



Australian Government
Civil Aviation Safety Authority

STAKEHOLDER ENGAGEMENT DIVISION

CASA Ref: G118/283

17 April 2018

Mr Nick Juradowitch
Director
Ingham Planning Pty Ltd
Suite 19 303 Pacific Highway
LINDFIELD NSW 2070

Email: nick@inghamplanning.com.au

Dear Mr Juradowitch

Thank you for your letter of 27 March 2018 requesting comment from the Civil Aviation Safety Authority (CASA) on the Major Project Application MP10_0068 for the construction of a Reduced Level 220m high building in Argyle Street, Parramatta, NSW.

CASA has reviewed the information provided and I am advised that the proposed building will infringe the future prescribed airspace for Bankstown Airport. The proposal is therefore a land use planning matter within the jurisdiction of the Department of Infrastructure, Regional Development and Cities as the administrator of the Airports (Protection of Airspace) Regulations 1996.

The proponents of buildings and cranes which seek to infringe prescribed airspace around Bankstown Airport must first obtain an approval under these Regulations. Applications should be addressed to:

General Manager, Aviation
Bankstown Airport Limited
BACA Airports Pty Ltd.
PO Box 6450
WETHERILL PARK DC NSW 1851

The proponent should also consider the specific issues which are contained in the attachment as part of any planning and development.

For more information or to discuss this matter further, please email: anaa.corro@casa.gov.au.

I trust this information is of assistance.

Yours sincerely

Carolyn Hutton
Branch Manager
Government and International Relations

ATTACHMENT – CASA Recommendations

Departure and Approach Procedures

Any proposed structures and cranes if used in construction should be referred to the procedure design organisation/s responsible for the maintenance of instrument flight procedures at the Aerodrome. Please be aware that there may be more than one organisation responsible for the procedures at the aerodrome.

To check which organisations are responsible you can view the procedures at:

<http://www.airservicesaustralia.com/aip/aip.asp> then Departure and Approach Procedures. The logo on the bottom of each procedure plate indicates the design organisation responsible.

Compliance with standards

Any aerodrome developments to aviation facilities associated with the planning proposal need to be consistent with the requirements of Civil Aviation Safety Regulations 1998 Part 139 and the associated Manual of Standards. Further details are available on the CASA website:

<https://www.casa.gov.au/standard-page/casr-part-139-aerodromes>

The National Airports Safeguarding Framework provides guidance on planning requirements for development that affects aviation operations. This includes building activity around airports that might penetrate operational airspace and/or affect navigational procedures for aircraft. The Framework consists of a set of guiding principles with six guidelines relating to aircraft noise, windshear and turbulence, wildlife strikes, wind turbines, lighting distractions and protected airspace. Further information is available from the following link:

https://infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/

Aerodrome operations

Consultation should also be undertaken with the aerodromes operational management team to manage the following issues with developments adjacent to any aerodromes:

- Airport master planning: Council should ensure that the proposal does not affect any future development or upgrades planned by the aerodrome's operational management.
- Obstacle limitation surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations: Prior to construction, the development and crane activity should be reviewed by the aerodrome's management team for the protection of these surfaces.
- Wildlife hazard management plan: Consideration needs to be given to the final heights and bird attractions of landscaping provisions which potentially may cause a risk to aviation activities.
- Obstacle lighting: The building and any construction cranes would need to be marked to comply with CASR 139 and associated MOS, paying particular attention to the quantity, type, luminescence and whether day and/or night marking is required.
- Lighting in the vicinity of an aerodrome: Any proposed non-aeronautical ground light in the vicinity of an aerodrome may by reason of its intensity, configuration or colour, cause confusion or glare to pilots and therefore might endanger the safety of aircraft.
- Gaseous plume: Exhaust plumes can originate from a number of sources and aviation authorities have established that an exhaust plume with a vertical gust in excess of 4.3 metres/second may cause damage to an aircraft airframe, or upset an aircraft when flying at low levels.
- Control of dust: During any construction the emission of airborne particulate may be generated which could impair the visual conditions.

12 October 2016

Mr Brendon Roberts
Team Leader
Key Sites Assessments
Department of Planning & Environment
GPO Box 39, Sydney NSW 2001

Request for SEARs for Westfield Shopping Centre, Parramatta (MP 10_0068 MOD 1)

Dear Mr Roberts,

Thank you for your letter requesting Sydney Water's input on the Secretary's Environmental Assessment Requirements for the above development. We have reviewed the proposal and provide the following comments for your consideration.

