

PROPOSED REDEVELOPMENT OF EAST DARLING HARBOUR SCOPING PAPER

1.0 INTRODUCTION

This scoping paper is submitted to the Department of Planning (hereafter referred to as 'the Department') to assist the Director General in determining the level and scope of the environmental assessment to accompany the proposal for listing East Darling Harbour (EDH) as a State Significant Site (SSS) under Schedule 3 of the Major Projects SEPP 2005, the establishment of appropriate development controls for the site, and for the lodgement of a Concept Plan application.

The redevelopment of EDH is the subject of a two stage design competition promoted by the State Government of New South Wales. The purpose of the Stage 1 competition was to seek ideas and concepts that would underpin the transformation of the site. The purpose of Stage 2 is to produce built form and open space design principles for the future creation of EDH. The proposals are intended to articulate the relationship of built form and the public domain, the mix of uses and methods of activation, the social and cultural positioning and opportunities for transport and connectivity.

The winning Stage 2 design principles are intended to underpin the development of a Concept Plan and new planning regime for the site.

This paper has been prepared on behalf of the applicant, Sydney Harbour Foreshore Authority (the Authority) by JBA Urban Planning Consultants Pty Ltd, and is based on information provided by the Authority.

The paper includes the following information relevant to the proposal:

- A description of the project;
- The capital investment value;
- Site description;
- The planning provisions applying to the site;
- A list of any other approvals required;
- Identification of the environmental issues associated with the project.

2.0 PROJECT DESCRIPTION

The subject development proposes the redevelopment of 22 hectares of city foreshore land at EDH. The key parameters for the future development of the site have been established as follows:

- A significant foreshore park of approximately 11 hectares, with a minimum of 50% of the site being public open space;
- A 1.4 km Public Foreshore Promenade, which forms part of the NSW Government's Public Foreshore Walkway from Woolloomooloo to Anzac Bridge;
- Building footprint limited to approximately 33% of the site;

- A Gross Floor Area (GFA) of built form of approximately 330,000sqm;
- Residential uses limited to 25% of the built form GFA; and
- Inclusion of a hotel or serviced apartments up to 50,000 sq.m GFA.

A range of transport, access and connectivity requirements for the site have been considered, potentially including:

- A new ferry wharf and associated landside activities, with associated bus access and car parking;
- A new smaller ferry stop;
- Cruise Passenger Terminal Facilities catering for up to 4,000 passengers, including provision for Border Control and Security activities;
- New bus stops with convenient pedestrian connections to the ferry wharf;
- Short term car parking facilities for tourist coaches near key tourist attractions;
- New pedestrian and cycling routes and connections between all elements of development;
- New light rail system running along Hickson Road; and
- Car parking facilities.

In addition to the above, a number of existing uses will be retained on site, albeit in a modified form. These uses include the Darling Harbour Passenger Ship Terminal Function, the Sydney Ports Maritime Tower and Moore's Wharf (which includes Port security and emergency response functions for Sydney Harbour).

The EDH site will be retained in State Government ownership following its redevelopment. All public open space will remain in the ownership and care of the State Government and all development and staging assumptions will be based on the long term (99 year) lease options only.

3.0 CAPITAL INVESTMENT VALUE

The proposed redevelopment of EDH will have a capital investment value in excess of \$50 million.

4.0 SITE DESCRIPTION

Site Location and Context

East Darling Harbour is located on the north western edge of the Sydney Central Business District. The site is bounded by the Sydney Harbour foreshore to the west and north, the historic precincts of Millers Point, The Rocks and the Sydney Harbour bridge approach to the east and Darling Harbour to the South. The site's locational context is illustrated at **Figure 1** below.



Figure 1 – Site Location

Site Description

The site is legally described as Lots 1-6 (inclusive) in DP 876514. It has a total site area of 22 hectares, and is generally rectangular in shape. It has a 1.4 kilometre harbour foreshore frontage, with an eastern street frontage to Hickson Road.



