



***MODIFICATION REQUEST:
IKEA development
630-726 Princes Highway, Tempe
including former Tempe Tip site
MP07_0149 MOD 4***



Director-General's
Environmental Assessment Report
Section 75W of the
Environmental Planning and Assessment Act 1979

June 2011

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*NSW Government
Department of Planning & Infrastructure*

EXECUTIVE SUMMARY

This application seeks to modify the Planning Assessment Commission's approval of the redevelopment of land at Tempe, including the former Tempe Tip, for occupation by an IKEA store and office.

The site is located in close proximity to Sydney Airport and is within the flight path of the main north/south runway. Accordingly, Condition C8 of the approval required the Proponent to obtain separate approval from the Sydney Airport Corporation Limited (SACL) for the operation of construction cranes.

On 8 February 2011, SACL issued an approval for crane operation on the site above the height of the Obstacle Limitation Surface (OLS) which controls potential interference with flight operations. The approval permits crane operation between 6:00pm and 6:00am, Monday to Sunday inclusive until 30 June 2011, only. This is in conflict with Condition D7 of the PAC approval which permits construction between 7:00am – 6:00pm, Monday to Friday and 8:00am – 1:00pm, Saturdays only.

Due to bad weather and other construction delays, Cockram Construction NSW applied for an extension to the above SACL approval. On 26 May 2011, SACL granted a second approval permitting crane operation between 11:00pm – 5:00am, subject to various terms, until 15 July 2011.

An amendment to the construction hours (for crane operation only) has been requested to meet the SACL requirements which only permits crane above a certain height to occur outside peak airport operating hours as detailed above.

The modification request therefore seeks to extend the approved construction hours in order to allow for crane operations to take place in conjunction with the approvals issued by SACL.

The application seeks to modify:

- **Condition D7 in Schedule 2** to allow for crane operations (and certain related construction works) from 6:00pm to 6:00am, Monday to Sunday, inclusive, until midnight 30 June 2011 and from 11:00pm to 5:00am, until midnight 15 July 2011.

The modified construction hours will allow the Proponent to conduct on-site crane and erection works in a timely manner, within the terms of the approvals granted by SACL. The Department is satisfied that the works are temporary and can be mitigated as far as is reasonable and feasible.

The modification application is recommended for approval, subject to conditions as detailed in the Instrument of Modification attached at **Appendix E**.

Both IKEA (the Proponent) and Cockram Construction NSW (the builder) have provided political donations disclosures noting no reportable political donations.

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1. BACKGROUND

1.1 Original Approval

On 27 April 2009, the Planning Assessment Commission (PAC) granted approval to the Concept Plan application MP07_0149 for the following:

- **Demolition** of all buildings and structures on the site comprising the *KAS Auto, Kennards Hire* and former Tempe Tip site;
- **Redevelopment** of the site for construction of a new 2 storey bulky goods retailing building to house the **IKEA showroom, café and staff amenities** with a retail GFA of 39,999m² and **warehouse** consisting of 1,460m²;
- **Retention** of the façade of the ATECO building and **adaptive reuse** for IKEA national headquarters with GFA of 2,780m² and 290m² of **light industrial** use at ground level of the ATECO building;
- **Total GFA 44,529m²/ FSR 0.45:1**;
- **At-grade parking for a maximum 1775 vehicles** with access off the Princes Highway;
- **Loading and unloading of goods** in loading docks along the western boundary;
- **Public domain** improvements and landscaping totaling up to 2.3ha; and
- **Signage** including building signs, a 20.5 metre-high IKEA pylon sign and 8 x 12 metre-high flag poles with "IKEA" flags adjacent to the main vehicular entry.

The approval was granted under Section 75P(1)(c) of the Act which allows the approval of a Concept Plan without requiring any further environmental assessment. In this regard, there was no requirement for the submission of a separate Project Application to enable the construction and operation of the facility.

The approved project layout is provided at (**Figure 2**) below.

1.2 Previous Modifications

- **On 7 August 2009**, the approval was modified (MOD 1) to: amend the timing of certification to facilitate construction staging; vary Condition C9 - Remediation in regard to timing and final requirements of the RAP and final Site Audit Statement; and the minor modification of a number of conditions to rectify minor typographical errors and duplications.
- **On 1 November 2010**, the approval was modified (MOD 2) to make minor design changes to the approved building; minor changes to the retained heritage building; a revised car park layout; a revised signage plan including three new signs; a revised landscaping plan including tree relocation; and the inclusion of a consultation strategy in the Statement of Commitments.
- **On 11 March 2011**, the approval was modified (MOD 3) to enable the replacement of an existing fire stair located on the northern elevation of the ATECO to ensure compliance with Building Code of Australia and fire safety standards.

1.3 Site and Current Status

The subject site is located on the eastern side of the Princes Highway in Tempe, approximately 7km southwest of the Sydney CBD and 350 metres north of Sydney Airport (refer to **Figure 1** below). The site has an area of approximately 10ha, including the former Tempe Tip, with a frontage of approximately 160 metres to the Highway and a side access to Bellevue Street to the north (refer to **Figure 2** below).

