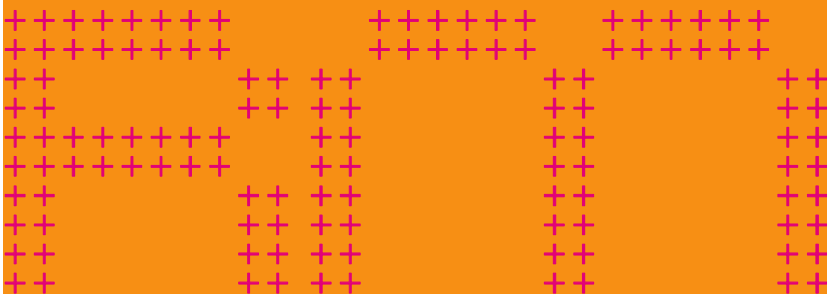
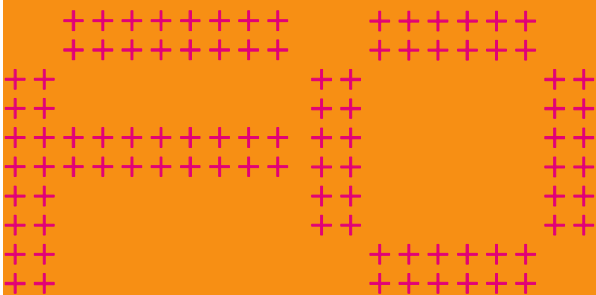
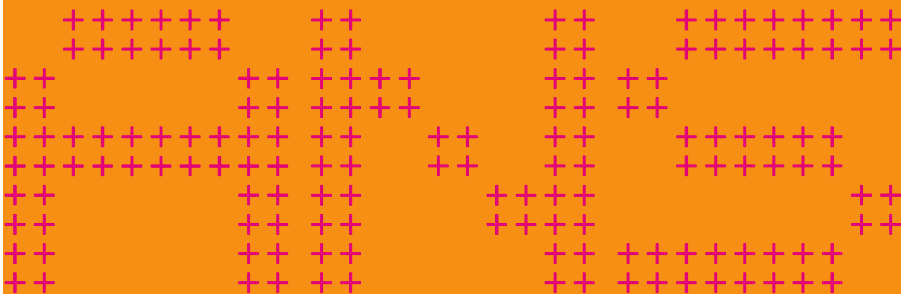
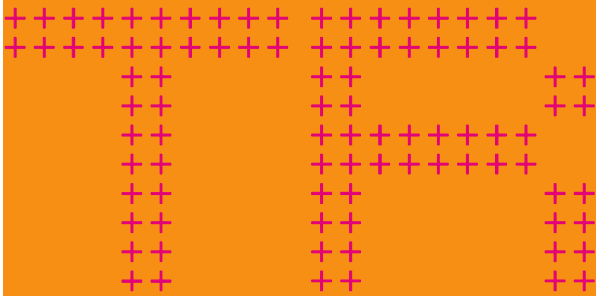


New Terminal Operations Building Patrick Terminal, Port Botany



urbis



Patrick Terminal, Port Botany

Preliminary Environmental Assessment

Prepared for Patrick Terminals

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1 Introduction

This Preliminary Environmental Assessment report has been prepared on behalf of Patrick Terminals, for a proposed development on land listed as a site under Schedule 2 – :*Specified Sites*, of the Major Projects State Environmental Planning Policy (Major Projects SEPP).

The land is known as the Patrick Terminal, Port Botany, located at Penrhyn Road, Port Botany, and is identified as being part of *Port and Related Employment Sites* under the Major Projects SEPP. For the purposes of this report, the site is referenced as the Patrick Site.

In accordance with the Part 3A provisions of the Environmental Planning and Assessment Act 1979 (EP & A Act), this Preliminary Environmental Assessment Report accompanies an Application Form for a Major Project Application, comprising the redevelopment of the site to accommodate a terminal operations building, necessary for the long-term operation of the terminal by Patrick Terminals.

The Patrick Site was listed as part of the Major Projects SEPP when the SEPP was adopted in 2005. By letter dated 12 January 2008, the Director General has confirmed that the proposal is a “Major Project” and that Part 3A of the EP&A Act applies. A copy of the Director General’s letter is included in **Appendix A**.

