



**Transport  
for NSW**

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

**Request for SEARs for the Stage 2 Development Application for Tourist and Visitor  
Accommodation at the Sandstone Precinct (SSD 7484)**

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**

CD16/01304

**Draft Secretary's Environmental Assessment Requirements**  
**Section 78A(8A) of the *Environmental Planning and Assessment Act 1979***  
**Schedule 2 of the *Environmental Planning and Assessment Regulation 2000***

<b>Application Number</b>	SSD 7484
<b>Proposal Name</b>	The Sandstone Precinct - Stage 2 State significant development application
<b>Location</b>	23-33 Bridge Street, Sydney (Lands Building), 35-39 Bridge Street Sydney (Education Building) and road and public reserve(s) at Gresham Street, Loftus Street and Farrer Place
<b>Applicant</b>	Pontiac Land Group
<b>Date of Issue</b>	DRAFT
<b>General Requirements</b>	<p>The Environmental Impact Statement (EIS) must address the <i>Environmental Planning and Assessment Act 1979</i> and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the <i>Environmental Planning and Assessment Regulation 2000</i>.</p> <p>Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.</p> <p>Where relevant, the assessment of the key issues below, and any other significant issues identified in the assessment, must include:</p> <ul style="list-style-type: none"> <li>• adequate baseline data;</li> <li>• consideration of potential cumulative impacts due to other development in the vicinity; and</li> <li>• measures to avoid, minimise, and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.</li> </ul> <p>The EIS must be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> <li>• a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the <i>Environmental Planning and Assessment Regulation 2000</i>) of the proposal, including details of all assumptions and components from which the CIV calculation is derived;</li> <li>• an estimate of the jobs that will be created by the development during the construction and operational phases of the development; and</li> <li>• certification that the information provided is accurate at the date of preparation.</li> </ul>
<b>Key issues</b>	<p>The EIS must address the following specific matters:</p> <p><b>1. Relevant EPIs, Policies and Guidelines</b></p> <p>The EIS shall address the relevant planning provisions applying to the site, including permissibility and the provisions of all plans and policies including:</p>

- State Environmental Planning Policy (State and Regional Development) 2011;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No 55 - Remediation of Land;
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005; and
- Sydney Local Environmental Plan 2012.

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

- A Plan for Growing Sydney;
- NSW Long Term Transport Master Plan;
- **NSW State Priorities**
- Guide to Traffic Generating Development (**RMS Roads and Maritime Services**);
- EIS Guidelines – Road and Related Facilities;
- NSW Planning Guidelines for Walking and Cycling;
- Sustainable Sydney 2030;
- Sydney Development Control Plan 2012;
- Planning Guidelines for Walking & Cycling;
- Sydney City Centre Access Strategy;
- Sydney's Cycling Future; and
- Sydney's Walking Future.

## **2. Concept Approval**

The EIS shall demonstrate that the proposal is consistent with the Stage 1 Concept Approval (SSD 6751) dated 25 August 2015 for the Sandstone Precinct.

## **3. Built form, Urban Design and Public Domain**

The EIS shall:

- demonstrate that the design, height (including plant), bulk, scale and setbacks of the proposed built form above the Education Building sits within the character of the building and locality, the heritage significance of the site and reflects the endorsed Conservation Management Plan and Sydney LEP 2012;
- provide details of proposals for the public domain, including landscaping, design, materials, finishing, levels, pedestrian connectivity and the impacts of re-introducing vehicles into Farrer Place;
- provide an updated view analysis, including photomontages and perspectives at each elevation and 3 dimensional images, showing the vertical additions to the Education Building, addressing:
  - key elements and views of the development from key locations;
  - key views, vistas and view corridors from the public domain and residential buildings that may be impacted as determined by the view analysis;
  - consideration of impacts on private and public domain views and design considerations aimed at mitigating any impacts.

#### 4. Heritage

The EIS shall include a Heritage Impact Assessment which addresses:

- all heritage items (State and local) on the subject site and any surrounding sites, setting out why these are of heritage significance, what impact the proposed use, fit out and operation will have on the heritage significance, what measures are proposed to mitigate negative impacts, and why more sympathetic solutions are not viable;
- impacts of the proposed adaptive reuse on the internal and external character and heritage features of the building, and the historical association with government uses;
- impacts of the potential changes to the public domain, including access, pedestrian movement and landscaping, and in particular the implications of the proposed drop-off zone on the heritage character of Farrer Place;
- demonstrate how the proposal is consistent with the endorsed Conservation Management Plan(s) for the two buildings, addressing the proposed use, including measures to minimise impacts of future development of the site; and
- an archaeological assessment of the potential for Aboriginal cultural heritage, European cultural heritage and other archaeological items on the site, how such archaeology would be impacted by the proposal, and potential mitigation, in-situ conservation and interpretation measures for any archaeological resources uncovered during the works.

