



**Transport
for NSW**

Ms Amy Watson
Team Leader
Key Sites Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Brendon Roberts

Dear Ms Watson

**Request for SEARs for a Mixed Use Development at Site 53, 2 Figtree Drive, Sydney
Olympic Park, City of Parramatta Council (formerly Auburn LGA) - (SSD 7662)**

Thank you for your letter dated 16 May 2016 requesting Transport for NSW (TfNSW) provides its input into the draft Secretary's Environmental Assessment Requirements (SEARs) for the above.

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

If you require further clarification regarding this matter, please don't hesitate to contact Para Sangar, Senior Transport Planner on 8202 2672.

Yours sincerely

30/5/16

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

CD16/06892

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 7662
Proposal Name	Mixed Use Development
Location	Site 53, 2 Figtree Drive, Sydney Olympic Park
Applicant	Mirvac Projects Pty Ltd
Date of Issue	
General Requirements	The Environmental Impact Statement (EIS) must meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 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 <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; • 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 relevant statutory provisions applying to the site contained in all relevant EPIs, including: • State Environmental Planning Policy (State and Regional Development) 2011; • State Environmental Planning Policy (State Significant Precincts) 2005; • State Environmental Planning Policy (Infrastructure) 2007; • State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004; • State Environmental Planning Policy No. 55 – Remediation of Land. • State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development; and • Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.

	<i>Permissibility</i> Detail the nature and extent of any prohibitions that apply to the development. <i>Development Standards</i> Identify compliance with the development standards applying to the site and justification for any variations proposed. 2. Policies Address the relevant planning provisions, goals and strategic planning objectives in the following: • A Plan for Growing Sydney; • NSW State Priorities; • NSW Long Term Transport Master Plan 2012; • Apartment Design Guide; • Sydney Olympic Park Master Plan 2030 (and subsequent reviews); • Sydney Olympic Park Access Guidelines 2011; • Sydney Olympic Park Major Event Impact Assessment Guidelines; • Sydney Olympic Park Urban Elements Design Manual; • Sydney Olympic Park Environmental Guidelines; • Sydney Olympic Park Stormwater and Water Sensitive Urban Design Policy • Sydney's Cycling Future 2013; • Sydney's Light Rail Future 2012; • Sydney's Rail Future 2012; • Sydney's Walking Future 2013; and • Development near Rail Corridors & Busy Roads - Interim Guideline 2008. 3. Design excellence and built form • Outline how design excellence will be achieved through a competitive design process and include a strategy to ensure design excellence is delivered at each stage of the development. • Consult with the Sydney Olympic Park Authority Design Review Panel, and demonstrate how the design responds to comments and recommendations raised by the Panel. • Address the height, bulk and scale of the proposed development within the context of the locality, including existing, approved and likely future development on surrounding sites (Sites 3, 45, 46, 52 and 68) and Bicentennial Park. • Demonstrate design quality, with specific consideration of the overall site layout, open spaces, interface with the public domain, façade, rooftop, massing, setbacks, building articulation, materials, choice of colours, signage or signage envelopes. • Detail how services, including but not limited to, waste management, loading zones, utilities and mechanical plant are integrated into the design of the development. Public Domain • Identify proposed open space, public domain, the new street and pedestrian linkages within the site, at the interface with adjoining sites and connection to the linear park to the south. • Provide landscaping and public domain details, including details on the interface with the proposed development. • Identify any interim or temporary road works to provide access to the development ahead of the future redevelopment of the adjoining Site 52 to the west.
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5. Environmental Amenity

- Provide a detailed assessment and justification of how the proposal complies / does not comply with the design principles in SEPP65 and the objectives and design criteria in the Apartment Design Guide.
- Provide information detailing the provision of solar access to the building and any overshadowing impacts, acoustic impacts, privacy, view loss and wind impacts. A high level of environmental amenity must be demonstrated.
- Address any wind impacts on the adjacent linear park, including detailing mitigation measures to demonstrate an acceptable level of amenity.
- Prepare an Odour Impact Assessment detailing the likely impacts and any proposed management (including operational) and mitigation measures to protect the amenity of residents/visitors/employees from the nearby Homebush Liquid Waste Treatment Plant.

6. Ecologically Sustainable Development (ESD)

- 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 design, construction and ongoing operation phases of the development.
- Include a description of the measures that would be implemented to minimise consumption of resources, water and energy, which details of any proposed alternative water supplies, proposed end uses of potable and non-potable water, demonstration of water sensitive urban design and any water conservation measures.

Noise and Vibration

- Identify the main noise and vibration generating sources and activities at all stages of construction, and any noise sources during operation.
- Outline measures to minimise and mitigate potential noise and vibration impacts on surrounding occupiers.
- Assess the potential noise impacts on the proposal from surrounding land uses, including noise from the operation of the existing data centre at Site 52, the Olympic Park Rail Line and Sydney Olympic Park events.

