



PRELIMINARY ENVIRONMENTAL ASSESSMENT

Sydney Heritage Fleet - Bank Street, Pyrmont

PROJECT PARTICULARS

Project No.: HPS 2010.039

Project Address: Bank Street, Pyrmont

Local Government Area: City of Sydney

Client: Sydney Maritime Museum Ltd, trading as the Sydney Heritage Fleet

Report Reference: Document3

Prepared By: Kristy Lee

Reviewed By: Kristy Lee

Final Approval:



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Head Office: Suite 404, Level 4,
Edgecliff Centre,
203-233 New South Head Road,
PO Box 954
EDGECLIFF NSW 2027
Ph +61 2 9386 7000 **Fx** +61 2 9386 7001
Web www.hamptonspropertyservices.com.au

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1 INTRODUCTION

Hamptons Property Services Pty Ltd (Hamptons) has been retained by the Sydney Maritime Museum Ltd, trading as the Sydney Heritage Fleet (the Client), to prepare a Preliminary Environmental Assessment (PEA) for the proposed relocation of the Sydney Heritage Fleet from the existing facility at Rozelle, to the site at Bank Street, Pyrmont.

The subject site is referred to in Schedule 2 of State Environmental Planning Policy (SEPP) (Major Development) 2005. Schedule 2 identifies Part 3A projects on Specified Sites. Clause 10 of Schedule 2 provides for Sydney Harbour Foreshore Sites and states that, where a site is identified on Map 9 of the Schedule, and has a capital investment value greater than \$5 million, the Minister for Planning is the consent authority for the purpose of assessing a proposal and granting development consent.

To progress this project, the purpose of this report is to inform Department of Planning of the proposed works on the site and seek Director-General's requirements, pursuant to Part 3A of the Environmental Planning & Assessment Act 1979 (the Act).

This PEA is set out as follows:

- Chapter 2 provides a description of the site and surrounding locality;
- Chapter 3 details the proposed development;
- Chapter 4 establishes the legislative position as to its status as a major project;
- Chapter 5 details the relevant environmental planning instruments;
- Chapter 6 provides a preliminary assessment of the proposal, with identification of the key issues that will need to be assessed.

In accordance with the requirements of Clause 8C of the Environmental Planning & Assessment Regulation 2000 (the Regulation), it is anticipated that the Director-General will issue requirements for the proposal within 28 days of lodgement of the PEA.

Subsequent to this, an Environmental Assessment will be prepared and lodged with the Department of Planning for determination.

2 THE SITE & SURROUNDING LOCALITY

The area which is to be leased to accommodate the proposed development is located at Bank Street, Pyrmont and is herein referred to as “the site” (Figure 01).

The site comprises both a land component and water component.

The legal description of the land component of the site is Lot 19 and Lot 20 in Deposited Plan 803159.

The site is currently vacant.

Vehicular access is available from Bank Street via two existing driveways at the southern and northern ends of the site.

Within the confines of the site is Lot 21 and 22 which are owned by the Roads & Traffic Authority (RTA) of New South Wales. These lots house a pylon which supports the Anzac Bridge.

The area that is proposed to be leased, as part of this application, may be seen at Figure 02. The total land area to be leased is approximately 4,700m² and the approximate water based area is 18,500m².

The locality surrounding the site shares an array of mixed uses.

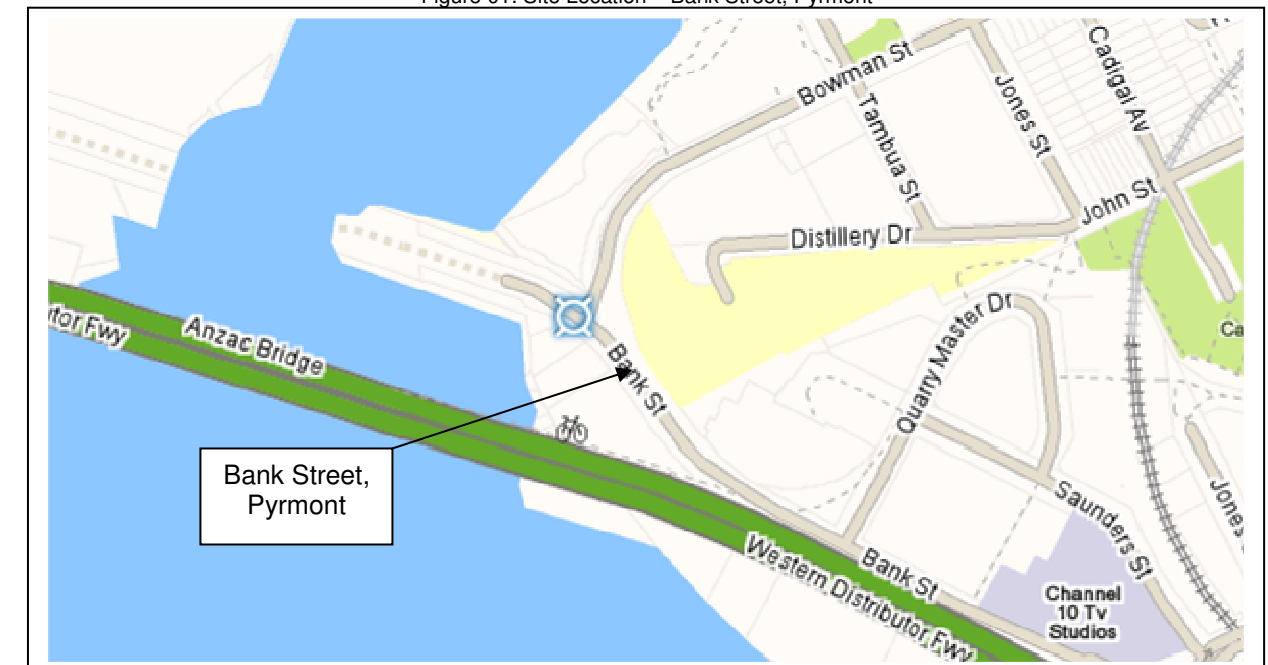
To the north of the site are a range of mixed use developments, which predominantly comprise residential apartments, including a new development which is currently under construction in Bowman Street, overlooking the site. At the corner of Bank Street, with Quarrymaster Drive, is a commercial office building, with ground floor retail space, located to the east.