Construction of above ground works is underway (refer to **Photos 1 and 2** below). It is understood that remediation work is currently being undertaken by both the Proponent and Marrickville Council (former operator of the Tempe Tip) on the northern portion of the site.

Landscaping works have commenced, with the large Moreton Bay Fig Tree having been relocated due to the extent of earthworks required by the remediation.

Figure 1: Location

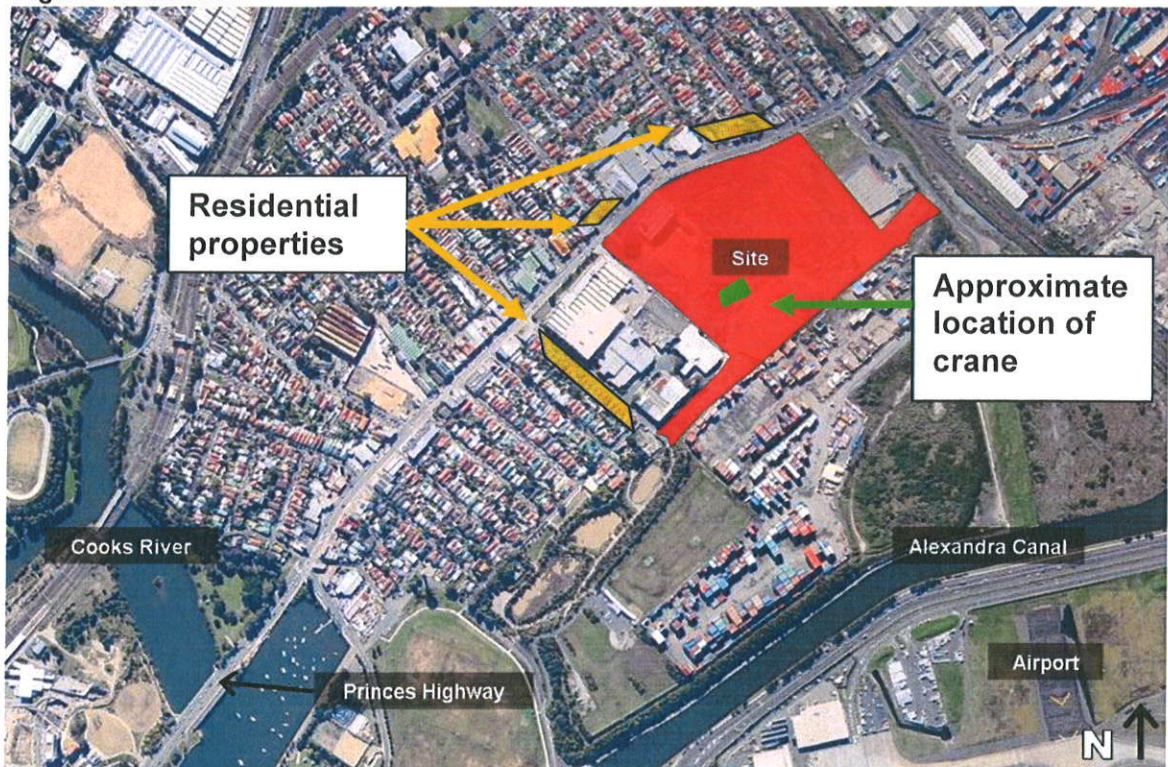


Figure 2: Approved Project Layout

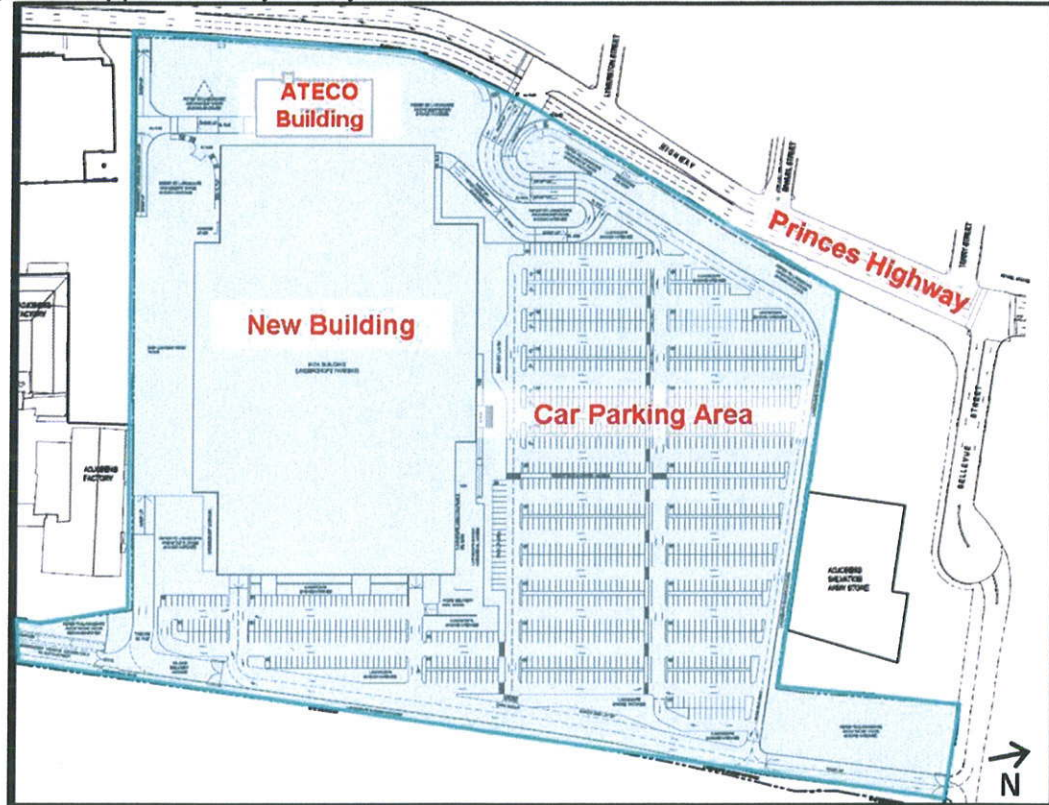


Photo 1: Site photo taken from Princes Highway

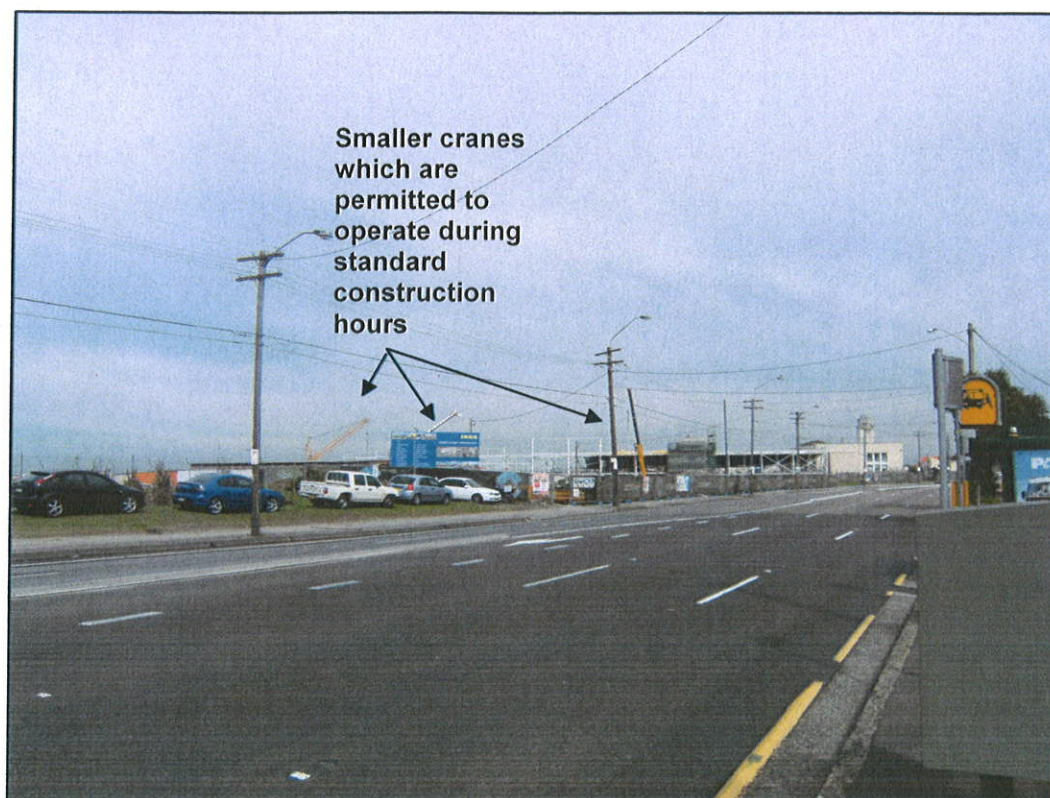
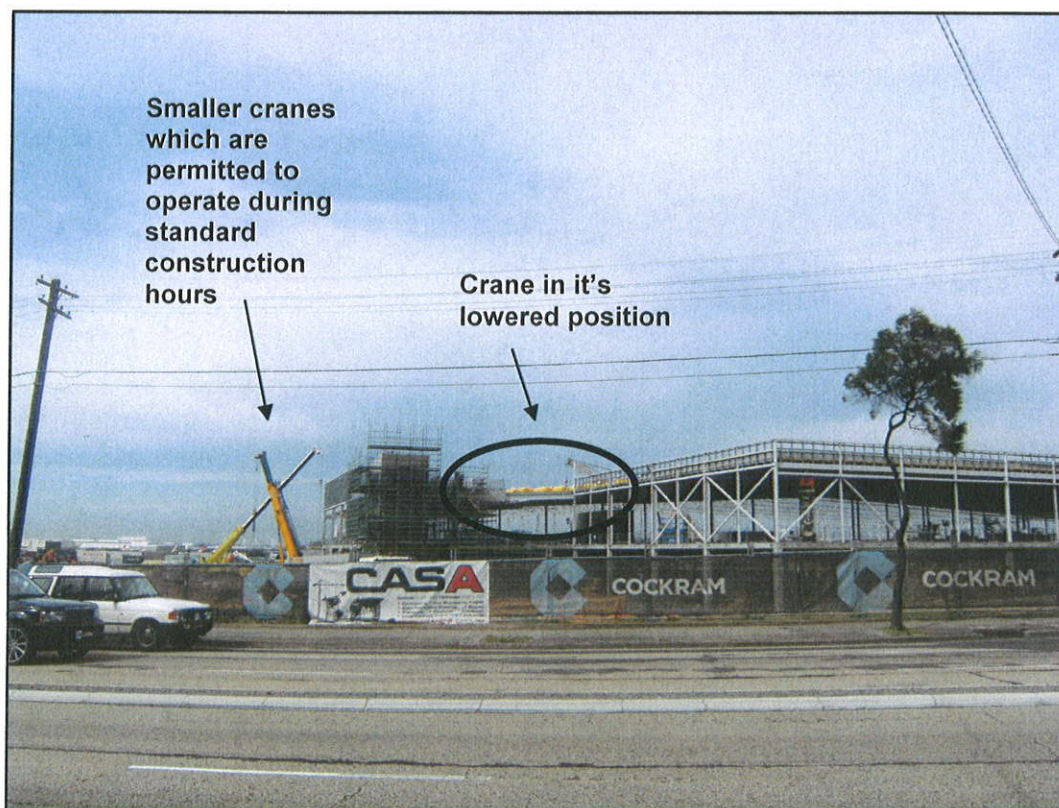


