



**Transport
for NSW**

Mr Brendon Roberts
Acting Team Leader
Key Site Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Simon Truong

**Request for SEARs for the Proposed Early Works and Allocation of Gross Floor
Area for Development Lots at North Eveleigh West (SSD 7483)**

Dear Mr Roberts

Thank you for your letter dated 29 January 2016 requesting Transport for NSW (TfNSW) to provide input to the draft SEARs for the subject development.

Please note that Roads and Maritime Services will provide its comments separately.

The suggested additions and changes to the SEARs are provided in track changes in the attached draft SEARs for the above development application.

Thank you again for the opportunity to comment on the draft SEARs. If you require further clarification regarding this matter, please don't hesitate to contact Para Sangar, Senior Transport Planner on 8202 2672.

Yours sincerely

11/2/16

Mark Ozinga

**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD16/01241

DRAFT Secretary's Environmental Assessment Requirements

Section 78A(8A) of the *Environmental Planning and Assessment Act*
Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*

Application Number	SSD 7483
Proposal Name	Early works and allocation of gross floor area for development at North Eveleigh West
Location	North Eveleigh West
Applicant	Urban Growth NSW
Date of Issue	DRAFT
General Requirements	The Environmental Impact Statement (EIS) must meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i>. Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development. Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include: - adequate baseline data; - consideration of potential cumulative impacts due to other development in the vicinity; and - measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment. The EIS must be accompanied by a report from a qualified quantity surveyor providing: - a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000) of the proposal, including details of all assumptions and components from which the CIV calculation is derived; - an estimate of the jobs that will be created by the future development during the construction and operational phases of the development; and - certification that the information provided is accurate at the date of preparation.
Key issues	The EIS must address the following specific matters: Statutory Context – including: Address the statutory provisions applying to the development contained in all relevant environmental planning instruments, including: - the Environmental Planning & Assessment Act 1979; - State Environmental Planning Policy (State & Regional Development) 2011; - State Environmental Planning Policy (Major Development) 2005; - State Environmental Planning Policy (Infrastructure) 2007; - State Environmental Planning Policy (Urban Renewal) 2010; - State Environmental Planning Policy No. 55 – Remediation of Land; and - State Environmental Planning Policy No. 1 – Development Standards Identify compliance with the development standards applying to the site.

Address the relevant planning provisions, goals and strategic planning objectives in the following:

- A Plan for Growing Sydney;
- Sydney 2030 (The City of Sydney Council);
- **NSW State Priorities**;
- Development Near Rail Corridors and Busy Roads- Interim Guideline;
- Guide to Traffic Generating Developments (**RMS Roads and Maritime Services**);
- NSW Planning Guidelines for Walking and Cycling;
- NSW Long Term Transport Master Plan;
- Redfern Waterloo Built Environment Plan (Stage One) August 2006;
- Sydney Development Control Plan 2012;
- Redfern Waterloo Authority Contributions Plan 2006;
- Redfern Waterloo Authority Affordable Housing Contributions Plan 2006;
- Sydney's Cycling Future; and
- Sydney's Walking Futures.

- **Gross Floor Area and Land Use Mix**

The EIS shall address:

- the proposed distribution of Gross Floor Area (GFA) across the development lots and justify any non compliance with the development standards of the State Environmental Planning Policy (Major Development) 2005; and
- how the proposed mix of GFA is consistent with the envisaged land use and built form character for the North Eveleigh precinct.

- **Built Form and Urban Design**

The EIS shall:

- show the proposed future heights of buildings across the development lots and justify any non compliance with the development standards of the State Environmental Planning Policy (Major Development) 2005; and
- demonstrate how future building envelopes are capable of achieving design excellence in accordance with the general urban design principles of the Redfern Waterloo Built Environment Plan (Stage One) August 2006; and
- address the height, bulk and scale of potential future potential building envelopes within the context of the locality and ensure it does not create unacceptable environmental impacts. This shall include:
- view analysis to and from the site from key vantage points and streetscape impacts. Photomontages or perspectives should be provided showing the proposed envelopes;
- analysis and detailed justification for the potential future building height in the context of adjoining developments and height controls;
- consideration of the relationships and interface with existing buildings, public domain and street network;
- address how the proposal promotes the future built form character and envisaged for the precinct;
- provide plans and supporting documentation identifying the proposed open space, public domain areas and pedestrian/cycle linkages.

