



Avlaw Pty Ltd
Suite 6.13
6 Middlemiss Street
Lavender Bay NSW 2060
Australia
T: +61 2 9980 7717
E: info@avlaw.com.au
ABN: 98 147 789 204

2 April 2019

Ms Cherylene Teoh
Lendlease Building Pty Ltd
Level 14, Tower Three, International Towers Sydney
Exchange Place, 300 Barangaroo Avenue
Barangaroo NSW 2000

VICTORIA CROSS OSD – PRELIMINARY AERONAUTICAL IMPACT ASSESSMENT UPDATES

Dear Ms Teoh,

I refer to your request for a review of the Preliminary Aeronautical Impact Assessment prepared in November 2017 for the proposed Victoria Cross OSD development. The findings of AvLaw's initial assessment of Sydney Airport's airspace height restrictions are tabulated below along with the updated findings which are current at the time of writing.

Airspace Surface	Initial findings (Nov 2017)	April 2019 update
OLS Outer Horizontal Surface	156m AHD	156m AHD
PANS-OPS	335.2m AHD	340m AHD
RLSALT/RTCC	1100 ft/335m AHD	1100ft/335m AHD
VHF Omni-directional Radio Range	385m AHD	385m AHD

Any activity that infringes an airport's prescribed airspace is referred to as a controlled activity and requires approval before it can be carried out. With respect to the proposed Victoria Cross OSD, controlled activity approval is required for the permanent building structure of 230m AHD as it penetrates the Outer Horizontal Surface of the Sydney Airport OLS over the site which is 156m AHD. Temporary construction cranes, for which heights are unknown at the time of writing, will also require separate approval.

Despite the change in the PANS-OPS surface covering the site as noted in the table above, AvLaw's preliminary advice with respect to likely controlled activity approvals remains unchanged. Our assessment is summarised below:

- The permanent building structure, proposed to reach a maximum height is 230m AHD, is likely to be approved; and
- With respect to temporary crane activity, provided they remain below the RLSALT/RTCC (i.e. 1100ft/335m AHD), then the safety, efficiency and regularity of existing and future air transport operations will not be affected and aviation regulatory approval should be forthcoming.

Another change that AvLaw has identified with respect to the protection of airspace in the vicinity of the proposed Victoria Cross OSD relates to helicopter operations to/from the Royal North Shore Hospital (RNSH). Like the changes with respect to Sydney Airport's airspace though, this will have no impact on the likelihood of receiving necessary approvals for development at the site. The National Airport Safeguarding Framework (NASF) [Guideline H](#) was published in May 2018 regarding protection of airspace surrounding what has been termed *Strategic Helicopter Landing Sites (SHLS)*. Under the guideline, hospital helipads would be considered as SHLS and therefore protected from obstacles being erected in close proximity to it. The guideline establishes protection of airspace equivalent to 140m wide rectangular steps in the direction of approach/take-off in 500m increments until reaching 125m above the SHLS which would be protected from obstacles such as buildings and cranes. The figure on the following page has been sourced from the guideline and illustrates the protection of SHLS and the heights above which it is triggered.

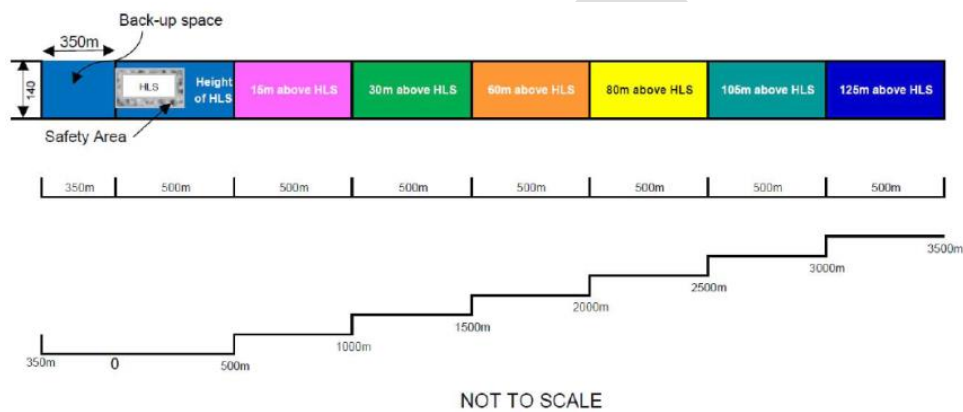


Figure 1: Referral trigger for SHLS

The nearest corner of the proposed Victoria Cross OSD development is located nominally 2,300m to the south-east of the RNSH helipad. AvLaw has determined that the NASF Guideline H for SHLS does not apply with respect to the proposed Victoria Cross OSD development. Having reviewed details provided at helipads.org, approach and take-off at Royal North Shore Hospital Helipad is not in the direction of the site. The helicopter operations assessed are all conducted under Visual Flight Rules (VFR) whereby the pilot in command (PIC) is solely responsible for safe navigation clear of any obstacles.

Timing to assess applications varies depending on the complexity of the assessment and the workload within the respective agencies at the time of receipt. AvLaw's experience since completing the Preliminary Aeronautical Impact Assessment still suggests proponents should allow up to seven (7) months for project planning purposes with respect to processing time with Sydney Airport, Airservices Australia, CASA and the DIRDC conducting their own assessments in succession. AvLaw recommends that applications for both building and crane height approval be made as early as possible once final building design, crane heights and periods of activity are known.

Yours sincerely,

Amin Hamzavian
Managing Director