Photo 2: Site photo taken from Princes Highway



2. PROPOSED MODIFICATION

2.1 Modification Description

Due to its proximity to Sydney Airport, the site lies within an area governed by the Civil Aviation (Buildings Control) Regulations. Within this area the Regulations limit the height of structures to a maximum of 15.24 metres above existing ground level without the prior approval of the Sydney Airport Corporation Limited (SACL).

On 8 February 2011, the Proponent was granted approval by SACL for crane operation up to 24 metres above ground level between the hours of 6:00pm and 6:00am, 7 days. This approval expires at midnight on 30 June 2011.

On 26 May 2011, the Proponent was granted a further approval by SACL permitting crane operation up to 40 metres above ground level between the hours of 11:00pm and 5:00am, between 26 May 2011 and 15 July 2011.

Copies of the SACL approvals are included at **APPENDIX C** and **APPENDIX D**.

The location of the crane is shown in **Figure 1** and **Photos 1** and **2** above.

The existing approval (Condition D7) only allows construction work to occur on site between 7:00 am and 6:00 pm Mondays to Fridays and between 8:00 am and 1:00pm, Saturdays.

The Proponent subsequently seeks to modify the conditions of approval to allow:

- operation of a crane (up to 24 metres in height) and associated construction work between 6:00pm and 6:00am, 7 days until 30 June 2011 in accordance with the SACL approval dated 8 February 2011; and
- operation of a crane (up to 40 metres in height) and associated construction work between 11:00pm and 5:00am, until 15 July 2011 in accordance with the SACL approval dated 26 May 2011.

It is noted that the proposed extension of crane operation construction hours is temporary and is sought only until 15 July 2011.

The Section 75W application was lodged with the Department on 4 March 2011, and subsequently amended on 6 May 2011, and again on 1 June 2011.

Both IKEA (the Proponent) and Cockram Construction NSW (the builder) have provided political donations disclosures noting no reportable political donations.

The amended application seeks to modify the approval as outlined in **Table 1** and **Table 2**, below:

Table 1: Key Proposed Modifications Sought Until 30 June 2011.

Day	Approved construction hours (Condition D7)	SACL extended construction hours (crane only)	Resultant overall construction hours
Monday to Friday	7:00am – 6:00pm	6:00pm – 6:00am	7:00am – 6:00am (following day) (no work between 6:00am – 7:00am)
Saturdays	8:00am – 1:00pm	6:00pm – 6:00am	8:00am – 6:00am (following day) (no work between 6:00am – 8:00am)
Sundays and Public Holidays	No works permitted	6:00pm – 6:00am	6:00pm – 6:00am (following day) (no work between 6:00am – 6:00pm)

Table 2: Key Proposed Modifications Sought Between 30 June 2011 and 15 July 2011 (dates to be advised pending agreement with Air Traffic Control and the Airfield Operations Coordinator under the terms of the approval).

