

Preliminary Environmental Assessment

Wentworth Point Maritime Precinct

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Prepared for

NSW Maritime

Prepared by



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Executive summary

The Maritime Authority of NSW (**NSW Maritime**) seeks the approval a Concept Plan for the Wentworth Point Maritime Precinct under Part 3A of the *Environmental Planning and Assessment Act 1979* (the **EP&A Act**).

Specifically, the Concept Plan proposes the following:

- maritime-related uses on the site including boat sheds, dry boat storage facilities, boat repair facilities and recreation facilities;
- wet berthing within the Parramatta River and Homebush Bay;
- ancillary uses that complement and support the viability the maritime precinct such as registered clubs, educational establishments (for a marine studies centre) and storage premises;
- the indicative location of building footprints;
- car parking and access areas to cater for demand generated by the maritime precinct;
- continued operation of the existing industrial uses on the site for a period of 2-5 years; and
- foreshore areas of open space and / or public pedestrian and cycle access.

The Concept Plan sets out the land use and development framework for the Maritime Precinct, and does not include the erection of structures or buildings. These proposals will be the subject of further project applications or development applications, should the Concept Plan be approved.

The Maritime Precinct intends to provide a range of maritime-related uses of both an industrial and recreational nature for the Sydney boating market, and builds on the planning vision of establishing a vibrant maritime hub that was established in the *Homebush Bay West – Wentworth Point Master Plan* (the **current Master Plan**) that was prepared for the land in 2005. In fact, a key purpose of the Concept Plan is that it is to supersede the current Master Plan as far as that document applies to NSW Maritime land.

A preliminary assessment of the key environmental issues affecting the site (this report) has been undertaken to assist the Director-General in preparing the Director-General's Environmental Assessment Requirements (**DGEARs**).

This preliminary environmental assessment refers to, and should be read in conjunction with, the current Master Plan. This is because many of the environmental issues surrounding site development were assessed by that document relatively recently (in 2005) and many of the findings remain relevant.

It is requested that the Director-General review this preliminary environmental assessment in order to issue the DGEARs to NSW Maritime so that the Concept Plan may be prepared.

Once the DGEARs have been received, NSW Maritime will prepare the Environmental Assessment for the Concept Plan.

1. Introduction

1.1 Purpose of this preliminary environmental assessment

This Preliminary Environmental Assessment (**PEA**) has been prepared on behalf of NSW Maritime, to assist in the preparation of the DGEARs for the Wentworth Point Maritime Precinct Concept Plan by the NSW Department of Planning (**DoP**).

This PEA contains the relevant information required by the Director-General including:

- a description of the site;
- a description and background of the proposal;
- the relevant planning provisions applying to the site;
- undertaken and proposed stakeholder consultation; and
- a discussion of the environmental issues and how they will be addressed as part of the future Environmental Assessment

1.2 Declaration of Part 3A project

In correspondence to NSW Maritime dated 2 August 2009, the Deputy Director-General of Planning formed the opinion that the proposal is development of a kind described in Schedule 1, Group 6 Clause 14 (Marine Facility) of *State Environmental Planning Policy (Major Development) 2005* (the **MD SEPP**) and is a project to which Part3A of the EP&A Act applies.

1.3 The approval process

The Deputy Director-General of Planning has authorised the preparation of a Concept Plan under section 75M of the EP&A Act. Under this section, any application is to provide the following:

- outline the scope of the project;
- set out any proposal for the staged implementation of the project; and
- contain any other matter required by the Director-General.

Once the PEA has been lodged and the DGEARs issued, NSW Maritime shall prepare an Environmental Assessment for the Concept Plan and lodge with the DoP.

The Concept Plan is then assessed by the Director-General and determined by the Minister for Planning or her delegate.

Should the Concept Plan be approved, individual project or development applications for specific uses would need to be lodged to be lodged by a future applicant. For example, the construction and operation of a dry boat storage facility, rowing club etc would be covered by an individual project or development application under either Part 3A of Part 4 of the EP&A Act.

2. The site and the project

2.1 The site

NSW Maritime's Wentworth Point site is located on the north eastern point of the Homebush Bay Peninsula, between the suburbs of Newington and Rhodes and is approximately 12 kilometres west of the Sydney central business district.

The site is bounded by the Millennium Parklands, Hill Road, Burroway Road, the Parramatta River and Homebush Bay.

The land is known as 3 Burroway Road and 14A-14D Hill Road, Homebush Bay. The real property description is Lots 2 and 3 DP 859608.

The site is approximately 18.6 hectares in size. The site is divided into two parts (the 'east' and the 'west') and is separated by a parcel of land controlled by the Sydney Olympic Park Authority (**SOPA**) and is used as a ferry terminal. The SOPA land parcel is approximately 1.8 hectares and is not included in the Concept Plan.