Poulos Bros Seafood Distributors are also located to the east of the site on the same side of Bank Street as the site.

The waterway aligns the southern boundary of the site, with residential apartments located opposite.

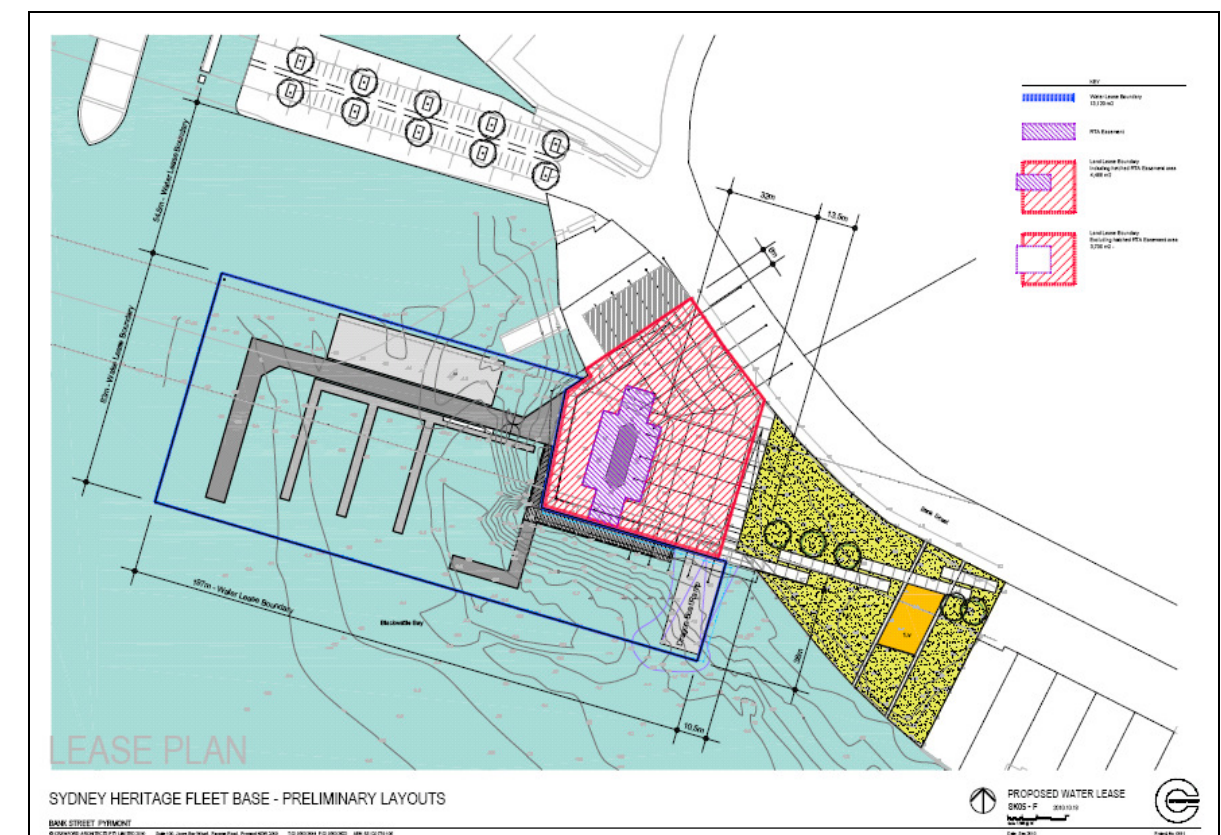
To the west of the site and across the entrance to Rozelle and Blackwattle Bays are an array of water based facilities, including NSW Maritime's head office and the existing Sydney Heritage Fleet facilities. Liquidity Restaurant and the Super Yacht marina are also in this precinct to the west of the site.

Figure 01: Site Location – Bank Street, Pyrmont



Source: <http://www.whereis.com.au>

Figure 02: Land & Water Lease Plan for the Site, Bank Street, Pyrmont



Source: NSW Maritime Agreement for Lease & Licence, dated 22/06/2010, as amended. Plan prepared by Crawford Architects

3 THE PROPOSED DEVELOPMENT

As indicated previously, it is proposed to relocate the Sydney Heritage Fleet from Rozelle Bay and house them in a contemporary facility at the site, the design of which seeks to encourage and enhance public use of both the site itself and the areas adjacent to the waterway.

