicinity of airports	This guideline provides guidance to decision makers and airport operators to reduce the risk of strikes between wildlife and aircraft by managing wildlife-attracting land uses near airports. The Project includes relocation of the existing Production Kitchen, with current airside access, to a new site which is further away from the runway, with no direct access to airside area. Therefore, the Project is not expected to increase the risk of wildlife strikes in the vicinity of the airport.
Guideline D: Managing the risk of wind turbine farms as physical obstacles to air navigation	Guideline D addresses risks associated with wind turbines and low flying aviation operations. Specifically, the guidelines provide guidance to address the risk to civil aviation arising from the development, presence and use of wind farms and wind monitoring towers. This guideline is not applicable to the Project.

Guideline E: Managing the risk of distractions to pilots from lighting in the vicinity of airports	This guideline provides guidance to address the risk of distractions to pilots of aircraft from lighting and light fixtures near airports. The Project includes external lighting around the buildings and carpark area that will only operate between 6am to 6pm, Monday to Sunday. Due to close proximity to the airport, no exterior lighting shall spill lighting above the horizontal plane. Luminaires specified shall satisfy this requirement.
Guideline F: Managing the risk of intrusions into the protected airspace of airports	Guideline F provides guidance for decision makers about working within and around protected airspace, including OLS and PANS-OPS intrusions), and how these can be better integrated into local planning processes to protect aircraft from obstacles or activities that could be a threat to safety. CASA has been consulted in relation to this project and not identified any safety or operational issues, as the Project is 550m offset from the runway centreline and therefore outside the NASF Guideline B trigger heights. The Project is located within the Hobart Airport Obstacle Limitation Surfaces Inner Horizontal Surface zone with a maximum height restriction of 47m AHD. The height of the Project buildings as proposed at 10m AGL is below the restriction height by 37m.
Guideline G: Protecting aviation facilities - communications, navigation and surveillance (CNS)	Guideline G provides land use planning guidance to better protect Communications, Navigation and Surveillance (CNS) facilities that support the systems and processes in place by Airservices Australia, the Department of Defence or other agencies under contract with the Commonwealth Government to safely manage the flow of aircraft into, out of and across Australian airspace. The height of the building as proposed at 10m AGL, will be below the Obstacle Limitation Surfaces and the PASN-OPS surfaces for Hobart Airport, therefore there will be no impact on line of site for the air traffic control tower.
Guideline H: Protecting Strategically Important Helicopter Landing Sites	This guideline has been developed to protect helicopter landing sites. Two helicopter landing sites associated with helicopter operations at Hobart Airport are located approximately to the south and south-east of the terminal. The Project area is located approximately 800m from the closet helicopter site along Holyman Avenue, therefore this guideline is not applicable to the Project.
Guideline I: Public Safety Areas	This guideline has been developed to mitigate the risk of on-ground fatalities from an aircraft incident, by informing a consistent approach to land use at the end of airport runways. Public Safety Areas are a designated area of land at the end of an airport runway within which development may be restricted in order to control the number of people on the ground at risk of injury in the event of an aircraft accident on take-off or landing. The Project area is not located within a public safety area given its location away from the end of the runways. This guideline is therefore not applicable to the Project.

7.14.3 Mitigation Measures

Where applicable, mitigation strategies are noted in section 7.14.2. Based on the assessment outcome outlined in section 7.14.2, there are no further mitigation strategies required.

7.15 Climate Change

Climatic conditions assist in understanding the environment of the project area as well as influencing the development of construction management measures.

The Hobart region has mild, rainy, winters and cool, summers. The western currents prevail throughout the year, with a series of disturbances that bring rainfall especially on the west side of the Island. The mean annual rainfall is 611.4 millimetres which is well distributed over the seasons and often in the form of frequent drizzle and brief showers. The mean maximum temperature is 17°C, and the mean minimum temperature is 8.4°C. HIAPL considers there will be no significant impact to climate or weather conditions as a result of this development. The Head Contractor's Construction Environment Management Plan (CEMP) will include mitigation measures related to erosion and sedimentation and dust control during construction to mitigate the influence of weather on these factors.

8 Reporting

The Hobart Airport Master Plan 2022 covers HIAPL's Environmental management framework which includes environmental reporting. Regular audit and review of projects, contractors and operations provide opportunities to improve environmental practices and compliance with the *Airports (Environment Protection) Regulations 1997* (AEPR). Environmental reporting is a key component of Hobart Airport's risk management framework. Risk registers and incident data are reported and reviewed by the Board of Directors, CEO, and Hobart Airport staff on a regular basis. Under the AEPR, Hobart Airport as the ALC is required to prepare and submit an Annual Environment Report (AER) to the Commonwealth via the AEO. The AER reports on the environmental performance of the Airport on an annual basis.

