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Your Ref.: MP08_0195

12 January, 2011

Ms Amy Watson
NSW Department of Planning
GPO Box 39
SYDNEY, NSW 2001

Dear Amy,

**CONCEPT PLAN FOR PROPOSED PROPERTY DEVELOPMENT – 78-90 OLD
CANTERBURY ROAD, LEWISHAM**

I refer to your recent application for information on obstacles in regard to the above development.

Height Restrictions

The CONCEPT PLAN FOR THE PROPOSED DEVELOPMENT at 78-90 OLD CANTERBURY ROAD, LEWISHAM lies within an area defined in schedules of the Civil Aviation (Buildings Control) Regulations which limit the height of structures to 150 feet (45.72 metres) above existing ground height (AEGH) without prior approval of the Civil Aviation Safety Authority.

Based on details provided to SACL on Drawing No. A310 Rev A being "setback Diagram" the proposed buildings will vary between 4 – 9 Storeys in height. As no proposed Maximum heights have been supplied for the proposed buildings SACL has estimated the tallest of the buildings at 9 Storeys would be approximately 29m aegl which equates to approx. 79m AHD, working on a ground height of between 48-50m AHD

In this instance, I, Peter Bleasdale, as an authorised person of the Civil Aviation Safety Authority (CASA), under Instrument Number: CASA (BC) 01/1998, and in my capacity as A/Manager CADD Services, have no objection to the erection of this structure to a maximum height of 79 metres above Australian Height Datum (AHD).

The approved height is inclusive of all lift over-runs, vents, chimneys, aerials, TV antennae, construction cranes etc.

Should you wish to exceed 79 metres above Australian Height Datum (AHD), a new application must be submitted.

Should the height of any temporary structure and/or equipment be greater than 150 feet (45.72 metres) above existing ground height (AEGH), a new approval must be sought in accordance with the Civil Aviation (Buildings Control) Regulations Statutory Rules 1988 No. 161.

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Construction cranes may be required to operate at a height significantly higher than that of the proposed controlled activity and consequently, may not be approved under the Airports (Protection of Airspace) Regulations.

SACL advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.

Information required by SACL prior to any approval is to include:

- the location of any temporary structure or equipment, ie. construction cranes, planned to be used during construction relative to Mapping Grid of Australia 1994 (MGA94);
- the swing circle of any temporary structure/equipment used during construction;
- the maximum height, relative to Australian Height Datum (AHD), of any temporary structure or equipment ie. construction cranes, intended to be used in the erection of the proposed structure/activity;
- the period of the proposed operation (ie. construction cranes) and desired operating hours for any temporary structures.

Any application for approval containing the above information, should be submitted to this Corporation at least 35 days prior to commencement of works in accordance with the Airports (Protection of Airspace) Regulations Statutory Rules 1996 No. 293, which now apply to this Airport.

For further information on Height Restrictions please contact Michael Turner on (02) 9667-9218.

Under Section 186 of the Airports Act 1996, it is an offence not to give information to the Airport Operator that is relevant to a proposed "controlled activity" and is punishable by a fine of up to 50 penalty units.

The height of the prescribed airspace at the site is between approximately 79-86 metres above Australian Height Datum (AHD) across the site. In accordance with Regulation 9 of the Airports (Protection of Airspace) Regulations Statutory Rules 1996 No. 293, "a thing to be used in erecting the building, structure or thing would, during the erection of the building, structure or thing, intrude into PANS OPS airspace for the Airport, cannot be approved".

Planning for Aircraft Noise and Public Safety Zones

Current planning provisions (s.117 Direction 3.5 NSW Environmental Planning and Assessment Act 1979) for the assessment of aircraft noise for certain land uses are based on the Australian Noise Exposure Forecast (ANEF). The current ANEF for which Council may use as the land use planning tool for Sydney Airport was endorsed by Airservices Australia on 13 March 2009 (Sydney Airport 2029 ANEF).

Whilst there are currently no national aviation standards relating to defining public safety areas beyond the airport boundary, it is recommended that proposed land uses which have high population densities should be avoided.

Yours faithfully

A handwritten signature in black ink, appearing to read 'PBleasdale'.

Peter Bleasdale
Manager CADD Services
Sydney Airport

CC: Joseph Chan – Senior Planning Manager, SACL