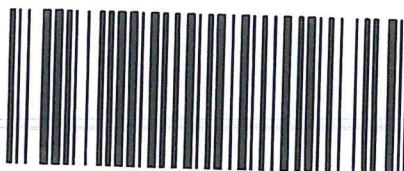




Transport
for NSW



PCU065818

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

Department of Planning
Received
22 JUN 2016
Scanning Room

Attention: Pilar Aberasturi

Request for SEARs for Demolition and the Staged Redevelopment of Cockle Bay Wharf, Darling Harbour (SSD 7684)

Dear Ms Watson

Thank you for your letter dated 30 May 2016 requesting Transport for NSW (TfNSW) to provide input to the draft SEARs for the subject development.

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

15/6/16

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

Objective Reference CD16/07939

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 7684
Proposal Name	Redevelopment of the Cockle Bay Wharf, Darling Harbour, to provide a shopping centre / commercial tower and upgrades to public domain.
Location	241 – 249 Wheat Road, Cockle Bay (Darling Harbour Precinct)
Applicant	DPT Operator Pty Ltd and DPPT Operator Pty Ltd
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 State Priorities; • NSW Long Term Transport Master Plan; • 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. <p>2. Ecologically Sustainable Development (ESD) The EIS shall:</p> <ul style="list-style-type: none"> • detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the <i>EP&A Regulation 2000</i>) will be incorporated in the design, construction and ongoing operation of the staged 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, and proposed end uses of potable and non-potable water, water sensitive urban design and water conservation measures. <p>3. Development staging The EIS shall set out the staging for Stage 1 & 2 of the concept proposal for redevelopment including timing of public domain works and pedestrian connections to the CBD and, interim land use opportunities on parts of the site awaiting development.</p> <p>The EIS shall also set out those parts of the development subject to detailed design development.</p> <p>4. Design Excellence, Built Form and Public Domain The EIS shall:</p> <ul style="list-style-type: none"> • demonstrate how the process for achieving design excellence at each stage of the planning process; • demonstrate how the built form of the proposed tower reflects the current and future character and context of the surrounding area; • demonstrate how the podium is integrated into the current and future character of Darling Harbour and its relationship with the public domain; • address all aspects of the wider public domain with special consideration given to opportunities to enhance connections with Darling Harbour and the Sydney CBD. • assess the impacts and opportunities of the proposal on pedestrian permeability and connectivity by identifying and integrating key pedestrian desire lines and critical pedestrian and cycle links to, from and within Darling Harbour and the CBD; and • address the visual impact of the proposed building with specific consideration given to views and vistas to and from the main pedestrian spaces and key vantage points surrounding the site. <p>5. Heritage The EIS shall:</p> <ul style="list-style-type: none"> • provide a detailed Heritage Impact Statement (HIS) that identifies and
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	<p>addresses the impacts of the proposal:</p> <ul style="list-style-type: none"> o on any archaeology protected under the <i>Heritage Act 1977</i> o 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 o on places, items or relics of significance to Aboriginal and non-Aboriginal people o against any endorsed conservation management plans for heritage items in the vicinity of the site <ul style="list-style-type: none"> • address opportunities for heritage interpretation within the public domain. <p>6. Transport and Accessibility (Construction and Operation)</p> <p>The EIS shall include a Traffic and Transport Impact Assessment that provides, but is not limited to, the following:</p> <ul style="list-style-type: none"> • 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; • an 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; • an 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; • an 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; • an assessment of impacts on Harbour Street, Market Street and Western Distributor operation ; • 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; • 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); • an 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; • 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; and
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	<ul style="list-style-type: none"> • road safety assessment for any proposed advertising signage, and lighting displays and reflectivity in visible on roads. • In relation to construction traffic: <ul style="list-style-type: none"> ○ an assessment of cumulative impacts associated with other construction activities including the construction of the CSELR project; ○ an assessment of impacts on Harbour Street, Market Street and Western Distributor operation; ○ an 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 ○ an 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, proposed location of the crane, access arrangements and traffic control measures for all demolition/construction activities. <p>Relevant Policies and Guidelines:</p> <ul style="list-style-type: none"> • <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> <p>7. Environmental Amenity The EIS shall examine and address solar access, acoustic impacts (construction and operational), reflectivity, overshadowing, wind, view loss, visual privacy, emissions, noise and vibration impacts to the surrounding area.</p> <p>8. Drainage, Flooding, Climate Change and Sea Level Rise The EIS shall:</p> <ul style="list-style-type: none"> • 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. <p>9. Utilities The EIS Shall:</p> <ul style="list-style-type: none"> • 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.
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	<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; address traffic management during staged construction for the whole of the site, 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 / locations and on the road network subject to heavy vehicle movements and high pedestrian activity; identify management measures for potential impacts of 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 or construction including road closures. <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:</p> <ul style="list-style-type: none"> CBD Coordination Office within TfNSW; Roads and Maritime Services; and