Day	Approved construction hours (Condition D7)	SACL extended construction hours (crane only)	Resultant overall construction hours
Monday to Friday	7:00am – 6:00pm	11:00pm – 5:00am	7:00am – 6:00pm 11:00pm – 5:00am (no work between 5:00am – 7:00am and 6:00pm – 11:00pm)
Saturdays	8:00am – 1:00pm	11:00pm – 5:00am	8:00am – 1:00pm 11:00pm – 5:00am (no work between 5:00am – 8:00am and 1:00pm – 11:00pm)
Sundays and Public Holidays	No works permitted	11:00pm – 5:00am	11:00pm – 5:00am (no work between 5:00am – 11:00pm)

The extension of construction hours as described above requires the modification of **Condition D7**.

The existing condition states as follows:

"D7 Hours of Work

The hours of construction, including the delivery of materials to and from the site, shall be restricted as follows:

- (a) between 7:00 am and 6:00 pm, Mondays to Fridays inclusive;*
- (b) between 8:00 am and 1:00 pm, Saturdays;*
- (c) no work on Sundays and public holidays.*

Works may be undertaken outside these hours where:

- (a) The delivery of materials is required outside these hours by the Police or other authorities;*
- (b) It is required in an emergency to avoid the loss of life, damage to property and/or to prevent environmental harm; and*
- (c) Residents likely to be affected by the works are notified of the timing and duration of these works at least 48 hours prior to the commencement of the works."*

In order to allow for the proposed crane works it is proposed to insert the following condition:

"D7(a) Hours of Crane Operation

Notwithstanding the requirements of D7, work on site for the purpose of crane operations to meet Sydney Airport Corporation Ltd requirements, and related only to the erection of structural steel canopies, stairs and awnings, lifting of roof and wall cladding, lifting of roof-mounted plant and equipment being works reliant upon and necessary to be undertaken by cranes, may occur between 6:00pm and 6:00am, Mondays to Sundays, inclusive until midnight on 30 June 2011 and between 11:00pm and 5:00am from midnight on 30 June 2011 to midnight 15 July 2011, and to be strictly in accordance with the terms of the SACL approvals dated 8 February 2011 and 26 May 2011 and the requirements of Condition D16.

All other work not reliant upon the approved extended crane operational hours must be undertaken strictly in accordance with the hours of work outlined in Condition D7.

After midnight 15 July 2011, all works and construction activity on site shall be carried out strictly in accordance with Condition D7)."

Furthermore, an additional condition is recommended to ensure that any potential light spillage, noise and vibration impacts associated with the works undertaken in accordance with D7(a) are appropriately mitigated as follows;

"D16 Night Time Crane Operations

The Proponent shall prepare and implement a Management Plan for night time crane operations undertaken in accordance with Condition D7(a) which shall include, but not be limited to:

- a) measures to achieve best practice noise and vibration control;*
- b) measures to minimise light spillage, including all lighting to be directed and/or shielded inwards across the site;*
- c) procedures for notifying residents of construction activities that are likely to affect their noise and vibration amenity; and*
- d) procedures for handling and dealing with complaints.*

The Plan shall be submitted for the information of the Director-General within 7 days of this modification approval.

3. STATUTORY CONTEXT

3.1 Modification of the Minister's Approval

The modification application has been lodged with the Department pursuant to Section 75W of the Act. Section 75W allows the modification of an approval including *'revoking or varying a condition of the approval or imposing an additional condition of the approval'*.

It was not considered necessary to notify the Proponent of environmental assessment requirements pursuant to Section 75W(3) with respect to the proposed modification, as sufficient information was provided to the Department to consider the application.

The proposed modification application does not result in a radical transformation of the proposal as originally approved and relates only to the permissible hours of construction for a short period. The application can therefore be approved pursuant to the powers and discretion available under Section 75W of the Act.

4. CONSULTATION AND SUBMISSIONS

In accordance with Section 75J of the EP&A Act and Clause 8G of the EP&A Regulation 2000; the modification request was made available to the public on the Department's website and referred to Marrickville Council for comment.

4.1 Public Authority Submissions

One submission was received from a public authority.

On 10 May 2011, Marrickville Council wrote to the Department raising no objection to the proposed modification, but recommended that the Department notify nearby properties in relation to potential noise impacts, particularly those residential properties opposite on the Princes Highway, and seek their comments prior to any approval being granted.

The Department did not consider that additional notification was required given that the application had been notified on the Department's website; and that the Proponent previously committed to undertake consultation during the construction process up to completion in accordance with the Consultation Strategy dated 21 June 2010.

4.2 Public Submissions

One submission was received from the public. The submission raised concerns with the potential noise impacts associated with construction outside of standard hours. Concern was also raised that construction work is currently occurring 24 hours a day in breach of the conditions of approval.

The Department has assessed the issue of light spillage and noise impacts on nearby residents in **Section 5**. As outlined below, the Department considers that the impacts are temporary and can be mitigated to a large degree through the implementation of appropriate controls. In this respect, an additional condition (**D16 – Night Time Crane Operations**) is recommended.

5. ASSESSMENT

The efficient construction of the proposed IKEA building is heavily reliant on the use of cranes to place sections of the prefabricated building in place. These cranes cannot be used during normal construction hours or during peak airport operation hours for safety reasons.