9 Consultation

9.1 Approach to Consultation

HIAPL is committed to effective consultation with all stakeholders. The consultation approach aims to:

- Provide information about the Production Kitchen Project MDP to relevant stakeholders and community members during the preparation of the document;
- Provide opportunities for HIAPL to consult with people and groups to better understand the real and perceived impacts and benefits of the development plans; and
- Meet the consultation requirements of the *Airports Act 1996* for the Production Kitchen Project MDP.

9.1.1 Exposure Draft MDP Phase

The Exposure Draft is the first version of the MDP. Although it is not a formal requirement of the *Airports Act 1996*, it has been provided to the Department prior to the formal consultation process.

The Exposure Draft will be submitted to key stakeholders in parallel to its submission to the Department, to enable early comment on the proposal. Stakeholders include:

- Civil Aviation Safety Authority
- Airservices Australia

- Department of Transport, Infrastructure, Regional Development, Communication and the Arts
- Department of Climate Change, Energy, the Environment and Water

The Exposure Draft MDP is updated to reflect applicable feedback received from the Department and other stakeholders.

9.1.2 Preliminary Draft MDP

Consultation will occur through the public exhibition of the Preliminary Draft MDP in accordance with Section 92(1A) of the *Airports Act 1996*. Stakeholders include Commonwealth and State Government departments and Members, Local Government, and other airport stakeholders including but not limited to:

- Department of Defence / 29 Squadron
- Tasmanian Minister for Housing, Planning and Consumer Affairs
- Tasmanian Minister for Health
- Tasmanian Planning Commission
- Tasmanian Department of State Growth Transport, Transport Policy Branch
- TasWater
- Clarence City Council
- Sorell Council
- Hobart City Council
- Neighbouring airport tenants
- Bureau of Meteorology

9.1.3 Exhibition of the Preliminary Draft MDP

The Preliminary Draft MDP will be publicly exhibited in accordance with **Section 92** of the *Airports Act 1996.* In accordance with the Act, the Preliminary Draft MDP will be publicly advertised for 60 business days, or a shorter period (of not less than 15 business days after the publication of the notice) that is approved by the Minister.

A notice is required to be placed in the Tasmanian newspaper, which is to include the following statements;

- Preliminary Draft MDP has been prepared and the public exhibition period.
- Copies of Preliminary Draft version of the MDP will be made available for inspection and purchase by members of the public during normal office hours throughout the consultation period specified in the notice.
- The place or places where the copies are available for inspection and purchase.
- The Preliminary Draft version of the MDP is available free of charge to members of the public on the airport's website through the consultation period specified in the notice and the details of the airport's website https://hobartairport.com.au.
- Inviting members of the public to give written comments about the draft version to the company within the consultation period specified in the notice.

9.1.4 Draft MDP and Submission to Minister

Following public exhibition of the Preliminary Draft MDP, the MDP may be updated in response to feedback received during the exhibition period. The Draft MDP and a Supplementary Report detailing the consultation undertaken and any MDP updates made, will be submitted to the Minister for Infrastructure and Transport who is responsible for all decisions in relation to a MDP for a major airport development.

The Minister will refer the Draft MDP to relevant agencies and departments to receive advice prior to making a decision to approve of refuse the MDP.

10 Conclusion

The existing Production Kitchen cannot be expanded or upgraded in its current location without encroaching on the RPT apron or compromising ground transport access routes. These constraints make the site unsuitable for the scale and functionality required of a modern food production facility.

Relocation of the kitchen to a new site that does not require airside access will enable continued catering services to Southern Hospitals and a range of other facilities, while also allowing for future growth in line with projected demand. The move will also free up valuable land adjacent to the passenger terminal and airside boundary for developments more appropriately suited to this location.

The proposed development is consistent with the intent of the Hobart Airport Master Plan 2022, supporting the plan's broader vision and objectives. It is anticipated to contribute to economic development and generate employment opportunities across southern Tasmania. It is submitted that the proposed development and MDP satisfies the requirements of Section 91 of the *Airports Act 1996*.

The proposed development has been assessed in relation to its potential impact on the physical, biological, cultural and social environments of the project area, including impacts as a result of the construction works and operational requirements. Outcome of the assessment is that the proposed development will be a net positive contribution to the precinct, and enable essential catering services to continue for the benefit of the broader southern Tasmanian region.