	<ul style="list-style-type: none"> • Sydney Light Rail Team.
	<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>
<p>Further consultation after 2 years</p>	<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>

Pilar Aberasturi

From: Christopher Ashworth <CAshworth@cityofsydney.nsw.gov.au>
Sent: Thursday, 16 June 2016 4:34 PM
To: Pilar Aberasturi
Cc: Amy Watson; Christopher Corradi
Subject: SSD 7684 REDEVELOPMENT OF COCKLE BAY WHARF, DARLING HARBOUR

Dear Pilar,

SSD 7684 REDEVELOPMENT OF COCKLE BAY WHARF, DARLING HARBOUR
OUR REF: R/2016/20

The City has had the opportunity to consider the Proponent's request for SEARs for the Cockle Bay Wharf redevelopment.

The following points are raised for your consideration:

- Sydney Harbour Foreshore Authority and the Proponent require a broader policy or vision framework to work within. The Preliminary Concept prepared by FJMT includes elements well beyond the scope of the Cockle Bay Wharf development, which should be thoroughly considered before design direction on Cockle Bay Wharf proceeds any further. The proposal requires context within a broader Urban Design Masterplan or Guidelines for the Darling Harbour Precinct. The Proponent should address and expand upon the SICEEP Urban Design and Public Realm Guidelines by Woods Bagot.
- The SEARs request states that certain elements may fall outside Darling Harbour, however the indicative site area is contained wholly within the Darling Harbour Development Plan No.1 area. Any additional/potential site area should be identified before SEARs are issued to ensure the final SEARs are entirely appropriate for the proposed development.
- The proposal appears to be a means to attain a large tower building envelope for office use, which could potentially be converted at a later time for residential use. In the current property market, the scale of the proposed tower is not required at this time. The SEARs should include a requirement that the Proponent enter into a Voluntary Planning Agreement to confirm the office land use of the SSD application and no permanent residential use.
- The site currently accommodates Home Nightclub, which has a 24 hour license. The application should clarify if this existing use is intended to be reinstated within the new development, as this will require additional assessment.
- The site is considered more suitable to lower scale office accommodation, as is the dominant built form of the Western CBD in this location. It is noted that the height of the proposed building is not specified, however it appears to be far in excess of the existing buildings in the immediate context, and far in excess of the maximum permissible height of the adjoining sites, which is predominantly 80m. The City questions the appropriateness of a very tall tower on the foreshore.
- The proposal should address the original planning consideration and framework for Darling Harbour, being a Precinct for the people with open space and highly accessible and varied leisure activities. The original purposes of the Precinct should guide the design choices of the redevelopment.
- In the absence of any planning controls for appropriate building height, floor space and design quality, the proposal should be subjected to the same rigorous processes required for surrounding sites under Sydney Local Environmental Plan 2012. This would include a competitive design process to embed design excellence in to the concept proposal, particularly for the tower concept, but also to find cutting-edge retail design concepts.
- Consideration is to be given regarding the actual pedestrian, tourist and commuter desires for Cockle Bay Wharf and the surrounding connection points to the CBD. The Proponent should study the existing pedestrian desire lines in the precinct to ascertain the merits of the proposal. The concept of developing over the Western Distributor needs to be fully interrogated before proceeding any further.

- Consideration is to be given to adopting a particular retail strategy for food and beverage providers to distinguish the proposal from other urban renewal projects such as Barangaroo, Darling Harbour Live, Harbourside, and Central Park. A universal theme should be considered.
- Consideration should be given to the quantum of retail floorspace existing, approved, and proposed in the locality. A retail study should be undertaken to assist in determining the appropriate quantum of retail space for the site.
- Address overshadowing of public places expressed in a qualitative and quantitative manner – including the new Boulevard from Darling Harbour Live precinct, the new Tumbalong Park and the foreshore walk and also the proposed Town Hall Square. No additional overshadowing of Tumbalong Park, after factoring in the ICC Hotel, approved IMAX redevelopment and Darling Harbour Live buildings, should be introduced.
- Address loss of daylight to adjacent existing and proposed residential uses in the context of Apartment Design Guidelines compliance.
- Proponent's strategy for public events in the public domain should be included in the SSD application. Recent proposals in Darling Harbour have included event space for crowds watching sports telecasts or live music and cumulatively challenge the pedestrian accessibility of the waterfront in the round when major events are to be held (e.g. Australia Day or Chinese New Year).
- Address the opportunities and constraints coming from the Department's approved Cockle Bay Marine Structure Renewal by SHFA / Government Properties. Address strategies and design language for significant pedestrian/shopper drawcard(s) in the centre of the site.
- Consideration to be given to community uses such as child care at roof/podium level, community theatre or community space, tech start up office space and the like.