SACL has issued 2 separate approvals for crane operation outside of standard working hours. The first approval allows cranes up to 24 metres in height to be used from 6:00pm to 6:00am and the second approval allows cranes up to 40 metres in height between 11:00pm and 5:00am.

The modification to the construction hours has the potential to have some impact on the surrounding locality in terms of noise, light spillage and vibration.

Noise Impacts

The Department considers the key issue for the proposed modification is the potential noise impacts associated with the extension of crane operation hours, in particular potential sleep disturbance at the nearest residences.

The following construction works associated with crane operation are likely to occur:

- the installation of the structural steel roof and wall structure, canopies, stairs and awnings;
- the installation of the roof and wall cladding system; and
- the installation of roof mounted plant and equipment.

All other works will continue to be undertaken during standard construction hours.

Landuses immediately adjacent to the site generally comprise of industrial and warehouse uses and are therefore unlikely to be adversely affected by the extended construction hours. There are a number of residential receivers directly opposite the site on the other side of the Princes Highway. The Highway is a key noise generator carrying approximately 60,000 vehicles per day and night.

The next nearest residential properties are located approximately 200 metres south of the site in Smith Street (refer to **Figure 1** above) on the other side of existing industrial warehouses. The Department considers that the separation of these properties from the site and the existing physical barriers (Princes Highway and industrial buildings) will reduce both noise impacts and light spillage.

Further, it is noted that surrounding residential properties (in particular those on the other side of the Princes Highway) are generally affected by aircraft noise and many properties have been acoustically treated (or are entitled to treatment) under the Federal Government's *Aircraft Noise Insulation Program*. Dwellings which have been acoustically treated would be further protected from potential noise associated with the use of the crane during the night. Finally, the crane activities are regulated by both the Protection of the Environment Operations Act 1997 and the Protection of the Environment Operations (Noise Control) Regulation in terms of offensive noise.

Existing conditions of approval **B6 and D1** require the Proponent to undertake construction work in accordance with a Construction Management Plan (CMP).

In order to further mitigate impacts associated with crane operation and associated work, an additional condition (**D16 – Night Time Crane Operation**) is recommended. The Plan requires: a range of measures to minimise night time noise emissions, vibration and light spillage.

The Department considers that the likely noise impacts, vibration and light spillage associated with the use of the crane at night time are acceptable given that:

- the use of the crane is a short term measure and critical to the construction of the IKEA building, as approved;
- the extended hours are required to allow for crane operation to occur outside of peak airport hours for safety reasons;
- the works to be undertaken outside of the approved construction hours are limited to crane operation and associated work. No other construction works are permitted;
- the locality is characterised by noisy activities and land uses, including the Sydney Airport, Princes Highway and existing industrial uses;

- the nearest properties are occupied by industrial uses which are not sensitive to noise impacts;
- the nearest residential properties are located approximately 200 metres from the site in Smith Street and approximately 40 metres from the site on the Princes Highway. The separation and physical barriers between the residential properties and the site reduces sensitivity to noise impacts;
- many surrounding properties have been acoustically treated to minimise the impacts of aircraft noise, which will in turn reduce the sensitivity to noise impacts associated with the crane operation outside of the approved construction hours; and
- the imposition of an additional condition (D16) requiring a Management Plan covering night time crane operations will ensure that these works will be undertaken in accordance with industry best practice and that excessive levels of noise and vibration are avoided. Further, the Management Plan will require notification of affected residents and a procedure for dealing with complaints.

It is noted that a separate modification request to allow road works between 6:00pm and 6:00am, Monday to Sunday inclusive has also been submitted. This application is being separately considered by the Department.

Light Spillage

It is noted that light spillage may potentially impact some nearby residences. In this regard, an appropriate condition has been recommended to require any lighting to be directed and/or shielded inwards across the site. On this basis, the Department considers that the impacts are acceptable.

Vibration

The Department considers that the nature of works to be undertaken outside of the approved construction hours is unlikely to cause adverse impacts in terms of vibration.

6. CONCLUSION

The modification consists of changes to construction hours to allow for crane operations, which are critical to the construction of the building. There are no physical modifications to the plans. The environmental impacts are limited to potential noise impacts in the locality.

The modification is considered necessary in order to comply with SACL restriction on the hours of crane operation which takes into account the proximity of the site to the Sydney Airport and the strict operational and safety requirements for the airport, and is required in order to complete the project.

The short term potential noise impacts on nearby residential properties are considered acceptable given the separation between the site and nearest residential properties, and mitigation measures to be implemented by the Proponent and the Department's recommended conditions.

7. RECOMMENDATION

On 28 May 2011, the Minister for Planning and Infrastructure delegated his powers and functions under Section 75W of the EP&A Act to the Planning Assessment Commission in cases where a statement was made disclosing a reportable political donation in connection with any previous concept plan or project application.

The Proponent provided a statement disclosing a reportable political donation with the previous Concept Plan Application (MP07_0149).