The works comprise both a land and water component within the areas specified at Figure 02, Chapter 2 of this Report. The Architectural Drawings for the project have been prepared by Crawford Architects Pty Ltd and the overall site plan is shown on SK00-E accompanying this PEA.

On the land area of the site, a new building, two storeys in height will be positioned, extending from Bank Street, through to the Harbour. The building will be stepped, in two storey elements from the water, heading north, to respond to the ground level change.

The ground floor of the building at the south eastern end will house vessel storage for boats. Amenities and associated storage space will be positioned adjacent to the boat storage area (SK01-C).

On the western side of the ground floor is a workshop area to provide boat repair facilities for vessels associated with the use of the site (SK01-C).

At the first floor level, above, is museum and community space. Amenities will also be provided to service this area, as it will be open for public purposes (SK02-C).

Also at this level, on the northern side of the site, will be that part of the building which provides further workshop and storage space associated with the vessels moored at the site. Amenity and service facilities, such as garbage storage areas, will also be provided for in this section of the building (SK02-C).

Above this part of the building will be additional storage and small workshop space (SK03-C).

The two buildings will be linked by an internal courtyard (SK02-C).

It is also proposed to provide a Foreshore Exhibition Space, with public amenities and a kiosk at the south-western corner. Such space will promote public access and activity along the waterfront (SK01-C).

In terms of pedestrian access, a new foreshore walk around the southern and western sides of the site will provide public access to both the foreshore and the facility itself from the proposed parkland to the east and from Bank Street to the north, (SK01-C).

With respect to the water component, the proposal would see the installation of a heavy wharf, of fixed construction, on the western side of the site, extending in a westerly direction, and then turning south. A fixed structure will also be located at the south-western corner of the site, extending south, then west into the waterway (SK00-E).

A floating pontoon structure will run parallel with the main heavy wharf, running west, with further arms creating vessel berths to the south.

It is proposed that one vessel would be housed on the northern side of the heavy wharf with accommodation for a further vessel at the western end.

The layout of the vessel berths, described above, may be seen on the Site Plan (SK00-E).

A passive boat ramp is being designed and constructed by NSW Maritime to the south east of the proposed buildings; it does not, however, form part of this application.

Vehicular access, for services purposes, is proposed along the north-western boundary of the site, from Bank Street (SK01-C).

Further details on the application may be found on the accompanying architectural drawings prepared by Crawford Architects.

4 IS THE PROPOSAL A MAJOR PROJECT?

For the purpose of preparing any future Environmental Assessment, it must first be established, in accordance with the legislative provisions, that the proposal is subject to Part 3A of the Act.

Part 3A of the Act deals with Major Infrastructure and other projects. Clause 75B states that Part 3A applies to the carrying out of development that is declared by a State Environmental Planning Policy.

In this case, SEPP (Major Development) 2005, at Part 2, provides for Major Projects and State Significant Sites. Development defined in Schedule 2 (among other items) is declared to be a project to which Part 3A of the Act applies.

Clause 10 of Schedule 2 deals with Sydney Harbour Foreshore Sites. Where *'Development (with a capital investment value of more than \$5 million) in the areas identified on Map 9 to this Schedule'* it is subject to the SEPP (Major Development).