- **Earthworks**

The EIS shall include:

- a detailed survey showing existing and proposed levels, and proposed quantities of cut and fill necessary for the proposed works;
- details, including cross sections, of any excavation works that are either above or within 25 metres of the rail corridor;
- details on the fill including types of materials and their source; and
- details of the disposal location and amount/volume of excess cut and proposed means of transportation and trip numbers.

- **Transport and Accessibility (Construction and Operation)**

The EIS shall include a Traffic and Transport Impact Assessment that provides, but is not limited to, the following:

- accurate details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic and transport facilities provided on the road network located adjacent to the proposed development;
- assessment of the operation of existing and future transport networks including the rail and bus networks and their ability to accommodate the forecast number of trips to and from the development;
- details of the estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and cycle trips;
- a road network plan for the overall precinct showing the proposed road layout, traffic and transport hierarchy and integration with public transport;
- pedestrian and bicycle accessibility plan showing routes within the site, and to adjoining areas, including to train stations and major bus stops;
- details of pedestrian and cycle infrastructure facilities required for the proposed development;
- details of the location of pedestrian and bicycle facilities in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance;
- details of public transport infrastructure and services works within and adjoining the North Eveleigh West Precinct, including bus capable roads, bus stops and bus layover;
- traffic analysis of the intersections that are to be constructed (in Network / Single Intersection form) in consultation with Roads and Maritime Services for the purpose of determining route assignment and identifying infrastructure upgrades required using the outputs of the modelling, including bus priority measures;
- ~~assessment~~ of the future potential traffic and transport impacts (including rail and bus services, ~~pedestrian and cyclist movements~~, and infrastructure) of the proposed ~~development gross floor area~~ on the road network including the capacity of nearby intersections, the need for mitigation measures such as road improvements works and improved pedestrian and cycle linkages. The assessment will need to ~~detail pedestrian, cycle, vehicular traffic and public transport demand forecast to be generated by the development, with consideration of~~ the cumulative impacts from other approved developments;
- ~~It should also include~~ details of servicing vehicle movements and service vehicle access, delivery and loading arrangements; and
- ~~assessment of the potential car parking requirements and traffic generated from the proposed gross floor space; provides details of the~~ proposed access and parking provision associated with the application, including compliance with the Australian Standards.
- preparation of a draft Construction Traffic and Pedestrian Management Plan (CTPMP) in consultation with TfNSW, Roads and Maritime Services, City of Sydney and Sydney Trains. The draft Plan should include the following:
 - the details of construction activities and timing of these activities;
 - ingress and egress of vehicles to the site;
 - the staging of works and simultaneous construction with other projects in the vicinity of the site (if any);
 - predicted construction traffic movements, types, traffic control and haulage routes;
 - cumulative construction impacts on the road network, public transport operation, train stations, taxi ranks, bus stops and the safety of pedestrians/cyclists;
 - parking arrangements for works; and
 - pedestrian/cyclist and traffic management measures; and
 - the details of ~~identifies the~~ duration of any impacts and ~~specify the~~

mitigation measures.

- ~~detail the traffic and transport impacts (including rail and bus services and infrastructure) during construction and how these will be mitigated including the preparation of a preliminary Construction Traffic Management Plan. The plan should detail the access and parking arrangements for works and the proposed transport of materials to/from the site during construction, including the type of construction vehicles, haulage routes, hours of operation, access arrangements, traffic control and proposed locations for handling materials; and~~

Relevant Policies and Guidelines:

- *Guide to Traffic Generating Developments (Roads and Maritime Services)*
- *Sydney City Centre Access Strategy*
- *EIS Guidelines – Road and Related Facilities (DoPI)*
- *NSW Planning Guidelines for Walking and Cycling*
- *Guide to Traffic Management – Part 12: Traffic Impacts of Development (AUSTROADS)*

- **Ecologically Sustainable Development (ESD)**

The EIS shall detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000) will be incorporated in the construction and ongoing operation phases of the developments to achieve sustainability best practice initiatives.

