

Part 3A Concept Plan and Environmental Assessment Report

Darling Walk, Darling Harbour

Submitted to
Department of Planning
On behalf of Sydney Harbour Foreshore Authority

December 2007 ■ 07122

Statement of Validity

Environmental Assessment prepared by

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Level 7, 77 Berry Street
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In respect of

Redevelopment of Darling Walk, Darling Harbour

Concept Plan

Applicant name

Sydney Harbour Foreshore Authority

Applicant address

Level 6, 66 Harrington Street
The Rocks NSW 2000

Land to be developed

Darling Walk Entertainment Complex, Darling Harbour

Proposed development

Redevelopment of Darling Walk, Darling Harbour to provide between 64,000m² and 68,000m² GFA of primarily commercial floorspace but including up to 5,000m² GFA of retail floorspace (retail and associated uses) and up to 1,000 m² GFA of floorspace for cultural, recreational and entertainment uses.

A maximum of 200 car parking spaces to service the commercial buildings and a 600 space public car park.

Public domain improvements.

An Environmental Assessment (EA) is attached

Environmental Assessment

Certificate

I certify that I have prepared the content of this Environmental Assessment and to the best of my knowledge:

It is in accordance with the Environmental Planning and Assessment Act and Regulation.

It is true in all material particulars and does not, by its presentation or omission of information, materially mislead.

Signature



Name

Kirk Osborne

Date

14 December 2007

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D	Darling Walk Urban Design Guidelines <i>Cox Richardson</i>
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F	Assessment of Traffic and Parking Implications <i>Transport and Traffic Planning Associates</i>
G	Report on Existing Services and Site Constraints <i>Robert Bird Group</i>
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Executive Summary

This submission to the Department of Planning comprises an Environmental Assessment for a Concept Plan application under Part 3A of the Environmental Planning and Assessment Act (EP&A Act). It relates to the development of a parcel of land known as Darling Walk, Darling Harbour.

A request for consideration of the proposal under Part 3A was made to the Department on 1 December 2006. The Director General's Requirements were provided to the applicant on 13 March 2007.

This submission is in accordance with the Department's guidelines for Concept Plan applications lodged under Part 3A, and addresses the issues raised in the Director General's Requirements.

The Sydney Harbour Foreshore Authority (the Authority), is proposing the redevelopment of Darling Walk at Darling Harbour. Darling Harbour is Sydney's leading waterfront and entertainment precinct. Since the opening of Darling Harbour there have been a number of upgrades to ensure the area remains an attractive and successful harbourside precinct for residents, tourists and visitors. These upgrades have included the Cockle Bay development, King Street Wharf development and most recently the completion of Sydney Wildlife World.

This Concept Plan application for Darling Walk presents an opportunity to deliver new commercial development, consistent with the Metropolitan Strategy and the planning objectives for Darling Harbour. Through the redevelopment of Darling Walk, the Authority aims to provide substantial public benefits through an upgraded public domain, the provision of family orientated facilities and services that build on the site's strategic location.

The proposed redevelopment of Darling Walk is the next milestone in the development of Darling Harbour.

The Concept Plan prepared for the site is seeking approval of the broad parameters of the redevelopment of the site including:

- land uses;
- footprint, bulk, scale and height of the proposed buildings; and
- gross floor area (GFA).

The Concept Plan is seeking approval for:

- a) redevelopment of Darling Walk, Darling Harbour to provide between 64,000m² and 68,000m² GFA of commercial floorspace including up to 5,000m² GFA of retail floorspace (retail and associated uses) and up to 1,000 m² GFA for cultural, recreational and entertainment uses;
- b) a maximum of 200 car parking spaces to service the commercial building and a 600 space public car parking facility; and
- c) public domain improvements.

The key planning instruments applying to the site and its development are:

- Darling Harbour Development Plan No.1;
- State Environmental Planning Policy (Major Projects) 2005; and
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.

The objectives of the Darling Harbour Development Plan No.1 are to encourage the development of a variety of tourist, educational, recreational, entertainment, cultural and commercial facilities and to set out those uses which are deemed permissible.

The provision of commercial and retail floor space and associated uses are identified as permissible uses and meet the objectives of the Darling Harbour Development Plan. The Concept Plan proposal for Darling Walk provides an opportunity to reinvigorate the site.

Technical advice submitted with the application demonstrates that the site is capable of accommodating the proposed development and that any environmental impacts can be adequately managed and mitigated. The proposal will create a high level of amenity for future occupants of the development and visitors to Darling Harbour.

Redevelopment of Darling Walk will result in a high quality development consistent with the Authority's strategic vision for Darling Harbour. Further it is in the public interest as it achieves the Government's objectives for this part of Sydney as outlined in the Metropolitan Strategy and it delivers social and economic benefits in that it:

- activates and rejuvenates the Darling Walk site and the adjoining south Darling Harbour area;
- creates high quality, distinctive office buildings of exceptional design and construction quality with complementary ground floor commercial, retail and associated uses;
- provides an affordable, safe, family orientated destination for visitors and Sydneysiders at Darling Harbour;
- improves pedestrian connections between the Darling Harbour central public domain and the CBD from the western ends of Liverpool and Bathurst Streets;
- extends the curved Day Street alignment through the site towards the centre of Tumbalong Park;
- promotes new active uses between the commercial edge and the central public domain and emphasises active uses and engagement with the surrounding public spaces;
- proposes no significant overshadowing to the Chinese Garden and adjacent areas of the public domain;
- ensures modulation of built form height and scale between the central public domain and the CBD;
- establishes the primary CBD gateway for Darling Harbour South;
- provides 200 car parking spaces to service the Darling Walk commercial development;
- provides a public car parking facility to accommodate 600 existing public parking spaces that are to be relocated from the Entertainment Car Park to permit the future redevelopment of the Entertainment Car Park; and
- provides outdoor seating and dining areas associated with the ground floor retail uses.

The main environmental issues associated with the proposed development include:

- built form (heights, setbacks, overshadowing);
- traffic, access and parking;
- infrastructure and services; and
- stormwater management.

Overall, the proposed development will have minimal adverse environmental effects. The key environmental issues will be effectively managed via mechanisms referred to in the report and the draft Statement of Commitments.

On these grounds the proposed Concept Plan is worthy of support. It should be granted consent in accordance with the provisions of Part 3A of the EP&A Act.

Following Concept Plan approval, a detailed Project Application(s) will be prepared, as will ongoing consultation and exhibition processes that will support the renewal process of this key Darling Harbour site.

1.0 Introduction

This section outlines the background to this application, the contents of the submission in accordance with statutory requirements, an overview of the proposal, and a description of the site and its characteristics.

This Concept Plan and Environmental Assessment Report (EAR) is submitted to the Minister for Planning pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This is to fulfil the Director General's Requirements (DGRs) (**Appendix A**) issued on 13th March 2007, for the preparation of an Environmental Assessment of a Concept Plan for commercial development at Darling Walk, Darling Harbour.

