



Transport  
for NSW

Andy Nixey  
Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

Dear Mr. Nixey,

**Telopea Concept Plan and Stage 1A (SSD-14378717)  
Request for SEARs**

Thank you for your correspondence via Major Projects Planning portal (ref: PAE-14448961) on 12 February 2021, requesting Transport for NSW (TfNSW) to provide input to the Secretary's Environmental Assessment Requirements (SEARs). Legislation came into effect on the 1 December 2019 that brings the former Roads & Maritime Services and Transport for NSW together into an integrated organisation. This response represents the collective views of the integrated organisation.

The Scoping Report and draft SEARs were reviewed and our suggested requirements are presented as track-changes in the attached **TAB A** for including into the final SEARs.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at [billy.yung@transport.nsw.gov.au](mailto:billy.yung@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

25/2/2021

**Mark Ozinga**  
Principal Manager, Land Use Planning & Development  
Customer Strategy and Technology

CD21/00999

# Planning Secretary's Environmental Assessment Requirements

Section 4.12(8) of the *Environmental Planning and Assessment Act 1979*  
Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*

<b>Application Number</b>	SSD-14378717
<b>Project Name</b>	Teloepa Estate Redevelopment – Concept development application (staged development) and Stage 1A development application
<b>Project Description</b>	<ol style="list-style-type: none"> <li>1) Concept proposal for the staged redevelopment of the site involving demolition of all buildings and the construction of a mixed-use development, including approximately 4,700 dwellings (mix of social, affordable and market), retail and commercial uses, community facilities, public open space and new roads.</li> <li>2) Detailed proposal for Stage 1A of the redevelopment which will include demolition works, bulk earthworks, and construction of residential flat buildings up to ten storeys in height containing a total of 452 apartments on Lot C9, a new public park, a new road crossing of the light rail corridor and a new plaza adjacent to Teloepa Station.</li> </ol>
<b>Location</b>	Multiple lots (99) in Sturt Street, Shortland Street, Wade Street and Eyles Street, Teloepa within the City of Parramatta Local Government Area (see lot details in Appendix A of Scoping Report)
<b>Applicant</b>	NSW Land and Housing Corporation
<b>Date of Issue</b>	DATEWILLBEINSERTEDHERE
<b>General Requirements</b>	<p>A development application (DA) for State significant development (SSD) must include all relevant information and documents specified in Part 1 of Schedule 1 of the Regulation, including an environmental impact statement (EIS) (section 4.12(8) of the Act and clause 2(1)(e) of Schedule 1 of the Regulation).</p> <p>The DA must be lodged on the NSW planning portal (clause 50(1)(d) of the Regulation).</p> <p>The form and content of the EIS must be prepared in accordance with clauses 6 and 7 of Schedule 2 of the Regulation. Any document adopted or referenced in the EIS will form part of the EIS (clause 9(1) of Schedule 2 of the Regulation).</p> <p>The EIS must include a report from a qualified quantity surveyor, certified to be accurate at the time of publication, providing:</p> <ul style="list-style-type: none"> <li>- a detailed calculation of the capital investment value (CIV) of the proposal (as defined in clause 3 of the Regulation), including details of all assumptions and components for the CIV calculation, including consultant costs</li> <li>- an estimate of jobs that will be created during the construction and operational phases of the proposal.</li> </ul>
<b>Key issues</b>	<p><b>1. Statutory and strategic context</b></p> <p>The EIS must:</p> <ul style="list-style-type: none"> <li>- address all relevant legislation (including sections 1.3 and 4.15 of the Act and clauses 6 and 7 of Schedule 2 of the Regulation), Environmental Planning Instruments (EPIs), draft EPIs, plans, policies and guidelines</li> </ul>

- detail the nature and extent of any prohibitions, including partial prohibitions, that may apply to the proposal
- demonstrate the reasons for the proposed development being SSD
- identify compliance with applicable development standards and provide a detailed justification for any non-compliances
- address the requirements of any approvals applying to the site, including any concept approval or recommendations from any Gateway determination
- comply with this SEARs (cl 3(8) of Schedule 2 of the Regulation).

