



NSW GOVERNMENT
Department of Planning

Contact: Michelle Cramsie
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Our ref: MP 06_0054
Your ref:
File: 9041971-1

John Mitchell
Sydney Harbour Foreshore Authority
66 Harrington Road
THE ROCKS NSW 2000

Dear Mr Mitchell,

**Subject: Director General's Requirements for the Environmental Assessment of
Proposed Darling Walk Concept Plan MP 06_0054**

The Department has received your application for the proposed Darling Walk Concept Plan (Major Project: MP06_0054). The Concept Plan has been authorised by the Minister subject to it being lodged by the Sydney Harbour Foreshore Authority.

I have attached a copy of the Director General's requirements (DGR's) for environmental assessment of the Concept Plan. These requirements have been prepared in consultation with the relevant government agencies including Council.

It should be noted that the Director-General's requirements have been prepared based on the information provided to date. Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

I would appreciate it if you would contact the Department at least two weeks before you propose to submit the Environmental Assessment for the project to determine:

- the fees applicable to the application;
- consultation and public exhibition arrangements that will apply;

Prior to exhibiting the Environmental Assessment, the Department will review the document to determine if it adequately addresses the DGRs. The Department will consult with other relevant government agencies in making this decision. If the Director-General considers that the Environmental Assessment does not adequately address the DGR's, the Director-General may require the proponent to revise the Environmental Assessment to address the matters notified to the proponent. Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days.

While not forming part of the DGRs, a copy of the submissions received from agencies/public authorities is attached for your information.

If you have any enquiries about these requirements, please contact Michelle Cramsie on 9228 6408 or via e-mail at michelle.cramsie@planning.nsw.gov.au.

Yours sincerely

Jason Perica 813107
Executive Director
Strategic Sites and Urban Renewals

Director-General's Requirements

Section 45F of the Environmental Planning and Assessment Act 1979

Application number	06_0054
Project	Concept Plan for commercial development at Darling Walk, Darling Harbour
Location	Darling Walk, Darling Harbour
Proponent	Sydney Harbour Foreshore Authority
Date issued	8/3/07
Expiry date	2 years from date of issue
General requirements	<p>The Environmental Assessment (EA) must include:</p> <ul style="list-style-type: none"> • an executive summary • description of the site, including cadastre and title details • a Concept Plan detailing the proposed layout of the buildings, FSR, height, land uses, ancillary services and infrastructure, and any staging of the proposal, • a description of the measures that would be implemented to avoid, minimise, and manage and the impacts of the project • signed statement from the author of the EA certifying that the information contained in the report is neither false nor misleading • a Quantity Surveyors Certificate of Cost to verify the capital investment value of the project
Key issues	<p>The Environmental Assessment must address the following key issues:</p> <p>1. Relevant EPIS and Guidelines</p> <p>Assess the proposal against all relevant legislation and planning provisions applying to the site, including:</p> <ul style="list-style-type: none"> • Darling Harbour Development Plan No. 1 • Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 • SEPP 11 – Traffic Generating Development • Draft SEPP 66 – Integration of Land Use and Transport <p>The Environmental Assessment must identify the nature and extent of any non-compliance with relevant environmental planning instruments, plans and guidelines and provide adequate justification for any non-compliance.</p> <p>2. Built Form and Urban Design – the Environmental Assessment must include, but not be limited to, consideration of the following matters:</p> <ul style="list-style-type: none"> • the massing of the buildings including heights and setbacks; • active frontages to Darling Harbour and Harbour Street; • consideration of the arrangement of the buildings and impacts of the development within the existing and likely future character and uses of the locality (including existing and proposed development within Darling Harbour precinct and adjoining CBD sites) with specific consideration in regards to height, depth, bulk, scale and overshadowing impacts; • site lines and view corridors. <p>3. Public domain/ pedestrians</p> <p>The Environmental Assessment is to demonstrate how the proposed building design and uses, and treatment of the public domain and open spaces will:</p> <ul style="list-style-type: none"> • maximise public interaction and encourage the attraction of Darling Harbour as a local, regional and international destination;