2 Background

Development consent for the upgrade of the container terminal was issued by the Department of Planning under Part 4 of the EP & A Act in respect of No DA-453-12-2002-I, on 27 October 2003. This consent has been implemented and permitted the expansion of the terminal facilities by allowing:

- Demolition and removal of structures.
- Construction of new road, rail and wharf infrastructure.
- Installation of new operational equipment.
- Construction of the Vehicle Management Office.
- Relocation of the road access to the public boat ramp to the north of Penrhyn Road.

Further to this consent, a number of Section 96(1A) applications have been granted approval as follows:

- MOD-83-8-2004-i (approved 17 November 2004) for the addition of prefabricated buildings for amenities and offices during the construction of other facilities in the south eastern corner of the site;
- MOD-156-10-2005-I (approved 3 November 2005) for the construction of a 2 storey administration building in the north eastern corner of the site; and
- MOD-38-3-2006-I (16 March 2006), for the addition of a third storey on the 2 storey administration building.

(NB. The above two applications were for a building to remotely control the operation of the RMGs, and did not relate to the terminal operations building.)

- MOD-76-9-2007-I (13 November 2007), for the construction and use of a truck and train checking facility.

Condition 1.4 of the original consent states:

“1.4 Under Section 80(5) of the Act, the Applicant will require a further consent from the Minister for the Terminal Operations Building”.

This Project Application is for the “Terminal Operations Building”.

Preliminary discussions have been undertaken with the Department of Planning regarding the proposed development. Officers attending this meeting advised that the proposed development would be considered a “major project”, and as stated previously, this has now been confirmed.

3 Site Details

3.1 Subject Site

The site, known as the Patrick Terminal, comprising Lots 1-6, 8-14 & 16-19, DP 452236, Lot 1 DP 804556, and Lots 1 & 2, DP 1009870, and is located on Penrhyn Road, Brotherson Dock, Banksmeadow. The map below illustrates the location of the site.



Figure 1: Location Map

The site is identified as being part of the “Port and Related Employment Lands” under Schedule 2 “Part 3A projects – specified sites” of the Major Projects SEPP.

Patrick Terminals have occupied the site since 1989, providing a critical service in Sydney’s role in international shipping and trade.

The entire site currently occupies the following components:

- A 48 Hectare operating area;
- 1005 metres of Quay Line with eight gantry cranes;
- Truck park and 18 service grids for road transport interchange;

- Four lanes of road transport access lanes;
- Two 650 metre rail siding;
- Temporary employee amenities and administration building;
- Maintenance facility and fuelling area;
- Two large electrical substations;
- A small 3 storey building housing Remote Control facilities for Rail Mounted Gantries (RMGs);
- Three small security access buildings;
- Small Rail operation and Customs building;
- Area to accommodate 324 refrigerated containers;
- Intermediate Stacking Area, 5 Rail Mounted Gantries and 48 truck grids, currently in development;
- *CargoLink* empty container stacking area;

3.2 Site Context

The site is located on the northern side of Brotherson Dock, Banksmeadow, and is accessed by Penrhyn Road. It is surrounded by similar Port uses, including other terminal operators and related uses such as container storage depots etc.

Botany Bay is situated on the Port's western boundary, and Sydney Airport is located further to the west of the site.

4 Description of Proposal

4.1 Design Objective

The proposed development represents an opportunity to provide superior accommodation for terminal employees, and allow the decommissioning of the existing temporary terminal operations facilities located to the south of the proposed site.

The design of the proposed building respects the nature of the requirements for the site, the nature of the site's unique surroundings and its location.

It is also noted that the proposal has been designed with objectives of achieving enhanced environmental building performance.

4.2 The Proposal

Patrick Terminals, propose to construct a terminal operations building, in the eastern portion of the site, with access off the Inter-Terminal Access Road, Banksmeadow. The proposed building has been designed by Fiala Ooi Architects. The map located in **Appendix D** indicates the location of the proposed building.

The provision of a permanent terminal operations building aims to:

- Substantially improve the operational efficiency and long term sustainability of the Patrick Terminal at Port Botany;
- Provide permanent office space for the terminal operations, and amenities for the growing number of workers at the Port, in the form of locker space and recreation area.
- Improve the quality of amenity for the employees of the Patrick Terminal at Port Botany.
- To achieve compliance with the relevant codes and standards.