Figure 2.1 shows the site location in the context of the surrounding suburbs:

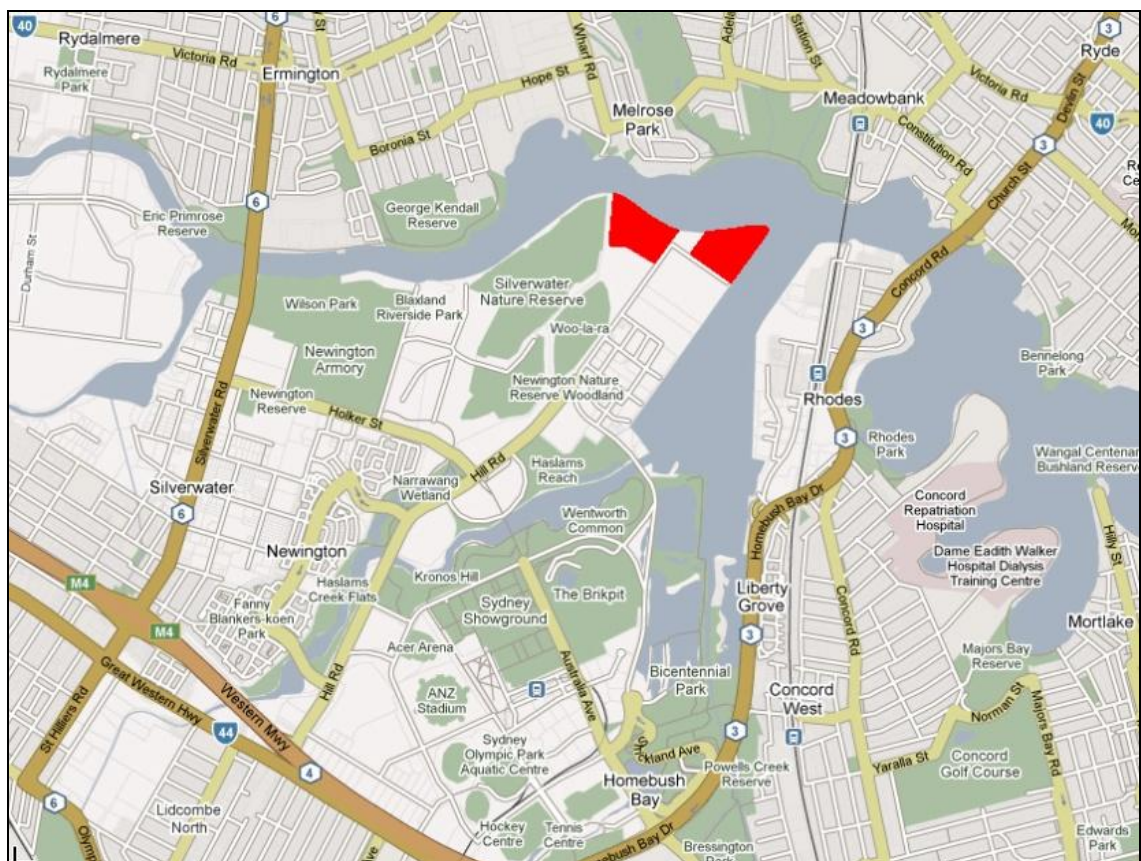


Figure 2.1 Site location

Figure 2.2 shows the boundaries of the proposed Concept Plan and the site in general.



Figure 2.2 Site boundaries

In terms of site characteristics, there are presently a number of diverse industrial land uses on the site. These uses include:

- logistics;
- warehouse/storage facilities;
- waste management / transfer facilities;
- other light-medium industrial uses; and
- ancillary office premises

A full list of the tenancies and their locations on the site is attached at **Appendix A**.

The site is located within the geographic heart of metropolitan Sydney. It has good access (via Hill Road) to arterial roads such as Parramatta Road and the M4 Motorway.

The site forms part of the Homebush Bay urban renewal precinct. Traditionally used as an industrial area, the precinct continues to be redeveloped into a mixed use, residential and recreational area. The redevelopment has been driven by the government investment in employment, entertainment, sporting and recreational facilities in the area now known as Sydney Olympic Park.

Of particular relevance to the site is that adjacent land to the south along Hill Road is currently redeveloping for a range of medium and high density residential projects. These include the Waterpoint residential development, and the Bilbergia mixed use development.

2.2 The proposal

NSW Maritime seeks Concept Plan approval for:

- maritime-related uses on the site including boat sheds, dry boat storage facilities, boat repair facilities and recreation facilities;
- wet berthing within the Parramatta River and Homebush Bay;
- ancillary uses that complement and support the viability the maritime precinct such as registered clubs, educational establishments (for a marine studies centre) and storage premises;
- the indicative location of building footprints;
- car parking and access areas to cater for demand generated by the maritime precinct;
- continued operation of the existing industrial uses on the site for a period of 2-5 years; and
- foreshore areas of open space and / or public pedestrian and cycle access.

The location and arrangement of proposed uses across the site will be shown in the Concept Plan.