It is recommended that the Planning Assessment Commission:

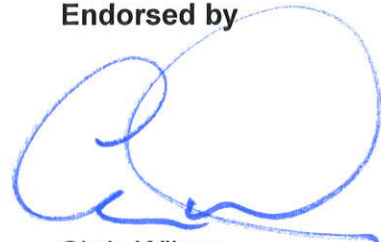
- (A) **Consider** the recommendations of this report;
- (B) **Approve** the modification, subject to conditions; under Section 75W of the *Environmental Planning and Assessment Act. 1979*, and
- (C) **Sign** the attached Instrument of Modification (**Appendix E**).

Endorsed by



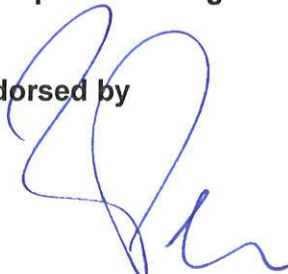
Michael Woodland
Director
Metropolitan & Regional Projects South

Endorsed by

 17.6.11

Chris Wilson
Executive Director
Major Projects Assessment

Endorsed by

 17/6/11

Richard Pearson
Deputy Director-General
Development Assessment & Systems Performance

APPENDIX A MODIFICATION REQUEST

See the Department's website at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4616

APPENDIX B RELEVANT REPORTS AND DOCUMENTS

See the Department's website at

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4616

APPENDIX C SACL PERMIT – 8 FEBRUARY 2011



File No.: 11/00004
Reg No: 11/0070N
Your Ref.:

8 February, 2011

Attn: Mr Peter Casa
CASA Engineering
1-7 Argon Street
CAROLE PARK, QLD 4300

Dear Peter,

MOBILE CRANE OPERATION – IKEA SITE (EXTENDED DAY HOURS & NIGHT WORKS) - 632 PRINCES HIGHWAY, TEMPE

I refer to your email of 3 February 2011.

The site at IKEA SITE - 632 PRINCES HIGHWAY, TEMPE lies within an area defined in schedules of the Civil Aviation (Buildings Control) Regulations which limit the height of structures to 25 feet (7.62 metres) above existing ground height (AEGH) and 50 feet (15.24 metres) above existing ground height (AEGH) without prior approval of the Civil Aviation Safety Authority.

In this instance, Kevin Dyer of the Civil Aviation Safety Authority (CASA) has advised that "CASA has no objection to the extension of the crane operating hours for the areas below the OLS". The Sydney Airport Corporation Ltd. (SACL) has no objection to the crane operation at IKEA SITE - 632 PRINCES HIGHWAY, TEMPE subject to the following conditions:

- the cranes may be operated from 1800 hours to 0600 hours local time on 9 February to 30 June 2011 including weekends. (see attached plan)
- the operating height of the cranes is not to exceed a height of **34.0 metres** above Australian Height Datum (AHD); ie 24.0 metres above existing ground height (AEGH) in the work area west of the 34m OLS Transitional Surface line denoted on the plan by the **Line A - 1** and outlined in green and being the line defined by MGA 94 co-ordinates as between (A) E330470.65, N6244760.89 and (1) E330406.70, N 6245021.40
- the operating height of the cranes is not to exceed a height of **28.0 metres** above Australian Height Datum (AHD); ie 18.0 metres above existing ground height (AEGH) in the work area west of the 28m OLS Transitional Surface line denoted on the plan by the **Line D - 4** and outlined in pink cross hatching and being the line defined by MGA 94 co-ordinates as between (D) E330504.29, N6244799.95 and (4) E330461.33, N6244974.97.
- the crane operator/site manager is to contact the Airfield Operations Co-ordinator, telephone 0419-278-208 or (02) 9667-9824, prior to and again after completion of a daily crane operation.
- the cranes are to be **obstruction painted (marked)** (refer Manual of Standards Chapter 8, Section 8.10) and the cranes are to be **obstruction lit**

**Sydney Airport
Corporation Limited**
ABN 62 082 578 809

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(medium intensity white flashing lights) during daylight hours and then after Sunset with *(low intensity steady red lights)* in accordance with Part 139 of the Manual of Standards issued by the Civil Aviation Safety Authority (refer to Chapter 9, Section 9.4). The obstruction lights must be maintained in working order at all times by the proponent.

- when not in use and outside operating hours the crane is to be lowered to its resting height.
- **the crane operator/site manager is to confirm a permanent line of communication with the Airfield Operations Co-ordinator (0419-278-208 or (02) 9667-9824) which will enable the crane to be lowered if required.**
- **in the case of emergency, or when instructed by the Airfield Operations Co-ordinator, the crane must be lowered within 15 minutes.**
- **the Senior Tower Controller/Airfield Operations Co-ordinator will retain the overriding authority to require the lowering of the crane at any time and for any reason deemed necessary.**
- **Sydney Airport to raise a NOTAM for the duration of the works.**

Please advise this Corporation of any variation to your schedule at least five working days in advance so that we may fulfil our legal obligation to the Civil Aviation Safety Authority (CASA) under Civil Aviation Regulation 89.