	<p>• achieve pedestrian desire lines and circulation networks within the site; and buildings themselves, as well as other parts of Darling Harbour, Cockle Bay and the CBD;</p> <ul style="list-style-type: none"> • minimise vehicle and pedestrian conflicts within and to/from the site including along Harbour Street; • improve pedestrian connections to the CBD by considering treatments beyond the site in Harbour Street; • maximise safety and security within the public domain around the precinct; • maximise surveillance and activity within the public domain including maximising activities at ground level; • ensure access for people with disabilities and aged persons. <p>The Environmental Assessment must also include a Concept Plan design for the public domain associated with the proposed use which demonstrates good urban design and high quality landscaping.</p> <p>4. Site Suitability The Environmental Assessment must provide an assessment of the suitability of the site for the proposed uses, including the usage trends for Darling Harbour.</p> <p>5. Social context The Environmental Assessment must include an assessment of the social context of the development including infrastructure requirements, access and community services and facilities.</p> <p>6. Traffic, Access and Parking (i) The public car park is not favoured. If it is to be provided, a full justification is to be provided, using the Sydney LEP 2005 criteria. Intended operational measures of the public car park will need to address at a minimum:</p> <ul style="list-style-type: none"> • access hours • pricing structure • measures to minimise peak AM floors and disallow use by CBD workers. <p>(ii) Detailed description and assessment of the:</p> <ul style="list-style-type: none"> • daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersection and the need/associated funding for upgrading or road improvement works; • details on the proposed access and the adequacy of the parking provision associated with the proposed development including subsequent compliance with the requirements of the relevant Australian Standards (ie turn paths, sight distance requirements, aisle widths, etc); • details on how the site will be serviced; • proposed number of car parking spaces and whether it complies with the appropriate parking codes; • Accessibility to public transport services. <p>(iii) Details on how the traffic impacts will be minimised along the adjacent road network particularly peak periods.</p> <p>(iv) Demonstrated commitment to promote the use of public transport with on-site car parking for commuters discouraged, and minimum parking spaces provided.</p> <p>(v) Bicycle access to and through the site, including bicycle routes and parking.</p> <p>7. Amenity The Environmental Assessment must demonstrate that the proposal will be</p>
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	<p>designed and operated so that there is no unacceptable level of impacts from the cross city tunnel ventilation stack.</p> <p>8. Public services and infrastructure The Environmental Assessment must:</p> <ul style="list-style-type: none"> • detail the existing infrastructure on site and identify possible impacts on any such infrastructure from the proposal, including the existing Sydney Water and possible Energy Australia infrastructure; • detail measures to mitigate the impacts of the proposal on any infrastructure items, including proposed relocation. <p>9. Stormwater Stormwater harvesting is strongly encouraged including utilizing the existing pond, reuse in adjoining open spaces and toilet flushing, run off from roofs and use of Water Sensitive Urban Design techniques as recommended by Sydney Water.</p> <p>10. Sustainability The Environmental Assessment must include, but not be limited to, consideration of best practice measures to improve environmental performance of the building and surrounds. Specific consideration must be given to energy efficiency, water conservation, waste management and the use of SEDA standards.</p> <p>11. Statement of Commitments The Environmental Assessment must include: (i). Proposed mitigation and management of any impacts identified in the above assessment; and (ii). A draft Statement of Commitments detailing measures for environmental management, mitigation measures and monitoring for the projects. The draft Statement of Commitments should include consideration of:</p> <ul style="list-style-type: none"> • built form and design of the proposed buildings; • access arrangements, traffic management and parking; • existing infrastructure on the site and measures to protect or relocate any such infrastructure; • stormwater management; • any contributions towards infrastructure costs; • identification of the ongoing responsibility for ownership and maintenance of any public domain works. <p>12. Consultation Appropriate and justified levels of consultation should take place with the following agencies regarding the proposal:</p> <ul style="list-style-type: none"> • City of Sydney Council • Sydney Water • Ministry of Transport <p>12. Test of adequacy If the Director General considers that the Environmental Assessment for the Project does not adequately address the Environmental Assessment Requirements, the Director General may require the proponent to submit a revised Environmental Assessment to address the matters notified to the proponent. The Director General may modify these requirements by further notice to the proponent.</p>
Deemed refusal period	<p>Under clause 8E(2) of the <i>Environmental Planning and Assessment Regulation 2000</i>, the applicable deemed refusal period is 60 days from the end of the proponent's Environmental Assessment period for the project.</p>

Plans and Documents to accompany the Application

Plans and Documents of the development

The following plans, architectural drawings and diagrams of your proposal as well as the relevant documents will be required to be submitted for your application:

1. The **existing site survey plan** is to be drawn to 1:500 scale (or other appropriate scale) and show:
 - the location of the land, the measurements of the boundaries of the land, the size of the land and north point;
 - the existing levels of the land in relation to buildings and roads;
 - location and height of existing structures on the site; and
 - location and height of adjacent buildings and private open space.
2. A **Site Analysis Plan** must be provided which identifies existing natural elements of the site (including all hazards and constraints), existing vegetation, property dimensions, footpath crossing levels and alignments, existing pedestrian and vehicular access points and other facilities, slope and topography, natural features, utility services, boundaries, orientation, view corridors and all structures on neighbouring properties where relevant to the application (including windows, driveways etc).
3. A **locality/context plan** drawn to 1:500 scale (or other appropriate scale) should be submitted indicating:
 - significant local features such as parks, community facilities and open space, water courses and heritage items;
 - the location and uses of existing buildings, shopping and employment areas;
 - traffic and road patterns, pedestrian routes and public transport nodes
 - The existing site plan and locality plan should be supported by a written explanation of the local and site constraints and opportunities revealed through the above documentation.
4. The **Environmental Assessment** in accordance with the Director-General's Environmental Assessment Requirements as outlined in Attachment 1.
5. The **Architectural Concept drawings** are to be drawn to scale and illustrate the following general features:
 - the location of any existing building envelopes or structures on the land;
 - the floor plans;
 - section plans;
 - elevation of heights
 - the height of the proposed development in relation to the land;
 - significant level changes;
 - parking and vehicular access arrangements;
 - pedestrian access to, through and within the site.
6. The **shadow diagrams** for developments comprising two or more storeys are to show solar access to the site and adjacent properties at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March 21 and September 21) at 9.00 am, 12.00 midday and 3.00 pm.
7. The **Other plans** including (where relevant):
 - **Stormwater Concept Plan** - illustrating the concept for stormwater management from the site;
 - **View analysis** - artists impression, photomontages, etc of the proposed development in the context of the surrounding development;

	<ul style="list-style-type: none"> • Coloured elevations - of the proposed building massing drawn to the same scale as the architectural drawings; • Landscape Concept Plan – plan or drawing that shows the basic detail of planting design and plant species to be used, listing botanical and common names, mature height and spread, number of plants to be utilised and surface treatments (i.e. pavers, lawn etc).
Specialist advice	<p>Specialist advice, where required to support your Environmental Assessment, must be prepared by suitably qualified and practising consultants in relation to issues including, but not limited to, the following:</p> <ul style="list-style-type: none"> • Traffic; • Landscaping; • stormwater/drainage; • Urban Design/Architectural; • BCA compliance.
Documents to be submitted	<ul style="list-style-type: none"> • 10 hard copies of the Environmental Assessment; • 10 sets of architectural and landscape plans to scale, including one (1) set at A3 size (to scale); and • 1 copy of the Environmental Assessment and plans on CD-ROM (PDF format), not exceeding 5Mb in size (see below). • If the Environmental Assessment is bulky and lengthy in volume, you will be required to package up each Environmental Assessment ready for distribution by the Department to key agencies.
Electronic Documents	<p>Electronic documents presented to the NSW Department of Planning for publication via the Internet must satisfy the following criteria:-</p> <ul style="list-style-type: none"> • Adobe Acrobat PDF files and Microsoft Word documents must be no bigger than 1.5 Mb. Large files of more than 1.5 Mb will need to be broken down and supplied as different files. • File names will need to be logical so that the Department can publish them in the correct order. Avoid sending documents that are broken down in more than 10 files. • Image files should not be bigger than 2Mb. The file names will need to be clear and logical so the Department can publish them in the correct order. • Graphic images will need to be provided as [gif] files. • Photographic images should be provided as [jpg] files. • Large maps will need to be presented as individual files and will need to be calibrated to be no more than 2Mb each. • Images inserted into the document will need to be calibrated to produce files smaller than 1.5Mb. Large images will need to be presented as individual files and will need to be calibrated to be no more than 2Mb each. The file names will need to be clear and logical so the Department can publish them in the correct order. <p>Alternatively, these electronic documents may be placed on your own web site with a link to the Department of Planning's website.</p>

City of Sydney

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Town Hall House 456 Kent Street Sydney NSW 2000 Australia

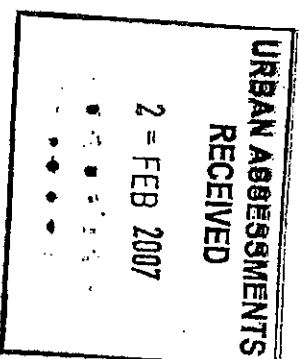
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29 January, 2007

Application No: R/2007/1

Ms Heather Warton
Director Urban & Coastal Assessments
GPO Box 39
SYDNEY NSW 2001



Dear Heather

**REQUEST FOR KEY ISSUES AND ASSESSMENT REQUIREMENTS -
REDEVELOPMENT OF DARLING WALK, DARLING HARBOUR, MAJOR
PROJECT APPLICATION 06_0054**

I refer to your letter of 28 December 2006 in regard to the above.