The proposed 5 storey building would comprise the following features:

- Ground floor (Level 1) – recreation area, training room, gym, kitchen and eating areas (indoor and outdoor), manager offices and meeting rooms.
- Levels 2 and 3 – Locker areas, toilets and showers.
- Level 4 – Various offices, boardroom and other meeting rooms.
- Level 5 – Archives, IT and server room, control room and additional offices.

Further detail of the design of the proposed building, including details of the façade, pedestrian access, etc, is located in the Architectural drawings located in **Appendix B**.

Upon granting of the Project Approval for the Terminal Operations Building, the temporary administrative services and employee facilities currently located on site by virtue of MOD-83-8-2004-i (approved 17 November 2004) can be decommissioned.

5 Capital Investment Value

SEPP – Major Projects defines Capital Investment Value to include all costs necessary to establish and operate the development, including the design and construction of buildings, structures, associated infrastructure and fixed mobile plant and equipment (but excluding all land costs).

In accordance with Division 2, Part 8, Schedule 3 of Major Projects SEPP, we advise that the Capital Investment Value of the development is estimated at a minimum of \$12 million.

6 Planning Considerations

6.1 State Environmental Planning Policy (SEPP) – Major Projects, 2005

The Major Projects SEPP aims to identify certain development to be assessed and approved under the Part 3A provisions of the EP&A Act, 1979.

The proposal is identified as development on land listed as a site under Schedule 2 – “*Specified Sites*”, of the Major Projects State Environmental Planning Policy (Major Projects SEPP).

Schedule 2 identifies that development for an “*associated building*” within the area identified in Map 5 Schedule 2, with a capital investment value of more than \$5 million would be considered a major project.

6.2 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP) was adopted in December 2007. This Policy aims to facilitate the effective delivery of infrastructure across the State by:

- identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and
- providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.

Division 13 of the SEPP relates to Port, Wharf or Boating Facilities, and includes the provision of administration buildings within Port terminals.

Division 17 of the SEPP relates to Roads and Traffic. Clause 104 states that any development that requires parking for 200 vehicles or more should be referred to the Roads and Traffic Authority.

6.3 Botany Bay Local Environmental Plan 1995

The site is situated within the land covered by Botany Bay Local Environmental Plan 1995 (LEP 1995) and is zoned 5(a) Port. Although the site is listed as a State Significant Site under Schedule 2 of the Major Projects SEPP, the relevant provisions of the Botany Bay LEP 1995 will be addressed in the Environmental Assessment. These provisions relate to:

- To ensure the orderly use of land identified for Sydney Port Botany which is reserved and proposed to be acquired for arterial roads or widening of arterial roads or for utility undertakings.
- To encourage energy efficiency and energy conservation in all forms of development permissible within the zone.

6.4 Botany Bay DCP – Container Terminals

Botany Bay DCP sets out controls applying to development for the purposes of container handling facilities.

7 Agency Considerations

The following provides a summary of the agencies to be consulted under the Major Projects provisions:

7.1 Department of Planning

Preliminary discussions have been held with the officers from the Department of Planning (DOP), regarding procedural matters. Formal discussions may occur following receipt of the Director General's requirements.

7.2 Botany Council

Botany Council is the local government authority and will be consulted during the application process.

7.3 Sydney Ports

Preliminary discussions have been held with Sydney Ports, who are the owners of the site. These discussions have included the requirement for owner's consent from Sydney Ports.

7.4 Civil Aviation Safety Authority

Due to the site's proximity to Sydney Airport, and the height of the proposed development, consultation with the Civil Aviation Safety Authority will be undertaken.

7.5 Roads and Traffic Authority

As stated above in **Section 6.2**, due to the nature and size of the proposal, and the number of car parking spaces proposed, it is necessary to refer the application to the Roads and Traffic Authority (RTA). Patrick Terminals have appointed a traffic engineer who will consult with the RTA prior to finalising a traffic report. This will form part of the Environmental Assessment.

7.6 Department of Environment and Climate Change

It is understood that the Department of Planning will be referring this project application to the Department of Environment and Climate Change for comment, as part of the Major Project Development assessment process.