Figure 2 – Existing development

The subject site currently comprises 5 wharves (wharves 3,4,5,7 and 8) (refer to **Figure 2** above), which have historically been used for container ship berthing and unloading, an international and domestic overseas passenger ship terminal, port security and control tower functions.

5.0 PLANNING CONTROLS

The following existing planning instruments and development control plans are relevant to the proposed development:

- State Environmental Planning Policy 11: Traffic Generating Development;
- State Environmental Planning Policy 53: Metropolitan Residential Development;
- State Environmental Planning Policy 55: Remediation of Land;
- State Environmental Planning Policy (Major Development) 2005;
- Draft State Environmental Planning Policy 66: Integration of Transport and Land Uses;
- Sydney Harbour Catchment Sydney Regional Environmental Plan 2005;
- Sydney Local Environmental Plan 2005;
- Central Sydney Development Control Plan 1996;
- Sydney Harbour Catchment Development Control Plan 2005;
- City of Sydney Notification of Planning and Development Applications Development Control Plan 2005; and
- City of Sydney Contaminated Land Development Control Plan 2004.

The land based component of EDH is zoned under the Sydney Local Environmental Plan 2005 (SLEP 2005), the water based component of the site is zoned under Sydney Harbour Catchment Regional Environmental Plan 2005 (SREP (Sydney Harbour Catchment) 2005). The zoning and other key relevant provisions of the SLEP 2005 and the Sydney Harbour REP 2005 are set out in **Table 1** below.

Table 1: Key zoning provisions

Instrument	Standard/Development Control
SYDNEY LOCAL ENVIRONMENTAL PLAN 2005	
Zone	Maritime and Transport
Objectives	<p>(a) to facilitate the continued operation of port activities, water-based transport services, rail and related transport services, and naval and other maritime activities, and</p> <p>(b) to provide for the efficient operation of the primary land uses for this zone, namely:</p> <ul style="list-style-type: none"> (i) port (cargo and passenger) and related landside activities at North Darling Harbour berths 3–10, and (ii) ferry and charter boat services at Circular Quay, in a manner consistent with the identification of Circular Quay as a Special Area, and (iii) the Royal Australian Navy's Fleet Base at Woolloomooloo and Garden Island, and the Department of Defence's dockyard and facilities at Garden Island, and (iv) rail and related services at Central Railway Yards and near the approaches to the Sydney Harbour Bridge, and <p>(c) to facilitate the conservation of items and areas of heritage significance, and</p> <p>(d) to provide opportunities for a range of additional uses on particular sites without detrimentally affecting the amenity of the surrounding areas.</p>
Permissible Uses (without development consent)	<p>(1) Within the Maritime and Transport zone, exempt development and development for the purpose of the following may be carried out without development consent:</p>

	<ul style="list-style-type: none"> (a) aids to navigation, (b) commercial port operations, (c) dredging, (d) jetties, (e) naval activities, (f) pontoons, (g) reclamation, (h) sea walls, (i) streets, (j) temporary uses on land owned by, or under the care, control and management of, the Council, (k) wharves.
Permissible Uses (with development consent)	<p>(2) Within the Maritime and Transport zone, development for the purpose of the following may be carried out on any land, but only with development consent:</p> <ul style="list-style-type: none"> (a) public utility undertakings, (b) temporary uses of any kind on land on which they are not allowed (sic) without consent in the zone, (c) workshops.
Maritime and Transport Zone outlined in red and annotated (v) on the Site Identification Map	<p>(9) Development for the purpose of the following may be carried out, but only with development consent:</p> <ul style="list-style-type: none"> (a) advertisements, (b) conventions, exhibitions and like uses, (c) public instrumentality offices used for administration, (d) port and maritime related uses and sympathetic commercial uses, (e) harbour public open space, (f) pedestrian linkages and vantage points.
Development Plans	<p>Development comprising the erection of a building exceeding 55 metres in height or development on land exceeding 1,500 m² requires the preparation of a development plan (subject to specific waiver clauses).</p> <p>Subject to waiver clauses, consent must not be granted for development to which this clause applies unless:</p> <ul style="list-style-type: none"> (a) a development plan is in force for the land on which the development is proposed to be carried out, and (b) the consent authority has taken the development plan into consideration
Height	The SLEP 2005 does not identify maximum height provisions for the site.
Floor Space Ratio	The SLEP 2005 does not identify maximum floor space ratio provisions for the site.
SREP (SYDNEY HARBOUR CATCHMENT) 2005	<p>East Darling Harbour falls within the Sydney Harbour Catchment as identified on the Sydney Harbour Catchment Map.</p> <p>East Darling Harbour is located in the Foreshores and Waterways area and is identified as a Strategic Foreshore Site.</p>
Zone	The water at the interface of land at East Darling Harbour is zoned W1 Maritime Waters
Objectives of W1 zoned land	<ul style="list-style-type: none"> (a) to give preference to and protect waters required for the effective and efficient movement of commercial shipping, public water transport and maritime industrial operations generally, (b) to allow development only where it is demonstrated that it is