The City's planners have reviewed the Concept Outline and Preliminary Environmental Assessment and, in accordance with section 75F(4) of the Environmental Planning and Assessment Act 1979, request that you give consideration to the following issues and assessment requirements.

Axial connections

The redevelopment of this site presents a rare opportunity to improve the legibility and at-grade connections between the CBD/Haymarket and Darling Harbour (in particular Tumbalong Park) and across to Ultimo.

The failure of the design and uses in the existing building and isolation of the park and Darling Harbour from the CBD is due in part to the continuous inactive wall and vehicle access on the CBD side of the existing building. The proposed gap between the buildings is positive to resolve this. It is recommended the assessment requirements consider the following.

- The possibility for another opening/link to pick up the James Lane/Street axis.
- Deletion or relocation of the services and vehicle slip lane to remove pedestrian/vehicle conflicts and ensure that the main axis/connection to the CBD is strongly emphasised.
- Improvement of at-grade connections by including the traffic islands at the north eastern corner of the site in the development.
- Existing and new pedestrian desire lines should be considered to create a legible circulation network. Ground level uses along the eastern and western facades should create a functional pedestrian desire line from the south entrance to Darling Harbour (between the Chinese Gardens and Exhibition Buildings) and the eastern shoreline of Cockle Bay.

City of Sydney

City's planning controls

The site is across the road from land to which the City's planning controls apply. The Sydney LEP 2005 would ensure consideration of the following issues which the applicable planning controls may not. It is recommended that the following be incorporated as assessment requirements.

- A competitive process should be undertaken for the concept/project applications for the site. Part 12 of the Central Sydney DCP 1996 could be used as a guide for this process.
- The increasing awareness and responsibility to achieve ecologically sustainable development provides an opportunity for the government to implement best practice principles of ESD. The Green Building Council's 'Green Star Office Rating Tool' should be used in the planning and construction of the development to achieve a rating of at least 5 stars.
- Part 5 of LEP 2005 provides objectives to control excessive use of private vehicles for commuting to Central Sydney, consistent with ESD principles and improved environmental amenity of the plan area and region. The City strongly recommends that commuter car parking is *excluded* from on-site car parking provision, and that the total amount of parking be limited to the maximum allowable in the LEP. This is also consistent with the aims of Draft Statement of Environmental Planning Policy No. 66 (Integration of Land Use and Transport) that seeks to reduce dependence on cars. In addition, the site is in close proximity to numerous public car parks in the city and Darling Harbour area.

Site suitability

- The concept outline does not explain how the nature of entertainment and recreation and the character of Darling Harbour is evolving and this should be substantiated.
- The retail component of the development is low, comprising only 5,000m² over an indicative floor plate of 15,000m² (with 59,000m² of commercial office space). Uses that encourage public interaction with the public domain and the Darling Harbour precinct should be maximised and building frontages should capitalise on active ground level, publicly accessible uses.
- The mix of commercial/retail uses should be reviewed to provide for sufficient tourism, recreation and cultural uses to improve the attraction of Darling Harbour as a local, regional and international destination.

Built form

- The building envelopes appear to address the park and the public domain, however there is potential for the eastern facades to turn their back on the adjacent CBD area, particularly as Harbour Street is a traffic dominated environment. The design of the buildings should be equally responsive to the eastern part of the CBD as it is to the public domain to the south west.

Public Domain and Streetscape

- The proposed development should ensure the design of the public domain, the scope of works and the extent of the zone of influence respond to the anticipated

Increase in pedestrian movements from the CBD as a result of the development. A study of pedestrian and vehicle movements should be undertaken to inform this.

- The creation of residual spaces should be avoided and active street frontages at ground level should be provided at key pedestrian circulation points and desire lines.
- If the water feature is retained, it should not constrain development of the site and a pedestrian connection over or through the lake should be provided to emphasise the link through the site from the CBD to Tumbalong Park.
- High quality design materials should be incorporated into all aspects of the building design and public domain works.