7.7 Energy Australia

Patrick Terminals have confirmed that there is sufficient power available from the existing power supply to the terminal to accommodate the proposal.

7.8 Sydney Water

Ongoing consultation is being undertaken with Sydney Water, and a Section 73 application will be submitted to be determined concurrently with this Project Application.

7.9 Gas

Consultants are currently reviewing the availability of mains pressure natural gas or the alternative of LPG energy for the development on behalf of Patrick Terminals.

7.10 Telecommunications

The site is currently serviced with telecommunications infrastructure which is sufficient for the proponent's current and future requirements.

8 Likely Environmental Issues

The likely environmental issues identified below will be outlined and addressed in further detail in the Environmental Assessment.

8.1 Visual Impact and Building Design

The visual impact of the proposed building will be addressed, in relation to its location, the site's characteristics and surrounding uses, in the following ways:

- The building design will maximize the use of internal space, in light of the extreme weather conditions experienced at Port Botany.
- The orientation of the building has been designed in order to maximise views across the terminal from within the building, as well as enhance the visual presence of the terminal when viewed from surrounding areas.

The building has also been designed taking account of the need to satisfy the Civil Aviation Safety Authority requirements. It is not anticipated, however, that the height of the building will exceed permitted heights in the vicinity of Sydney Airport.

The design of the project consists of 3 distinct elements associated with different functions:

- Square portion of building provides terminal support, operations and amenities. It also includes vertical lifts connecting offices on level 4 and the Control Tower on level 5.
- The Atrium, 3 storeys in height, accommodates internal meeting space for employees, connecting the terminal support, amenities and operations on Levels 1 to 3. Escalators connect the three levels to allow efficient movement of employees to locker rooms and support facilities.
- The rectangular wings house support facilities such as locker rooms, toilets and showers located on two sides of the atrium.

8.2 Traffic and Parking

Access will be provided to the site via a new access point off Inter-Terminal Access Road, and approximately 200 parking spaces will be provided to the east of the proposed building.

It is not anticipated that traffic to the site will be increased, however this will be addressed further in a traffic and parking report that will form part of the Environmental Assessment.

8.3 Ecologically Sustainable Design

ESD principles are a key consideration to the design and construction of the proposed Terminal Operations Building. Together with the design team, Patrick Terminals are focussing on a design target for a 5-Star Green Office Design Rating. These principles will be reflected in the design of the building in the following ways:

- Design and materials selection;
- Energy Efficient fittings and appliances;
- Water consumption and conservation measures;
- Waste minimisation in design and construction;
- Minimise indoor climate issue, energy consumption and environmental impact;
- Maximise sustainability;

- Produce imaginative and optimized daylight use, making the most of the external view to the port;
- Control noise and pollution while protecting from the wind and weather;
- Produce an economically viable and structurally suitable envelope with a comfortable internal environment;
- Create desirable internal and external aesthetics, complying with building regulations and fire protection, smoke exhaust and other statutory requirements.

8.4 Construction Management

Construction impacts will be minimised to ensure the overall terminal operations will not be impacted.

A construction management plan will be prepared, which will address issues relating to construction traffic and noise, site security, stormwater management and sediment control.

9 Summary

The Patrick Terminal is listed in Schedule 2 of the Major Projects SEPP as a Specified Site, carrying a significant role in Australia's shipping industry. The proposal seeks to provide a permanent terminal operations building, that has always been planned for as part of the consent for the upgrade of the terminal, and necessary for the long-term operation of the terminal by Patrick Terminals.

Preliminary discussions have been held with the Department of Planning, and the proposal has been designed to maximise site opportunities, as well as provide the services necessary to both staff at the Terminal, and the overall operation of the facility.

In accordance with the requirements of the SEPP – Major Projects, we seek the Director General's written advice in the form of General Requirements to address in the Environmental Assessment Report, thereby enabling completion and submission of the Project Application.

Finally, this submission seeks confirmation from the Director General that the proposal is a "Major Project" and that Part 3A of the EP&A Act applies.

Appendix A Clause 6 Confirmation

Appendix B Architectural Drawings prepared by Fiala Ooi Architects

Appendix C Survey Plan

Appendix D Site Plan