I again stress the importance of your co-operation in compliance with the approval conditions as set out above as they are critical to the safe operation of Sydney Airport.

Carrying out a controlled activity otherwise than in accordance with a condition of the approval is an offence punishable by a fine of up to 250 penalty units.

For further information on aviation impacts please contact Michael Turner on (02) 9667-9218.

Yours faithfully



Peter Bleasdale
Manager CADD Services
Sydney Airport

APPENDIX D SACL PERMIT – 26 MAY 2011

File: 11/00004
Reg No: 11/0181N
Your Ref.:

26 May, 2011

Attn: Mr Daniel Tahhan
Hooker Cockram
PO Box 88
ST PETERS, NSW 2044

Dear Daniel,

CRANE OPERATION – IKEA SITE 50M AHD CURFEW WORK AREA, TEMPE

I refer to your email of 11 February 2011.

The site at IKEA SITE 50M AHD CURFEW WORK AREA, TEMPE lies within an area defined in schedules of the Civil Aviation (Buildings Control) Regulations which limit the height of structures to 25 feet (7.62 metres) above existing ground height (AEGH) on the eastern half of the worksite and 50 feet (15.24 metres) above existing ground height (AEGH) on the western half of the worksite without prior approval of the Civil Aviation Safety Authority, and also within prescribed airspace for Sydney Airport.

In this instance, Kevin Dyer of the Civil Aviation Safety Authority (CASA), has advised that "CASA has no objection to this crane activity" at IKEA SITE 50M AHD CURFEW WORK AREA, TEMPE.

In this instance, I, Peter Bleasdale, as an authorised person of the Department of Infrastructure and Transport, under Instrument Number: D20/2011, have no objection to the crane operation at IKEA SITE 50M AHD CURFEW WORK AREA, TEMPE as defined by MGA 94 Co-ordinates listed below and subject to the following conditions:

MGA – 94 Corners of the Crane Work area are:

Corner "C" E 330582 N6244883
Corner "X" E 330466 N6244748
Corner "H" E 330293 N6244889
Corner "E" E 330412 N6245028

The Crane Work area is shown (shaded green) and covers the entire Main Ikea Building site at a maximum Mobile crane operating height of 50m AHD (Refer to the Locality diagram attached).

- the operating height of the crane is not to exceed a height of 50.0 metres above Australian Height Datum (AHD); ie 40.0 metres above existing ground height (AEGH).
- the cranes may be operated in curfew hours only between 2300 hours to 0500 hours local time on the dates to be advised between the 26 May and the 15

**Sydney Airport
Corporation Limited**
ABN 62 082 578 809

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Australia

Telephone:
61 2 9667 9111
www.sydneyairport.com

July 2011 only, pending agreement with Air Traffic Control and the Airfield Operations Co-ordinator.

- the crane operator/site manager must contact SACL at least 2 working days prior to the day of the intended crane operation to give SACL time to raise a NOTAM.
- the cranes may operate only when Runway 16R/34L is closed north of Taxiway Bravo 8 and aircraft are departing Runway 16R and arriving Runway 34L only. There are to be no Runway 16R arrivals and no Runway 34L departures.
- the crane operator/site manager is to contact the Airfield Operations Co-ordinator, telephone 0419-278-208 or (02) 9667-9824, prior to the crane operation to confirm the crane operations may proceed, and again after completion of the crane operation.
- the cranes are to be obstruction lit (*medium intensity steady red lights*) in accordance with Part 139 of the Manual of Standards issued by the Civil Aviation Safety Authority. The obstruction lights must be maintained in working order at all times by the proponent.
- the crane operator/site manager is to confirm a permanent line of communication with the Airfield Operations Co-ordinator (0419-278-208 or (02) 9667-9824) which will enable the crane to be lowered if required.
- in the case of emergency, or when instructed by the Airfield Operations Co-ordinator, the crane must be lowered within 15 minutes.
- the Senior Tower Controller/ Airfield Operations Co-ordinator will retain the overriding authority to require the lowering of the crane at any time and for any reason deemed necessary.
- Sydney Airport to raise a NOTAM for a suitable partial closure of Runway 16R/34L on the dates to be advised for the works.

Please advise this Corporation of any variation to your schedule at least five working days in advance so that we may fulfil our legal obligation to the Civil Aviation Safety Authority (CASA) under Civil Aviation Regulation 89.

I again stress the importance of your co-operation in compliance with the approval conditions as set out above as they are critical to the safe operation of Sydney Airport.

Carrying out a controlled activity otherwise than in accordance with a condition of the approval is an offence punishable by a fine of up to 250 penalty units.

For further information on aviation impacts please contact Michael Turner on (02) 9667-9218.

Yours faithfully



Peter Bleasdale
Airfield Design Manager
Sydney Airport

APPENDIX E INSTRUMENT OF MODIFICATION