	<p>compatible with, and will not adversely affect the effective and efficient movement of, commercial shipping, public water transport and maritime industry operations,</p> <p>(c) to promote equitable use of the waterway, including use by passive recreation craft.</p>
Permissible Uses (without development consent)	Aids to navigation; demolition (other than demolition of a heritage item); general restoration works; maintenance dredging; naval activities; single mooring (other than associated with a commercial marina or a boating industry facility).
Permissible Uses (with development consent)	Aviation facilities; boat launching ramps (public); boat lifts (other than boat lifts for storage of vessels above water; boat repair facilities; charter and tourism facilities; commercial marinas; commercial port facilities; community facilities; dredging; flora and fauna enclosures; private landing steps; public boardwalks; public water recreational facilities; public water transport facilities; recreational or club facilities; skids; telecommunications facilities.
Development that is prohibited	Advertisements; advertising structures; boat lifts for the storage of vessels above water; boat sheds (private); houseboats; intertidal dredging; mooring pens; private landing facilities; private marinas; reclamation works; residential development; slipways; swimming enclosures (private); swimming pools; tourist facilities.
Matters for Consideration in the assessment of Development Applications	<ul style="list-style-type: none"> – Biodiversity, ecology and environment protection; – Public access to, and use of, foreshores and waterways; – Maintenance of a working harbour; – Interrelationship of waterway and foreshore uses; – Foreshore and waterways scenic quality; – Maintenance, protection and enhancement of views; – Boat storage facilities;
Foreshores and Waterways Planning and Development Advisory Committee	Development proposed in the Foreshores and Waterways Area (listed in Schedule 2 of the REP) should be referred to the Advisory Committee and submissions received from the Committee within 30 days after the date on which the application was forwarded to the Committee should be considered.
Strategic Foreshore Sites	A masterplan does not have to be prepared for the City Foreshore Area as shown on the Strategic Foreshore Sites Map unless the Minister so directs.
Heritage Provisions	<p>The matters referred to in this Part are to be taken into consideration by consent authorities before granting consent to development and by public authorities and others before they carry out activities to which Part 5 of the Act applies.</p> <p>This section contains provisions relating to:</p> <ul style="list-style-type: none"> – The protection of heritage items; – The protection of places of potential heritage significance; and – Miscellaneous provisions.
Sydney Harbour Foreshores and Waterways Area Development Control Plan	This document contains detailed provisions relating to the design and development of land in the Foreshores and Waterways Area as identified in SREP Sydney Harbour Catchment 2005.

If development at EDH is declared a Major Project to be determined under Part 3A of the Act, Section 75R of the Act provides that environmental planning instruments (other than SEPPS) do not apply to or in respect of an approved project.

