



**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 Redevelopment of the Harbourside Shopping Centre,
Darling Harbour (SSD 7375)**

Dear Mr Roberts

Thank you for your letter dated 12 November 2015 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

24/11/15

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

CD15/20355

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*

Application Number	SSD 7375
Proposal Name	Redevelopment of the Harbourside Shopping Centre to provide a new shopping centre and commercial tower
Location	Harbourside Shopping Centre, Darling Harbour
Applicant	Mirvac Projects
Date of Issue	
General Requirements	<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 risk assessment, must include:</p> <ul style="list-style-type: none"> 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. <p>The EIS must be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the <i>EP&A 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	<p>The EIS must address the following specific matters:</p> <p>1. Statutory and Strategic Context</p> <p>The EIS shall address the statutory provisions applying to the site contained in all relevant environmental planning instruments (EPIs), including:</p> <ul style="list-style-type: none"> State Environmental Planning Policy (State and Regional Development) 2011; State Environmental Planning Policy (Infrastructure) 2007; State Environmental Planning Policy No.55 – Remediation of Land; Draft Sydney Environmental Planning Policy (Competition) 2010; Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005; and Darling Harbour Development Plan No.1. <p>The EIS shall address the relevant planning provisions, goals and strategic planning objectives in the following:</p> <ul style="list-style-type: none"> A Plan for Growing Sydney;

- NSW Long Term Transport Master Plan;
- NSW State Priorities;
- Sustainable Sydney 2030;
- Sydney Development Control Plan 2012;
- Sydney Streets Design Code and Sydney Streets Technical Specification;
- Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines;
- Development Near Rail Corridors and Busy Roads - Interim Guideline;
- Sydney City Centre Access Strategy;
- NSW Bicycle Guidelines;
- City of Sydney Waste Minimisation in New Developments 2005;
- Interim Construction Noise Guideline;
- Crime Prevention Through Environmental Design (CPTED) Principles; and
- Heritage Council Guidelines Assessing the Significance of Archaeological Sites and Relics.

2. Ecologically Sustainable Development (ESD)

The EIS shall:

- detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the *EP&A Regulation 2000*) will be incorporated in the design, construction and ongoing operation of the development;
- demonstrate how the proposed development responds to sustainable building principles and improves environmental performance through energy efficient design, technology and renewable energy; and
- provide an integrated Water Management Plan, including an assessment of water demand, alternative water supply, proposed end uses of potable and non-potable water, water sensitive urban design and water conservation measures.

3. Design Excellence, Built Form and Public Domain

The EIS Shall:

- demonstrate how the proposal is committed to achieving design excellence in accordance with the above statutory and strategic context and reflects recommendations from the independent Design Review Panel appointed by Infrastructure NSW;
- demonstrate how the orientation, height, bulk, scale and public domain treatment of the proposed development reflects the character and context of the surrounding area, and is well integrated into the surrounding locality of Darling Harbour, SICEEP and Pyrmont;
- identify and integrate key pedestrian desire lines to the surrounding area and critical pedestrian and cycle links between Darling Harbour, Pyrmont and the Sydney CBD;
- address the visual impact of the proposed building when viewed from the public domain and key vantage points surrounding the site;
- address design quality of the building and public realm, with specific consideration of the overall site layout, defined public and private spaces, orientation, connectivity, street activation, façades, massing, setbacks, building articulation, materials, landscaping, safer by design principles, rooftop and mechanical plant; and
- address all aspects of the public domain, such as open spaces within the precinct and footpath, paving, cycle ways, tree planting, footway dining, public art and lighting.

4. Heritage

The EIS shall:

- provide a detailed Heritage Impact Statement (HIS) that identifies and addresses the impacts of the proposal:
 - on any archaeology protected under the *Heritage Act 1977*
 - on the heritage significance of the site and adjacent area, including any built and landscape heritage items, conservation areas, views or settings, and in particular Pyrmont Bridge

- on places, items or relics of significance to Aboriginal and non-Aboriginal people
- against any endorsed conservation management plans for heritage items in the vicinity of the site
- address opportunities for heritage interpretation within the public domain.