1.1 Overview of the Project and Approval Sought

The proponent, Sydney Harbour Foreshore Authority (the Authority), is proposing:

- a) redevelopment of Darling Walk, Darling Harbour to provide between 64,000 m² and a maximum of 68,000m² GFA of primarily commercial floorspace but including up to 5,000m² GFA of retail floorspace (retail and associated uses) and up to 1,000m² GFA for cultural, recreational and entertainment uses;
- b) a maximum of 200 car parking spaces to service the commercial buildings and a 600 space public car parking facility; and
- c) public domain improvements.

The application has been prepared by JBA Urban Planning Consultants Pty Ltd, for the Authority. JBA Urban Planning Consultants Pty Ltd has prepared this report based on plans and information provided by the Authority, Cox Richardson and supporting technical documents.

This report describes the site and its environs and the proposed development, and includes an assessment of the proposal in accordance with the Director General's Environmental Assessment Requirements. It should be read in conjunction with the information appended to this report.

This report:

- outlines the Authority's vision for the urban renewal of Darling Walk;
- presents a Concept Plan to guide the future redevelopment of the site; and
- provides an assessment of the environmental impacts of the proposed Concept Plan.

1.2 Structure of the Report

The report is structured as follows:

Section 1: Introduction, overview of project background, approvals process and project team.

Section 2: Site analysis, overview of existing site conditions and summary of site opportunities and constraints.

Section 3: Current strategic and statutory planning framework and context applying to the site and outcome of consultation.

Section 4: Summary of the key issues from consultation.

Section 5: The spatial “Concept Plan”, outlining what the Authority is seeking to achieve for the future development of the site and setting the broad parameters for the development.

Section 6: The Environmental Assessment of the Concept Plan.

Section 7: Design Criteria for future Project Applications.

Section 8: Statement of Commitments.

Section 9: Conclusion.

1.3 Background

The then Premier of NSW, Neville Wran announced the creation of the Darling Harbour Authority on 1 May 1984. The Authority was to redevelop Darling Harbour as the State’s contribution to the Bicentennial programme for 1988. The intent was to make Darling Harbour a ‘place for people’ and convert an area of obsolete industrial land uses into a world class entertainment, cultural, educational and recreational precinct.

Darling Harbour is now one of the world’s leading waterfront destinations, attracting 26.5 million visits each year, and is the major celebration and event venue for Sydney. It plays an important role in Australia’s international, national, state and local tourist markets as well as providing facilities and services for local residential, business and social community groups.

Darling Harbour includes waterfront cafes, restaurants and bars, contemporary shopping and many of Sydney’s leading tourist attractions (including Sydney Aquarium, Wildlife World, IMAX, National Maritime Museum, Powerhouse Museum, Sydney Convention & Exhibition Centre, Sydney Entertainment Centre).

Since the opening of Darling Harbour there have been a number of redevelopment projects to ensure the area remains an attractive and successful harbourside precinct to residents, tourists and visitors. These upgrades have included:

- Cockle Bay development;
- King Street Wharf development;
- refurbishment of Harbour-Sside Shopping Centre;
- completion of Sydney Wildlife World; and
- refurbishment of the Chinese Garden of Friendship.

In addition, the planned redevelopment of Barangaroo (East Darling Harbour) will revitalise the former Patrick Stevedoring site and extend Darling Harbour to the north.

The Darling Walk site has traditionally had a focus as a family friendly retail and entertainment precinct, with the key anchor being the former Sega World, a purpose built, large ticketed indoor entertainment facility, which opened in 1997.

Sega World has since ceased operation, and as a purpose built facility, is unsuitable for alternative uses and in need of redevelopment.

The proposed redevelopment of Darling Walk presents a unique opportunity to contribute to the ongoing evolution of Darling Harbour by maintaining its emphasis on people, particularly families, whilst also increasing the area's working population. The Concept Plan aims to create a mixed-use development that promotes activity throughout the week, public holidays and weekends.

The current planning instrument for Darling Harbour is the Darling Harbour Development Plan No.1 (as amended). The Department of Planning, in consultation with the Authority, is preparing a new Environmental Planning Instrument (EPI) for Darling Harbour and The Rocks which will provide guidance through land use zoning principles and standards for activities and new development.

As the new EPI for Darling Harbour and The Rocks has not been completed, the Authority is seeking approval of this Concept Plan in order to provide certainty to the market, whilst allowing any project proponent flexibility to create an innovative commercially viable development. To assist the proponents in a tender program, the Authority commissioned Cox Richardson to prepare a set of Urban Design Guidelines (**Appendix D**). The principles of these guidelines underpin this Concept Plan.

1.4 Approvals Process

State Environmental Planning Policy (Major Projects) 2005 (the Major Projects SEPP) identifies development to which Part 3A of the EP&A Act applies and for which the Minister is the consent authority.

The Darling Walk site is located within the Sydney Harbour Foreshore area, identified at Clause 10(d) of Schedule 2 of the Major Projects SEPP. Under this provision, developments with a capital investment value of greater than \$5m (and declared by the Minister) are subject to the provisions of Part 3A of the EP&A Act (**Figure 1**).

On 1 December 2006 a declaration request and request for the Director General's Environmental Assessment requirements for the proposed Darling Walk Concept Plan was submitted to the Department of Planning. On 13 March 2007 the Minister authorised lodgement of a Concept Plan and the Director General's Requirements (DGRs) for the environmental assessment were issued. The DGRs form the basis of this report.

1.5 Project Team

An expert project team has been formed to deliver the Concept Plan and includes:

Proponent	Sydney Harbour Foreshore Authority
Urban Planning	JBA + TCW Urban Planning Consultants
Architects/Landscape	Cox Richardson
Quantity Surveyors	WT Partnership
Geotechnical	Environmental Investigation Services (EIS)
Infrastructure/ Utilities/ Stormwater	Robert Bird Group
Traffic, Transport and Car Parking	Transport and Traffic Planning Associates
Air Quality	Holmes Air Sciences