In addition to the draft SEARs provided, we also recommend the following additional requirements/amendments:

Key Issues:

The EIS should address:

- The NSW Government Planning Guidelines for Walking and Cycling;
- Sydney's Light Rail Future;
- Sydney's Cycling future;
- Sydney's Walking Future;
- Healthy Urban Development Checklist; and
- Waste Classification Guidelines.

Design Excellence, Built Form and Public Domain:

The EIS should:

- Demonstrate ~~how~~ the process for achieving design excellence at each stage of the planning process;
- Address the height bulk and scale of the proposed development within the context of the locality; and
- Address how the proposed envelopes facilitate design excellence, with specific consideration of the overall site layout, siting and design, orientation, vistas and connectivity, street activation, open spaces and edges, facades, massing, setbacks and building articulation.

Transport and Accessibility:

The EIS should:

- Address pedestrian volumes/flows in the surrounding public domain network, including peak volumes during special events; and
- Provide details of and assessment of pedestrian and cyclist connections to the surrounding area, including public transport linkages.

Plans and Documents:

- Acid Sulphate Soils Management Plan (the site is affected by Class 1 ASS);
- Arboricultural Assessment;
- Acoustic Report;
- Traffic Report;
- Ecologically Sustainable Development Statement;
- BCA Statements; and

- Public Art Strategy.
- ~~Schedule of materials and finishes~~ (not necessary at concept stage and materials should not be endorsed at this stage without supporting evidence that would normally form part of a Stage 2 application)

I trust this assists. If you need to discuss further, please don't hesitate to contact me.

Best regards,
Chris

Christopher Ashworth
Senior Planner
Planning Assessments



Telephone: (02) 9246 7757
cityofsydney.nsw.gov.au

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Our Ref: DOC16/263738
Your ref: SSD 7684

Amy Watson
Team Leader
Key Sites Assessments
Department of Planning and Environment
GPO BOX 39
SYDNEY 2001

Send by e-mail to: pilar.aberasturi@planning.nsw.gov.au

Dear Amy,

**Re: Request for Secretary's Environmental Assessment Requirements (SEARs) for
the demolition and the staged redevelopment of Cockle Bay Wharf, Darling Harbour
(SSD 7684)**

I refer to your e-mail dated 30 May 2016 seeking input into the Department of Planning and Environment Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Assessment (EIS) for the demolition and the staged redevelopment of Cockle Bay Wharf, Darling Harbour (SSD 7684).

The Draft SEAR's attached to your letter are considered adequate. Therefore, no additional heritage requirements are recommended.

If you have any questions regarding the above matter, please contact Bronwyn Smith, Heritage Planning Officer, at the Heritage Division, Office of Environment and Heritage on (02) 9873 8604 or bronwyn.smith@environment.nsw.gov.au.

Yours Sincerely

Rajeev Maini
Acting Manager, Conservation
Heritage Division
Office of Environment & Heritage
As Delegate of the Heritage Council of NSW
6 June 2016

Pilar Aberasturi

From: Dana Alderson
Sent: Monday, 6 June 2016 3:47 PM
To: Pilar Aberasturi
Subject: RE: Draft SEARs - Cockle Bay redevelopment, Darling Harbour (SSD 7684)

Hi Pilar,

Thank you for forwarding the about request for SEARs to the Office of Environment and Heritage (OEH) for consideration.

After reviewing the relevant documents, OEH's Greater Sydney Planning Team has concluded that the matter does not contain biodiversity, natural hazards or Aboriginal cultural heritage issues that require a formal OEH response. We have no further need to be involved in the assessment of this project.

Please note that the Heritage Division in the Office of Environment and Heritage may wish to provide separate comments. The Heritage Division can be contacted at heritage@heritage.nsw.gov.au

Kind regards,
Dana

Dana Alderson
Planning Team
Regional Operations Group
Office of Environment and Heritage
T: 02 8837 6304
F: 02 9995 6900
W: www.environment.nsw.gov.au

Please note my work days are Mon-Thurs



Please consider the environment before printing this e-mail

From: Pilar Aberasturi
Sent: Monday, 30 May 2016 3:59 PM
To: Planning Matters Mailbox
Cc: Amy Watson
Subject: SSD 7684 - Draft SEARs - Cockle Bay redevelopment, Darling Harbour

Dear Ms Harrison,

Your input is sought on a request for draft SEARs for the above redevelopment.