#### 5. Amenity

The EIS shall demonstrate how the proposal will achieve a high level of environmental amenity, including overshadowing implications on the public realm from the vertical additions to the Education Building.

#### 6. Subterranean Works

The EIS shall:

- provide detail regarding the proposed pedestrian connection below the two buildings and any use of the subterranean space below Farrer Place for the potential back of house facilities, loading dock facilities; and
- demonstrate that the proposal below ground level at Farrer Place (zoned Public Recreation) is consistent with the Sydney LEP 2012 and will not have any adverse impacts on the recreational use of the space.

#### 7. Traffic, Parking and Access (Construction and Operation)

The EIS ~~shall~~ **must** include a Traffic Impact Assessment (TIA) that ~~provides, evaluates 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~~ safety and performance of the surrounding road network;

	<ul style="list-style-type: none"> <li>• assessment of the operation of existing and future transport networks including the light rail, ferry and bus networks and the CBD and South East Light Rail (CSELR) and their ability to accommodate the forecast number of trips to and from the development;</li> <li>• details of estimated total daily and peak trips traffic movements generated by the proposed development, project including vehicle, public transport, pedestrian and bicycle trips;</li> <li>• assessment of the existing and future performance of key intersections providing access to the site, and any upgrades (road/intersections) required as a result of the development. The assessment needs to be supported by appropriate modelling and analysis to the satisfaction of Roads and Maritime Services;</li> <li>• assessment of the cumulative impacts of traffic volumes from the proposal together with existing and approved developments in the area and potential conflict with traffic movements generated by existing uses;</li> <li>• assessment of connections to existing and planned public transport, including taxis;</li> <li>• the measures to be implemented to encourage users of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing;</li> <li>• assessment of proposed temporary or permanent changes to transport and access on surrounding streets, and in particular the implications of the changes to the road network in Farrer Place Young Street, Loftus Street and Bent Street. <del>on existing capacity and proposals to reduce</del></li> <li>• assessment of development traffic conflicts with pedestrians <del>and</del>, cyclists, bus and traffic movements;</li> <li>• details of sustainable travel initiatives for workers and visitors, particularly for the provision of end-of-trip facilities, pedestrian and cyclist facilities in secure, convenient, accessible areas close to main entrances, incorporating lighting and passive surveillance;</li> <li>• demonstration of the provision of sufficient car parking in accordance with the relevant guidelines/standards and/or justification for any inconsistencies;</li> <li>• assessment of opportunities to provide safe and efficient loading and servicing for the development and <del>proposed loading dock and servicing provisions and access arrangements to loading docks;</del></li> <li>• details of existing and proposed vehicular access, taxi and car parking arrangements for workers and visitors (cars, coaches/buses &amp; taxi ranks), including compliance with parking codes and Australian Standards;</li> <li>• pedestrian and cycle access within and to the site appropriate provision, design and location of on-site bicycle parking, and how bicycle provision will be integrated with the existing bicycle network; and</li> <li>• mitigation measures for the impacts identified in the TIA.</li> <li>• In relation to construction traffic: <ul style="list-style-type: none"> <li>○ assessment of cumulative impacts associated with other construction activities within the northern CBD precinct including the construction of the CSELR project;</li> <li>○ assessment of road safety at key intersections and locations</li> </ul> </li> </ul>
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subject to heavy vehicle movements and high pedestrian activity;

- details of anticipated peak hour and daily truck movements to and from the site;
- details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
- details of temporary cycling and pedestrian access during construction;
- details of proposed construction vehicle access arrangements at all stages of construction; and
- assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists and public transport operations, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of impact. This Plan needs to include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.

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)*

## 8. Construction

The EIS shall include a draft construction management plan that provides, but is not limited to, the following setting-out:

- details of peak hour and daily construction and servicing vehicle movements, including vehicle routes, number of vehicles, hours of operation, access arrangements and traffic control measures for all demolition/construction activities;
- likely impacts of traffic and the cumulative impact from surrounding development sites on the local road network;
- potential conflicts with other road users; and
- measures to mitigate these impacts.
- address road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity, and details of temporary cycling and pedestrian access;
- details of access arrangements for workers to/from the site, emergency vehicles and service vehicles;
- identify potential impacts of the construction on surrounding areas including adjoining development and the public domain, noise and vibration, air quality and odour impacts, dust emissions, water quality, stormwater runoff, groundwater seepage, soil pollution and construction waste; and
- details of the annual volume of materials to be extracted, processed or stored on site during construction and how the extracted material will be disposed of or reused.