Part 3A Concept Plan Approval Process

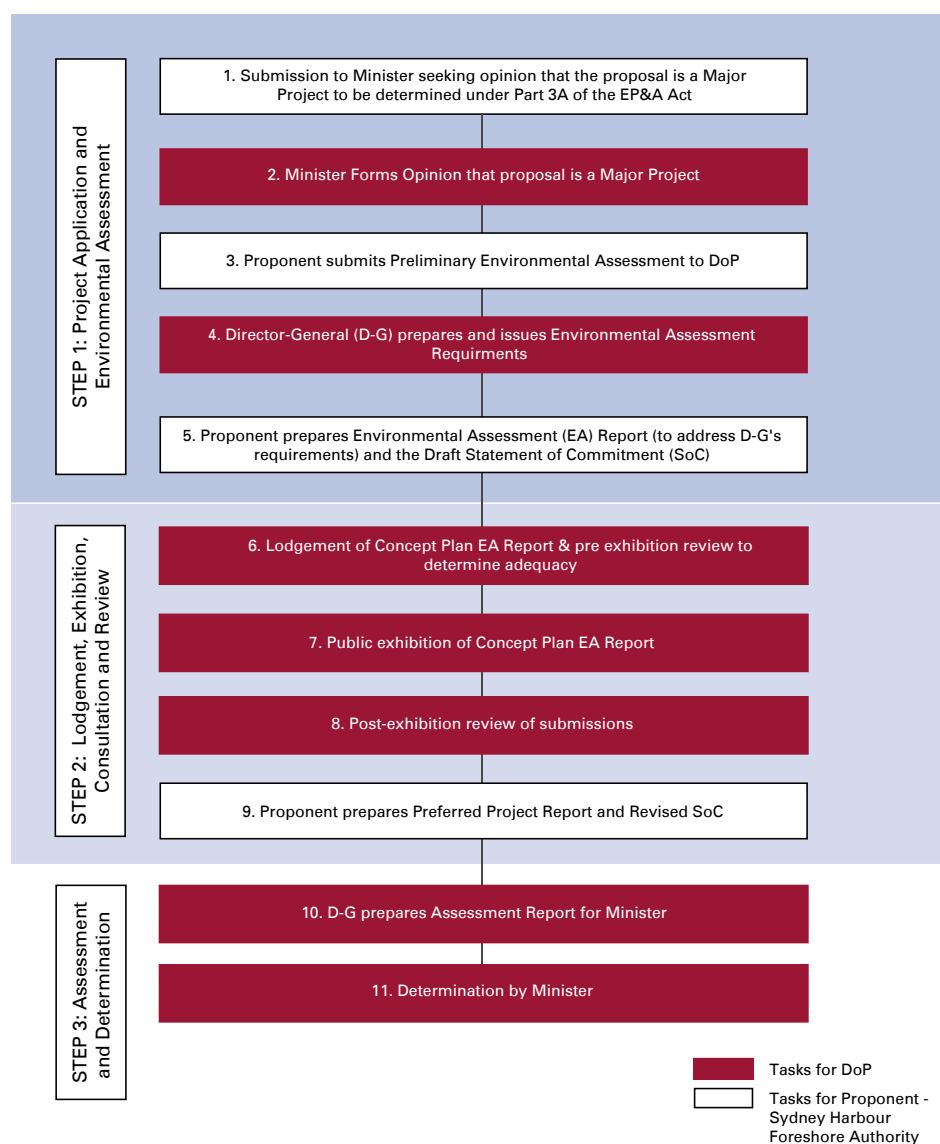


Figure 1 – Part 3A Concept Plan process diagram

1.6 Capital Investment Value

The estimated cost of works is \$280 million as detailed in the Quantity Surveyors Statement prepared by WT Partnership (**Appendix J**).

2.0 Site Analysis

Appendix B includes site survey and analysis plans.

2.1 Site Location

Darling Walk is located within the Darling Harbour precinct. It is situated west of Harbour Street at the western edge of Sydney Central Business District (CBD), south of the Western Distributor fly over, north of the Chinese Garden and east of Tumbalong Park. Town Hall Railway Station is approximately 400m to the north-east and Central Station is approximately 800m to the south-east.

The site's contextual location is shown at **Figure 2**.



Figure 2 – Darling Walk Locational Context

2.1.1 Urban Context

Darling Harbour is unique in terms of its function, location, land ownership and physical characteristics. Darling Harbour is a 60 hectare mixed use, waterfront precinct located between the Sydney CBD and Pyrmont Peninsula. The land is owned almost entirely by NSW State Government.

Buildings within the precinct are generally orientated towards the centre of a 'valley' that has been formed by infilling a significant part of the original Cockle Bay (refer to **Figure 3**). The central valley is open and flat, running on a north-south axis from the waters of Cockle Bay to Tumbalong Park and beyond.

The land rises to the east and west from the valley floor, with the ridges reinforced by taller built forms. Buildings fronting onto the harbour and the event area were designed to complement outdoor event functions.



Figure 3 – Changing Shoreline 1836-present

2.1.2 Site Description

Darling Walk is a highly significant part of Darling Harbour. It forms the edge to the central public domain which includes Tumbalong Park, Darling Harbour's principal green space. The site modulates the increase in scale from Tumbalong Park to the high-rise towers to the CBD, and provides a sense of containment for Darling Harbour.



Figure 4 – Site area superimposed over precinct

The site is an elongated shape covering approximately 32,900m². The extent of the site is illustrated in **Figures 4 & 5**.

Pedestrian access from the city centre is provided through grade separated pedestrian bridges along the southern and northern boundaries and a traffic light intersection with Day and Harbour Streets.

Vehicular access is via Harbour Street through an internal access road primarily servicing a McDonald's drive-thru and a pick up/drop off point for Darling Harbour.

A service road is also located under the elevated section of the Western Distributor and the existing walkway adjacent to the Western Distributor provides disabled access.