Please provide details of any key issues and assessment requirements by Monday 13 June 2013

A link to the request for SEARs is attached for your information and review:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7684

Thank you

Regards

Pilar Aberasturi (Mon, Thur and Fri only)

Senior Planning Officer Metropolitan Projects

PLEASE CONTACT MS AMY WATSON (TEAM LEADER) ON TUES, WED PH: 02 9228 6379

Department of Planning & Environment | GPO Box 39 Sydney NSW 2001

T 02 9228 6496 E Pilar.Aberasturi@planning.nsw.gov.au



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07 June 2016

Attention: Pilar Aberasturi

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

Request for SEARs for staged re-development of Cockle Bay Wharf, Darling Harbour (SSD 7684)

Dear Ms Watson,

Thank you for your letter requesting Sydney Water's input on the Secretary's Environmental Assessment Requirements for the above development. We have reviewed the proposal and provide the following comments for your consideration.

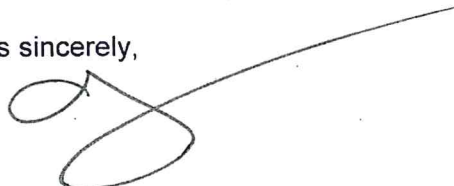
Sydney Water Requirements for Environmental Assessment

Sydney Water requests Secretary Environment Assessment Requirements include the following:

1. The proponent must gain approval from Sydney Water to ensure that the proposed development does not adversely impact on any water, wastewater or stormwater main.
2. When determining landscaping options, the proponent should take into account that certain tree species can cause cracking or blockage of Sydney Water pipes and therefore should be avoided.
3. Strict requirements for Sydney Water's stormwater assets for certain types of development may apply. Consider the following in your submission, stormwater assets protection, building over and/or adjacent to stormwater assets, building bridges over stormwater assets, potential flood, water quality and heritage impacts and creation of easements.

If you require any further information, please contact Beau Reid of Urban Growth Strategy on 02 8849 4357 or e-mail beau.reid@sydneywater.com.au.

Yours sincerely,



Greg Joblin
Manager, Growth Strategy

Pilar Aberasturi

From: Bleasdale, Peter <peter.bleasdale@syd.com.au>
Sent: Friday, 10 June 2016 9:00 AM
To: Pilar Aberasturi
Cc: Amy Watson
Subject: RE: SSD 7684 - Draft SEARs for Cockle Bay redevelopment, Darling Harbour

Thank you Pilar,

The site - Cockle Bay redevelopment lies underneath the Obstacle Limitation Surface (OLS) for Sydney Airport. The OLS is a protected surface prescribed by the Federal Government under the Airports (Protection of Airspace) Regulations, and has a height of 156m AHD at this location.

Any development proposed to be taller than 156m AHD is required to be submitted for assessment prior to being referred to the Federal Department of Infrastructure & Regional Development for a determination.

Any development proposed to be below 156m AHD won't be an issue for Sydney Airport.

Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations. Sydney Airport advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.

Regards

Peter Bleasdale
Airfield Design Manager
Sydney Airport
Tel: +61 2 9667 9246
Mob: +61 408 479 192
peter.bleasdale@syd.com.au
www.sydneyairport.com.au

From: Pilar.Aberasturi@planning.nsw.gov.au [<mailto:Pilar.Aberasturi@planning.nsw.gov.au>]
Sent: Monday, 30 May 2016 3:57 PM
To: Bleasdale, Peter
Cc: Amy.Watson@planning.nsw.gov.au
Subject: SSD 7684 - Draft SEARs for Cockle Bay redevelopment, Darling Harbour

Dear Mr Bleasdale,

Your input is sought into a request for draft SEARS for the Cockle Bay redevelopment.



ENVIRONMENT PROTECTION AUTHORITY

Your reference SSD 7684
Our reference: DOC16/264927-01

Ms Pilar Aberasturi
NSW Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

pilar.aberasturi@planning.nsw.gov.au

Dear Ms Pilar

**Request for SEARs – SSD 7684 – Demolition and Staged Redevelopment of Cockle Bay Wharf,
Darling Harbour (City of Sydney LGA)**

I refer to the request for SEARs for the demolition and staged redevelopment of Cockle Bay Wharf, Darling Harbour, received by the Environment Protection Authority on 30th May 2016.

On the basis of the information provided, the proposal does not constitute a Scheduled Activity under Schedule 1 of the *Protection of the Environment Operations Act 1997* (POEO Act). The EPA does not consider that the proposal will require an Environment Protection Licence (EPL) under the POEO Act.

Accordingly, the EPA has no comments regarding the proposal and has no further interest in this proposal.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Stuart Clark', with a long horizontal flourish extending to the right.

STUART CLARK
A/Unit Head - Regulation Unit South
Environment Protection Authority