

PO Box 7608, St Kilda Road, Victoria 8004, Australia

4 September 2025

Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy St
Parramatta NSW 2150

Dear Sir/Madam,

**207-229 Young Street and 881-885 and 887-893 Bourke Street, Waterloo NSW 2017:
Prescribed Airspace Heights and Implications**

I am the aviation consultant engaged by Waterloo Property Pty Ltd atf The Waterloo Property Unit Trust (ABN: 90244 028 669) to address aviation matters associated with the development at 207-229 Young Street and 881-885 and 887-893 Bourke Street, Waterloo NSW 2017 (termed the Site). The development involves the construction of building towers at four parcels of land. This letter presents the heights of prescribed airspace above the Site and implications for buildings and cranes.

1.0 Prescribed Airspace

This section details the distance of the Site from Sydney Airport. It then describes the heights of the three categories of Sydney prescribed airspace above the Site, namely the obstacle limitation surface (OLS), PANS-OPS surface and radar terrain contour chart (RTCC) surface. Details about prescribed airspace was obtained from Sydney Airport Corporation Ltd (SACL), as well as information held by this consultant.

1.1 Distance from Bankstown and Sydney Airports

The development site is located approximately 5.4km northeast of the Sydney Airport aerodrome reference point.

1.2 Obstacle Limitation Surface (OLS)

The Site is located within the Conical Surface of the Sydney OLS at a height of 72m AHD. Permanent (buildings) and temporary (cranes) obstructions may be approved to penetrate the OLS in accordance with the Airports (Protection of Airspace) Act 1996.

Buildings and/or cranes that exceed 72m AHD require an aviation approval.

1.3 PANS-OPS Surface

The height of the Sydney PANS-OPS surface at the Site is 271m AHD. No permanent obstructions are permitted to penetrate the PANS-OPS surface. Temporary obstructions may be approved for cranes to penetrate the PANS-OPS surface for a maximum duration of three months. Any penetration of the PANS-OPS surface cannot impact the safety and regularity of air transport operations at Sydney Airport.

1.4 Radar Terrain Contour Chart (RTCC) Surface

The height of the Sydney RTCC surface at the Site is 335.2m AHD. Normally no penetrations are permitted of the RTCC, although in some circumstances a three-month temporary approval for crane operations may be approved. Any penetration of the RTCC cannot impact the safety and regularity of air transport operations at Sydney Airport.

1.5 Summary

Any building or crane that penetrates the OLS (72m AHD) requires an aviation approval. Since the PANS-OPS surface is lower than the RTCC it controls the maximum height of buildings (271m AHD). A temporary penetration of the PANS-OPS and RTCC surfaces for cranes may be approved for a maximum duration of three months.

2.0 Maximum Building Heights and Impact on Prescribed Airspace

Table 1 below details the maximum building height at the four parcels of land and their impact on prescribed airspace.

Table 1: Impact of Building Towers on Prescribed Airspace

	Max. Height of Tallest Building	Impact on Sydney Prescribed Airspace
Parcel 1	92.5m AHD	Penetrate OLS by 20.5m 178.5m below PANS-OPS 242.7m below RTCC
Parcel 2	82.5m AHD	Penetrate OLS by 10.5m 188.5m below PANS-OPS 252.7m below RTCC
Parcel 3	152.0m AHD	Penetrate OLS by 80m 119m below PANS-OPS 183.2m below RTCC
Parcel 4	73.0m AHD	Penetrate OLS by 1m below OLS 198m below PANS-OPS 262.2m below RTCC

Note: Only the tallest building tower at each parcel of land is shown

The table shows that the tallest building at all four parcels of land will penetrate the OLS. This means the tallest building towers, as well as any others that exceed 72m AHD, will require an aviation approval. All buildings are below the PANS-OPS and RTCC. For the tallest building at the Site (Parcel 3, 152m AHD), there is 119m freeboard from the top of the building to the bottom of the PANS-OPS surface.

3.0 Implications for Building and Crane(s)

This section details the implications of prescribed airspace on the buildings and cranes at the Site.

2.1 Obstacle Limitation Surface (OLS)

As noted above, the tallest building tower at each parcel of land penetrates the OLS. Any other building tower that exceeds 72m AHD also requires an aviation approval.

Due to the heights of the tallest buildings, cranes undertaking construction at each parcel of land will penetrate the Sydney OLS. I see no reason why an aviation approval for cranes at the Site will not be granted by the Department of Infrastructure, Transport, Regional Development, Communication Sport and the Arts (DITRDCA).

2.2 PANS-OPS and Radar Terrain Contour chart (RTCC) Surfaces

Since the Sydney PANS-OPS surface (271m AHD) is lower than the RTCC surface (335.2m AHD), it is the controlling surface above the Site. This means that the maximum crane height is 271m AHD, without requiring a temporary approval to penetrate the PANS-OPS surface. There is 119m freeboard between the top of tallest building tower (Parcel 3, 152m AHD) and the bottom of the PANS-OPS surface. This means there is little, if any, prospect that luffing cranes will penetrate this surface.

2.3 Summary

The tallest building towers at each parcel of land will penetrate the OLS. All cranes will almost certainly penetrate the OLS but remain below the PANS-OPS surface. This means that any building tower that penetrate the OLS (72m AHD) and all cranes will require an aviation approval from DITRDCSA.

In conclusion, any building tower or crane that exceeds 72m AHD at the Site will penetrate the OLS and require an aviation approval. All buildings are below the PANS-OPS surface. Cranes used to construct these building towers will almost certainly not penetrate the PANS-OPS surface.

Please contact me if you have any questions.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'J.W. Thompson'.

Dr Ian Thompson

Director

Mobile: 0418 304 493