2.2.1 Background

The current Master Plan was prepared in October 2005 on behalf of the joint land owners of Wentworth Point: NSW Maritime and SOPA. In summary, the Master Plan provided the following development parameters:

- a 200 berth dry stack storage (DBS) facility (6,500m²), with potential to expand an extra 100 dry berths;
- wet berth storage for approximately 50 vessels and day berthing area on the Homebush Bay frontage;
- other additional maritime-related uses such as Chandlery's, Mechanics, Boat Brokerage and a Marine Studies Centre amounting to 32,000m² of development potential;
- non maritime-related development on the SOPA land holding including residential, retail and commercial;
- approximately 4 hectares of open space along Parramatta River foreshore and on Wentworth Point itself; and
- no development on the western part of the site (this land was earmarked for 'future maritime activities' the current Master Plan).

Figure 2.3 shows the development concept for the site under the current Master Plan.

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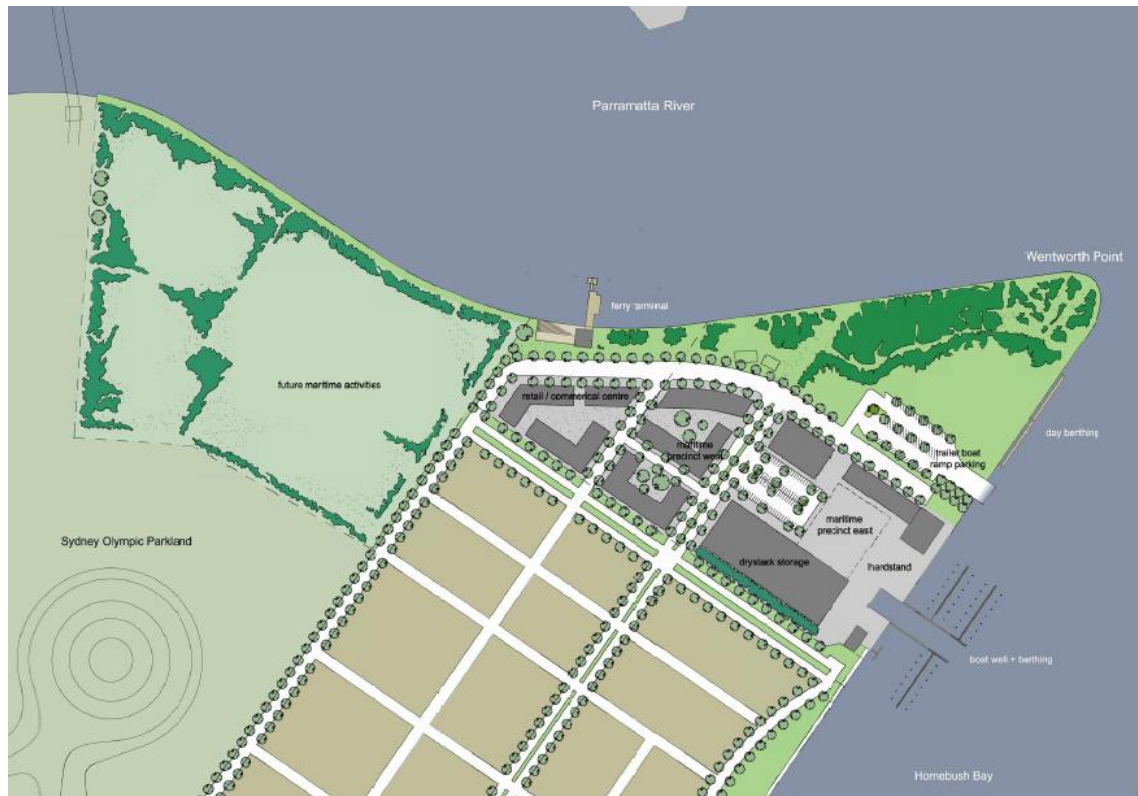


Figure 2.3 Current Master Plan concept

2.2.2 Updated concept

As part of a revised master planning exercise, NSW Maritime has revisited the proposal espoused in the current Master Plan.

It is now proposed, in respect to NSW Maritime land, to allow for the following:

- a greater development area dedicated to dry boat storage facilities;
- wet berthing on the Parramatta River frontage;
- a reconfiguration of the proposed open space area known as 'Wentworth Point Park' in light of revised market conditions, commercial viability and the extent of contamination on the site, while still allowing for a substantial area of public open space on the point;
- more detail on the maritime-related development for the western part of the site; and
- greater access for maritime uses to the Parramatta River and Homebush Bay foreshore

NSW Maritime also proposes that the existing industrial tenancy of the land continue so as to provide a funding stream to the owner of the land in the early stages of the maritime development. It is proposed that these uses be permissible for a period of 2-5 years. NSW Maritime proposes to pursue this arrangement as part of the Concept Plan, or through the lodgement of a Staged Development Application under Part 4 of the EP&A Act.