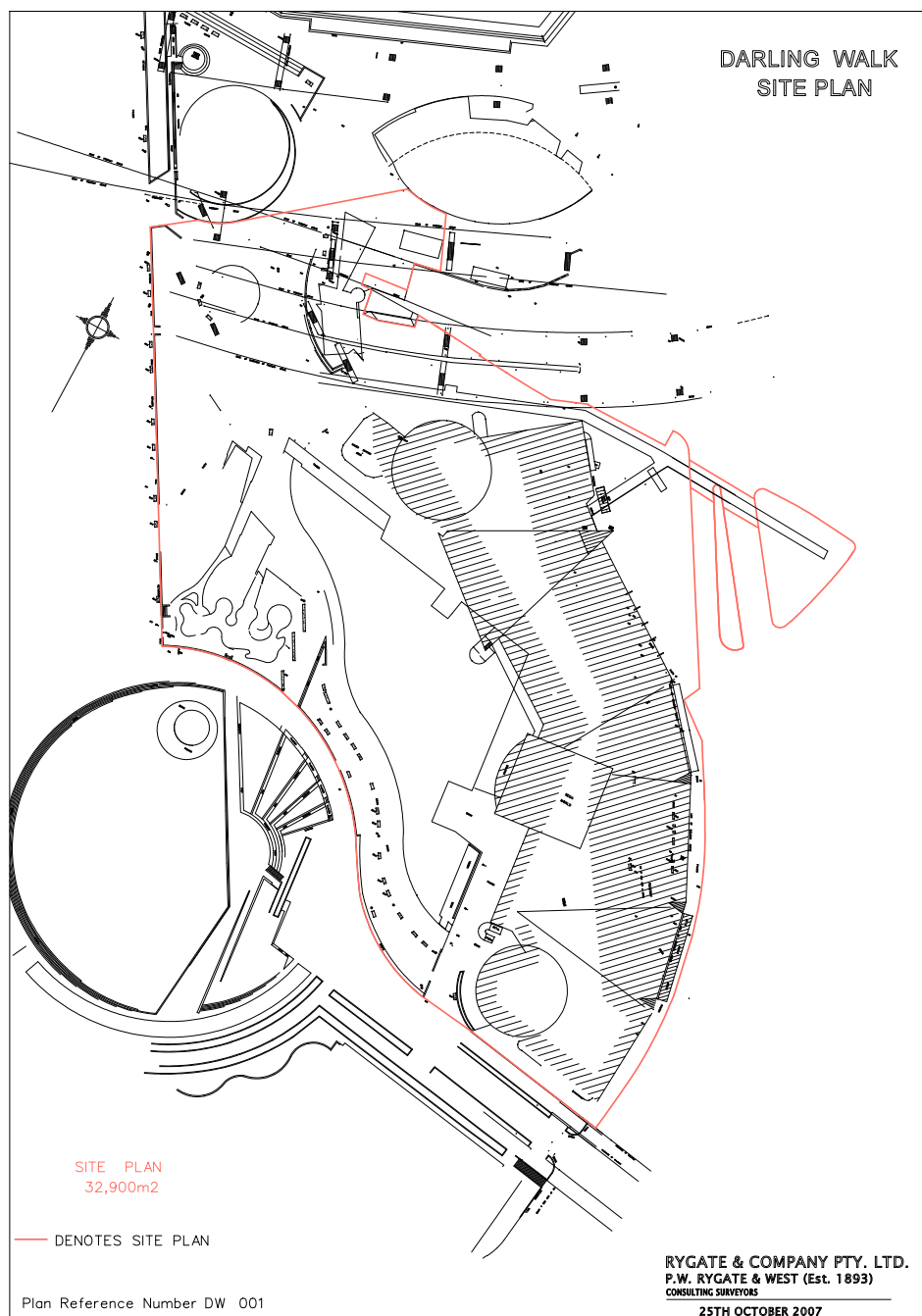


Figure 5 – Site Plan

2.1.3 Land Ownership and Legal Description

The site is legally described as shown at **Table 1** and has a total site area of approximately 32,900m².

The site includes 38 parcels of land, two of which are currently traffic islands. Ownership of these lands is being transferred from the Roads and Traffic Authority to the Authority.

Land ownership and existing cadastral boundaries are illustrated at **Figure 6** and detailed in **Table 1**.

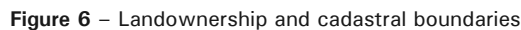


Table 1 – Land ownership

Lot	Deposited Plan	Leasehold/ Land ownership
318	871455	Sydney Harbour Foreshore Authority
319	871455	Sydney Harbour Foreshore Authority
314	869004	Sydney Harbour Foreshore Authority
52	1009561	Sydney Harbour Foreshore Authority
Pt 11	1048307	RTA
53	1009561	RTA
403	862501	Sydney Harbour Foreshore Authority
305	787105	Sydney Harbour Foreshore Authority
306	787105	Sydney Harbour Foreshore Authority
371	1033766	Sydney Harbour Foreshore Authority
7	1048307	Sydney Harbour Foreshore Authority
8	1048307	Sydney Harbour Foreshore Authority
9	1048307	Sydney Harbour Foreshore Authority
10	1048307	Sydney Harbour Foreshore Authority
13	1048307	RTA
Pt 14	1048307	RTA
Pt 15	1048307	RTA
19	1048307	RTA
26	1048307	RTA
24	1048307	RTA
23	1048307	RTA
43	1048307	RTA
42	1048307	RTA
22	1048307	RTA
48	1048307	RTA
17	1048307	RTA
37	1048307	RTA
21	1048307	RTA
41	1048307	RTA
40	1048307	RTA
32	1048307	RTA
30	1048307	RTA
29	1048307	RTA
Pt 12	1048307	RTA
20	1048307	RTA
18	1048307	RTA
46	1048307	RTA
38	1048307	RTA

2.1.4 Geotechnical Conditions and Contamination

A Preliminary Environmental Site Assessment of the Darling Walk site was undertaken by Environmental Investigation Services (EIS) and is included at **Appendix I**.

A review of the regional geological map of Sydney indicates that the site is adjacent to the boundary of areas underlain by Hawkesbury Sandstone, man-made fill and alluvial sediment. In addition, the Department of Natural Resources indicated that no registered groundwater bores lie within 1km of the site. Overall the stratigraphy of the site is expected to include residual clay soils overlying relatively shallow bedrock and alluvial soils overlying relatively deep bedrock.

The field investigations included boreholes at six sampling locations within the site. The subsurface investigation of the locations found that generally, the existing building overlays silty sand, silty clay sand, and clay sand or sand fill material and in turn overlays natural silty sand or clay sand and sandstone bedrock. In addition, immediate groundwater seepage was encountered at bore hole 1 and bore hole 5, and fill material was encountered in all six bores.

In terms of contamination, elevated levels of benzo(a)pyrene and nickel were encountered. EIS expect the extent of this contamination to be isolated to 'hotspots'. An assessment of the natural soils found potential acid sulphate soil conditions present.

2.1.5 Landscaping

Appendix B provides a landscape analysis of the site. Existing trees, vegetation and landscaped areas define the main boundaries of the site. These include palms, figs, paper barks, plane trees and lemon-scented gums (see **Figures 7-11**).



Figure 7 –View of grass embankment and paperbark grove



Figure 8 – Southern site boundary as defined by hedge and plane trees

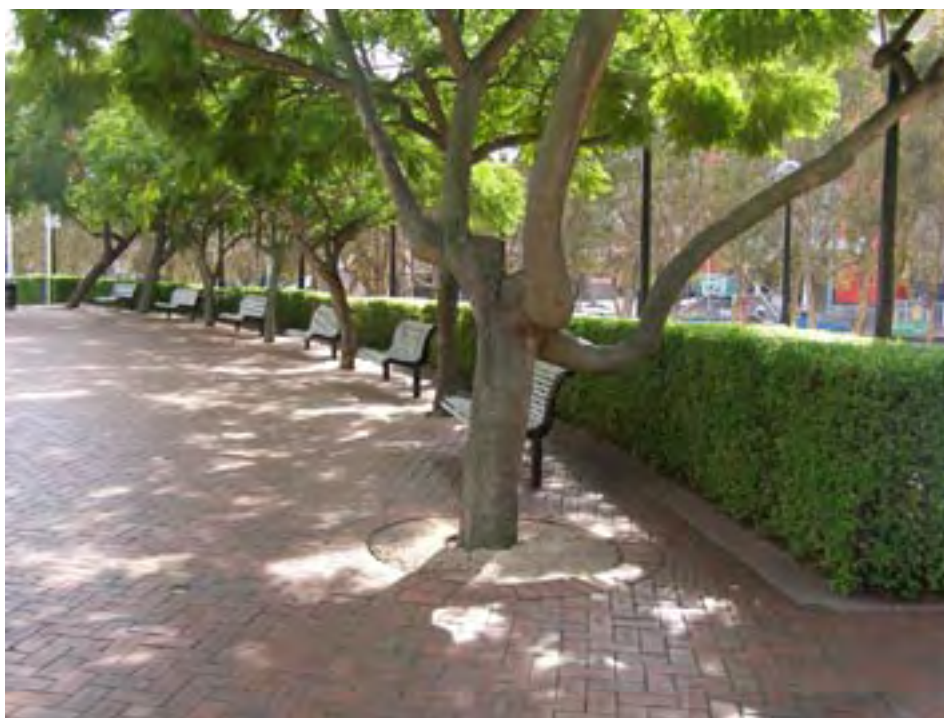


Figure 9 – Jacaranda Mimosifolia grove and box hedge boundary along Tumbalong Park

