

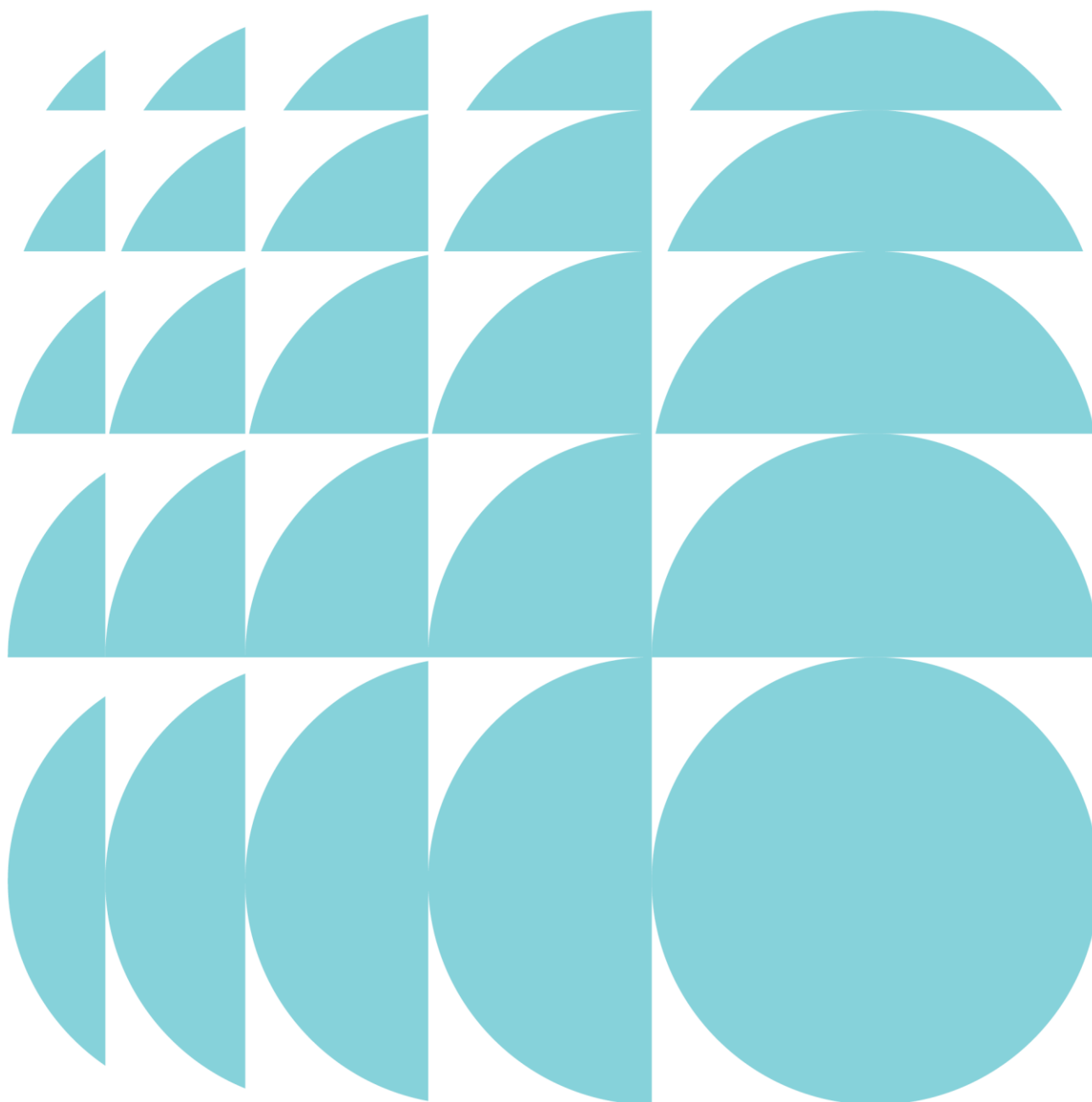
Development Application

Statement of Environmental Effects

1/1A Bridge Road, Glebe
Blackwattle Bay Concrete Batching Plant
Demolition

Submitted to The Department of Planning
and Environment
On behalf of Hanson Australia Pty Ltd

28 June 2018 | 17431



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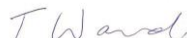
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Appendices

A **Demolition Management Plan**

Hanson Heidelberg Cement Group

B **Environmental Site & Hazardous Materials Assessment**

Risk Tech

1.0 Introduction

This Statement of Environmental Effects (SEE) is submitted to The Department of Planning and Environment in support of a Development Application (DA) to decommission and demolish the Concrete Batching Plant at 1/1A Bridge Road, Glebe. The term of the lease agreement with the Roads and Maritime Service (RMS) as a concrete batching plant is coming to an end.