Figure 2.4 shows preliminary building footprints for the updated Maritime precinct concept.

The concept is still being developed at the time of writing. The concept shall form the basis of the Concept Plan and will be subject to further investigations such as design, feasibility, contamination and any requirements of the Director-General (i.e. DGEARs).



Figure 2.4 Preliminary development concept

Aspects of the current Master Plan that are not proposed to be substantially altered are as follows:

- Development parameters for the SOPA controlled land. That is, the Concept Plan does not involve this land and the current Master Plan will continue as the key planning document guiding development of this land.
- Continuous foreshore pedestrian and cycle access along all water frontages, with access to be appropriately managed where public facilities intersect with maritime activities.
- The types of maritime uses envisaged – only the scale of the uses is to be modified.

2.2.3 Maritime Precinct vision

A maritime hub is an area established for recreational, industrial and commercial boating opportunities. It would optimally encompass a number of maritime-related uses on land and water such as dry boat storage for vessels, chandlery's, boat making facilities, boat lifts and mechanics. Other marine uses such as wharfs and jetties are also impacts to ensure a maritime hub is viable from a recreational perspective.

A maritime hub should also allow for several ancillary uses which complement the maritime-related uses. Accordingly, kiosks, food and drink premises and registered clubs (sailing clubs, motor-boat clubs etc) assist in establishing a maritime hub. Other complementary uses identified in the Master Plan include a retail/commercial centre, foreshore and peninsula parkland, marine industry education, residential development and cultural activities.

Figures 2.5 and 2.6 provide an artist's perspective of the future Wentworth Point Maritime Precinct (east site).

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Figure 2.5 Artist's perspective from Homebush Bay (preliminary concept)



Figure 2.6 Artist's perspective from the Parramatta River (preliminary concept)

2.2.4 Project justification

Because of its central and waterfront location and State Government ownership, Wentworth Point is one of the last areas in the Sydney Metropolitan Region where NSW Maritime could establish a viable recreational and commercial maritime hub.

The site is strategically located along the Parramatta River and could be primarily used as a launching facility for a number of recreational users in Sydney's western suburbs.

NSW Maritime data indicate there are 76,294 registered recreational boats within metropolitan Sydney, with 69,743 power vessels (as of 1 July 2009). Servicing of Sydney's trailerable and non-trailerable boats currently takes place in smaller scale facilities, both on and off the water, located throughout the metropolitan area. It is envisaged the site will provide a larger scale 'hub' for boat storage, servicing and ancillary activities for the recreational boat industry that is currently found nowhere else in the Sydney region.

NSW Maritime advises that the proposed Wentworth Point Maritime Precinct would directly employ 500 and 1,000 persons and have a capital investment value of approximately \$300 million.

The most recent development concept has been informed by preliminary design, planning, contamination and market feasibility investigations. Further investigations shall be undertaken once the DGEARs have been received.

In terms of benchmarking a maritime hub, NSW Maritime has examined the relatively few similar facilities that exist in Australia. One of the superior examples of the hub type of facility is considered to be the Gold Coast Marine Centre (refer Figure 2.7).

This is a 250 hectare marine precinct which promotes itself as a 'one-stop shop' for boating services including launching facilities, storage, mechanics etc. Although a much smaller site, it is expected the proposed maritime hub at Wentworth Point would contain similar types of facilities to the Gold Coast Marine Centre.



Figure 2.7 Gold Coast Marine Centre¹

¹ Source: <http://businessgc.com.au/index.php?page=international-berthing-2>

3. Statutory planning context

3.1 State environmental planning policies

3.1.1 State Environmental Planning Policy (Major Development) 2005

Clause 6 (1) (a) of the MD SEPP states that development described in either Schedule 1 (Part 3A projects – classes of development) or Schedule 2 (Part 3A Projects – specified sites) is development to which Part 3A applies, providing it is recognised as such by opinion of the Minister.

Schedule 1, Group 6 (Tourism and recreational facilities), clause 14 (Marina Facilities) states the following:

(1) Development for the purpose of marinas or other related land or water shoreline facilities that moor, berth or store vessels (excluding dinghies and other small craft) at fixed or floating berths, at freestanding moorings, alongside jetties or pontoons, within dry storage stacks or on cradles in hardstand areas and that:

(a) moor, berth or store more than 30 vessels in Sydney Harbour, Middle Harbour, North Harbour, Botany Bay, Port Hacking, Broken Bay or associated tidal waters, or

(b) moor, berth or store more than 80 vessels in other waters, or

(c) are located in environmentally sensitive areas of State significance,

but excluding any development that, in the opinion of the Minister, is only of local environmental planning significance.

(2) A reference in this clause to the number of vessels moored, berthed or stored includes a reference (in the case of an existing facility) to the additional number of vessels moored, berthed or stored at the facility.