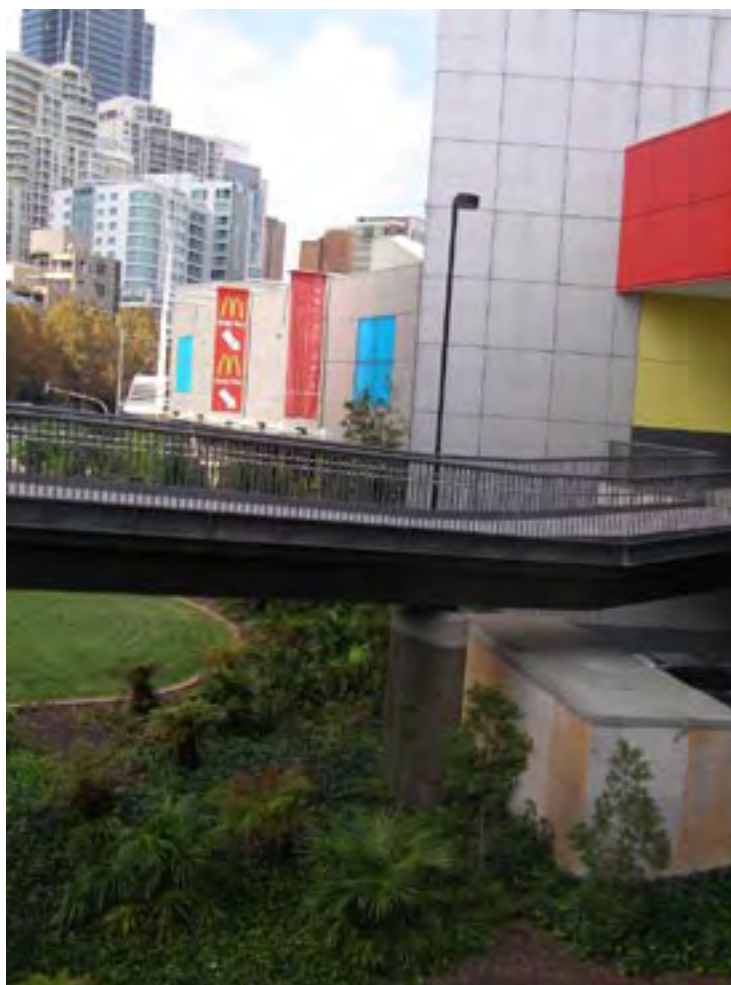


Figure 10 – View of landscaped area under Bathurst Street pedestrian bridge



Figure 11 – View of grassed area and recent tree planting (Hills Ficus) between existing building and Harbour Street

2.2 Existing Development

A site analysis plan of the site included at **Appendix B**. The site comprises the purpose built 2-storey former Sega World games and amusement complex, housing a range of entertainment, retailing and tourism uses and a large area of public domain space.

The Sega World building is a concrete, steel and glass building, clad in prefabricated panels and includes a distinctive glass cone protruding above the roof line.

Sega World opened in March 1997. It ceased operation in November 2000. The current gross floor area of the building is approximately 17,000m² and currently comprises several food and retail outlets, a video arcade, mini golf centre, the Outback Centre and McDonalds drive thru and restaurant.

A man-made ornamental lake stretches almost the entire length of the existing building's Tumbalong Park frontage, and offers children's paddle-boat rides. Between the lake and the southern part of the building lies a bungee trampoline, rock climbing wall and covered seating area. To the west of the lake, and north of Tumbalong Park lies the children's playground area. This comprises a number of fixed climbing structures, a sandpit area and also mobile fair-ground rides including a carousel (see **Figures 12-17**).



Figure 12 – View of southern section of existing building



Figure 13 – View of mid section of existing building



Figure 14 – View of site from Harbour Street/ Day Street intersection



Figure 15 – View of eastern boundary of the site



Figure 16 – View across lake to children's playground



Figure 17 – Carousel

2.3 Surrounding Development

As discussed above, Darling Walk is part of the Darling Harbour precinct which contains a range of entertainment, cultural and exhibition venues on the western edge of the CBD. These venues include Sydney Entertainment Centre, Sydney Convention and Exhibition Centre, the IMAX cinema, and numerous harbour side bars and restaurants.

The pedestrian area to the north of the site links the Darling Walk site to Cockle Bay and the waterside. Within this area lies the Palm Grove amphitheatre, an event space which has recently been upgraded, and the IMAX cinema.

Immediately to the south of the site is the Chinese Garden of Friendship.

Tumbalong Park bounds the Darling Walk site to the south-west. It is circular in shape and comprises a large grassed area, a raised covered stage area and back stage facilities. Further west is the Sydney Convention and Exhibition Centre.

To the east, the site is bounded by Harbour Street, which links to the Western Distributor. The eastern side of Harbour Street includes a range of uses, such as the Crown Plaza hotel, residential apartment buildings (Millennium Towers and Emporio), Global College and a police station (**Figure 18**). These buildings vary in height between 14 storeys (Crown Plaza hotel) and 21 storeys (Millennium Towers), both substantially taller than the proposed development at Darling Walk.



Figure 18 – Aerial view of site and surrounding development

2.4 Accessibility

2.4.1 Pedestrian Access

The key pedestrian links to the site from the CBD comprise the Bathurst Street pedestrian bridge (**Figures 19-20**) which is situated to the north east of the site and the two parallel Town Hall/ Liverpool Street pedestrian bridges (**Figures 21-23**) which are situated to the south east of the site.

Provision for disabled access to the Bathurst Street walkway is provided via a lift at the intersection of Day Street and Harbour Street (**Figure 19 and 20**).