8. 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, ferry and bus networks and their ability to accommodate the forecast number of trips to and from the development;
- ~~Detail existing pedestrian and cycle movements within the vicinity of the site and~~ Determine the adequacy of the proposal to meet the likely increase in ~~public transport,~~ pedestrian and cycle demands;
- Identify measures, for residents, employees and visitors, to promote travel choices that support the achievement of State Plan targets, such as implementing a location-specific sustainable travel plan and provision of end of trip facilities;
- Provide details of the total daily and peak hour trips generated by the proposed development, including ~~accurate details of the current and~~ future daily vehicle movements and assess the impacts of the traffic generated on the local road network, including intersection capacity and any potential need for upgrading or road works (if required).
- 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; • 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; • Details of the proposed number of car parking spaces and justify the level of car parking provided on the site; • Detail the proposed access, bicycle and car parking provisions associated with the proposed development, including compliance with the relevant parking codes and Australian Standards, and propose measures to mitigate any associated impacts on public transport, pedestrian, cycle and traffic networks. • Appropriate provision, design and location of on-site bicycle parking, and how bicycle provision will be integrated with the existing bicycle network; • Location of pedestrian and bicycle parking facilities in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance; • Demonstrate the provision and sufficient arrangement of on-site bicycle and car parking having regard to the availability of public transport and parking controls of Master Plan 2030; • Details of service vehicle movements and site access arrangements (including vehicle type and likely arrival and departure times of service vehicles); and • Assessment of proposed loading dock and servicing provisions and access arrangements to loading docks. • In relation to construction traffic: ○ Assessment of cumulative impacts associated with other construction activities. ○ Assessment of road safety at key intersections and locations 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: • <i>Guide to Traffic Generating Developments (Roads and Maritime Services)</i> • <i>Sydney City Centre Access Strategy</i> • <i>EIS Guidelines – Road and Related Facilities (DoPI)</i> • <i>NSW Planning Guidelines for Walking and Cycling</i> • <i>Guide to Traffic Management – Part 12: Traffic Impacts of Development (AUSTROADS)</i>
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	9. Major Events • Adequately address the impact of major events in the precinct as it relates to the proposed development within the Town Centre (SOP Major Event Impact Assessment Guidelines). • Demonstrate that the proposed development and future operation can work (provide acceptable amenity) in major event mode. This will require clear understanding of the major event operating mode and implications (management and mitigation measures to address potential noise impacts associated with operation) for the development. • Utilities • Address the existing capacity and any augmentation requirements of the development for the provision of utilities including staging of infrastructure in consultation with relevant agencies. 11. Staging • Provide details regarding the staging of the proposed development (if proposed). 12. Contributions • Address any Contributions Plan and/or details of any Voluntary Planning Agreement. 13. Sediment, Erosion and Dust Controls • Identify measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and fine particles. • Water Quality and Flooding • Identify if the proposal involves any discharges to waters or dewatering requirements from the construction site and any associated impacts on water quality, including an assessment of any water discharges against relevant guidelines and licencing requirements under the Water Act 1912 and Protection of the Environment Operations Act 1997. • An assessment of any flood risk on site and consideration of any relevant provisions of the NSW Floodplain Development Manual (2005), including the potential effects of climate change, sea level rise, an increase in rainfall intensity. 15. Drainage • Detail drainage associated with the proposal, including stormwater, and drainage infrastructure. 16. Servicing and Waste • Identify, quantify and classify the likely waste streams to be generated during construction and operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste. • Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones, mechanical plant) for the site. • Tree Protection • Provide an Arborist Report identifying all trees within the site and those immediately adjacent where there is impact from the proposed development, including trees proposed to be removed and the means of protecting those that are to be retained and relocated (including the identified Fig Tree). • Provide details of finished levels for the new road, pedestrian link and coordination of new service easements integrated with the final position of the relocated Fig Tree and ground levels.
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	18. Construction Impacts • Assess traffic impacts during construction detailing management and mitigation measures. • Address construction impacts on the adjacent rail corridor. 19. Heritage • Prepare an Aboriginal and non-Aboriginal archaeological assessment detailing the likely impacts and outline the proposed management and mitigation measures to protect and preserve the archaeology. • Prepare a Heritage Impact Assessment addressing visual impact of the proposed high rise development on State Heritage Items in the vicinity, including the Newington Armament Depot and Nature Reserve.
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; • Plan of subdivision; • Site survey plan, showing existing levels, location and height of existing and adjacent structures/buildings and relationship to the rail corridor; • Site analysis plan; • Shadow diagrams; • Access Impact Statement; • View analysis/photomontages including a view taken from Australia Ave, near the roundabout at the intersection of Homebush Bay Drive, and a view taken from the elevated section of Homebush Bay Drive (above the M4 Motorway); • Stormwater Concept Plan; • Sediment and Erosion Control Plan; • Landscape Plan; • Public Domain Interface Plan prepared in accordance with the requirements set out in the Sydney Olympic Park Urban Elements Design Manual; • Preliminary Construction Management Plan, inclusive of a Construction Traffic Management Plan; • Geotechnical and Structural Report; • Schedule of materials and finishes; and • Integrated Water Management Plan.
Consultation	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 the Sydney Olympic Park Authority, Transport for NSW, Roads and Maritime Services, including the Sydney Olympic Park Authority Design Review Panel and Sydney Trains. 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.