5. 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 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;
- details of estimated ~~the~~ total daily and peak hour trips likely to be generated by the proposed development, including vehicle, public transport, pedestrian and bicycle trips;
- 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;
- ~~demonstrate~~ the measures to be implemented to encourage users of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing;
- 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;
- ~~provide~~ details of any upgrading or road improvement works required to accommodate the proposed development including access to the light rail and ferry network and to the CBD via Pyrmont Bridge;
- ~~demonstrate~~ appropriate provision, design and location of on-site bicycle parking, and how bicycle provision will be integrated with the existing bicycle network;
- details of the proposed number of car parking spaces and compliance with appropriate parking codes and justify the level of car parking provided on the site;
- ~~provide~~ details of service vehicle movements and site access arrangements (including vehicle type and likely arrival and departure times of service vehicles);
- assessment of proposed loading dock and servicing provisions and access arrangements to loading docks;
- details of existing and proposed vehicular access, taxi and car parking arrangements for workers and visitors (cars, coaches/buses & taxi ranks), including compliance with parking codes and Australian Standards;
- any impacts of the development on the capacity and operation of the Sydney Light Rail and ferry operation, including pedestrian modelling given that the pathways across both Convention and Exhibition stops are identified in *Attachment A Preliminary Harbourside Concept* dated 9 October 2015 as key pedestrian links to the proposed development; and
- ~~undertake~~ a ~~transport~~-light rail and road safety assessment for any proposed advertising signage, ~~and~~-lighting displays and reflectivity in visible on roads or impacting on the operation of the light rail, particularly

the direction of the light rail corridor located along the western boundary of the development.

- In relation to construction traffic:
 - assessment of cumulative impacts associated with other construction activities including the construction of the CSELR project;
 - 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:

- *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)*

6. Environmental Amenities

The EIS shall address solar access, acoustic impacts, visual privacy, view loss, wind impacts, reflectivity, overshadowing and noise and vibration impacts to the surrounding area.

7. Drainage, Flooding, Climate Change and Sea Level Rise

The EIS shall:

- identify the potential flood risk from groundwater, wastewater, stormwater and sea level rise on the site; and
- include proposals to mitigate any potential impacts, such as opportunities for water sensitive urban design within the public domain and landscaping and any other water conservation measures.

8. Utilities

The EIS Shall:

- in consultation with relevant agencies, address the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure; and
- provide details of how infrastructure assets of various utility stakeholders will be protected during the demolition and construction of the project.

9. Staging

The EIS shall set out the staging of the proposed development, including timing of public domain works and opportunities for interim land uses on sites awaiting development.

	<p>10. Construction Management The EIS shall:</p> <ul style="list-style-type: none"> • provide accurate details of peak hour construction and servicing vehicle movements and access arrangements, and assess the likely impacts of this traffic and the cumulative impact from surrounding development sites on the local road network and potential conflicts with other road users; • detail address traffic management during construction, including details of vehicle routes, numbers of trucks, hours of operation, access arrangements, traffic control measures, crane locations and swing path of cranes; • address road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity; • identify potential impacts of the construction on surrounding areas, such as noise and vibration, air quality and odour impacts, dust emissions, water quality, stormwater runoff, groundwater seepage, soil pollution and construction waste; • insofar as excavation and/or remediation is proposed, provide 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; and • provide details of community consultation, notification and complaints handling during any demolition, excavation and construction. <p>11. Contributions and/or Voluntary Planning Agreement The EIS shall address the provision of public benefit, services, infrastructure and any relevant contribution requirements.</p>
Plans and Documents	<p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>EP&A 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> <ul style="list-style-type: none"> • schedule of proposed gross floor area per land use; • building envelopes showing the relationship with proposed and existing buildings in the locality; • architectural drawings (to a usable scale at A3); • site survey plan, showing existing levels, location and height of existing and adjacent structures/buildings; • site analysis plan; • shadow diagrams; • heritage impact statement; • access impact statement; • view analysis / photomontage; • stormwater concept plan; • sediment and erosion control plan; • landscape plan, including any public domain works; • preliminary construction management plan, including a construction traffic management plan, construction noise and vibration management plan, construction waste management plan and cumulative impact of construction activities on other nearby sites; • geotechnical and structural report; • signage details (if proposed); and • schedule of materials and finishes.
Consultation	<p>During the preparation of the EIS, you should consult with the relevant local, State or Commonwealth Government authorities, service providers, and community groups. In particular, you must consult with:</p> <ul style="list-style-type: none"> • CBD Coordination Office, Transport for NSW • Roads and Maritime Services

	<ul style="list-style-type: none"> • Sydney Light Rail • Sydney Trains <p>The EIS must also describe the pre-submission consultation process, issues raised and how the proposed development has been amended in response to these issues. A short explanation should be provided where amendments have not been made to address an issue.</p>
Further consultation after 2 years	<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>