Sydney Water Requirements for Environmental Assessment

Sydney Water requests Secretary Environment Assessment Requirements include the following:

1. The proponent must gain approval from Sydney Water to ensure that the proposed development does not adversely impact on any water, wastewater or stormwater main.
2. When determining landscaping options, the proponent should take into account that certain tree species can cause cracking or blockage of Sydney Water pipes and therefore should be avoided.
3. Strict requirements for Sydney Water's stormwater assets for certain types of development may apply. Consider the following in your submission, stormwater assets protection, building over and/or adjacent to stormwater assets, building bridges over stormwater assets, potential flood, water quality and heritage impacts and creation of easements.

If you require any further information, please contact Manwella Hawell of Urban Growth Strategy on 02 8849 4354 or e-mail manwella.hawell@sydneywater.com.au.

Yours sincerely,



David Gough
Manager, City Shaping

Mr Nick Juradowitch
Director
Ingham Planning
303 Pacific Highway
Lindfield NSW 2070

Dear Mr Juradowitch

**Modification 1 of Concept Plan Approval for Retail and Commercial Development at
Westfield Shopping Centre, Church Street and Argyle Street, Parramatta MP10_0068)
Pre-DA Consultation**

Thank you for your letter dated 27 March 2018, requesting Transport for NSW (TfNSW) review and comment on the above.

We note that the Secretary's Environmental Assessment Requirements were issued on the 29 September 2017. The SEARS includes a requirement for the preparation of a traffic and transport assessment that covers construction and operational phases of the proposed development. TfNSW would be pleased to review a draft of that assessment as part of the pre-DA consultation and meet with the proponent to go through any issues identified prior to finalising and lodging the development application.

TfNSW has reviewed the information available to date and suggests that the following issues be investigated and included in the traffic and transport assessment.

Proposed Changes along Argyle Street

Comment

It is noted that the modification proposal would likely increase pedestrian movements along Argyle Street with the provision of the proposed commercial tower lobby access on Argyle Street. The modification proposal may impact on pedestrian movements with the reduction in effective width of the footpath associated with the proposed reduction to the Argyle Street setback as a result of the activation of Argyle Street.

Existing bus stops and layover facilities are located along the Argyle Street frontage, in the vicinity of the site. TfNSW has no plans to relocate these facilities, which are essential to provide bus services for the wider Parramatta area.

Recommendation

The Traffic and Transport Assessment should include an assessment of the following:

- The proposed footpath width along Argyle Street would be able to accommodate existing pedestrian movements as well as the increased pedestrian activities as a result of the provision of the proposed commercial tower lobby on Argyle Street. A level of service analysis for pedestrian movements along Argyle Street should be undertaken considering the ongoing need for bus passengers, existing landscaping, and street furniture along Argyle Street; and

- The modification proposal should not have an impact on existing bus operation on Argyle Street and at the Parramatta Bus Interchange, including maintaining adequate access to bus stops and existing layover facilities.

Loading Dock for the Proposed Commercial Tower

Comment

It appears that the proposed commercial tower is expected to use the existing loading dock(s) to accommodate these additional movements as the Draft Modification 01 to Approved Concept Plan states that Marsden Street will continue to act as the loading entrance to the Shopping Centre and commercial needs. The modification proposal is likely to generate additional freight and service vehicle movements on the average weekday. It is advised that:

- All freight and service vehicle delivery movements should be conducted on-site and surrounding kerbside areas not relied upon for conducting business; and
- Kerbside restrictions are set to suit the wider needs of road users and are constantly subject to change based on network requirements. Kerbside space often changes, its provision cannot be guaranteed to any development.

Recommendation

The Traffic and Transport Assessment for the modification proposal needs to:

- Provide a detailed assessment of forecast additional freight and service vehicle movements the modification proposal is expected to generate;
- Identify which loading dock(s) will be used to accommodate the additional freight and service vehicle movements;
- Analyse the impact of these additional movements on the operation of the existing loading dock(s) and surrounding road network to establish where there is adequate capacity available to accommodate the additional demand; and
- Develop and provide detail on any mitigation measures (either infrastructure or operational management solutions) required to manage the additional demand

The modification proposal also needs to provide adequate interface between the loading docks and the new commercial tower.

Draft Construction Pedestrian and Traffic Management Plan

Comment

Several construction projects, including the Parramatta Light Rail Project and Parramatta Square development are likely to occur at the same time as this development within the Parramatta CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the Parramatta CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

The Traffic and Transport Assessment for the modification proposal needs to include a draft Construction Pedestrian and Traffic Management Plan (CPTMP). The draft CPTMP needs to specify, but not to be limited to, the following:

- Location of the proposed work zone;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number and type of construction vehicle movements including morning and afternoon peak and off peak movements;
- Construction program highlighting details of peak construction activities and proposed construction 'Staging';
- Any potential impacts to general traffic, cyclists, pedestrians and bus services along Argyle Street and Church Street within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of projects including Parramatta Light Rail Project and Parramatta Square development; and
- Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



26/4/2018

Mark Ozinga

**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

Objective Reference CD18/03230