Figure 19 – Bathurst Street pedestrian bridge



Figure 20 – Bathurst Street pedestrian bridge and lift over Harbour Street



Figure 21 – The northern Liverpool Street pedestrian bridge

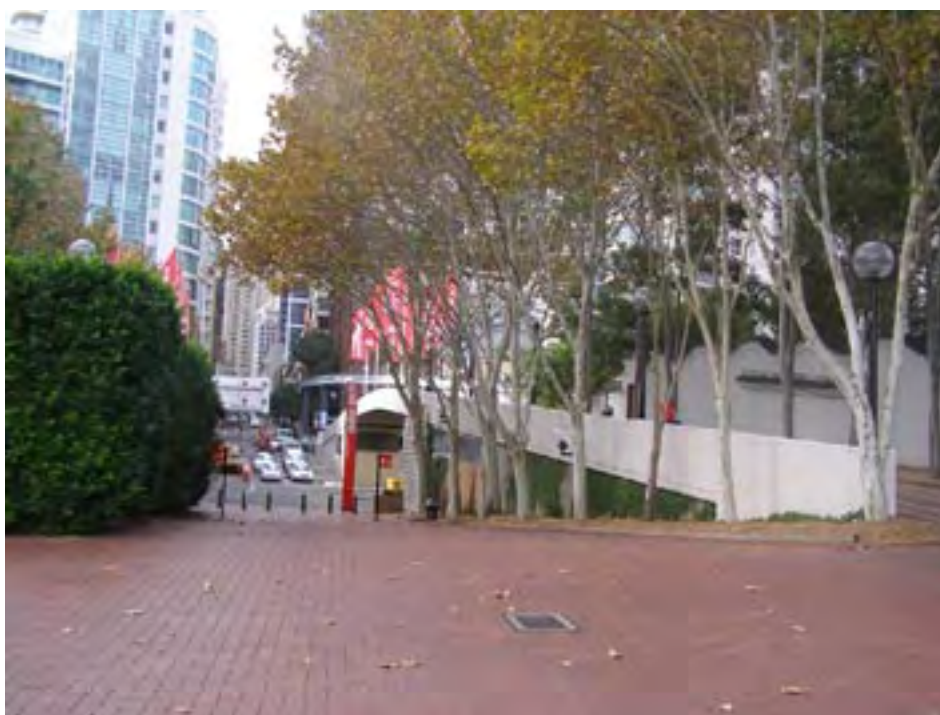


Figure 22 – At grade pedestrian link from Darling Walk to Harbour Street



Figure 23 – The southern Liverpool Street pedestrian bridge

A secondary pedestrian link from the mid-section of the existing building to the CBD is via an 'at grade' traffic signal controlled crossing at the Harbour Street/Day Street intersection.

In addition, the site is easily accessible from the west, north and south, due to the pedestrian nature of the Darling Harbour and Tumbalong Park areas.

Figure 24 shows the pedestrian routes to the site from the surrounding area.



Figure 24 – Pedestrian Linkages to Darling Walk

2.4.2 Vehicular Access

Vehicular access to the site is confined to three existing points from the east. These comprise ingress for northbound traffic off Harbour Street just to the north of Liverpool Street, a traffic signal controlled egress at the Harbour Street/ Day Street intersection and ingress just north of the controlled egress (refer **Figure 25**).



Figure 25 – Existing vehicular and pedestrian access

2.4.3 Public Transport Access

The site is within easy walking distance of a number of public transport nodes, including Town Hall Railway Station (400m), Central Railway Station (800m), Darling Harbour Ferry Wharf (500m), the Light Rail Station (400m) and a number of bus services streets. **Figure 26** below illustrates the public transport services within close proximity of the Darling Walk site.

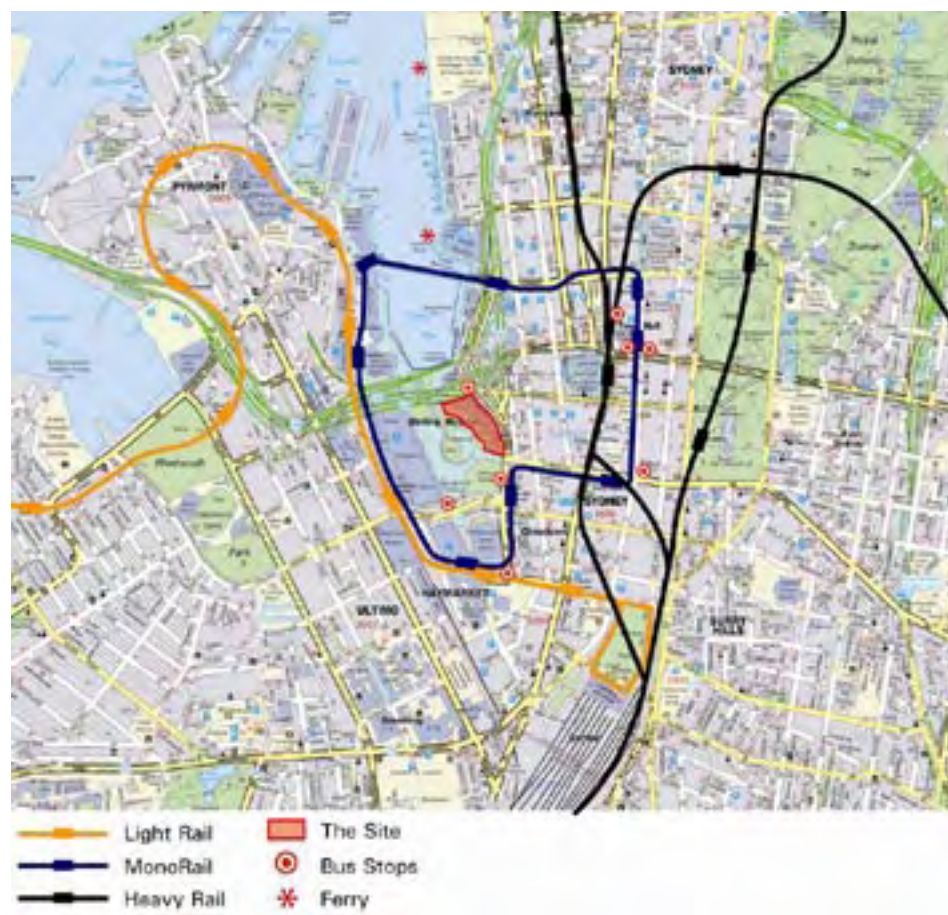


Figure 26 – Public Transport Services

2.4.4 Car Parking

Car parking is not currently available on the site, however temporary parking for loading and unloading vehicles is available.

2.5 Summary of Site Opportunities and Constraints

The main site opportunities are:

- A prominent site connecting Darling Harbour and the Sydney CBD providing an opportunity to establish the primary gateway from the CBD into the southern area of Darling Harbour.
- Darling Walk is highly accessible, with pedestrian access to Liverpool and Bathurst Streets and being in close proximity to a range of public transport services.
- The site is capable of delivering a flexible large floor plate building.
- Improvement of views and access to Darling Harbour from Harbour Street, Day Street and Bathurst Street.
- Enhanced public domain and activities at Darling Walk.
- Redevelopment of the site offers an opportunity to activate the Harbour Street frontage of the site.
- More intensive and appropriate uses can be achieved on the site including a contemporary office buildings.