Traffic and Access

- The effect of additional traffic on Harbour Street, including the performance of the traffic signal controlled intersection (under RTA control) should be assessed.
- Proposed vehicular traffic should be co-ordinated with pedestrian and bicycle access, ensuring pedestrian and bicycle circulation is not adversely affected by vehicular circulation and access. The extent of site frontage used for service/vehicular access should be minimised (for example separate entries for commercial and tenant car parking should be avoided).

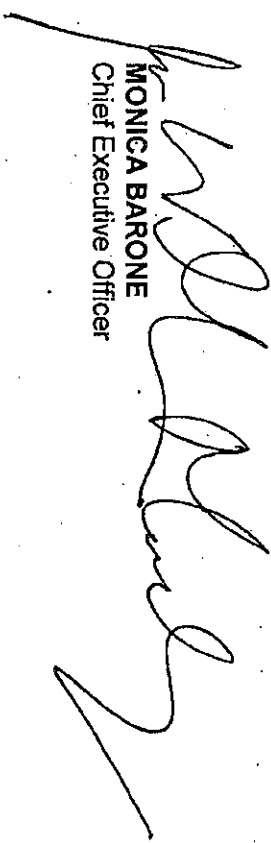
- Bicycle routes and parking should be provided to encourage cycle use in the area.

Contamination

- Regard should be given to the potential for site contaminants to be uncovered during redevelopment, as the site has been filled in the past.

If you would like to speak to an officer directly about the issues raised in this letter, please contact Sally Grebe on 9265 9513 or email sgrebe@cityofsydney.nsw.gov.au.

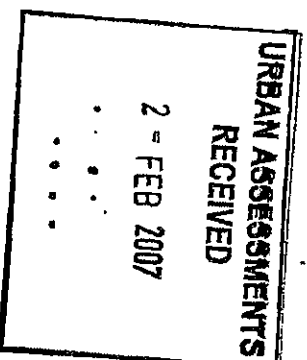
Yours faithfully


MONICA BARONE
Chief Executive Officer

Sydney
WATER

31 January 2007

The Director
Urban & Coastal Assessment
Ms Heather Warton
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001



Dear Ms Warton,

Attn: Ms Michelle Cramsie

RE: Request for Provision of Details of Key Issues and Assessment Requirements- Redevelopment of Darling Walk, Darling Harbour, Major Project Application 06_0054

I refer to your correspondence dated 21 December 2006, inviting Sydney Water to provide details of key issues and assessment requirements for the proposed development of Darling Walk, located at Darling Harbour. The proposal plans to redevelop the area for business uses comprising office space, complementary retail servicing patrons working in and visiting the precinct and upgrades to the public domain area. Sydney Water has reviewed the Concept Outline and Preliminary Assessment provided for this proposal, and provides the following comments for the Department's consideration.

Stormwater

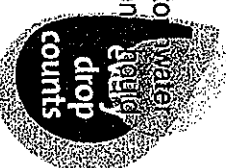
Three of Sydney Water's stormwater assets (City Area 30) drain through or adjacent to the site. These are the Lackey Street- Hay Street East and West Branches (30P1 and P2), the Liverpool Street- Hyde Park Branch (30PA) and the Liverpool Street Branch (30PB).

Any works that could impact on the capacity, the structural integrity or the ability of Sydney Water to manage and maintain these assets will need to be approved by Sydney Water. Sydney Water should be consulted as to our requirements during concept and detailed design of the site.

The site presents an excellent opportunity to undertake stormwater harvesting at both a regional and local scale. Regional stormwater harvesting could utilise the existing paddle boat pond and modify it to treat and store stormwater for reuse in adjacent open space as well as toilet flushing via a third pipe in the proposed office and retail development. At a local scale runoff from rooves could be captured and used in cooling towers and the local paved areas could also be treated before discharge to Cockle Bay.

This site also represents a significant education opportunity for promoting Stormwater harvesting due to its high public profile. Any proposed stormwater quality treatment

Stocholm INDUSTRY
WATER AWARD



be integrated into the urban form of the proposed development using Water Sensitive Urban Design (WSUD) techniques.

Sydney Water would welcome the opportunity to discuss stormwater harvesting with the developer in order to promote potable water savings and improve the quality of stormwater going to Cockle Bay.

Section 73 Compliance Certificates

The developer will be required to obtain a Section 73 Compliance Certificate from Sydney Water. Issuing of the Certificate will confirm that the developer has met Sydney Water's detailed requirements, which include:

- Correctly sized water and wastewater mains; extensions and amplifications to existing water and wastewater systems (if necessary);
- Building over/ adjacent to Sydney Water's existing water, sewerage or stormwater infrastructure;
- Payment of Sydney Water charges; and
- The completion of any other requirements.