## **2. Design excellence**

The EIS must include a Design Excellence Strategy demonstrating how:

- the development will achieve design excellence in accordance with the relevant EPI provision, objectives for good design (of the built environment) in Better Placed
- for the concept proposal, the masterplan (layout and building envelopes), design guidelines and future design excellence process have been reviewed by the State Design Review Panel (SDRP), and advice addressed, prior to lodgement
- for the Stage 1A proposal, the detailed design has been reviewed by the SDRP, and advice addressed, prior to lodgement
- design integrity will be maintained in subsequent stages of the planning process (such as post approval and in any modifications).

## **3. Built form and Urban Design**

The EIS must:

- explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.
- demonstrate how the proposed building or building envelope form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality
- demonstrate how the detailed building design will deliver a high-quality development, including consideration of façade design, articulation, activation, roof design, materials, finishes, colours and integration of services
- address how Crime Prevention through Environmental Design (CPTED) principles are to be integrated into the development
- assess how the development complies with the relevant accessibility requirements
- include tables identifying the proposed land uses, including a lot by lot breakdown of gross floor area (GFA), total GFA and floor space ratio (FSR). For Stage 1A, tables identifying GFA/FSR for each building, including a floor by floor breakdown must be included
- identify opportunities for Aboriginal culture and heritage to be incorporated holistically in the design proposal.

## **4. Visual impacts**

The EIS must include a Visual Impact Assessment, with photomontages, justifying potential visual impacts associated with the proposal when compared to the existing situation and a compliant development (if relevant), when viewed to and from key vantage points.

## 5. Public domain

The EIS must demonstrate how the development:

- addresses demands for open space provision from future residents and workers, including passive and active recreation areas
- maximises the amount, access to and quality of public spaces (including open space, public facilities and streets/plazas within and surrounding the site)
- reflects relevant design guidelines and advice from Council and the Department
- ensures the public space is welcoming, attractive and accessible for all
- maximise permeability and connectivity
- ensures public spaces have excellent amenity, suitable for their intended use, such as through adequate facilities, solar access, ~~shade and wind~~shade, wind protection and frequent resting places.
- maximises street activation
- minimises potential vehicle, bicycle and pedestrian conflicts.

## 6. Trees and landscaping

The EIS must include a Landscape Plan and Arborist Report, that:

- details the proposed landscaping and planting, including proposals for native vegetation communities and plant species
- demonstrates how the development proposes to protect and increase the urban tree canopy and identifies sufficient deep soil areas and street tree pits to ensure growth of trees to their full potential
- includes justification for any tree and vegetation removal and any offsetting commitments, noting that any offsetting proposed in and around the Parramatta Light Rail (PLR) project should be consistent with PLR conditions.
- demonstrates how the development maximises opportunities for green infrastructure, consistent with objectives and opportunities identified in Sydney Green Grid West Central District (Department of Planning and Environment 2017). Greener Places (NSW Government Architect, 2017), and Parramatta Ways (Implementing Sydney's Green Grid) (City of Parramatta, 2017).

## 7. Environmental amenity

The EIS must:

- demonstrate how the proposal achieves a high level of environmental amenity within the proposal and on surrounding buildings, assessing impacts associated with view loss, ventilation, pedestrian movement, access to landscape and outdoor spaces, visual privacy, lighting and wind
- provide a solar access analysis of the overshadowing impacts of the development within the site, on surrounding buildings and public spaces (during summer and winter solstice and spring and autumn equinox) at hourly intervals between 9am and 3pm, when compared to the existing situation and a compliant development
- where applicable, provide an assessment of the development against State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development and the associated guidelines.