The project area has been subject to previous disturbance and therefore, will not affect any known sites of Aboriginal or historic cultural heritage or any areas of ecological value. As outlined, the impacts can be appropriately managed through the implementation of a Project Construction Environmental Management Plan.

11 Appendix A – Consistency of the MDP with Statutory Requirements

Section 91 Contents of a major development plan	Relevant section of the MDP
1(A) The purpose of a major development plan, in relation to an airport is to establish the details of a major airport development that:	
(a) relates to the airport; and	Section 2 Executive Summary
(b) is consistent with the airport lease for the airport and the final master plan for the airport.	
(1) A major development plan, or a draft of such a plan, must set out:	
(a) the airport-lessee company's objectives for the development; and	Section 3.5 Objectives
(b) the airport-lessee company's assessment of the extent to which the future needs of civil aviation users of the airport, and other users of the airport, will be met by the development; and	Section 3.5 Objectives
(c) a detailed outline of the development; and	Section 6 Proposal Description
(ca) whether or not the development is consistent with the airport lease for the airport; and	Section 5.1 Hobart Airport Lease
(d) if a final master plan for the airport is in force—whether or not the development is consistent with the final master plan; and	Section 5.2 Hobart Airport Master Plan 2022
(e) if the development could affect noise exposure levels at the airport—the effect that the development would be likely to have on those levels; and	Section 7.6 Noise and Vibration
(ea) if the development could affect flight paths at the airport— the effect that the development would be likely to have on those flight paths; and	Section 7.14 Impact on Aviation
(f) the airport-lessee company's plans, developed following consultations with the airlines that use the airport, local government bodies in the vicinity of the airport and—if the airport is a joint user airport—the Defence Department, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and	Section 7.6 Noise and Vibration
(g) an outline of the approvals that the airport-lessee company, or any other person, has sought, is seeking or proposes to seek under Division 5 or Part 12 in respect of elements of the development; and	Section 9 Consultation
(ga) the likely effect of the proposed developments that are set out in the major development plan, or the draft of the major development plan, on:	
(i) traffic flows at the airport and surrounding the airport; and	Section 7.8 Traffic / Appendix E – Traffic Impact Assessment
(ii) employment levels at the airport; and	Section 7.9 Social and Economic
(iii) the local and regional economy and community, including an analysis of how the proposed developments fit within the local planning schemes	Section 4 Legislative Framework

Section 91 Contents of a major development plan	Relevant section of the MDP
for commercial and retail development in the adjacent area; and	
(h) the airport-lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development; and	Section 7 Environmental Impact Assessment
(j) the airport-lessee company's plans for dealing with the environmental impacts mentioned in paragraph (h) (including plans for ameliorating or preventing environmental impacts); and	Section 7 Environmental Impact Assessment
(k) if the plan relates to a sensitive development—the exceptional circumstances that the airport-lessee company claims will justify the development of the sensitive development at the airport; and	N/A
(l) such other matters (if any) as are specified in the regulations.	N/A
(2) Paragraphs (1)(a) to (k) (inclusive) do not, by implication, limit paragraph (1)(l).	N/A
(3) The regulations may provide that, in specifying a particular objective, assessment, outline or other matter covered by subsection (1), a major development plan, or a draft of such a plan, must address such things as are specified in the regulations.	N/A
(4) In specifying a particular objective or proposal covered by paragraph (1)(a), (c) or (ga), a major development plan, or a draft of a major development plan, must address:	
(a) the extent (if any) of consistency with planning schemes in force under a law of the State in which the airport is located; and	Section 4 Legislative Framework
(b) if the major development plan is not consistent with those planning schemes—the justification for the inconsistencies.	Section 4 Legislative Framework
(5) Subsection (4) does not, by implication, limit subsection (3).	Noted
(6) In developing plans referred to in paragraph (l)(f), an airport-lessee company must have regard to Australian Standard AS 2021—2000 ("Acoustics—Aircraft noise intrusion—Building siting and construction") as in force or existing at that time.	Section 7.6 Noise and Vibration
(7) Subsection (6) does not, by implication, limit the matters to which regard may be had.	Noted

12 Appendix B – Proposed Development Site Plan

13 Appendix C – Natural Values Assessment

14 Appendix D – Geotechnical Site Investigation

15 Appendix E – Traffic Impact Assessment

16 Appendix F – Detailed Site Investigation