The developer will be responsible for funding any adjustments to Sydney Water infrastructure resulting from the development. Developers are advised to engage the services of a Water Servicing Coordinator (WSC) to obtain a Section 73 Certificate and manage the servicing aspects of their projects. Details are available from any Sydney Water Customer Centre on 13 20 92 or Sydney Water's website at www.sydneywater.com.au.

If you have any queries or require further information, please contact Annie Manson of the Urban Growth Branch on 02 9350 5243 or email Annie.Manson@sydneywater.com.au.

Yours sincerely



Andrew Jackson
Manager, Strategic Market Analysis

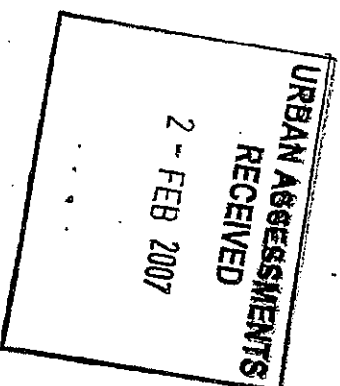


MINISTRY OF TRANSPORT

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ABN 25 765 807 817

Ms Heather Warton
Director, Urban and Coastal Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Michelle Cramsie



Your ref: 06_0054
Our ref: TP06/03309

Dear Ms Warton,

**DIRECTOR GENERAL'S REQUIREMENTS
REDEVELOPMENT OF DARLING WALK
(Major Project 06_0054)**

I refer to your letter seeking input into the preparation the Director-General's Requirements for the redevelopment of Darling Walk, Darling Harbour, including 64,000sqm of gross floor area and 800 car parking spaces.

The Ministry's primary focus is to ensure that the proposed development supports the objectives of Section 117 Direction #17 – *Integrating Land Use and Transport*. The Preliminary Assessment identifies a number of traffic and access issues to be considered. However, the Ministry requests that additional investigation and reporting is provided on the following areas as part of the subsequent more detailed work:

- **Traffic generation by the proposal:** the additional traffic generated by the development (including the associated 800 space car park) should be identified, together with appropriate traffic modelling to assess the associated road network impacts. The implementation of public transport improvements (eg. bus priority at intersections) should be considered in the context of the Central Sydney and CBD bus servicing strategy outlined in the Premier's recently released *Urban Transport Statement*.
- **Public transport connections between the site and the City Centre:** consideration should be given to the potential public transport corridor along the eastern side of the site, providing a linkage to the proposed development at Barangaroo (East Darling Harbour).

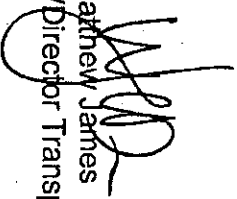
- **Pedestrian amenity within the site:** consideration should be given to pedestrian connectivity within the site, with specific reference to accessibility and access to public transport.
- **Construction traffic impacts:** an assessment of traffic impacts during the construction phases of the proposal is required, together with information on possible measures to mitigate such impacts.
- **Truck and bus requirements:** consideration should be given to the proposed means to support delivery and loading requirements associated with the employment generating land uses, as well as bus and coach access.

Finally, I draw your attention to the following documents which are of relevance to this planning task:

- *Section 117 Direction #17 – Integrating Land Use and Transport* (Department of Planning, 2005);
- Draft State Environmental Planning Policy (SEPP) No 66;
- *Planning Guidelines for Walking and Cycling* (NSW Government, 2004);
- *Service Planning Guidelines* (Ministry of Transport, 2005);
- *Best Practice Guidelines for NSW Public Transport Signage and Information Displays*, (Transport NSW, 2002); and
- *Disability Standards for accessible public transport* (Commonwealth, 2002)

The Ministry of Transport would like to thank you for providing the opportunity to comment on the proposal. If you would like to discuss this further, please contact Juliet Grant, Manager Transport Planning, on 9268 2241 or email juliet.grant@transport.nsw.gov.au

Yours sincerely


Matthew James
A/Director Transport Planning

31 JAN 2007

**SOUTH EASTERN SYDNEY
ILLAWARRA
NSW HEALTH**

Heather Warton
Director
Urban and Coastal Assessment
Department of Planning
GPO Box 39 Sydney NSW 2001

**Re: Redevelopment of Darling Walk, Darling Harbour, Major Project
Application 06_0054**

Thank you for the opportunity to comment on the Darling Walk Preliminary Assessment. I note that the vision for the redevelopment of the site is to create a space that will increase the area's working population as well as expanding leisure and retail opportunities for visitors and workers. The proposal includes significant passive and active public domain improvements with the aim to retain the sites relevance as a family /children's venue.