## 8. Development contributions and public benefit

The EIS must:

- include a Social Infrastructure Study to support any proposed community infrastructure on the site
  - address the requirements of any relevant contributions plan(s), planning agreement or EPI requiring a monetary contribution, dedication of land and/or works-in-kind and include details of any proposals for further material public benefit. Where the development proposes alternative public benefit or a departure from an existing contributions framework, this is to be agreed with Council and relevant State agency, prior to lodgement.
- 9. Transport, traffic, parking and access (operation and construction)**
- The EIS must include:
- a Traffic and Transport Impact Assessment which provides:
    - o the predicted transport mode share split for the proposal development
    - o an analysis of the existing traffic network, including the road hierarchy, current daily and peak hour vehicle movements and existing performance levels of nearby intersections
    - o a forecast of additional daily and peak hour vehicle movements as a result of the proposal (using SIDRA modelling or similar at 5-year intervals) and identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cycle conflict)
    - o swept path assessment to demonstrate the new street designs can accommodate two-way bus movements with no impact to existing bus stops and bus zones on Sturt Street, Marshall Road and Shortland Street
    - o proposals to mitigate any traffic impacts, including intersection upgrades to achieve acceptable performance
    - o details of car parking provision, having regard to relevant parking rates, specifications and standards
    - o details of proposed vehicular access, loading, deliveries and servicing arrangements, and any proposed infrastructure improvements or measures to reduce potential conflicts with pedestrians and cyclists.
    - o proposals to improve walking and cycling, such as connections into existing walking and cycling networks, high quality end-of-trip facilities and adequate bicycle parking for visitors, employees and residents (provided in accordance with the relevant rates, specifications and standards)
    - o measures to promote sustainable travel choices for employees, residents or visitors, such as minimising car parking provision, encouraging car share and public transport, cycling and walking, implementing a green travel plan and providing end of trip facilities.
  - a Construction Traffic Management and Pedestrian Management Plan for Stage 1A providing details, but not limited to the following:
    - o ~~of~~ predicted construction traffic movements, routes and access arrangements;
    - o ~~and~~ outline how construction traffic impacts on existing traffic, pedestrian and cycle networks would be appropriately managed and mitigated;
    - o Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail builder/contractor;
    - o Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project and private development. Proposed

measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP.

#### **10. Development adjacent to Parramatta Light Rail (PLR) corridor**

The EIS must include:

- a Geotechnical Investigation Report that based on actual boreholes and includes:
  - o analysis of the potential impact of demolition, excavation and operation of the development on the rail corridor and rail infrastructure;
  - o demolition and excavation induced vibration impacts on the rail corridor and rail infrastructure; and
  - o potential loadings of the development on the rail corridor and rail infrastructure.
- Structural drawings and Report which demonstrates:
  - o the foundation design and associated works has taken into appropriate consideration of the future PLR to enable verification of compliance to TfNSW requirements;
  - o any deformation induced by bulk excavation will not have adverse impacts on the rail corridor, rail infrastructure or rail easements;
  - o Plan and Cross sectional drawings showing the rail corridor, sub soil profile, proposed basement and/or foundation excavation and structure design of the development's sub-ground support adjacent to the rail corridor. All measurements contained within the cross sectional drawings must be verified by a registered surveyor;
  - o Drainage details (no drainage into the rail corridor);
  - o Balcony design (if applicable, for development within 20m and facing above ground rail corridor) – enclosed balconies/anti-throw;
  - o Noise and Vibration – Acoustics Report shall be updated in accordance with the TfNSW Corridor Protection requirements such as all structures must be designed, constructed and maintained so as to avoid any damage or other interference which may occur as a result of noise and vibration from railway operations, on the assumption that source vibration level from trains as a result of attenuation provided by the track structure; and
  - o Electrolysis Report – All structures must be designed, constructed and maintained so as to avoid any damage or other interference, which may occur as a result of stray electrical currents, electromagnetic effects and the like from the future light rail operations. The applicant must incorporate in the development all the measures recommended in the report to control the risk.
- A suite of survey plans that shows:
  - o rail corridor and rail infrastructure (including easements).