The DA seeks approval for:

- Demolition of all the buildings and structures associated with the plant which are fixed to, on or suspended above the existing wharf deck structure (the wharf deck structure will remain).
- Works to the site to make it good and safe, including the removal of hazardous materials and potentially contaminating residual concrete batching plant materials from the wharf deck structure (if necessary).

The SEE has been prepared by Ethos Urban on behalf of Hanson Australia Pty Ltd (Hanson), and is based on the Demolition Management Plan prepared by Hanson Heidelberg Cement Group (see **Appendix A**), and the Environmental Site & Hazardous Materials Assessment prepared by Risk Tech (see **Appendix B**).

This report describes the site, its environs, the proposed development, and provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.

1.1 Project Context

Hanson currently operate a concrete batching plant located on a wharf deck structure over the bed of Blackwattle Bay. RMS is the land owner. The term of the lease agreement for the use of the site as a concrete batching plant is coming to an end. Accordingly, Hanson is obliged to remove all components of the concrete batching plant from the site prior to returning it to the RMS.

As part of the Bays Precinct Urban Transformation Program the NSW Government seeks to rejuvenate the Sydney Fish Market, creating a world-class Bays Market District connected to the water. The Bays Market District is identified as an immediate priority and is subject to imminent masterplanning. The existing Hanson concrete batching plant at Blackwattle Bay is located within the Bays Market Precinct and needs to be removed to make way for the Bays Market District.

Hanson is in the process of preparing a DA for a new concrete batching plant located at Glebe Island, which is intended to replace the current production capacity of the Blackwattle Bay concrete batching plant.

1.2 Consent Authority

The development is a type of development identified in Clause 4 of Schedule 6 of the *State Environmental Planning Policy (State Significant Precincts) 2005*, being development within Blackwattle Bay with a capital investment value of not more than \$10 million that is carried out by a person other than a public authority. Under Clause 9A of the SEPP, the Minister for Planning (or delegate) is the consent authority for the development.

2.0 Site Analysis

2.1 Site Location and Context

The site is located at 1/1A Bridge Road, Glebe on south-east corner of Blackwattle Bay, within the City of Sydney Local Government Area.

An Aerial photo of the Site is shown in **Figure 1**.



 The Site

Figure 1 – Aerial Photo

Source: Ethos Urban

2.2 Site Description

The site is currently occupied by a number of buildings and structures associated with the concrete batching plant, as provided in the **Figure 2**. The most prominent of these are the large rectangular Quarry Depot located near the Bridge Road boundary, and the Silos and Overhead Bins located near the centre of the site. The Quarry Depot building is connected to the Silos and Overhead Bins by an elevated conveyor.

The land is owned by the Roads and Maritime Services. The site is legally described as Lot 5 in DP 1064339, is irregular in shape, has an area of 6084.858m². The land comprises a deck structure that has been constructed over the bed of Blackwattle Bay. The site has a frontage to Bridge Road and has existing vehicle access from Bridge Road.

The existing development is presented in **Figures 2-5**.



Figure 2 – Existing Structures to be demolished

Source: Hanson

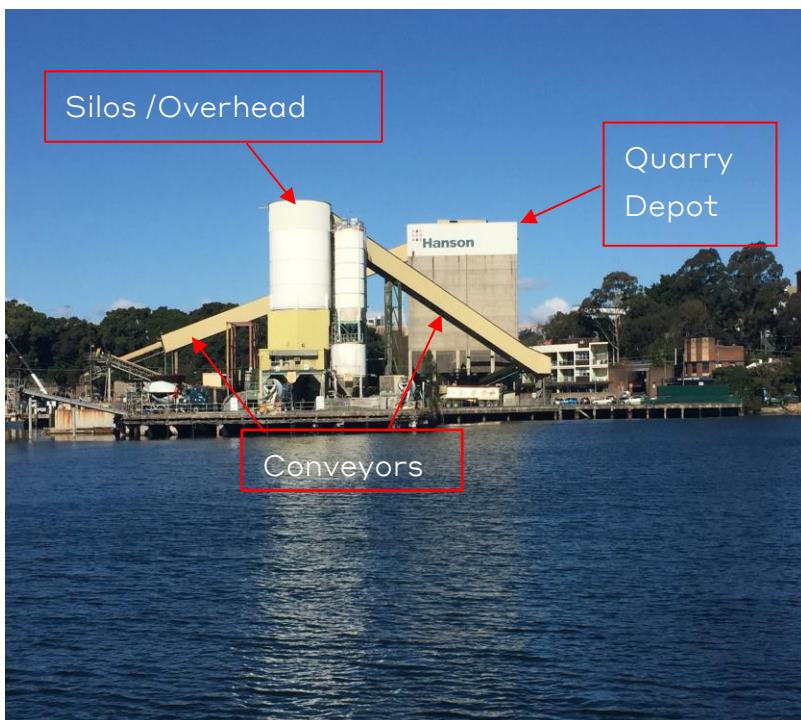


Figure 3 - View of the existing concrete batching plant, looking south east from the marina near the Boathouse

