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20 February 2026

Mr Nigel Riley
Senior Strategic Planner
Inner West Council
PO Box 14
Petersham NSW 2049

Email: nigel.riley@innerwest.nsw.gov.au

Dear Mr Riley

Re: Submission concerning Planning Proposal for 75-85 Crown Street and 116 Princes Highway St Peters (PP-2024-574)

Thank you for your email on 9 February 2026 seeking Sydney Airport's pre-exhibition advice for this Planning Proposal for the proposed development site at 75-85 Crown Street and 116 Princes Highway St Peters (the site).

Sydney Airport's comments relate to existing and forecast aircraft noise impacts and to the protection of Sydney Airport's prescribed airspace.

Aircraft noise impacts

As shown in the map at **Attachment A**, the site is only around 150 metres from the centreline of the flight path used by aircraft landing from the north on Sydney Airport's parallel north-south runway (RWY 16L). This means residential units on the top floor of the new development will only be around 200-250 metres from the actual aircraft in flight.

In 2025, 29,260 aircraft landed on RWY 16L, an average of 80 per day (a day being defined as the period between 6am and 11pm). As this was the average number of flights, on some days there were less (including zero) and on others as many as 213 a day. As Sydney Airport's preliminary draft Master Plan 2045 (**pdMP 2045**) shows – which Inner West Council commented upon – the number of flights landing on RWY 16L is forecast to increase to an average of around 124 a day by 2045.

As Figure 2 in the Master Planning Assessment document prepared by Pulse White Noise Acoustics Pty Ltd shows, the site sits between the 25 and 30 contours in Sydney Airport's existing ANEF 2039 and, as such, residential development is considered unacceptable.

Map 15-2 in the pdMP 2045 compares the existing ANEF 2039 with the draft ANEF 2045. This appears to show that the site will sit between the 20 and 25 contours when the new ANEF 2045 comes into force, in which case residential development would be considered conditionally acceptable. We are currently awaiting Airservices Australia's endorsement of the draft ANEF 2045 for technical accuracy and would expect that to occur by mid-2026. Inner West Council has been provided with the shape files for the draft ANEF 2045 so you should be able to confirm this with accuracy.

However, even assuming the site will sit between the ANEF 2045 20 and 25 contours, aircraft noise could still be an issue of concern for many living in the new development in the future. For example, the N70 chart shown in Map 14-5 in the pdMP 2045 shows it is forecast that the site will be affected by more than 100 noise events per day exceeding 70 dB(A). As that is measured at ground level, those living on the top floor would likely experience noise levels far exceeding 70 dB(A) because they would be much closer to the aircraft in flight than those living on lower floors.

To ensure full transparency concerning existing and forecast aircraft noise impacts for people who will be living in the new residential development on the site, Sydney Airport believes that prospective purchasers of units within the new development should be provided with appropriate information about aircraft noise and the frequency of overhead flights.

Such information would be provided to prospective purchasers in an Aircraft Noise Information Pack (**ANIP**) as part of the Contract of Sale of Land.

An ANIP should include:

1. An explanatory note on aircraft noise and how it may affect living within the new development and how the new building has been acoustically treated to minimise such noise impacts ;

2. An explanation of the policies and controls that govern aircraft noise;

3. An explanation of Sydney Airport's operations and its relationship to the development site;

4. A map of the current/latest ANEF contours in relation to the site;

5. A link to the most recent master plan published by Sydney Airport, with the noise management chapter highlighted;

6. Existing numbers of aircraft movements (morning, daytime and evening) and existing periods of respite from aircraft movements (morning, daytime and evening), consistent with the most recent information provided on Airservices Australia's *Aircraft in your neighbourhood* website, which can be found here;

7. Forecast numbers of aircraft movements (morning, daytime and evening) and forecast periods of respite from aircraft movements (morning, daytime and evening, sourced from the most recent airport master plan published by Sydney Airport; and

8. Frequency-based aircraft noise chart for the periods 6am to 11pm (N70).

Inner West Council set a useful precedent for requiring an ANIP to be prepared when it amended the *Marrickville Development Control Plan 2011* in 2018 to require such a pack to be provided in relation to new residential development in Victoria Road, Marrickville (see part 9.47 Strategic Context Victoria Road).

However, there should be an additional and formalised mechanism to ensure such an ANIP is attached to all future Contracts of Sale for any property within the precinct. This is important for both initial purchasers of residential units within the precinct and those purchasing units in the future.

To ensure this occurs, we believe an appropriately worded notification should be included in all future planning certificates issued by the Inner West Council to prospective purchasers of property within the new development pursuant to s.10.7 of the *Environmental Planning and Assessment Act 1979* (NSW).

As planning certificates are annexed to a Contract of Sale of Land, this provides another transparent and guaranteed mechanism to ensure prospective purchasers are aware of relevant aviation-related information before they decide to buy a property in the precinct.

Airspace protection

It is noted that the maximum building height of 50.4 m will be below Sydney Airport's obstacle limitation surface (**OLS**) height of 51 m AHD and well as below the PANS-OPS height of 71.2 m AHD.

It is anticipated that the installation of any proposed cranes while the building is being constructed may therefore penetrate the OLS and, as such, would require approval under the *Airports (Protection of Airspace) Regulations 1996*. Given the proximity of the site to what is already a busy flight path, it should not be assumed that such approval will be granted if such an approval would likely result in the crane interfering with the safety, efficiency or regularity of existing or future air transport operations into or out of Sydney Airport.

Thank you again for the opportunity to comment.

If you have any queries, please feel free to contact me on 0409 072 436 or at ted.plummer@syd.com.au.

Yours sincerely,

Ted Plummer
Senior Adviser Government and Community Relations

Attachment A