#### **11. Construction of level crossing over rail corridor**

The EIS must include:

- An assessment that demonstrates the following:
  - o demonstrate the impact of queuing at proposed intersection of Sturt Street extension and measures that manage traffic impacts associated with this proposed intersection such that the light rail corridor is not impacted by this proposed road crossing

- o Details of all proposed works in and adjacent to the rail corridor including a strategic design drawing (2D).

#### **41.12. Ecologically Sustainable Development (ESD) and climate change**

The EIS must:

- identify how ESD principles (as defined in clause 7(4) of Schedule 2 of the Regulation) will be incorporated into the design, construction and ongoing operation of the development
- demonstrate how future buildings will meet or exceed the relevant industry recognised building sustainability and environmental performance standards
- demonstrate how the proposal incorporates measures to minimise carbon emissions, reflecting the Government's goal of net zero emissions by 2050, and the consumption of resources, water (including through water sensitive urban design) and energy.

#### **42.13. Contamination**

The EIS must include a preliminary investigation assessing and quantifying any soil or groundwater contamination, and demonstrating that the site is suitable (or may be made suitable after remediation) for the proposed use, in accordance with the State Environmental Planning Policy No 55 - Remediation of Land and the associated guidelines.

Where recommended in the preliminary investigation, or requested by the Planning Secretary, the EIS must also include a detailed site investigation, a remediation action plan and/or a preliminary long-term environmental management plan.

#### **43.14. Heritage**

The EIS must include:

- a statement of heritage significance and an assessment of the impact on the heritage significance of any heritage items, or conservation areas, on and adjacent to the site in accordance with the relevant guidelines.
- address any archaeological potential and significance on the site and the impacts the development may have on this significance
- an Aboriginal Cultural Heritage Assessment Report in accordance with relevant guidelines, identifying, describing and assessing any impacts for any Aboriginal cultural heritage values on the site, including archaeology.

#### **44.15. Flooding**

The EIS must:

- identify any flood risk on-site having regard to adopted studies for the development site, consideration of any relevant provisions of the NSW Floodplain Development Manual and the potential effects of climate change, sea level rise and an increase in rainfall intensity
- assess the impacts of the development, including any changes to flood risk on-site or off-site, and detail design solutions to mitigate flood risk where required.

#### **45.16. Biodiversity**

	<p>The EIS must assess any biodiversity impacts associated with the proposal in accordance with the <i>Biodiversity Conservation Act 2016</i> and the Biodiversity Assessment Method 2020, including the preparation of a Biodiversity Development Assessment Report, unless a waiver is granted.</p> <p><b><u>16-17.</u> Social impact</b></p> <p>The EIS must include Social Impact Assessment in accordance with the Social Impact Assessment Guideline.</p> <p><b><u>17-18.</u> Bushfire</b></p> <p>If the development is on bush fire prone land, the EIS must include a bush fire assessment that details proposed bush fire protection measures and demonstrates compliance with Planning for Bush Fire Protection.</p> <p><b><u>18-19.</u> Staging</b></p> <p>The EIS must:</p> <ul style="list-style-type: none"> <li>- outline the proposed stages of the concept proposal, including built form, land uses and approval pathways</li> <li>- detail alternative design and staging options considered for the redevelopment of the site.</li> </ul> <p><b><u>19-20.</u> Social housing</b></p> <p>The EIS must:</p> <ul style="list-style-type: none"> <li>- detail the integration and mix of private and social housing</li> <li>- outline the intended operation of the social housing by community housing provider/s.</li> </ul> <p><b><u>20-21.</u> Utilities</b></p> <p>The EIS must:</p> <ul style="list-style-type: none"> <li>- identify and address the existing capacity of the site to service the proposed development and any augmentation requirements for utilities in consultation with relevant agencies</li> <li>- identify any potential impacts of the proposed construction and operation on existing utility infrastructure and demonstrate how these assets will be protected, or impacts mitigated.</li> </ul> <p><b><u>21-22.</u> Infrastructure Delivery</b></p> <p>The EIS must:</p> <ul style="list-style-type: none"> <li>- identify key infrastructure components to be delivered with the development including open space land, open space embellishments, roads, drainage, power, telecommunications and community facilities</li> <li>- identify future asset owners of key infrastructure</li> <li>- provide details of the proposed staging delivery of key infrastructure</li> <li>- the estimated value of key infrastructure.</li> </ul> <p><b><u>22-23.</u> Ground conditions</b></p>
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The EIS must demonstrate that the proposed development can be accommodated on the site, having regard to any geotechnical and acid sulphate soil impacts.