Source: Ethos Urban

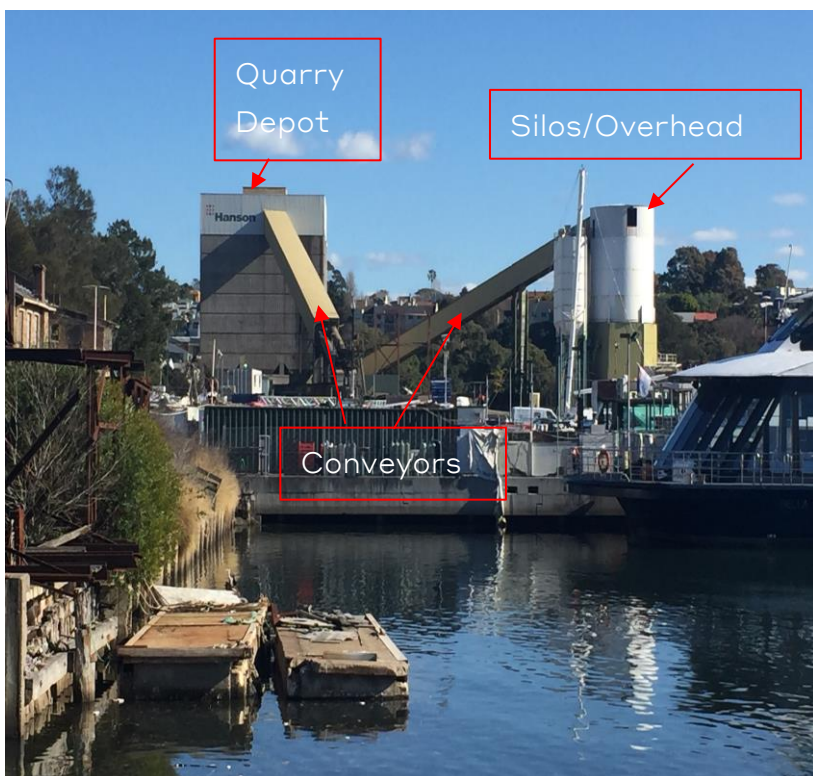


Figure 4 - View of the existing concrete batching plant, looking south west from the Sydney Fish Markets

Source: Ethos Urban



Figure 5 - View of the existing concrete batching plant, looking east from the foreshore public footpath

Source: Ethos Urban

2.3 Surrounding Development

Directly to the north of the site is Blackwattle Bay, the Boathouse on Blackwattle Bay and the ANZAC Bridge (see **Figure 6**).



Figure 6 - Adjoining the site to the east is the Blackwattle Bay Marina

Source: Ethos Urban



Figure 7 - View of adjoining Blackwattle Bay Marina located to the east of the site, looking north

Source: Ethos Urban

To the immediate south the site is bounded by Bridge Road, to the south of Bridge Road is Wentworth Park. The street trees located along Wentworth Park Road are listed as a local heritage item (I816) under the Sydney LEP 2012 (See **Figure 8**). To the south east of the Site at 2 Bridge Street is the locally heritage listed Kauri Foreshore Hotel (I657) under the Sydney LEP 2012 (See **Figure 9**). To the south west of the Site across Bridge Road and to the south of the railway line is the locally listed St Phillips Heritage Conservation Area under the Sydney LEP 2012.

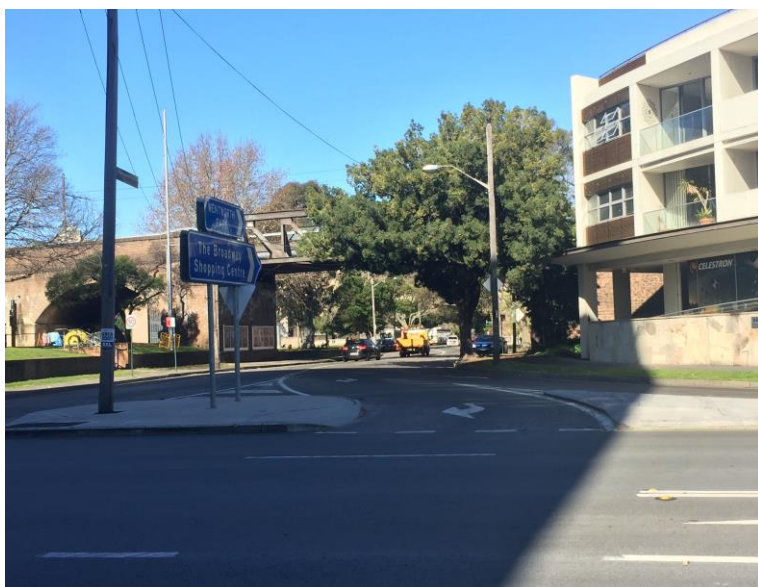


Figure 8 - View of Wentworth Park Road and 84-86 Wentworth Park Road to the south of the site across from Bridge Road, looking south west

Source: Ethos Urban



Figure 9 - View of the Kauri Foreshore Hotel and to the south of the site across from Bridge Road, looking south west

Source: Ethos Urban

To the west is a public pedestrian footpath along the foreshore and the Sydney Secondary College Blackwattle Bay (See **Figure 9**).