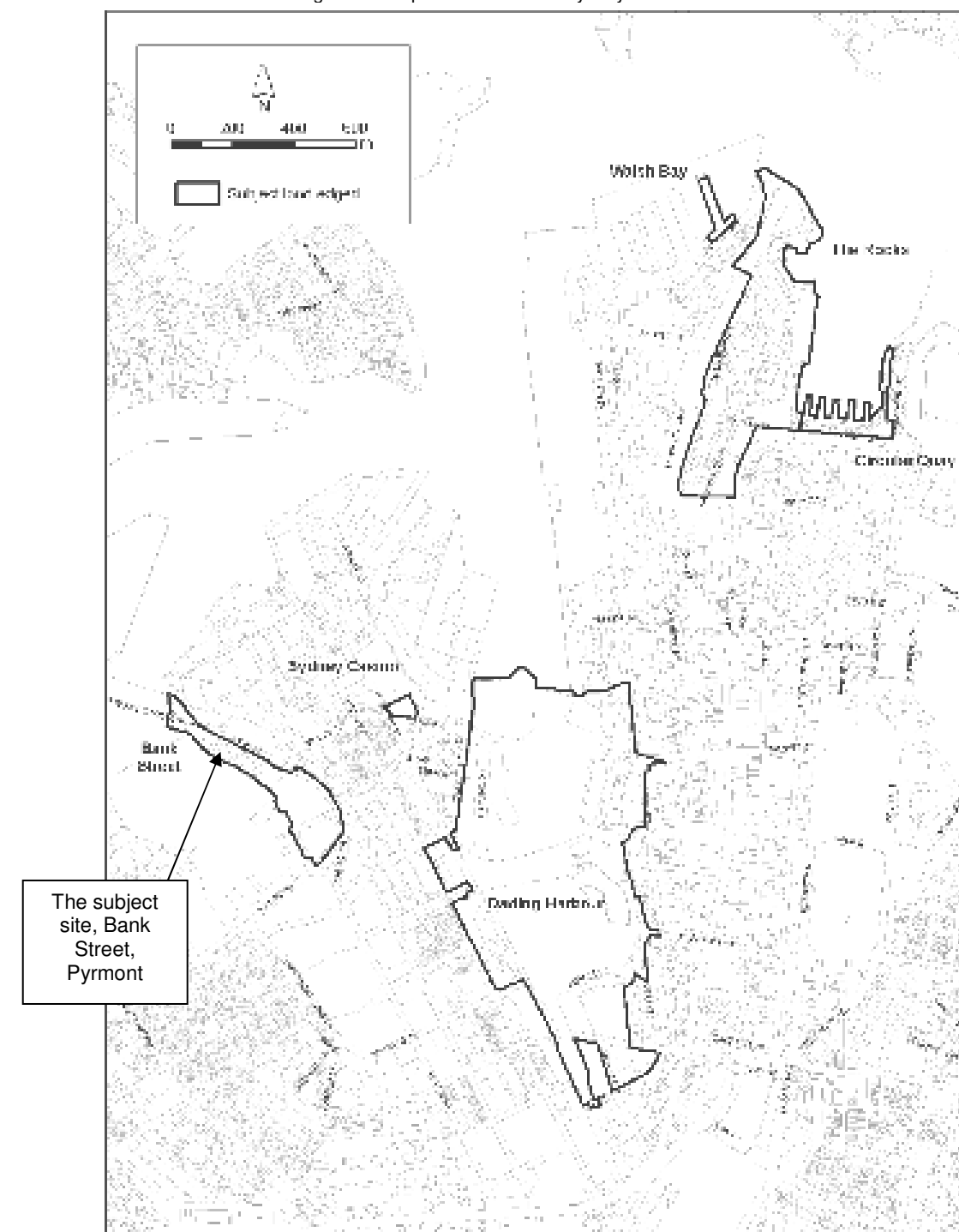
The subject site is shown on Map 9 (Figure 03); therefore, this proposal is subject to Schedule 2 of the SEPP (Major Development) and Part 3A of the Act.

On the basis that the proposal satisfies the test of Clause 75B, Clauses 75D-L are relevant. As indicated previously, it is acknowledged that the Director-General will issue environmental assessment requirements, in accordance with which the Environmental Assessment must be prepared and lodged.

The Environmental Planning & Assessment Regulation 2000 (the Regulation) provides certain matters for dealing with Part 3A projects. Clause 8C stipulates that the Environmental Assessment Requirements are to be provided within 28 days from the request of such requirements.

Clause 8F requires that owner's consent be lodged with any project application. Such consent is concurrently being sought.

Figure 03: Map 9—Schedule 2—Sydney Harbour Foreshore



Source: <http://www.legislation.nsw.gov.au>

5 RELEVANT ENVIRONMENTAL PLANNING INSTRUMENTS

In preparing an Environmental Assessment, the following environmental planning instruments are relevant to the consideration of this application:

- 5.1 State Environmental Planning Policy (Infrastructure) 2007;
- 5.2 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005; and
- 5.3 Sydney Local Environmental Plan 2005.

A précis of the relevant planning provisions, as they relate to this proposal, is set out below.

5.1 State Environmental Planning Policy (Infrastructure) 2007

Division 13 of State Environmental Planning Policy (SEPP) (Infrastructure) 2007 deals with Port, wharf of boating facilities.

While the proposal falls within the definition of 'facilities', there are no provisions of relevance pertaining to this proposal. In particular, while the land is owned by NSW Maritime, the proposal is not being undertaken on their behalf (Clause 68(4)).

The same circumstances apply with respect to Division 20 Stormwater Management Systems and Division 25 Waterway and Foreshore Management Activities.

Therefore, the SEPP (Infrastructure) is not relevant to this proposal.