6.0 VIEWS OF COUNCILS/ AGENCIES

Briefing sessions have been held with stakeholder groups from local and state government, cultural and community industries and local stakeholder groups (a list of key stakeholders is provided at Attachment 1) as part of the urban design competition for the site. Below is a summary of the key issues and recommendations arising from the stakeholder feedback.

(a) Future uses and distribution

- The need to mix commercial, residential and public space was widely acknowledged.
- Key recommendations include: unified public space along the foreshore; a major public building that gives the site a focus; transport connections to public spaces; commercial development at the southern end of the site with retail activation at ground level.

(b) Site access

- Access to the site and between areas within the site, including pedestrian, public transport and parking. Integration of public and private space/the site should not be seen as exclusive.

(c) Connection of site

- Design needs to be considered within the context of the rest of Millers Point, Darling Harbour, the CBD and The Rocks. The site needs to connect physically, emotionally and visually with surroundings and the city in general.

(d) Transport

- Stage 2 plans need to incorporate public transport solutions and this would need to be informed by the Stage 2 Brief.
- While there were divergent views on the best transport mode, it was agreed that the principle of public over private transport should be followed in any transport proposals for the site.

(e) Sustainability

- Sustainability issues included social, economic and environmental sustainability. Finalists to equally examine the social and commercial sustainability of the precinct (the “triple bottom line” approach).

(f) Local community concerns

- Concerns of residents close to the site included noise and traffic from activities proposed in some designs, buildings dominating and obstructing views of existing residents and the impact of the development on local public schools and facilities. It is acknowledged that local resident comments and submissions were largely based on the premise of no change to the site being the preferred option.
- Whilst acknowledging the existence of a “no change” preference by some local residents, responding to such a position is beyond the scope of the Competition process, which is predicated on the renewal of the site.

(g) Ownership

- Concern that the site would be sold in total or in part to private ownership and that this would preclude similar renewal opportunities to future generations.

(h) Heritage

- Greater focus and information needed to be provided on the heritage of the surrounding area in order to inform a sensitive approach in Stage 2 designs.

(i) Restrictions created by land use criteria

- Questions regarding the methodology of prescribing particular land use criteria at the outset of the Competition process. Suggestions that Finalists should be provided the opportunity to vary or innovate from Stage 1 numerical criteria.

7.0 PRELIMINARY ENVIRONMENTAL CONSIDERATIONS

It is requested that the Director General issue the requirements for the single comprehensive environmental assessment to accompany both the proposal for listing of EDH as a SSS under Schedule 3 of the Major Projects SEPP 2005 and establishment of the appropriate development controls for the site and for the lodgement of a Concept Plan application.

The requirements will identify the key issues to be addressed, the level of assessment required in relation to these issues and any other requirements in accordance with the environmental assessment guidelines.

The information below has been prepared to assist the Director General in identifying the general requirements and key environmental project specific issues to be addressed in the future Environmental Assessment.

A range of technical studies have been undertaken to inform Stage 2 of the design competition and the Stage 2 brief highlights a range of issues to be considered as part of the design of the proposed development. The parameters of the competition brief broadly inform this section of the paper.

The key environmental considerations associated with the proposed development are as follows:

- Site suitability;
- Compliance with statutory plans;
- Built Form;
- Streetscape and Public Domain;
- Transport and Access;
- Heritage and Archaeology;
- Environmental Sustainability;
- Urban Art and Design;
- Development Staging and Delivery;
- Infrastructure Services;
- Cruise Passenger Terminal;
- Seawall;
- Geology and Sub-surface Conditions;
- Contamination;
- Water Management;
- Acoustic impacts.

Site Suitability

The site is situated within an area zoned for Maritime and Transport uses pursuant to SLEP 2005. The proposal seeks to develop a mixed use precinct for commercial, residential, recreational and port related uses which is only partly permissible in accordance with the current land use provisions in the SLEP 2005. The existing provisions are reflective of the historic port related uses.

In order to respond to the growing and changing needs of "Global Sydney", the proposal incorporates uses which reinforce the commercial, residential and recreational function of the western part of the Sydney CBD. As demonstrated by the outcome of the Stage 1 design competition, the site is physically capable of accommodating the future proposed uses.