Under the current Master Plan, a 200 berth dry stack storage facility is proposed with potential expansion for another 100 vessels. Whilst only preliminary urban design work has been undertaken on a revised concept, the proposed dry boat storage shall be equal to, or exceed this number.

Clause 5 of the MD SEPP states the following with regards to the relationship with other environmental planning instruments:

Subject to Section 74(1) of the Act, in the event of an inconsistency between this Policy and another environmental planning instrument whether made before or after the commencement of this Policy, this Policy prevails to the extent of the inconsistency.

3.1.2 Sydney Regional Environmental Plan No. 24 – Homebush Bay Area

Sydney Regional Environmental Plan No. 24 – Homebush Bay Area (SREP 24) is the current prevailing planning instrument that applies to the site. As a result of amendments to the EP&A Act that commenced on 1 July 2009 SREP 24 became a deemed state environmental planning policy.

Clause 10 of SREP 24 identifies that the local council is the consent authority for land-based development and the Minister for Transport is the consent authority for water-based development.

Clause 12 outlines the planning objectives of SREP 24. The proposal would be consistent with the objectives as it will promote a range of land uses, ultimately related to a maritime hub. The proposal will be consistent with the aims and objectives of SREP 24.

Homebush Bay West - Wentworth Point Master Plan

Clause 16 of SREP 24 requires a Master Plan to be prepared for each site. The current Master Plan was prepared in 2005. Future development on the site and considered in the Concept Plan shall be consistent with the key objective of the Master Plan - that is, the development of a vibrant maritime hub.

Proposals for the site expressed in the current Master Plan were summarised in Section 2.2.1 of the PEA.

The Master Plan identifies the following vision for the site:

...the vision for the master plan site is to create a vibrant maritime hub as a focus for the Western Harbour/Parramatta River. The north facing site, with its dual water frontage provides a unique opportunity for a recreational destination and boating centre for western Sydney. The relationship of the site to its surrounding amenities and substantial future development also provides the basis for development of a vibrant mixed use precinct incorporating retail, commercial and leisure/entertainment activities mixed with an extension of the residential community developing to the south.

Specifically, the following objectives underlie the Master Plan:

- provide a boating centre for recreational craft comprising boat storage and repair, boat launching and limited casual berthing;
- provide commercial and retail development that meets the needs and market provided by both maritime activities and eventual development of the Homebush Bay west area;
- provide an attractive and integrated open space system that provides foreshore access, varied recreational opportunities and meets the needs and aspirations of future residents and regional users;
- provide an efficient street and circulation systems that provides high levels of accessibility for pedestrians, bicycles, public transport and private vehicles;
- manage and reconcile potential conflicts between maritime uses and residential development planned for adjacent areas;
- ensure that new development is of a high standard of urban design and achieves the principles of environmentally sustainable development; and
- incorporate and implement the requirements of the relevant statutory planning framework.

3.1.3 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (**Sydney Harbour Catchment SREP**) applies to all land within the Sydney Harbour Catchment. As a result of amendments to the EP&A Act that commenced on 1 July 2009 Sydney Harbour Catchment SREP became a deemed state environmental planning policy.

Sydney Harbour Catchment SREP does not apply to land within the NSW Maritime site but does apply to land below mean high water mark. The Sydney Harbour Catchment SREP therefore applies to the wet berthing components of the maritime hub.

Specifically for the site, land below mean high water mark is zoned W5 Water Recreation and has the following objectives:

- (a) to give preference to and increase public water-dependent development so that people can enjoy and freely access the waters of Sydney Harbour and its tributaries,*
- (b) to allow development only where it is demonstrated that the public use of waters in this zone is enhanced and will not be compromised now or in the future,*
- (c) to minimise the number, scale and extent of artificial structures consistent with their function,*
- (d) to allow commercial water-dependent development, but only where it is demonstrated that it meets a justified demand, provides benefits to the general and boating public and results in a visual outcome that harmonises with the planned character of the locality,*
- (e) to minimise congestion of and conflict between people using waters in this zone and the foreshore,*
- (f) to protect and preserve beach environments and ensure they are free from artificial structures,*
- (g) to ensure that the scale and size of development are appropriate to the locality, and protect and improve the natural assets and natural and cultural scenic quality of the surrounding area, particularly when viewed from waters in this zone or from areas of public access.*

The Concept Plan's compliance with the objectives of the Sydney Harbour Catchment REP will be assessed in the Environmental Assessment for the Concept Plan.

3.2 Local environmental plans

The site is not affected by the prevailing local environmental planning instrument for the area - *Auburn Local Environmental Plan 2000*. However, relevant components of SREP 24 are currently being amalgamated into the Draft Auburn Local Environmental Plan 2009 (**DALEP**). Accordingly, it is understood that the site will be affected by the DALEP when that plan is certified for exhibition.

The DALEP is currently being prepared by Council and has been sent to the Minister for Planning for comment prior to certification.