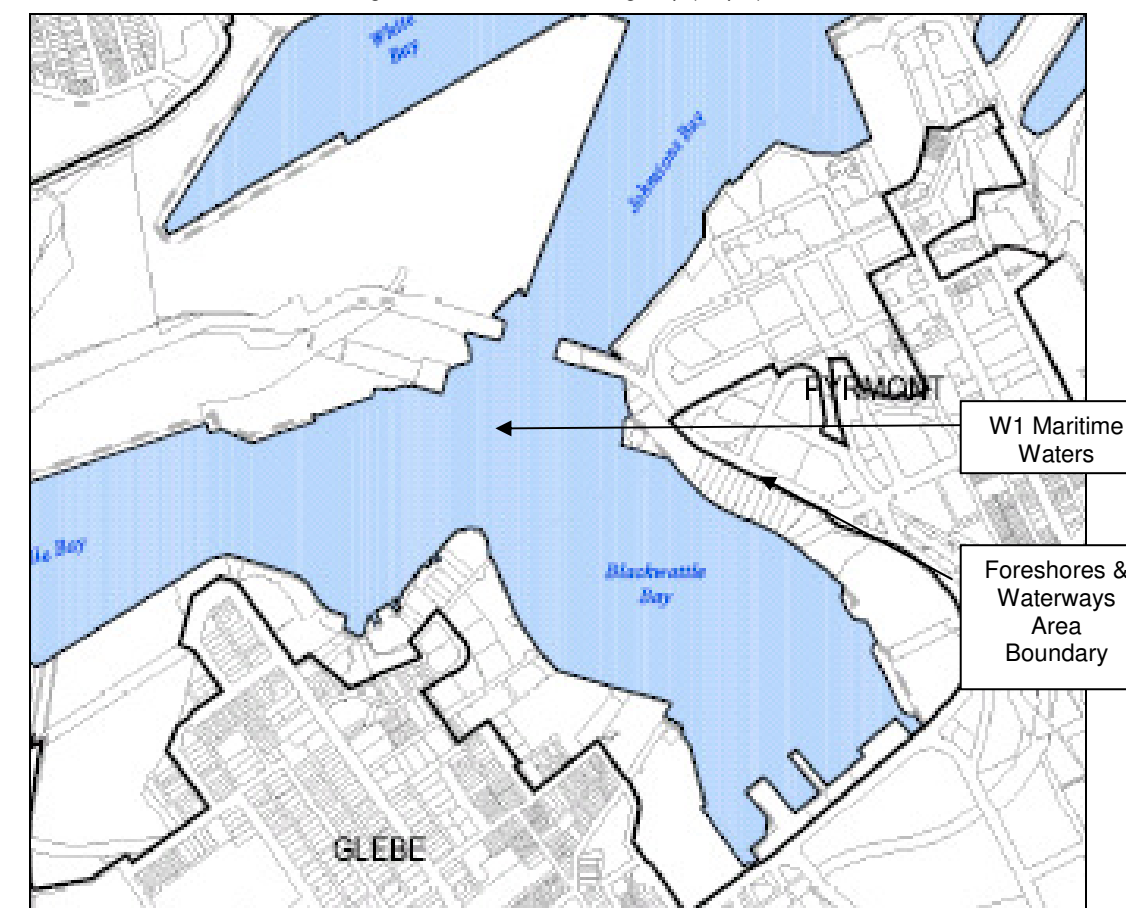
5.2 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The site is subject to the provisions of the Sydney Regional Environmental Plan (SREP) (Sydney Harbour Catchment) 2005, in accordance with Clause 3 (Figure 04).

For the purpose of assessing any future application, Clause 2 which deals with the Aims of the SREP will be relevant. The proposal will satisfy the Aims of this Clause by protecting and enhancing the existing conditions of the Harbour, recognizing this as an outstanding natural asset. The outcomes associated with the use will achieve a high quality and ecologically sustainable environment through sound site practices, while reinforcing the role of the harbour as a working one.

In addition, the proposal will improve accessibility along the foreshore, through improved pedestrian opportunities over the existing situation.

Figure 04: SREP 2005 Zoning Map (Map 4)



Source: http://planning.nsw.gov.au/harbour/pdf/maps/sydney_harbour_rep_zoning_map_sheet_4.pdf

Clause 5 deals with the Consent Authority. As the proposal seeks development consent for land-water interface development, the Minister is the consent authority on the basis that the land is within a local government area and another environmental planning instrument, in this case SEPP (Major Development), specifies the Minister as the consent authority.

Part 2 provides Planning Principles. Clause 13 deals with Sydney Harbour Catchment. The proposal will satisfy these planning principles. In particular, the proposal will provide a visual appearance that will enhance the unique qualities of the Harbour, while improving upon the publicly accessible vantage points through improved facilities for pedestrian access through this area. The environmental outcomes will satisfy best practice standards and the natural assets of the catchment will be maintained.

Clause 14 deals with the Foreshores & Waterways Area (Figure 04). The proposal will achieve the planning principles for the Foreshores and Waterways Area by maintaining the environmental quality of the Harbour, through the implementation of sound environmental management practices on the site. Public access within the vicinity of the site, as well as through the development itself, will be achieved, improving upon the existing situation, without causing adverse impact to the existing natural features, including the watercourse.

The architectural outcome proposed will be responsive to the natural characteristics of the land, and the proposed materials will reflect the maritime use.

The land use will be compatible with other land uses within the vicinity of the site.

Therefore, the proposal will satisfy the requirements of Clause 14.

Clause 16 deals with zoning. The site is located in Zone W1 Maritime Waters. The proposal for this site will provide a compatible outcome with the balance of the surrounding waterway which is relied upon for a variety of maritime and water transport uses. The proposed uses of the site, which includes 'Boat repair facilities', 'Charter facilities', 'Public boardwalks, and 'Public water recreational facility' are permissible with development consent.

Division 2 provides a range of matters which must be considered by the consent authority in assessing an application. Such matters will be attended to as part of any future application, through relevant studies. As indicated previously, the proposed facility will operate in accordance with relevant environmental management practices and will improve public access to the foreshore area. The proposed use will operate in a passive context and will provide a visual outcome that is suitable to this section of the waterway. The architectural outcomes associated with the buildings will provide a contemporary response that is reflective of maritime activity through the materials and finishes to be used on the building.