- Direct access to the arterial road system without reliance on travel through the CBD road system.
- Provide public car parking to service the south-east sector of Darling Harbour (e.g. Imax, Chinese Garden etc).

The main site constraints are:

- Site access and egress is generally constrained to one entry/exit point.
- The site is burdened with significant underground infrastructure.
- Building heights are limited by potential overshadowing impacts, particularly the Chinese Garden and Tumbalong Park.
- The McDonalds restaurant and 'drive-thru' needs to be retained on site, however in an amended configuration to co-ordinate with the proposed development.

3.0 Planning Framework and Context

3.1 Strategic Context

In December 2005, the NSW Government released a new Metropolitan Strategy for Sydney – City of Cities – A Plan for Sydney's Future. The Metropolitan Strategy provides directions for the management of growth and urban development over the next 25-30 years. It sets strategies and actions for economy and employment, centres and corridors, housing, transport, parkland and open space and the environment. The Metropolitan Strategy also identifies six sub-regions across the Sydney metropolitan area and sets housing and employment targets for each sub-region.



Figure 27 – Metropolitan Strategy Map

Darling Walk is within the Sydney City subregion. The planning targets between 2004 and 2031 for the Sydney City subregion comprise:

- 55,000 new dwellings; and
- 58,000 new jobs.

The Metropolitan Strategy classifies the Sydney CBD (including Darling Harbour) as "Global Sydney" – at the top of the city's hierarchy of centres. The Metropolitan Strategy states that "Global Sydney" is:

"The main focus for national and international businesses, professional services, specialised health and education precincts, specialised shops and tourism, it is also a recreation and entertainment destination for the Sydney region and has national and international significance".

Sydney CBD is also part of the 'global economic corridor', an arc extending from Port Botany and the Airport in the south, through the CBD and North Sydney, St Leonards, Chatswood to Macquarie Park in the north. This corridor is recognised as having a growing concentration of national and global-level jobs and activities, establishing itself as the powerhouse region in Sydney and in Australia's economy.

Sydney CBD has a limited number of sites, capable of delivering a large floor plate commercial building. The opportunities for growth are generally limited to the western corridor of the CBD, including areas such as Barangaroo (East Darling Harbour), Darling Walk and the southern precincts of the CBD.

With the Metropolitan Strategy's forecast of an additional 58,000 new jobs in the Sydney CBD over the next 25 years, a substantial increase in office and retail floor space will be required.

The redevelopment of Darling Walk has the ability to support the Government's strategies for Sydney by contributing to the tourism, cultural and entertainment functions of global Sydney and strengthening Sydney's supply of office space in the city.

3.2 Management Context

The Darling Harbour Area was created by the Darling Harbour Authority Act 1984 which constituted the Darling Harbour Authority and exempted Darling Harbour from the provisions of the EP&A Act. In 1998, the Darling Harbour Act was partly repealed and the planning powers vested in the Minister for Planning. In 2001, the remaining provisions of the Darling Harbour Act were incorporated into the Sydney Harbour Foreshore Authority Act 1998. The management of Darling Harbour was transferred in 2001 to the Authority.

The Sydney Harbour Foreshore Authority Act 1998 sets out responsibilities of the Authority to:

- protect and enhance the natural and cultural heritage of the land within its jurisdiction;
- promote, co-ordinate, manage, undertake and secure the orderly economic development and use of the foreshore area including the provision of infrastructure; and
- promote, coordinate, organise, manage, undertake, secure, provide, and conduct cultural, educational, commercial, tourist, recreational and entertainment activities.

Management of Darling Harbour must be consistent with these responsibilities.

The redevelopment of Darling Walk also builds on the four general design objectives for Darling Harbour contained in the 1984 planning principles. These objectives remain relevant and continue to inform the planning of Darling Harbour. They are:

- to build to the edge of the valley and maintain the valley floor for pedestrians;
- to overcome the road and rail barriers around the site with convenient pedestrian walkways, at ground level where possible;
- to develop the Harbour edge (Cockle Bay) as a public promenade and link this waterfront area satisfactorily under the expressway to Tumbalong Park in the south; and
- to maintain Tumbalong Park as a focal place for Darling Harbour with clear strong connections to the east to the city, along Liverpool Street, north to the Harbour and south to Chinatown.

3.3 Key Planning Controls

Relevant planning instruments applying to the site and its development are set out below:

- Darling Harbour Development Plan No.1;
- State Environmental Planning Policy (Major Projects) 2005;
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;
- State Environmental Planning Policy 11: Traffic Generating Development;
- State Environmental Planning Policy 55: Remediation of Land; and
- Draft State Environmental Planning Policy 66: Integration of Land Use and Transport.

A summary of the key statutory plans currently applying to the site is provided below. In accordance with the DGRs an assessment of these policies and the Concept Plan's consistency with the provisions of these policies is included in **Section 6**.

3.3.1 Darling Harbour Development Plan No.1

The principal environmental planning instrument applying to the site is the Darling Harbour Development Plan No.1 (DHDP). Under Schedule 6 Part 7 sec 23(1) of the EP&A Act, the DHDP is taken to be a regional environmental plan. Its principal aim is to define the type of development which may be permitted within the Darling Harbour Development Area.

3.3.2 State Environmental Planning Policy (Major Projects) 2005

The Major Projects SEPP identifies certain categories of development and certain specified sites that are subject to assessment and determination under Part 3A of the EP&A Act. The Minister for Planning is the consent authority for Part 3A projects. The site is listed under Schedule 2 of the Major Project SEPP.

3.3.3 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, seeks to provide a clear set of planning principles for land within the Sydney Harbour Catchment. It defines general matters for consideration for sites within the Sydney Harbour Catchment that consent authorities must consider before granting consent under Part 4 of the EP&A Act.

3.3.4 State Environmental Planning Policy No. 11 – Traffic Generating Developments (SEPP 11)

State Environmental Planning Policy No. 11 – Traffic Generating Developments (SEPP11) ensures that applications for specific types of development are referred to the Roads and Traffic Authority (RTA) for its comments prior to determination. Under the provisions of the SEPP, this application under Part 3A of the EP&A Act will be referred to the RTA for comment.

3.3.5 State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55)

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) provides controls and guidelines for the remediation of contaminated land. In particular, this policy aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.

3.3.6 Draft State Environmental Planning Policy No. 66 – Integration of Land Use and Transport

The draft policy aims to ensure that urban structure, building form, land use locations and subdivision design help integrate land use and transport and minimise the need to travel by private car. The policy aims to increase access to services and improve the choice of transport. Part 2 of the draft SEPP provides guidelines for the assessment of development control plans, master plans and precinct plans.

4.0 Consultation

In accordance with Part 3A of the EP&A Act consultation is required to occur at the following stages:

- the Director General of the Department of Planning is required to consult with relevant public authorities in preparing the environmental assessment requirements for the Concept Plan; and
- the Director-General is required to advertise and exhibit the Environmental Assessment and appended reports and documentation.

