



**Australian Government**

**Department of Infrastructure and Regional Development**

*File Reference: 15/5177*

Mr Matthew Rosel  
Key Site Assessments  
NSW Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Mr Rosel

**State Significant Development Applications for Stage 1C Basement Excavation (SSD 6956) and Crown Sydney Hotel Resort (SSD 6957), 51a Hickson Road, Barangaroo**

Thank you for your letter of 15 July 2015, inviting the Department of Infrastructure and Regional Development (the Department) to make a submission about the two State Significant Development Applications (SSDAs) at Barangaroo South for the Stage 1C Basement Excavation and the Crown Sydney Hotel Resort. I have reviewed the two SSDAs, their associated Environmental Impact Statements (EISs) and other related documents. I note that SSDA 6957 seeks approval for the construction of a building with a maximum height of approximately 271 metres and that SSDA 6956 is for the excavation of the basement for this building, extending beyond the building footprint.

**SSD 6956 - Stage 1C Basement Excavation**

I note that SSD 6956 does not impact on protected airspace as per the provisions of the Commonwealth *Airports Act* 1996 and accordingly, no requirements with regard to airspace protection or airport operations have been identified in the Secretary's Environmental Assessment Requirements (SEARS) in Part 1.5 of the EIS.

**SSD6957 – Crown Sydney Hotel Resort**

I note that on 18 February 2015 Crown Resorts Limited received two approvals to carry out a controlled activity from the Department for the intrusion into airspace, which under the Airports (Protection of Airspace) Regulations 1996 is protected airspace for Sydney Airport. These approvals relate to a multi-storey building no taller than 283 metres AHD at the Crown Sydney Resort Barangaroo site and a tower crane to be used to construct the building. Both have a series of conditions.

Additionally, I note that, while part 5.4.4 of the EIS details its consistency with the SEARS in relation to prescribed airspace for Sydney airport, this part and Appendix E of the EIS both make reference to PANS OPS assessment and approvals. Please note that the two approvals under the Airports (Protection of Airspace) Regulations 1996 only relate to the intrusion into an Obstacle Limitation Surface (OLS) of the Sydney

airport, not into a Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surface.

Notwithstanding consideration of aviation matters in the EIS, I could find no reference to the National Airports Safeguarding Framework (NASF) in the exhibited documents. The NASF was developed by the National Airports Safeguarding Advisory Group comprising representatives of relevant Commonwealth, state and territory departments and agencies (including the Civil Aviation Safety Authority and Airservices Australia) and the Australian Local Government Association.

The aims of the NASF include the improvement of safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions. The NASF comprises guidelines for regulating and managing the risks associated with wildlife strikes in the vicinity of airports and intrusions into the operational airspace of airports. In developing the EIS, Guideline C Managing Risk of Wildlife Strikes in the Vicinity of Airports and Guideline F Managing the Risk of Intrusions into the Protected Airspace of Airports may be relevant.

Full details of the NASF including guidance material is available online at:  
<[www.infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/index.aspx](http://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/index.aspx)>.

Thank you for the opportunity to comment. Should you wish to discuss the matters raised in this submission, please contact Ms Annie Shumaker on 6274 6751 or at <[annegret.shumaker@infrastructure.gov.au](mailto:annegret.shumaker@infrastructure.gov.au)> .

Yours sincerely



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Aviation and Airports

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