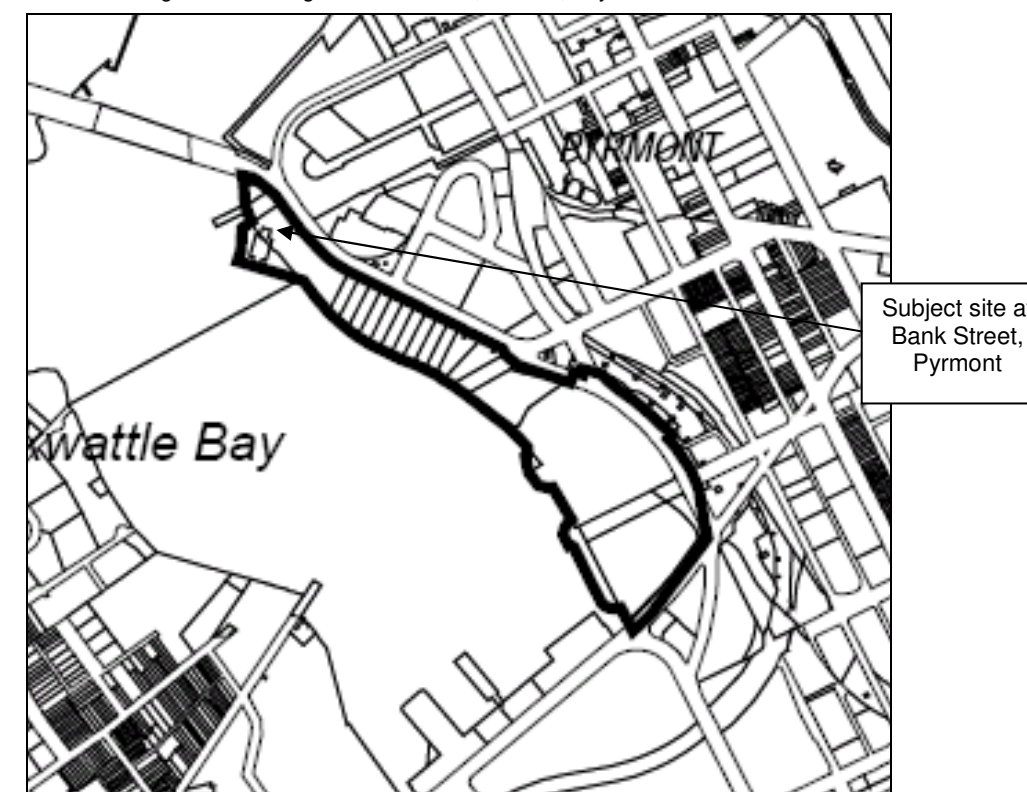
Clause 32 deals with subdivision for the purpose of existing and future public domain areas identified on master plans. As part of this proposal it may be necessary to subdivide the site from the adjoining land to the east. The consent authority will therefore need to be satisfied, with respect to this clause, that adequate public access is available to the balance of that land.

In the event that the land contains acid sulfate soils, development consent would only be granted in accordance with Clause 36.

Part 4 deals with Strategic Foreshore Sites. As the subject site is identified as a Strategic Foreshore Site (Figure 05), a master plan must be in place and considered as part of an assessment of the application. An adopted master plan is in place.

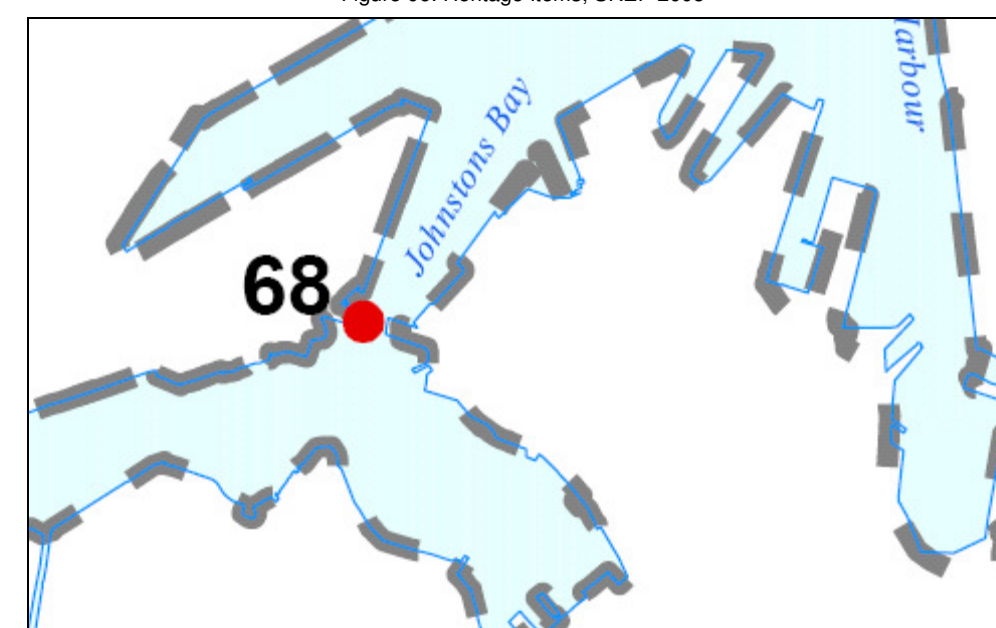
Part 5 of the SREP deals with Heritage. The site is located within the vicinity of Item No. 68, in accordance with Schedule 4, Part 2, described as the 'Glebe Island Bridge including abutments' (Figure 06). Clause 59, 'Development in the vicinity of heritage items' will therefore need to be contemplated as part of the Environmental Assessment.