#### **23-24. Stormwater and drainage**

The EIS must include an Integrated Water Management Plan that:

- is prepared by a suitably qualified person in consultation with Council and any other relevant drainage authority
- details the proposed drainage design for the site including on-site detention facilities, water quality measures and the nominated discharge point
- demonstrates compliance with Council or other drainage authority requirements and avoid adverse impacts on any downstream properties.

For Stage 1A, where drainage infrastructure works are required that would be handed over to Council, provide full hydraulic details and detailed plans and specifications of proposed works that have been prepared in consultation with Council and comply with Council's relevant standards.

#### **24-25. Earthworks (Stage 1A only)**

The EIS must include:

- a detailed survey showing existing and proposed levels, maximum depth of excavation, and proposed quantities of cut and fill necessary for the proposed works
- details of the fill, including types and materials and their source
- details of the location for the disposal of excess cut and the methodology of transportation to this location
- a geotechnical report.

#### **25-26. Noise and vibration (Stage 1A only)**

The EIS must include a noise and vibration assessment in accordance with the relevant EPA guidelines, including Development Near Rail Corridors and Busy Roads – Interim Guideline. This assessment must detail construction and operational noise impacts on nearby sensitive receivers and outline the proposed management and mitigation measures that would be implemented.

#### **26-27. Air quality (Stage 1A only)**

The EIS must include an air quality assessment of onsite and offsite air quality impacts, including odours, in accordance with the relevant EPA guidelines. The assessment must detail construction and operational air quality impacts both onsite and on nearby sensitive receivers and outline the proposed management and mitigation measures that would be implemented.

#### **27-28. Waste and servicing (Stage 1A only)**

The EIS must:

- identify, quantify and classify the likely waste to be generated during construction and operation
- describe measures to be implemented to minimise, reuse, recycle and safely dispose of this waste

	<ul style="list-style-type: none"> <li>- identify appropriate servicing arrangements.</li> <li>-</li> </ul> <p><b><u>28-29. Subdivision (Stage 1A only)</u></b></p> <p>The EIS must:</p> <ul style="list-style-type: none"> <li>- outline subdivision, access and driveway locations</li> <li>- outline consistency with the concept development application</li> </ul> <p>The application must include a Plan of Subdivision which:</p> <ul style="list-style-type: none"> <li>- identifies all lots proposed to be created across the site</li> <li>- identifies the location of all servicing infrastructure across the site</li> <li>- details any covenants, easements or notations proposed to ensure appropriate access is provided to each service provider to enable the on-going maintenance of their assets</li> <li>- <u>details any covenants, easements or notations proposed to enable public access to the public domain areas.</u></li> <li>- <u>details any easements for rail noise and vibration to benefit Transport Asset Holding Entity of New South Wales (TAHE)/ Transport for NSW (TfNSW) as the Parramatta Light Rail is expected to be operational in 2023.</u></li> </ul>
<b>Plans and Documents</b>	<p>The EIS must include all relevant plans, architectural drawings, diagrams, lists, certificates and any other documentation required under Schedule 1 of the Regulation. If the Department identifies any other document required to be included in the EIS before the DA is lodged, those documents must also be included in the EIS.</p>
<b>Consultation</b>	<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, Government Architect NSW (through the NSW SDRP process), utility providers, community groups and affected landowners, as identified in any meeting with the Department before the DA is lodged.</p> <p>The EIS must describe the consultation process, the issues raised during consultation, and how the proposal addresses those issues. Where amendments have not been made to address an issue, a succinct 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 Planning Secretary in relation to the preparation of the EIS.</p>