

Director General's Request for Input - Environmental Assessment Requirements

Agency inputs and proponent response

Agency	Agency comments	Proponent Response	Further action
City of Sydney	<ul style="list-style-type: none">▪ The SSS Study for EDH should consider the option of delivering the planning regime through the City of Sydney's existing planning processes, not all of which are "local" in nature.▪ City of Sydney would like to take up the Department's offer to meet and discuss this project further and specifically, to explore the type and nature of assistance the Department of Planning will require for the public exhibition and public consultation associated with the SSS process and the development of the draft Concept Plan.	<ul style="list-style-type: none">▪ The site is of regional and State significance and requires determination at a State level.▪ A meeting was held between the Department, the proponent and the City's Strategic Planning Unit. A report by the Strategic Planning Unit was subsequently provided to Council on June 26 2006.▪ Meetings were also held between the proponent and Council's Community and Recreational Services units.	<ul style="list-style-type: none">▪ The proponent will continue to keep the City of Sydney briefed during the development of planning instruments and looks forward to the City's input, as the representative of the local resident population.

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NSW Department of Housing	<p>The key issues are:</p> <ul style="list-style-type: none"> ▪ Ensuring that the scale, massing and form of development do not impact significantly on the amenity of the adjoining existing residential areas or overwhelm sight lines to and from the historic area. ▪ Acknowledging and protecting the existing heritage significance of the site and the adjoining area. A heritage impact study should be carried out. ▪ Ensuring that the future residential component incorporates a range of housing including a proportion of affordable housing (for example key worker housing). ▪ Providing linkages to the site from the CBD, Circular Quay and Wynyard, limit car parking provisions and provide adequate public transport. ▪ Addressing worker, residential, tourist and visitor movements to and from the site to reduce impacts on the residential amenity of adjoining areas. 	<ul style="list-style-type: none"> ▪ The Draft Concept Plan addresses each of the areas of concern raised. ▪ Scale and massing on the site has been designed with respect to the surrounding built form. ▪ A heritage impact statement is provided in the concept plan. ▪ Housing mix, including affordable housing, is examined in the draft concept plan. ▪ The urban design provides for new or improved pedestrian linkages and makes provision for public transport in a number of modes. ▪ The concept plan articulates connectivity and integration with Millers Point as a key opportunity of the renewal. 	<ul style="list-style-type: none"> ▪ The proponent will continue to keep the Dept of Housing briefed during the development of planning instruments.

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NSW Department of Housing <i>cont...</i>	<ul style="list-style-type: none"> Ensuring that the development and planning of the site promotes the integration of the new and existing communities, including access to employment opportunities and community facilities. Minimising the impact of traffic on surrounding residential streets. Limiting car parking provision within the scheme to reduce the built scale and impacts on heritage values. Ensuring the provision of adequate public transport. 		
Ministry of Transport	<p>The design must consider not only the transport arrangements within the site but must take into account the logical access to the site, by both land and water based transport. The needs include but are not limited to:</p> <ul style="list-style-type: none"> Provide an appropriate pedestrian connection to heavy rail services and the major bus interchange at Wynyard. Provide at least one public ferry wharf, preferably with a 'side on' design and one cruise passenger terminal. 	<ul style="list-style-type: none"> The transport report and principles of the draft concept plan have been developed in close consultation with the Ministry and reflect the priorities articulated. New pedestrian connections are articulated. Provision is made for ferry access. Public foreshore access is provided throughout the site and will remain in public ownership. 	<ul style="list-style-type: none"> The proponent will continue to keep the Ministry and transport agencies briefed during the development of planning instruments.

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Ministry of Transport <i>cont...</i>	<ul style="list-style-type: none"> ▪ The potential for foreshore land to be potentially available for future maritime needs, with foreshore land preferably retained in public ownership. ▪ Maintenance of a cruise passenger terminal within the site, with sufficient separation from the ferry wharf. ▪ Bus access and stops should be at appropriate locations within the site depending on the layout proposed by the proponent. Locations should consider bus layover parking and walking distance from the ferry wharf. ▪ Access for tourist bus services and short term parking for tourist coaches ▪ The potential to accommodate future specialist transport services including capacity to incorporate light rail and or boutique tourist services like trolley buses, which perform a secondary transport role. ▪ Pedestrian access to and within the site, connecting with all transport services to key locations outside the site. ▪ Design of transport facilities should take into account accessibility needs. ▪ Multiple points of entry for pedestrians. 	<ul style="list-style-type: none"> ▪ Provision is made for a cruise passenger terminal. ▪ Bus routes, stops and layover options are articulated. ▪ Corridor provision is made for a number of public transport modes, including potential light rail. 	