- **European and Aboriginal Heritage**

The EIS shall:

- assess the impacts that the development may have upon on existing heritage items;
- identify non-Aboriginal heritage items within the area affected by the proposal. A statement of significance and an assessment of the impact of the proposal on the heritage significance of these items should be undertaken. Any policies/measures to conserve their heritage significance should be identified. This assessment should be undertaken in accordance with the guidelines in the NSW Heritage Manual; and
- identify and address any impacts on the Aboriginal cultural heritage values that exist across the whole area that will be affected by the proposal. This may include the need for surface survey and test excavation. The identification of cultural heritage values should be guided by the *Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011)*.

- **Infrastructure Impacts**

The EIS shall address any potential impacts on existing Sydney Train infrastructure. ~~The applicant shall meet Sydney Trains requirements and obtain the necessary approvals/sign-offs prior to works commencing or the issue of the Construction Certificate whichever occurs first.~~

- **Noise and Vibration**

The EIS shall:

- identify the main noise generating sources and activities at all stages of construction. Outline measures to minimise and mitigate the potential noise impacts on surrounding occupiers of land; and
- address noise and vibration impacts from adjacent rail activities on future development including mitigation and monitoring measures where appropriate, consistent with guidance published by Rail Corp including *Interim Guidelines for Applicants – Consideration of Rail Noise and Vibration in the Planning Process* and *Interim Guidelines for Councils – Consideration of Rail Noise and Vibration in the Planning Process*.

	• Drainage and Flooding The EIS shall address drainage/flooding issues associated with development/site including: stormwater, drainage infrastructure and incorporation of Water Sensitivity Urban Design Measures. • Geotechnical and Contamination The EIS shall: • demonstrate the suitability of the land for the future proposed developments having regard to contamination and the site's geotechnical characteristics including erosion potential, salinity and the presence of potential and actual sulphate soils; and • outline measures to avoid, manage or mitigate adverse geotechnical or contamination impacts in accordance with relevant guidelines. • Contributions and/or Voluntary Planning Agreement The EIS shall address: • the contributions payable pursuant to the <i>Redfern-Waterloo Authority Affordable Housing Contributions Plan 2006</i> and the <i>Redfern Waterloo Authority Contributions Plan 2006</i>; and • any additional contributions proposed or material public benefits adjacent to the site associated with any bonus floor space (floor space above existing planning controls).
Other Issues	1. Utilities & Services The EIS shall: • identify any utilities and services that currently pass through or service the site including those that are, or will become, redundant. • identify all existing easements and any encumbrances on title that will be affected by the proposed subdivision; • provide details of the required utility and services, and any augmentation that may be required to support the proposed development, and their future maintenance needs; and • identify how the proposed infrastructure design will accommodate efficient provision of other urban infrastructure (e.g. street lights). 2. Sediment, Erosion and Dust controls (Construction and Excavation) The EIS shall detail measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and fine particles.
Plans and Documents	The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Environmental Planning and Assessment Regulation 2000. Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include the following: • architectural drawings; • site survey plan, showing existing levels, location and height of existing and adjacent structures/buildings; • site analysis plan; • stormwater plans; • shadow diagrams; • view analysis/photomontage; • soil and erosion sediment control plans; • landscape plan, including any public domain works; • 3D perspectives & photomontages of the proposed development; • heritage impact statement; • archaeological impact assessment report;

	• noise and vibration impact assessment report; • ecologically sustainable development report; • traffic and parking impact statement report; • draft Construction Traffic Management Plan; • geotechnical report; • contamination report; and • ground water impact report.
Consultation	During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, and community groups. In particular you must consult with the City of Sydney Council, Transport for NSW, Sydney Trains, Roads and Maritime Services, and NSW Heritage Council. The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.
Further consultation after 2 years	If you do not lodge a development application and EIS for the development within 2 years of the issue date of these SEARs, you must consult further with the Secretary in relation to the preparation of the EIS.
References	The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified. While not exhaustive, the following attachment contains a list of some of the guidelines, policies, and plans that may be relevant to the environmental assessment of this proposal.