In preparing the DGRs for the Environmental Assessment, the Department of Planning consulted with the following assessment authorities and groups:

- City of Sydney Council;
- Sydney Water;
- Ministry of Transport;
- South Eastern Sydney Illawarra Area Health Service; and
- Road and Traffic Authority.

Comments and issues raised by these authorities and groups were considered in preparing the DGRs and are included in **Appendix A**.

4.0.1 Council & Agency Consultation

In addition, the DGRs require the following groups to be consulted by the Authority:

- City of Sydney Council;
- Sydney Water; and
- Ministry of Transport.

Consultations were held with these authorities in June 2007 and **Table 2** summarises the key issues from the consultation.

Table 2 – Summary of consultations

Issues/discussion	Sydney Harbour Foreshore Authority comment/response
City of Sydney Council	
The site presents a rare opportunity for on-grade access to the CBD.	On grade access to and from the site to be retained, integrated and improved through the introduction of a new major pedestrian & view corridor through the site that will serve as a major gateway between Darling Harbour and the CBD.
The curvilinear nature of the site and existing building should be retained and reinforced as an important visual linkage	The Urban Design Guidelines ensure that the curvilinear nature of the site is reflected and reinforced in the Concept Plan.
Options for a reconfigured water body should be examined to enable direct access to Tumbalong Park.	Design options for the reconfigured water body (or other proposed alternate arrangement) shall be examined in detail at the Project Application stage.

Issues/discussion	Sydney Harbour Foreshore Authority comment/response
<p>The Concept Plan should provide details on:</p> <ul style="list-style-type: none"> ■ the options for improving the Day St intersection; ■ ingress and egress from the site; ■ any changes to the existing slipway; and ■ how the pedestrian/traffic interface will be managed. 	<p>Recommendations in relation to these issues have been made in the Assessment of Traffic & Parking report. The detailed design of the access point(s) and pedestrian/traffic interface will be included in subsequent Project Applications.</p>
<p>How will activation of the Harbour Street frontage be achieved? A drawing or illustration of the Harbour Street frontage should be prepared.</p>	<p>Harbour Street frontage will be a key interface with the CBD and include a mix of uses such as retail, medical centre, gym and/ or similar. Activation will be achieved through, amongst other things, commercial building foyer positioning and orientation, and appropriate land use mix of ground floor tenancy's fronting Harbour Street. Design options for the suitable activation of the Harbour Street frontage shall be examined in detail in the Project Application stages.</p>
<p>Details of the ESD strategy for the development should be provided.</p>	
Sydney Water	
<p>Sydney Water requires easements over stormwater and sewerage infrastructure.</p>	<p>Easements will be provided. Specific terms of easements to be negotiated with Sydney Water once detailed construction design is undertaken. The former SEGA development was previously constructed over then existing Sydney Water infrastructure, including Sydney Water's Hay Lackey and James Street stormwater channels, and sewer reticulation gravity mains. It was suitably designed to both bridge these existing Sydney Water assets (such that they are not bearing any additional loading) and be founded at appropriate levels such that there was no impact on the Sydney Water infrastructure arising from the development.</p> <p>The same strategy is proposed for this redevelopment which will require construction over and adjacent to existing Sydney Water infrastructure services.</p> <p>Sydney Water will be further consulted during the detailed design development regarding terms for development above existing infrastructure.</p>

Issues/discussion	Sydney Harbour Foreshore Authority comment/response
Existing easements/ infrastructure may need to be relocated and access provided to the infrastructure. Vertical easements may need to be provided.	Where required existing easements / infrastructure will be relocated. Sydney Water will be further consulted during the detailed design development regarding terms for development above their existing infrastructure.
Location of existing infrastructure will impact on the proposed car parking.	The proposed below ground car parking arrangements will be configured such that interaction between existing infrastructure services and the basement structures/ excavations will be minimised. In cases where existing infrastructure services cannot be avoided through appropriate orientation of the car park basement levels, they are proposed to be diverted in accordance with the relevant authorities requirements.
The redevelopment of the site presents significant opportunities for stormwater harvesting and management and possibly an interpretive/ education centre.	A stormwater management plan will be prepared detailing water collection and stormwater harvesting systems for the proposed development. The stormwater management plan will be submitted with the subsequent Project Applications.
The paddle boat lake or other similar water body provides an opportunity for stormwater harvesting.	Stormwater harvesting for the purposes of toilet flushing and irrigation are under consideration for the development. Details of harvesting and storage of stormwater will be included with the subsequent Project Applications.
Opportunities for a greywater or blackwater recycling system should be explored.	Greywater/ Blackwater recycling options shall be examined in detail at the Project Application Stage.
Ministry of Transport	
The Ministry is preparing a Central Sydney and CBD Bus Strategy.	It is understood that the Ministry has not published the Central Sydney and CBD Bus Strategy (although there is a Central Sydney and CBD Transport Section contained within the Urban Transport Statement (Nov 2006)). It is not expected that the development will adversely impact on existing or future CBD bus servicing. Refer to Section 6.6.
Opportunities for promoting and increasing public transport use, walking and cycling should be considered, including opportunities to link into the City of Sydney Bicycle Strategy. Car parking has an impact on the viability of public transport services.	The development will have “at grade” linkages to the pedestrian network and will facilitate pedestrian movements through the site and along the frontages. The site will link to the proposed pedestrian/ cycle route proposed to be introduced along the eastern side of Harbour Street. Facilities for cyclists will be provided in the development.
The proposed redevelopment should have regard to the recently released Urban Transport Strategy.	Noted. It is considered that the proposed development does not conflict with the matters identified in the Strategy.

Issues/discussion	Sydney Harbour Foreshore Authority comment/response
<p>The envisaged relocation of car parking (from other Darling Harbour car parks) should be supported by a comprehensive transport, access and parking strategy for the Darling Harbour precinct.</p>	<p>The envisaged relocation of car parking from other Darling Harbour car parks is the subject of ongoing investigations in relation to the upgrading/expansion of the “exhibition” facilities.</p> <p>The strategy for public transport, access and parking for Darling Harbour is contained in the Darling Harbour Master Plan 2010. The Authority has identified the Entertainment Car Park as a potential redevelopment site subject to ongoing design investigations as part of the possible upgrading/ expansion of exhibition facilities in Darling Harbour. The potential for providing additional exhibition facilities in Darling Harbour will require demolition of the Entertainment Car Park.</p> <p>The demolition of the Entertainment Car Park (approx 2000 spaces) cannot proceed until a proportion of its existing public parking spaces are relocated to an alternative site in Darling Harbour.</p> <p>To ensure the ongoing financial viability of Darling Harbour and to continue to satisfy tenant and visitor parking demands particularly with respect to the Sydney Entertainment Centre, the redevelopment of Darling Walk provides the Authority with the opportunity to provide additional patron parking at Darling Walk. The result will be a net decrease in the total public car parking spaces available in the Darling Harbour precinct.</p>