These are very similar concepts to those considered by South East Sydney and Illawarra Area Health Service (SESIAHS) when we undertook Health Impact Assessments (HIA) on two foreshore developments: one at Wollongong and the other at Shellharbour.

What we found was there were many opportunities to influence the impact on health through design, and we would urge the Department of Planning to consider the likely impact of this proposal on some key aspects of health for children, families, workers and visitors to the site. In particular, we would recommend you consider healthy urban planning within an equity framework.

Our recommendations are informed through research, demographic data, health promotion expertise and key documents such as *Healthy by Design: a planner's guide to environments for active living*, National Heart Foundation of Australia (Victorian Division). Our recommendations aim to maximize the health gains of this development and focus on social cohesion; transport and physical activity; and healthy access to food.

Poor social, economic and environmental circumstances affect health throughout life, with social disadvantage doubling the risk of serious illness and premature death when compared to rest of the population. Consideration is given to the social and economic vulnerabilities that exist in the communities and the potential impacts of the plan on these communities. Obesity and falls injury amongst older people are currently mandated for

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action by NSW Health. Increasing levels of physical activity, access to healthy food, injury prevention and strong social networks have been identified as important to creating an environment that supports health.

SESAHS recommends '*Healthy by Design: a planner's guide to environments for active living*', National Heart Foundation of Australia (Victorian Division) as a key reference document for all urban planning.

To help in your considerations of the health impacts of this proposal I've listed below a number of relevant considerations to improve the potential for this development to have a positive impact on health for local residents, visitors, workers and families who may use the facilities.

If you require further information please contact me, Jo Mitchell, Acting Director, Population Health, South East Sydney Illawarra Area Health Service, on 4221 6700 or jo.mitchell@sesiahs.health.nsw.gov.au

Yours sincerely

Jo Mitchell
Acting Director Population Health

cancers. The 2005 NSW Health Survey found that only 52% of the NSW population aged 16 years and over had an adequate level of physical activity. Health costs related to injury are also high, with falls injury amongst older people being the single highest cost. Increasing physical activity, strength and balance is known to impact on the risk of falling.

11. Ensure planned shared pathways are 2.5 to 3.5 meters wide i.e. wide enough to have two walkers side by side as well as a cyclist, with marked centre lines to delineate two-way traffic and encourage users to keep to left.
12. Provide permeable and connected networks that encourage walking and cycling routes.
13. Provide safe walking and cycling paths from the development to key facilities and recreation areas. Cycling and pedestrian networks should be part of the design process of urban developments and should not be considered at the end of the process.
14. Consider construction of separate paths for cyclists and pedestrians safe from vehicle traffic particularly on the main roads adjacent to the development and provide secure bike parking facilities.
15. Consider a variety of bike parking facilities. These can be above ground for visitors and tourists and more organised below ground bike rooms or other space within the car park complex for workers and other longer term users who will require all weather facilities and greater security for their bikes. This will reduce the demand for on-site car parking spaces by workers and visitors.
16. The plan must provide more support for bicycling as a means for active transport.
17. Integrate recommendations of the Australian National Cycling Strategy 2005-2010.
18. Develop active transport infrastructure in the early stages of development rather than towards the final stages.
19. Ensure all public paths and walking surfaces are level to prevent trip hazards particularly for older people.
20. Ensure smooth transition from ramps to roads and gentle gradients that meet Australian standards especially for people with limited mobility.
21. Install handrails and anti-slip tread on all steps and stairs. Delineating the leading edge of each step assists people with poor eyesight.

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22. Construct large, clear, concise and frequent signage which is critical to connecting facilities and for directions to destinations, especially to cater for people with impaired vision. Use signs with symbols and pictograms with sufficient colour contrasts (following standards).
23. Ensure shade provision through planting broad leaf trees, broad canopy trees and installing shade structures. Provide shade to parks, seating and picnic areas as well as along walking and cycling paths and transport nodes. Encourage the use of verandas to provide shade and amenity to shoppers in the main retail areas.
24. Ensure frequent and accessible seating in public places. Seats that are comfortable and cater for all ages should have a long seat base, back support and arms to assist in getting up.
25. The parks should be designed to accommodate shade and seating, formal and informal play areas and informal gathering spaces for people to meet and relax. There should be adequate amenities such as drinking walking, lighting and shade.