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State Transit Authority	<p>State Transit request that the following issues be considered for the EDH development:</p> <ul style="list-style-type: none"> ▪ The feasibility of a bus route in the vicinity of the development will depend on strategies to reduce private vehicle use, and a restriction of car parking within the development. ▪ Adequate provision should be made for buses to use Hickson Road. ▪ Good pedestrian linkages between the development and Hickson Road. ▪ A study of traffic and parking impacts should be undertaken. 	<ul style="list-style-type: none"> ▪ The concept plan transport principles and commitments reflect the priority of public over private transport. A dedicated parking code will significantly reduce parking numbers from local LEP guidelines. ▪ A study of traffic and parking impacts is provided 	<ul style="list-style-type: none"> ▪ The proponent will continue to keep transport agencies briefed during the development of planning instruments.

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Roads and Traffic Authority	<ul style="list-style-type: none"> ▪ A Traffic Management and Accessibility Plan should be prepared with consideration of: <ul style="list-style-type: none"> - Vehicular access/circulation to/from and within the development. - Likely daily and peak period traffic volumes generated by the proposed development and the potential increase in the level and type of traffic associated with the proposal. - Impact of the proposed development on the surrounding local and arterial road network and the need, if any, for upgrading or improvement work for local and arterial roads and intersections. - The need for public transport improvements to existing services and creation of new local and regional public transport connections to support future employment and residential uses on the site. - Assessment of parking needs associated with the propose land uses with consideration for travel demand management principles. - The need to prepare a local area traffic management plan. 	<ul style="list-style-type: none"> ▪ A traffic study and parking code have been prepared and presented to the RTA. 	<ul style="list-style-type: none"> ▪ The proponent will continue to keep the RTA agencies briefed during the development of planning instruments.

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NSW Police Service	<ul style="list-style-type: none"> ▪ The Rocks Police would like to make comments when a final plan is completed and a development application submitted. ▪ Planners at EDH should be made aware of and be implementing Crime Prevention through Environmental Design (CPTED) principles. <p>Matters for consideration include:</p> <ul style="list-style-type: none"> ▪ There will be added pressure on the already stretched resources of The Rocks LAC. ▪ Access for police vehicles/emergency vehicles in all areas. ▪ Appropriate traffic management for the overseas passenger terminal, large number of motor vehicles enter and exit at peak times. ▪ Appropriate traffic design in regards to reducing the opportunities for the area to be used by car enthusiasts. ▪ Consideration of the number of licensed premises and the possibility of alcohol related crime. 	<ul style="list-style-type: none"> ▪ The proponent acknowledges the issues raised, which can be better addressed during the development of project applications. 	<ul style="list-style-type: none"> ▪ The proponent will consult further with NSW Police Service during the development of project approvals.

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NSW Police Service <i>cont...</i>	<ul style="list-style-type: none"> ▪ Building design with regards to substantially reducing the opportunities for Break and Enter offences. ▪ Have the buildings been designed and built to withstand an act of terrorism? ▪ Appropriate street lighting and signage. ▪ Streets created should be appropriately named as not to cause confusion to emergency services responding. ▪ CCTV should be installed. ▪ Alcohol free zones should be established. ▪ Public transport safety issues to be addressed. 		
NSW Fire Brigades	<p>The NSWFB has the following comments:</p> <ul style="list-style-type: none"> ▪ NSWFB expects all development will comply with the Building Code of Australia (BCA) and other relevant Australian Standards. ▪ NSWFB expects that minimum vehicular carriageway widths of 4 metres will be provided to all low rise developments ▪ Mid to high rise buildings should have a minimum carriageway width of 6 metres 	<ul style="list-style-type: none"> ▪ The proponent acknowledges the issues raised, which can be better addressed during the development of project applications. 	<ul style="list-style-type: none"> ▪ The proponent will consult further with NSW Fire Brigades during the development of project approvals.

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NSW Fire Brigades <i>cont...</i>	<ul style="list-style-type: none"> ▪ Reticulated water authority main should incorporate the comprehensive installation of five hydrants throughout ▪ All streets and roadways should be prominently signposted and for all buildings to be clearly identifiable. 		
Sydney Ports Corporation	<p>Sydney Ports provided the following comments:</p> <ul style="list-style-type: none"> ▪ The Concept Plan is to make provision for Passenger Vessel operations, Harbour Control and Moores Wharf Marine Operations. ▪ It is important to understand the significance of accommodating the passenger vessel operations at EDH. Requirements include: <ul style="list-style-type: none"> - The use of berth 5 through to 8 which requires the removal of the TT Line ramp landing platform, following the relocation of TT Line to Glebe island/White Bay; - Ample facilities for processing passengers, crew and baggage; - Sufficient public and service vehicle parking. 	<ul style="list-style-type: none"> ▪ The proponent has kept in close consultation with Sydney Ports during the development of the draft concept plan and the maritime provisions articulated in the concept plan reflect this consultation. 	<ul style="list-style-type: none"> ▪ The proponent will continue to keep the Sydney Ports Corporation briefed during the development of planning instruments.

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Sydney Ports Corporation <i>cont...</i>	<ul style="list-style-type: none"> ▪ A cleared security zone during vessel visits of 30m from the wharf face; and; ▪ Other port security, customs and quarantine requirements. ▪ The operational and security requirements for passenger vessel operations at EDH will significantly influence the design outcome for the precinct. 		