The suitability of the site for the proposed development will be tested and demonstrated by a range of technical assessments undertaken to inform the final design of the development.

Compliance with Statutory Plans

Detailed Tables of Compliance will be prepared with a future application and will provide a detailed assessment of the proposed development against the provisions of the controls identified in Section 5 above.

Built Form

The key environmental issues associated with the built form for the site will be:

- Density;
- Height;
- Floorspace/intensity of use;
- Scale and massing;
- How the built form responds to the local and regional context, including relationship to CBD built form;
- Relationship of built form to open space i.e. interface with public domain;
- The embodiment of ESD principles;
- Impacts upon view corridors/ scope for views;
- Impact upon visual amenity; and
- Environmental impacts including wind, noise, solar access and maximisation of natural light, reflectivity and overshadowing.

Streetscape and Public Domain Issues

The purpose of the intended provision of open space at EDH is to provide a platform for the multitude of activities available for public use on the waterfront close to the city and supporting the local and global aspirations of the site. There is a challenge in balancing local resident and worker aspirations for the public domain with the need to recognize its regional significance.

There will be a requirement to consider in detail the relationship between public domain and street based commercial and retail activity. The design of the streets and diversity of spatial arrangements and street widths will also need to be considered.

The proposed Streetscape and Public Domain of the future EDH development will be carefully designed and assessed as part of a future application. The assessment will address:

- The relationship of urban public spaces and their adjoining built form, and how the urban public spaces will be useable.
- The hierarchy and purpose of street patterns on the site and the scale relationship between streets, footpaths and buildings.
- The space between the buildings and the activity and movement networks.
- The relationship between the public domain and the ground floor uses of all buildings on the site.
- Identification of any open space whose primary purpose is to support on-site residential or other uses.
- The links, connections and access conditions between the site and its surrounds and why the proposed connections will work.
- How the public domain will be safe during times of low usage at night.
- The need to introduce harbour water on the site as part of a public domain strategy (if relevant).
- How the foreshore promenade is configured, how it interacts with adjoining land uses, both open space and built form and what relationship it has with the harbour.
- The role that the public domain has in supporting Sydney's competitiveness as a global city.

- Parks and public plazas suitable for open air events including festivals, major civic events and markets.

Transport and Access Issues

A transport and access report will be undertaken as part of a future application to redevelop EDH. Key issues to be considered include:

- Traffic generation;
- Means of travel (i.e. facilitation of pedestrian access to modes of transport);
- Public transport (i.e. maximisation of public transport use for access to the site);
- Car parking provision;
- Pedestrian connections to the local area and key transport nodes;
- Cycling provision (i.e. routes and facilities);
- Constraints
 - How the proposal addresses the peripheral location of the site;
 - Topography/geography – how do pedestrian connections/cycle ways address the topography/geography;
 - How does the proposal assess and address issues of traffic capacity at key intersections;
 - How does the site address established infrastructure in the creation of new transport routes;
- Rail access (i.e. creation of convenient/safe/direct pedestrian connections to Wynyard);
- Ferry Services
 - Provision of increased waterside transportation (ferry wharf) with convenient interchange with bus services, concentrated development, pedestrian/cycle routes and taxis;
 - Whether appropriate separation is achieved between cruise ship berthing and the ferry wharf with consideration given to the effects the of ferry wash on other adjoining waterside uses;
- Bus Services (i.e. bus access and parking, bus stops, pedestrian connections, Explorer bus stops); and
- Tourist Coach/Access Facilities.