Healthy Access to Food

Access to healthy food and therefore good nutrition is important for prevention and management of chronic disease. Increasing numbers of people who are experiencing poor food security i.e. don't have resources and/or ability to acquire and consume a healthy diet, may also experience malnutrition. The 2005 NSW Health Survey found that 50% of NSW residents aged over 16 years area overweight or obese.

26. Undertake comprehensive food planning as part of local planning and policy development to ensure the availability of a wide range of food options and access to low cost and fresh food for a range of visitors and people working in the area. Planning needs to consider the location of supermarkets, fresh food outlets and community food services.
27. Consider opportunities for community gardens / community food gardens in planned public spaces.
28. Provide ready access to fresh drinking water e.g. bubblers
29. Ensure public places and buildings are breastfeeding friendly, including access to parenting rooms in high use areas. This particularly important for the safety of small siblings while mothers breastfeed or parents bottle feed.
30. Consider enabling affordable access to fruit and vegetables e.g. fruit wagons and growers' markets.

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31. Provide facilities which enable consumption of food in parks and public spaces e.g. tables, water, toilet facilities nearby.

Key Reference Documents:

National Heart Foundation (Victorian Division) 2004, Healthy by Design: a planner's guide to environments for active living, National Heart foundation of Australia (Victorian Division)

Department of Infrastructure, Planning and Natural Resources. Planning guidelines for walking and cycling. December 2004.

Lower Hunter Regional Strategy: Social Impact Statement. Prepared by the Hunter Regional Coordination Management Group. January 2006.

Wollongong City Housing Study. Prepared by SGS Economics and Planning Pty Ltd for Wollongong City Council. July 2005.

Wollongong City Council Social Data Research Project 2005. Summary of survey information for Dapto (2530). Prepared by Social Planning, Community and Cultural Services Division, Wollongong City Council. May 2006.

Dews C, Furber S, Gray E, Tranter D, Harris-Roxas B, Goldie A, Wallace C, Thackway S. Health Impact Assessment: Wollongong Foreshore Precinct Project. South East Sydney & Illawarra Area Health Service and Wollongong City Council, August 2006.

Neville L, Furber S, Thackway S, Wallin T, Gray E, Mayne D, Campbell L & Hindmarsh D. Health Impact Assessment: Shellharbour Foreshore Management Plan. Illawarra Health & Shellharbour City Council, August 2004.

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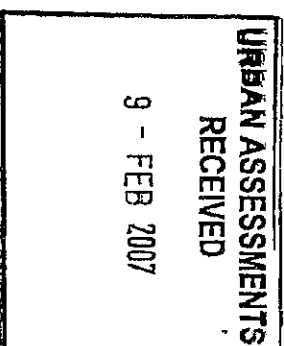
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RDC 2006 -- 1866 (Part 2a)

Andrew Popoff

The Director
Urban and Coastal Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001



Attention: Heather Warton

**REDEVELOPMENT OF DARLING WALK SITE, DARLING HARBOUR -
DIRECTOR GENERAL'S REQUIREMENTS**

Dear Heather,

I refer to your letter of 21 December 2006 (Ref: 06_0054) requesting the Roads and Traffic Authority (RTA) to provide details of key issues and assessment requirements regarding the above-mentioned development, which may be included in the Director General's Environmental Assessment requirements.

The RTA would like the following issues to be included in the traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need / associated funding for upgrading or road improvement works (if required).
2. Details on the proposed access and the adequacy of the parking provision associated with the proposed development including subsequent compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).
3. Details on how the site will be serviced.
4. Proposed number of car parking spaces and whether it complies with the appropriate parking codes.
5. The report must also address the provision of appropriate pedestrian links / facilities that would serve this site.
6. The report must provide details on accessibility to public transport services.
7. The provision of a Traffic Management Plan for (Demolition / Construction) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control.

Roads and Traffic Authority
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Blacktown NSW 2148
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RDC 2006-1866p2a.doc

8. The provision of details with regard to the appropriate management of the proposed public parking station to minimise the traffic impacts along the adjacent road network, particularly the Cross City Tunnel and the Western Distributor during the AM peak. This should include the limitation of its "weekday" opening time to after 10am, or the implementation of an "inverse fee structure" that deters public parking from occurring during the critical morning peak.

Please refer any further queries on this matter to the nominated Planning and Assessment Officer, Andrew Popoff on phone (02) 8814 2180 or facsimile (02) 8814 2107.

Yours faithfully



Adriana Gavazzi
Traffic and Development Assessment Manager
Sydney Region

22 January 2007