



AIR NAVIGATION, AIRSPACE AND AERODROMES BRANCH

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Department of Planning, Housing and Infrastructure DPHI NSW

Submitted through NSW planning portal.

MIXED USE DEVELOPMENT - GREEN SQUARE TOWN CENTRE - SITES 8 AND 19

CASA COMMENTS

CASA received an invitation to advise on the mixed-use development proposal at Green Square Town Centre - Sites 8 and 19. CASA has reviewed the Initial Airspace screening by Strategic Air of 14 January 2026.

The Initial Airspace screening indicates “Building 8A (114.5 m AHD), Building 8B (89.65 m AHD), Building 8C (115.89 m AHD), Building 8D (46.71 m AHD), Building 19A (114.7 m AHD) and Building 19B (46.8 m AHD)”.

The buildings (except 19B) and cranes will infringe the Obstacle Limitation Surface known as the Inner Horizontal Surface (RL51m) for Sydney Airport and will therefore need to be assessed under that Airports (Protection of Airspace) Regulations. The cranes for the taller buildings are likely to also infringe PANS-OPS surfaces.

The proposal is approximately 220-300m from the existing OVO building which is about RL121m. CASA has already assessed the OVO building and associated crane under the Airports (Protection of Airspace) Regulations. The assessment of the buildings should be routine. Obstacle lighting may be required on the taller buildings.

The Initial Airspace screening advises: “... a carefully managed crane strategy and stage by-stage climbing plan will be required to support the Controlled Activity Application for temporary works and to minimise the maximum crane tip height and time at height. The objective should be to engineer temporary outcomes as low as practicable and, where feasible, keep crane tip heights at or below the PANS-OPS circling surface (126.4 m AHD) to avoid PANS-OPS involvement.” Correct. Cranes that infringe PANS-OPS surfaces for more than 3 months (or less than 3 months without suitable mitigation) would present an unacceptable risk to the safety of air transport operations to and from Sydney Airport. It is possible that the Approval Authority (The Federal Department of Infrastructure ...) will require a construction/crane management plan.

Proximity to a strategic helipad is not an issue.

Notwithstanding that CASA is not an Approval Authority, CASA has no objections to the development proposal. CASA recommends implementation of the advice in the Initial Airspace screening. CASA is standing by to assess the buildings and cranes under that Airports (Protection of Airspace) Regulations on receipt of an Invitation(s) from Sydney Airport.

Yours sincerely

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Aerodrome Engineer

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