Heritage and Archaeology Issues

Heritage and archaeology assessments will need to be undertaken as part of a future application to redevelop EDH. Such assessments will need to:

- Consider, document and record the history of the site;
- Consider how the site incorporates items of historical significance;
- Consider the heritage significance of adjacent conservation areas and items;
- Consider the evolution of built form on the site and how this feeds into “place-making”;
- Consider how the proposal responds to and re-establishes the site’s historic connection to its surrounds, through physical, visual and social means;
- Consider the site’s dynamic and active past as part of any future proposal;
- Ensure that the site’s social history is acknowledged by creating a vibrant and sustainable community;
- Consider key views to and from the site, understanding previous and current built form to demonstrate the appropriateness of the key views identified;
- Consider the heritage impacts of the proposal, make recommendations to mitigate any unavoidable negative impacts.

The site includes one formal heritage listing (the Sewage Pumping Station No 14 on the northern end of the site) and there are several heritage items and precincts in the vicinity. Millers Point is listed on the State Heritage Register as a conservation area, including the “Millers Point and

Dawes Point Village Precinct” and “Millers Point Conservation Area”. There are also numerous individual listings included on the State Heritage Register for Millers Point. In addition, Walsh Bay to the north of the site is listed on the State Heritage Register as a conservation precinct and there are several individual listings on the State Heritage Register for the Rocks.

Environmental Sustainability

A detailed ESD report will be prepared to accompany any future application at EDH. The report will consider:

- The ESD approach to the whole site;
- Minimisation of impact upon key utility services;
- All elements of the design of the proposed development and its services and evaluation of their impact on both internal and external environments,
- Environmental solutions in isolation, and their impact and connections with other activities;
- Resolution of design elements including:
 - Water re-use strategy;
 - Amenity of external spaces;
 - Passive climate control opportunities for dwellings;
 - Rating tools for commercial buildings;
 - Flexible sustainable infrastructure for energy, waste management and reuse; and
 - Establishment of key performance indicators for all ESD strategies.

Urban Art and Design

The incorporation of urban art and design at EDH has the potential to contribute to the cultural landscape, to animate city spaces and to create a sense of destination and local distinctiveness.

An urban art and design strategy will form part of a future application at EDH.

Development Staging and Delivery

Consideration will need to be given to the staging and delivery of development at EDH. The staging of development components will need to have regard to:

- Public access;
- Interim uses;
- Construction access;
- Financial considerations;
- Complementary property market sectors; and
- Continuity of designated functions.

A report will be lodged with a future application which sets out the proposed staging strategy.

Infrastructure Issues

The site is currently serviced for electricity, gas, sewer, water, stormwater and telecommunications. However, the existing infrastructure is unlikely to adequately service the redevelopment.

An infrastructure report will need to be prepared as part of any application for redevelopment of EDH to address infrastructure requirements and the design and location of critical infrastructure services on and adjacent to the site.

Cruise Passenger Terminal

In general there is a requirement for Darling Harbour 8 Passenger Terminal to manage in the region of 60-70 vessel turnarounds each year. On certain occasions the turnaround is performed at the Overseas Passenger Terminal, such as during peak season when there is a requirement to handle more than one vessel on certain days, and where vessel heights preclude transit under the Harbour Bridge.

Darling Harbour 8 Passenger Terminal (DH8) is operated by Sydney Ports Corporation as an international cruise terminal strategically located in the heart of Sydney's CBD and adjacent to the Darling Harbour tourist precinct.

The proposal for EDH will need to address:

- Site planning to include existing, interim and future passenger terminal facilities; and
- Provision of operation clearance between passenger ship and harbour ferry movements.

Sea Wall Issues

The EDH site is bounded on its northern and western edges by 1400 metres of seawall. As part of the redevelopment of EDH, information on the impacts on the existing sea wall and any proposed new sea wall will need to be provided.

Geology and Sub-surface Conditions

Data from limited on site investigations that have been undertaken to date, combined with regional mapping data and historical investigations of former site uses, have allowed the formation of the following information on the existing sub-surface profile.