Figure 05: Strategic Foreshore Site, Sheet 1, City Foreshores Area



Source: http://planning.nsw.gov.au/harbour/pdf/maps/sydney_harbour_rep_sfs_sheet1_city_foreshores_area.pdf

Figure 06: Heritage Items, SREP 2005



Source: http://planning.nsw.gov.au/harbour/pdf/maps/sydney_harbour_rep_heritage_map_sheet1.pdf

5.3 Sydney Local Environmental Plan 2005

The site is subject to the provisions of Chapter 3 of the Sydney Local Environmental Plan 2005, being for Ultimo-Pyrmont.

Part 2 is particularly relevant with respect to the Planning Principles. The proposal will satisfy Clause 84. Specifically, the benefits of the proposal will include:

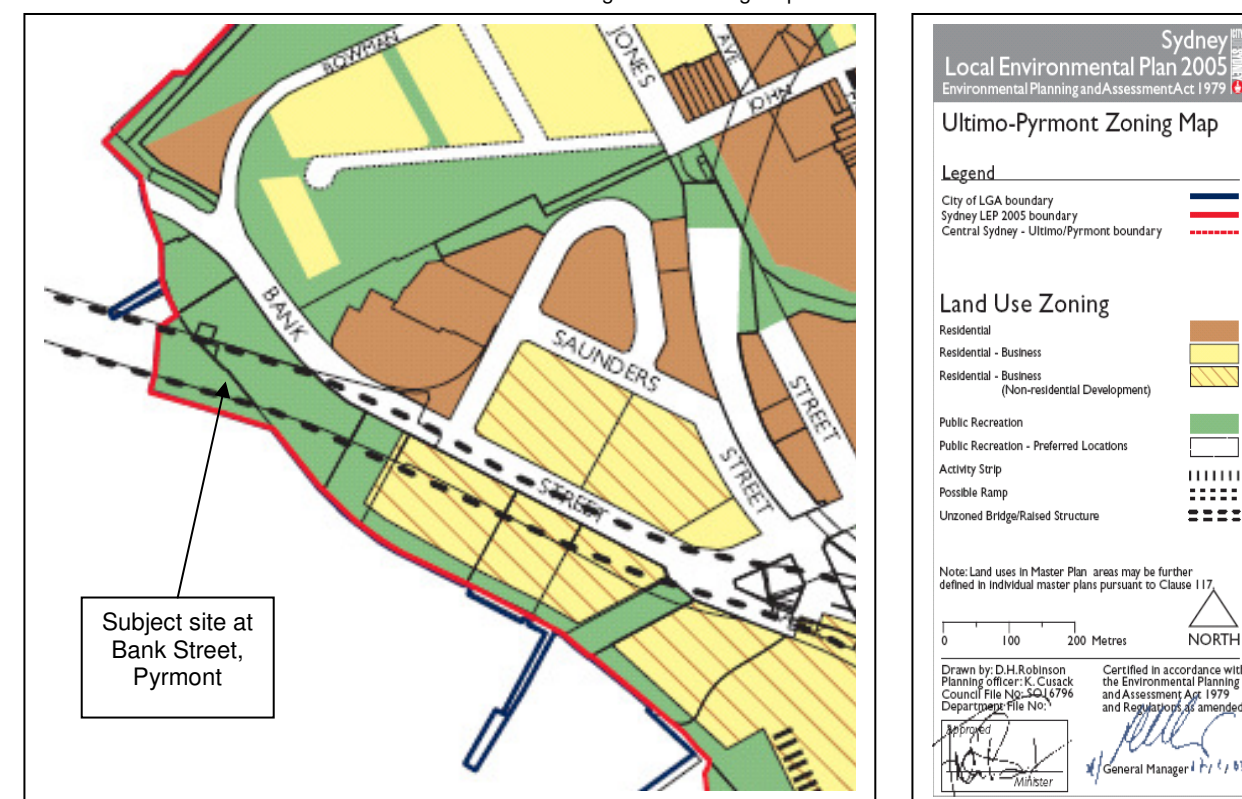
- Development that will reinforce the mixed use nature of the precinct that is encouraged for Ultimo-Pyrmont, making use of underutilised land, with built form that will provide a positive urban design outcome to the public domain.
- The height and scale of buildings on the site will reflect the topography, thereby respecting the waterfront character of the site, as well as ensuring a positive visual appearance. This will promote positive environmental amenity outcomes, while ensuring that the materials used on and within the building enhance the character surrounding the site.
- The proposal will enhance the existing character of the public domain, by promoting easy access to the foreshore, while enhancing opportunities for recreational activity.
- The proposed water based activities will be compatible with adjoining land uses.

In accordance with Clause 88, the site is located within the Public Recreation Zone (Figure 07). The proposal will satisfy the Objectives of this zone by providing public access to the waterfront in a user-friendly manner and provide recreational facilities that will serve the needs of residents and the broader community.

As the site is located in the Public Recreation Zone, any built form is limited to seven metres in height. Should the proposed building height exceed this adequate justification will be required (Clause 93). Clause 96 regarding transitional heights adjacent to heritage items, along with urban design will need to be considered as part of the departure of this standard (Clauses 94 and 96).

A master plan has been adopted for the purpose of Part 6.

Figure 07: Zoning Map



Source: www.cityofsydney.nsw.gov.au

6 PUBLIC INFORMATION SESSION

To ensure active involvement in the preparation of this application, a Public Information Session was organised by the Sydney Heritage Fleet, in conjunction with the project team.