In terms of ensuring consistency with the DALEP and any future Concept Plan for the site, NSW Maritime:

- has already had discussions with Council regarding the preferred zoning and planning provisions that should apply to the site under the DALEP; and
- will continue to include Council as a key stakeholder throughout the maritime precinct assessment process.

3.3 Development control plans

In addition to the current Master Plan – which is a deemed development control plan by virtue of clause 95 of Schedule 6 of the EP&A Act - the site is affected by the *Homebush Bay West Development Control Plan* (the **Homebush Bay West DCP**).

Apart from setting planning provisions relating to height, floor space and the like, the Homebush Bay West DCP provides for the following land uses to be located within the site:

- maritime related/commercial/retail;
- mixed commercial/residential; and
- neighbourhood centre

The relevant provisions of the Homebush Bay West DCP shall be addressed as part of the Concept Plan Environmental Assessment.

4. Preliminary environmental assessment

4.1 Overview

There are several environmental issues that NSW Maritime considers should be addressed as part of the Concept Plan Environmental Assessment. Most of these issues were addressed relatively recently as part of the preparation of the current Master Plan in October 2005 and have been expanded on in the following Sections. Other key issues that need to be addressed include stakeholder consultation and land-use regularisation components.

It should be noted that the following preliminary environmental assessment provides an update on the current Master Plan's assessment of each environmental issue (including specific references to parts of that document), what the current issues are and how NSW Maritime proposes to address these matters as part of the Concept Plan Environmental Assessment.

4.2 Stakeholder consultation

4.2.1 Key issues

NSW Maritime identifies the following as being important stakeholders and should be consulted with prior to the Concept Plan and its Environmental Assessment being submitted to the DoP:

- other public authorities including Auburn Council, the Department of Environment, Climate Change and Water, the Ministry of Transport, SOPA and the Roads and Traffic Authority (RTA);
- recreational users of the Parramatta River and Homebush Bay; and
- any relevant resident action groups that may be affected by the proposal.

NSW Maritime has already commenced consultation with public authorities and intends on keeping these parties updated on the Concept Plan as it progresses. Key issues already mentioned by these stakeholders include the following:

- the future land uses on the site;
- the area of open space for 'Wentworth Point Park';
- continued access along the Parramatta River/Homebush Bay foreshore for pedestrians, walkers and cyclists; and
- the extent of water and land-based contamination.

4.2.2 Matters to be addressed by the Environmental Assessment

NSW Maritime proposes to undertake detailed consultation in accordance with the DoP's *Guidelines for Major Project Community Consultation* dated October 2007. Whilst the DGEARs are likely to set out any consultation requirements for the Concept Plan, NSW Maritime will undertake the following, as a minimum:

- consult early with the identified key stakeholders;
- commit adequate resources to consultation;

- clearly describe who will be consulted with and what issues have been raised;
- demonstrate how the issues raised have been addressed in the Environmental Assessment and (if required) preferred project report.

4.3 Landscape

This environmental matter is discussed in Sections 6.4, 7.5 and Appendix 1 (p68-69) of the current Master Plan. The following comments draw out what NSW Maritime considers to be the key issues applying to the Concept Plan proposal.

4.3.1 Key issues

The site is flat and comprised entirely of reclaimed land taken from fill from Homebush Bay early in the 1900s. The site contains limited vegetation with the exception of a foreshore strip fronting the Parramatta River on the western side and along the northern edge of Burroway Road (eastern part of the site). The existing site configuration and its industrial nature has led to limited opportunities to provide more extensive landscaping.

A radio tower occupies part of the site that is the future location of 'Wentworth Point Park', a proposed open space area identified under the current Master Plan. It is NSW Maritime's intention to review the amount of open space to be provided under the Concept Plan, in light of the surrounding open space network (including 'the Parklands' and the open space area surrounding the SOPA ferry terminal), market feasibility of the maritime precinct and other influences on the Concept Plan.

4.3.2 Matters to be addressed by the Environmental Assessment

NSW Maritime shall consult key stakeholders, including Auburn Council, on the appropriate allocation of open space on the site. An investigation into the surrounding allocation of open space will also be undertaken as part of the Concept Plan.

The findings of the current Master Plan regarding landscape and open space (Section 6.4, page 23) shall also be explored further in light of NSW Maritime's current objectives for the site.

4.4 Biodiversity

This environmental matter is discussed in Section 6.5, and Appendix 1 (p68-70) of the current Master Plan. The following comments draw out what NSW Maritime considers to be the key issues applying to the Concept Plan proposal.

4.4.1 Key issues

The site's history as an industrial area has meant that it has been significantly developed. There is minimal vegetation cover as shown in Figure 2.4, with the exception of the vegetation along the Parramatta River foreshore and the northern edge of Burroway Road.

The key issue for biodiversity is whether or not the existing or proposed uses have (or will have) an impact on any significant flora and fauna species on the site. Pages 68-70 of the current Master Plan address landscape and vegetation issues however no recent ecological investigation that has been undertaken for the site. Accordingly, the types and number of flora

and fauna species across the site are unknown for both land-based and water-based components.

