

By e-mail
12 September 2023

Mr. Peter Bettridge
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Our ref: 252942-15

Cook Cove – wind shear and turbulence

Dear Mr. Bettridge,

Please find herein a summary response to the submissions received to the proposed rezoning of the Cook Cove Inlet development regarding the impacts of wind shear and turbulence on aircraft operations.

Four submissions were received from:

1. Airservices (undated) *“no comments on rezoning – all subsequent developments/crane operations will need to be referred to Sydney Airport.”*
2. Civil Aviation Safety Authority (CASA) dated 02 June 2023, had no comment on the rezoning concluding *“CASA does not object to the planning proposal and proposed amendments to Local Environmental Plans, provided Sydney Airport (in conjunction with Airservices Australia) verifies that approach Runway 07 would not normally be operational in 20+ knot cross winds.”*
3. Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) dated 19 May 2023, had no comment on the re-zoning requesting *“...the Airports Branch of ...(DITRDCA) and SACL be consulted during any subsequent design/development application stages...”*, and
4. Sydney Airport Corporation Limited (SACL) dated 05 June 2023 – *“Sydney Airport is pleased to support the planning proposal.”*

From a wind shear and turbulence perspective, none of the submission had any objections to the rezoning proposal, but offer recommendations on requirements during future stages as the massing and building designs develop, which is primarily discussions with Sydney Airport.

In addition to the above, for future development approval applications Section 3.13 of the Bayside Development Control Plan (DCP) 2022 requires *“Where an assessment for mechanical windshear is required, the development application is to be forwarded to SACL for its assessment.”*. For smooth progression of future stages, early and close correspondence with Sydney Airport would be recommended. In addition, for a development of this size the DCP requires a qualitative assessment of the final design be conducted in accordance with National Airports Safeguarding Framework (NASF) Guideline B.

Our ref

Date

In summary, there were no objections to the re-zoning proposal for the site from a wind shear and turbulence perspective. Post re-zoning approval, early technical wind shear and turbulence discussions would be conducted with SACL to fully appreciate their operational concerns with the development. The concerns would be considered during the building orientation, massing, and form design relative to the runways. Qualitative modelling of the final design would be undertaken to quantify the impact of the proposed development on the wind shear and turbulence characteristics along the glideslopes to Runways 07 and 16R to NASF Guideline B.

I hope this is of assistance, please do not hesitate to contact me if you have questions regarding any aspect of this report.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G. Wood'.

Graeme Wood
Associate Principal

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