- The depth to bedrock across the site will be highly variable.
- There is a deep and variable fill profile that is likely to contain buried structures, voids and uncompacted areas.
- Soft alluvial deposits of peaty or organic clays are likely to be present.
- Shallow groundwater levels that are potentially controlled by tidal fluctuations.
- It is expected that existing fill across the site may only be suitable to support very light structural loads such as stiffened raft slab type foundations. This is due to the apparent variability of fill strengths and materials.
- Most structural loads will have to be supported on deep pile (>25m deep) foundations to sandstone bedrock levels.
- It is likely that any excavation below tidal water levels will have to be fully tanked and designed to resist hydrostatic uplift pressures.

The existing site conditions will be validated as part of further geotechnical investigations designed to support the proposed development when the site is vacated, and full site drilling can be undertaken.

Contamination Issues

Identified sources of potential contamination on site include:

- Miscellaneous filling for wharf construction/land reclamation;
- The former Gas Works and gas holding tank which were located on the southern part of the site;
- General dumping of waste prior to the concrete capping of Berths 3 to 8;
- Current vehicle maintenance activities (fuel storage, wash bays, mechanics workshops) associated with the modern port facilities; and
- The former Sydney Water Sewerage Pumping Station to the east of Hickson Road.

As part of any application for the redevelopment of EDH further contamination investigations will need to be undertaken, comprising:

- Detailed geotechnical investigations to define the subsurface fill/soil and bedrock profile across the entire site. Investigations will need to include deep test pits and drilling of deep augured boreholes together with core drilling of the bedrock;
- Review of all previous contamination investigation reports to develop a detailed site history and physical sampling/investigation strategy;
- Soils and groundwater contamination investigation comprising drilling both deep and shallow boreholes across the site to recover soil and groundwater samples for contamination testing;
- Acid Sulfate Soils Assessment, which would comprise drilling of boreholes to sample and test any materials to be exposed or removed as part of construction works;
- Groundwater investigation to identify the groundwater regime and impacts of tidal variation supporting both geotechnical and contamination investigations. Investigations will need to include; construction of groundwater monitoring wells, long term monitoring, pump tests to assess temporary basement dewatering requirements, and in-situ permeability testing of fill/soils and possibly bedrock; and
- Development of a contamination remediation strategy based on the results of the contamination and groundwater investigations together with consideration of the proposed future land use.

Water Management Issues

A detailed drainage plan will need to be submitted with any future application.

A detailed stormwater and flood management plan will need to be submitted with any future application.

Acoustic Issues

A report assessing noise and vibration impacts on the acoustic amenity of the proposed development will need to be undertaken as part of any future application.

8.0 OTHER MATTERS

In respect of the development proposal, approvals and/or permits may be required under the following Acts:

- Approval under the Roads Act 1993 to:
 - (a) erect a structure or carry out a work in, on or over a public road, or
 - (b) dig up or disturb the surface of a public road, or
 - (c) remove or interfere with a structure, work or tree on a public road, or
 - (d) pump water into a public road from any land adjoining the road, or
 - (e) connect a road (whether public or private) to a classified road
- An Environment Protection Licence to authorise carrying out of scheduled development work at any premises under the Protection of the Environment Operations Act 1997.

Necessary approvals and permits required for the redevelopment of EDH will be identified as part of any future application.

9.0 CONCLUSION

This paper should be read in conjunction with the letter to the Minister prepared by JBA Urban Planning Consultants on behalf of the Sydney Harbour Foreshore Authority, to request

consideration be given to the inclusion of EDH as a SSS under Schedule 3 of the Major Projects SEPP and that authorisation be given to the proponent to lodge of a Concept Plan Application.

The paper provides additional detail on the site, the project description, relevant planning provisions, key stakeholder feedback and the likely environmental issues associated with the redevelopment of EDH for commercial, residential and recreational purposes. It is intended to assist the Director General in determining the level and scope of an environmental assessment to accompany the proposed listing of EDH as a SSS under Schedule 3 of the SEPP, establishment of appropriate development controls for the site and for the lodgement of a Concept Plan application.

Having regard to the above and in accordance with provisions in Part 3A of the Act, we request that the Director General issue the environmental assessment requirements for the development proposal.