4.4.2 Matters to be addressed by the Environmental Assessment

The proposal has the potential to impact upon terrestrial and aquatic flora and fauna. As part of the Concept Plan, an ecological assessment will be undertaken to determine:

- any impacts on critical habitats, threatened species, protected species, populations or other ecological communities;
- the impacts of the proposal on aquatic life;
- any other requirements of the DGEARs

It will also be important for the Concept Plan to review the ecological principles and strategies of the current Master Plan. Namely, the identification of areas for open space and the manner in which these areas should be developed and vegetated.

4.5 Land / water interface

This environmental matter is discussed in Section 6.6, 7.3 and Appendix 1 (p68) of the current Master Plan. The following comments draw out what NSW Maritime considers to be the key issues applying to the Concept Plan proposal.

4.5.1 Key issues

Given the current lease-hold boundaries and the non-maritime nature of the current tenant's activities, there is currently no requirement for access through the site to the foreshore. Only the SOPA-owned parcel of land (i.e. the ferry terminal) offers access to the waterfront in proximity to the site. Therefore, there is little interaction between the existing uses and the surrounding water.

As maritime-related uses for the site are proposed, the foreshore area of the site will form a critical component of the Concept Plan from a design and usability perspective. NSW Maritime seeks to provide direct water access for recreational boating craft, as well as provide a continuous pedestrian link consistent with the current Master Plan (see Section 6.6 of the Master Plan). This proposal needs to ensure that both the maritime and pedestrian access components of the Concept Plan operate in a safe and effective manner.

4.5.2 Matters to be addressed by the Environmental Assessment

As part of the Concept Plan, NSW Maritime shall propose a development concept that will create safe and efficient use of the foreshore from both a maritime-related and aesthetic perspective for pedestrians and the like. The development concept shall account for the access and circulation guidelines of the current Master Plan where appropriate.

4.6 Contaminated land

This environmental matter is discussed in Section 7.8 and Appendix A (p76) of the current Master Plan. The following comments draw out what NSW Maritime considers to be the key issues applying to the Concept Plan proposal.

4.6.1 Key issues

The current Master Plan concluded that the site potentially contains contamination as a result of previous uses and reclamation activities. It also stated that the types of potential contaminants, were not of a significance to limit the development potential of the site, subject to an appropriate testing and rehabilitation regime. The current Master Plan recommended that soil investigations should be undertaken to determine the extent and degree of contamination prior to any development application for building works being approved.

A (desktop) contamination investigation for the site revealed that contamination may be present on the site. This investigation was undertaken under *State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55)*. In response, NSW Maritime has engaged specialist consultants to prepare a Stage 2 Detailed Site Investigation under SEPP 55. Should contamination be identified, the appropriate management strategy can be prepared (depending on the extent of contamination).

It will be important for NSW Maritime to understand the location and extent of contamination as part of the Concept Plan process, particularly for the allocation of the different proposed land uses on the site. Depending on what is found as part of the Stage 2 assessment, parts of the land may need to be managed to the appropriate level.

In addition to the Stage 2 Detailed Site Investigation, NSW Maritime is investigating the environmental condition of near-shore sediments. The environmental condition of these sediments may impact on use of waters adjacent to the land component.

4.6.2 Matters to be addressed by the Environmental Assessment

The Concept Plan Environmental Assessment shall account for the findings of the Stage 1 Preliminary Investigation. Any information from the Stage 2 assessment (currently underway) will be used to inform the location of various uses on the site (such as the location of maritime-related uses and open space areas).

4.7 Traffic and transport

This environmental matter is discussed in Sections 6.6, 7.6 and Appendix A (p72) of the current Master Plan. The following comments draw out what NSW Maritime considers to be the key issues applying to the Concept Plan proposal.

4.7.1 Key issues

Via road, the site is accessed from Hill Road which is linked to a broader western Sydney arterial road network including Parramatta Road and the M4 Motorway. The site can also be accessed easily from the SOPA Ferry Terminal which has RiverCat services with a journey time to the Sydney CBD of approximately 30 minutes.

The typical vehicle types entering the site currently include fixed axle and semi-trailer trucks and cars. Limited employee parking is available within the individual tenancies as well as along Hill Road.

Currently the amount of trips to and from the site does not appear to be generating any congestion, however this will need to be assessed as part of any future development proposal for the site. The types of vehicles using the site in the future will also need to be investigated as well as the internal road layout and configuration into the surrounding street network.

4.7.2 Matters to be addressed by the Environmental Assessment

The Concept Plan Environmental Assessment will include a transport and traffic assessment for both the existing and proposed development on the site. The assessment shall be undertaken in accordance with any RTA guidelines.