The Session was advertised extensively in the local area by way of posters, website notices, newspaper stories and event listings, along with notices forwarded to a list of interested local community members and organizations. A copy of the advertisement is provided at Appendix 2.

The Session was held on Thursday 9 December 2010 between 10:00am and 7:00pm and was attended by the project team throughout the course of the day.

The Session was designed in a manner that provided the opportunity for people to examine the plans that accompany this PEA and provide feedback to the project team on potential issues that they see with the proposal.

A presentation was prepared which set out information about the Sydney Heritage Fleet and their operations; previous sites that have been investigated for the relocation of the facility and a series of architectural plans, elevations and photomontages that set out the proposal.

A full copy of the presentation material is provided at Appendix 3.

Approximately 45 people attended the Session throughout the course of the day. It was undertaken on a relatively informal basis, where people were able to tour the room, ask questions and provide feedback to individual members of the project team.

The key comments throughout the day may be summarised as follows:

- The majority of people who examined the display provided praise for the architectural resolution of the proposed built form, in particular resolution of the green roof proposal which would provide a softer visual outlook for the residential properties to the north of the site.
- The proposed arrangements for public access around the site were considered very favourably and a substantial improvement over the existing situation, as the site has been fenced, locked and unavailable to the public, other than periodic use by dragon boaters, for a number of years. The proposal would open up the foreshore area to public access for pedestrians and cyclists..
- The proposal would result in a significant public benefit, particularly in terms of opportunities that it would provide for education groups visiting the site.

- Concern was raised over the intensity of use of the site by the dragon boats and the associated car parking impacts that the proposal may have in terms of the surrounding street network. It was requested that we investigate alternative options for car parking both within the site, and in surrounding locations. The project team did indicate that there are discussions currently underway with the Roads & Traffic Authority for the possible use of the old Glebe Island bridge abutment which could provide sufficient space, except at times of peak demand.

Other suggested options were that of an underground car parking area beneath the proposed park, along with shared use of parking associated with the Sydney Fish Markets.

- Noise associated with the use of the site, having particular regard to the works undertaken on vessels associated with the Fleet. The project team indicated that noise associated with work on the vessels is intermittent and relatively infrequent and that noise mitigation measures would be incorporated into work practices at the site.

As was indicated to attendees, a number of activities which are currently undertaken outside on the existing site, due to space limitations, would be carried out in the planned workshop spaces proposed within this development.

In addition to this, one of the key benefits of the proposed green roof is its sound containment qualities for activities in the workshop building, thus ensuring that noise impacts associated with the use of the site are minimised.

- Concern was raised with respect to the overall redevelopment of Bank Street and that this project may occur in a piecemeal fashion.

As indicated to the attendees, while these concerns are acknowledged, it is important to recognise that each individual tenant, or future tenant of land in that area, is able to pursue planning processes at separate times and such processes cannot be held up in the event that negotiations between landlord and future tenants is occurring at different stages.

Overall, it is considered that the Session provided an informative opportunity to outline the project to the community and obtain initial feedback to the proposal.

7 PRELIMINARY ENVIRONMENTAL ASSESSMENT OF THE PROPOSAL

It is anticipated that the following issues will need to be addressed as part of the Environmental Assessment of the proposal, in addition to the relevant aspects of the legislative provisions:

- Impacts on navigation within the waterway;
- Built form and urban design within a waterfront context;
- Traffic and parking associated with use of the facility;
- Visual impact of the proposal, particularly when viewed from nearby residential properties;
- Environmental impacts (noise etc);
- Intensity of use of the site;
- Private use of public space;
- Benefits of the proposed facility for public purposes;
- Context of the proposal within a mixed use environment.

A brief précis of the benefits of this proposal are considered to be as follows:

- The facility will be of a contemporary architectural design that accords with the marine character of the vicinity and will enclose much of the existing outdoor activity that currently takes place at the existing Rozelle Bay providing an attractive visual presence.
- The location of the site is such that a modest built form may be achieved within the surrounding context. The topography of the land enables a building that may be stepped with this, to the waterway, thereby reducing the visual impact of built form within the context of the site, particularly in terms of nearby residential apartment buildings.
- The proposal will provide for improved public access to the foreshore through new pedestrian pathway areas and landscaped improvements, opening up what is currently a difficult location to access.
- The proposal will be consistent with the relevant planning policy for use of a vacant parcel of land and will accord with the permitted uses on the site.
- The proposal will enable active public use of the foreshore area.
- The proposed location of marine infrastructure will not adversely impact upon navigation within the waterway.
- The proposed facility will provide a public asset that is easily accessible and will encourage greater community understanding of, and accessibility to, Sydney Heritage Fleet and its significant maritime heritage work.

As part of the Director-General's requirements, we would appreciate further clarification on any additional issues which should be addressed as part of the Environmental Assessment.

We look forward to taking part in a Planning Focus Meeting with the Department of Planning in due course to further discuss the proposal.

APPENDIX 01: ARCHITECTURAL DRAWINGS

APPENDIX 02: ADVERTISEMENT FOR PUBLIC INFORMATION SESSION

APPENDIX 03: PUBLIC INFORMATION SESSION DISPLAY MEDIA