	<p><b>9. Infrastructure Impacts - Interim Rail Corridor</b></p> <p>The EIS shall detail the likely impact of the proposal (in consultation with Transport for NSW) on:</p> <ul style="list-style-type: none"> <li>the maximum extent of in ground works, including submission of detailed sections and elevations which show the RL depth of excavation;</li> <li>the practicability and cost of carrying out rail expansion projects on the land in the future;</li> <li>the structural integrity or safety of, or ability to operate, such rail projects; and</li> <li>the land acquisition costs and costs of construction, operation or maintenance of such projects.</li> </ul> <p><b>10. Ecologically Sustainable Development (ESD)</b></p> <p>Identify how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development, and include innovative and best practice proposals for environmental building performance.</p> <p><b>11. Contributions and/or Voluntary Planning Agreement</b></p> <p>The EIS shall address the provision of public benefit, services, infrastructure and any relevant contribution requirements.</p>
<b>Consultation</b>	<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with City of Sydney Council, Roads and Maritime Services, Heritage Council of NSW, and <b>the CBD Coordination Office within</b> Transport for NSW.</p> <p>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.</p>
<b>Further consultation after 2 years</b>	<p>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.</p>
<b>References</b>	<p>The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified.</p>
<b>Plans and Documents</b>	<p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>Environmental Planning and Assessment Regulation 2000</i>. Provide these as part of the EIS rather than as separate documents.</p> <p>In addition, the EIS must include the following:</p> <ol style="list-style-type: none"> <li>An existing site survey plan drawn at an appropriate scale illustrating: <ul style="list-style-type: none"> <li>the location of the land, boundary measurements, area (sq.m)</li> </ul> </li> </ol>

	<p>and north point;</p> <ul style="list-style-type: none"> <li>• the existing levels of the land in relation to buildings and roads;</li> <li>• location and height of existing structures on the site;</li> <li>• location and height of adjacent buildings and private open space; and</li> <li>• all levels to be to Australian Height Datum (AHD).</li> </ul> <p>2. A locality/context plan drawn at an appropriate scale should be submitted indicating:</p> <ul style="list-style-type: none"> <li>• significant local features such as heritage items;</li> <li>• the location and uses of existing buildings, shopping and employment areas; and</li> <li>• traffic and road patterns, pedestrian routes and public transport nodes.</li> </ul> <p>3. Drawings at an appropriate scale at A3 illustrating:</p> <ul style="list-style-type: none"> <li>• the location of any existing building envelopes or structures on the land in relation to the boundaries of the land and any development on adjoining land;</li> <li>• detailed plans, sections and elevations including all temporary and permanent structures;</li> <li>• the height (AHD) of the proposed development in relation to the land; and</li> <li>• shadows from the Education Building showing solar access to the site and surrounding areas at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March 21 and September 21) at 9.00 am, 12.00 midday and 3.00 pm.</li> </ul> <p>4. urban design report;</p> <p>5. heritage impact statement;</p> <p>6. heritage interpretation strategy;</p> <p>7. Aboriginal and historical archaeological impact assessment;</p> <p>8. access impact statement;</p> <p>9. photomontages and perspectives;</p> <p>10. visual impact assessment;</p> <p>11. ESD report;</p> <p>12. Building Code of Australia statement;</p> <p>13. flood impact assessment report / flood hazard management plan;</p> <p>14. consultation summary report;</p> <p>15. air quality assessment;</p> <p>16. noise impact assessment;</p> <p>17. public domain plans, including landscaping works, design statement, pedestrian movement patterns and proposals for Farrer Place;</p> <p>18. signage strategy, including commercial signage / building name signage (if proposed);</p> <p>19. traffic and transport impact assessment, including parking, access, <del>and</del> loading dock strategy / management plan <del>and a construction traffic management plan</del>;</p> <p>20. construction impacts and management plan, including <del>a construction traffic management plan</del>, construction noise and vibration management plan, construction waste management plan and cumulative impact of construction activities on other nearby sites;</p>
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	21. utilities and services statement; 22. schedule of materials and finishes; and 23. structural design report for the Education Building.
<b>Documents to be submitted</b>	<ul style="list-style-type: none"> <li>• 1 hard copy and 1 electronic copy of all the documents and plans for review prior to exhibition;</li> <li>• 5 hard copies and 5 electronic copies of the documents and plans (once the application is considered acceptable); and</li> <li>• 10 copies of all the documentation and plans on CD (PDF format), not exceeding 5Mb in size.</li> </ul>