The transport and traffic assessment will also take into account the following:

- the capacity of the road network to cater for both existing and proposed uses;
- access to and within the site;
- car-parking;
- impacts on public transport; and
- any other requirements under the DGEARs.

4.8 Infrastructure and services

This environmental matter is discussed in Section 7.9 and Appendix A (p76) of the current Master Plan. The following comments draw out what NSW Maritime considers to be the key issues applying to the Concept Plan proposal.

4.8.1 Key issues

The current Master Plan identifies that “basic infrastructure” is available to the site. This however, will need to be further explored and confirmed as part of the Concept Plan Environmental Assessment.

Furthermore, any infrastructure services plan for the proposal needs to account for a significant increase in the development potential of the site, the location of existing (or proposed) services and where they can be connected into the mains system(s).

4.8.2 Matters to be addressed by the Environmental Assessment

NSW Maritime shall undertake an assessment of the requirements of future services and whether the existing services can support any significant increase in development activity on the site.

The infrastructure services plan should account for the following:

- the existing capacity of the site for sewer, water, electricity, waste disposal, telecommunications and gas;
- any requirements for upgrades to these services; and
- any other requirements under the DGEARs

4.9 Geotechnical

This environmental matter is discussed in Appendix A (p76-79) of the current Master Plan. The following comments draw out what NSW Maritime considers to be the key issues applying to the Concept Plan proposal.

4.9.1 Key issues

The site's history of industrial activity, potential contamination and previous filling, presents a number of geotechnical issues that will need to be quantified and addressed. It is understood that the 2GB radio tower requires certain underground infrastructure to be decommissioned. This will need to be investigated further to ensure that it can be managed appropriately into the future.

Importantly, the land will need to be of an environmental and appropriate quality to support permanent maritime-related development on reclaimed land.

It will also need to be investigated whether the site is affected by acid sulphate soils. Previous investigations into this revealed that the site potentially contains acid sulphate soils.

4.9.2 Matters to be addressed by the Environmental Assessment

The Concept Plan Environmental Assessment shall include a geotechnical investigation which includes:

- investigation of any potential acid sulphate soil risk areas;
- management measures to remove any underground materials not required or needed for the future maritime hub;
- assessment of any geotechnical limitations on the site; and
- any requirements identified under the DGEARs.

4.10 Heritage and archaeology

This environmental matter is discussed in Section 3.1, 4.1, and Appendix A (p69) of the current Master Plan. The following comments draw out what NSW Maritime considers to be the key issues applying to the Concept Plan proposal.

4.10.1 Key issues

The site does not contain any items of local heritage significance listed under the *Auburn Local Environmental Plan 2000 (Auburn LEP)*. An investigation of the State Heritage Register has not yet been undertaken by NSW Maritime.

There are a number of dilapidated structures which, from a preliminary perspective, do not appear to have any heritage significance (i.e. the 2GB radio tower and the dilapidated cottage in proximity to the radio tower).

Review of heritage items under the Auburn LEP has revealed that there are no items of local heritage significance in close proximity to the site.

Aboriginal archaeology is not likely to be an issue given that the site comprises reclaimed land and did not exist prior to the early 20th century.

4.10.2 Matters to be addressed by the Environmental Assessment

NSW Maritime shall investigate whether the existing and proposed development on the site is likely to affect any items of European or indigenous heritage significance.

4.11 Visual

This environmental matter is discussed in Section 6.1 and Appendix A (p68-69) of the current Master Plan. The following comments draw out what NSW Maritime considers to be the key issues applying to the Concept Plan proposal.

4.11.1 Key issues

Wentworth Point is located in a visually prominent location with foreshore access to the Parramatta River and Homebush Bay. The existing industrial uses on the site, in general, do not contribute positively to the aesthetics of the surrounding area which includes residential, recreational and mixed use environments.

The proposal for a maritime hub however, shall instate a new and modern working waterfront character for the site, and also create an area of high recreational amenity. Accordingly, the Concept Plan needs to respond to the visual significance of the site.

Furthermore, strategic planning documents and relevant planning controls (i.e. the *Homebush Bay West Structural Design Framework* and the *Homebush Bay West Development Control Plan*) take into account view and vista corridors. Future building height and massing controls will need to take into account the recommendations of these documents and maximise the visual opportunities presented by the site.

4.11.2 Matters to be addressed by the Environmental Assessment

The Concept Plan Environmental Assessment will provide a development concept that takes into account the visual impact strategic objectives of the relevant planning controls, the requirements for a maritime hub and the surrounding residential and recreational environments.

5. Conclusion

The PEA has been prepared for the proposed Wentworth Point Maritime Precinct at Homebush Bay West, Sydney.

The assessment has identified a number of environmental issues pertaining to the proposed development of the site as a maritime precinct, and which are intended to be addressed in the Environmental Assessment of the Concept Plan.

NSW Maritime has prepared this document to assist the Department of Planning to prepare specific guidance on the scope of the Environmental Assessment that is to accompany the Concept Plan proposal.