Figure 10 - View of the pedestrian foreshore walkway and Sydney Secondary College Blackwattle Bay to the west of the site, looking west

Source: Ethos Urban

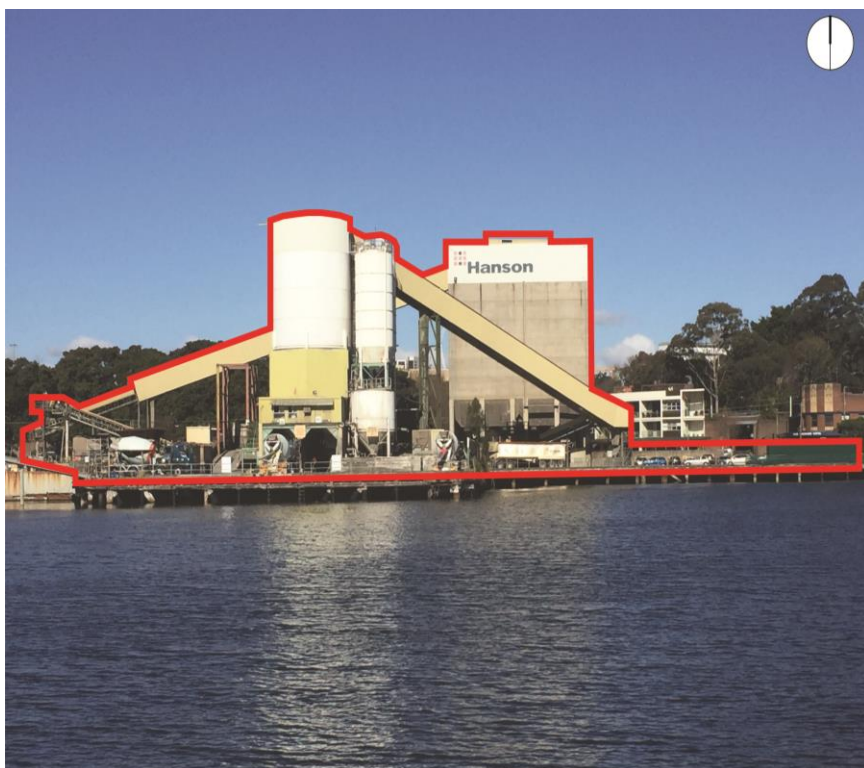
3.0 Description of Proposed Development

This DA seeks approval for demolition of buildings and ancillary structures at the existing Hanson Concrete Batching Plant.

3.1 Extent of Demolition

All structures and materials however fixed to, on or suspended above the wharf deck structure will be demolished and removed. The extent of buildings and structures to be demolished are shown in **Figure 2** and **Figures 11-13**, and include:

- Office, switch room and amenities building;
- Aggregate bin and conveyors;
- Quarry depot building;
- Overhead bins and silos;
- Batch room;
- Washout pits;
- Acid and admixture storage areas; and
- Ground bins.



 Structures to be demolished

Figure 11 - View of the existing concrete batching plant, looking south east from the marina near the Boathouse

Source: Ethos Urban



 Structures to be demolished

Figure 12 - View of the existing concrete batching plant, looking south west from the Sydney Fish Market

Source: Ethos Urban



 Structures to be demolished

Figure 13 - View of the existing concrete batching plant, looking east from the foreshore public footpath

Source: Ethos Urban

3.2 Demolition Works

The proposed demolition work will be carried out in accordance with *Australian Standard AS2601-2001-The demolition of Structures* and the appropriate regulatory approvals or permits.

All services to the site will be disconnected prior to the commencement of demolition works. Power for the demolition works will be utilised from a generator and water will be tapped via a temporary connection. A B class gantry hoarding and protective scaffolding including mesh will be temporarily installed on the south elevation, and the east and west returns of the concrete aggregate storage bin structure.

Demolition works will be carried out by mobile cranes and hydraulic excavator. Due to load restrictions on the wharf, a crane mounted barge may (will be confirmed during final tender negotiations and is dependent on the contractors methodology for demolition) be required to demolish the batching plant tanks, silos and associated infrastructure in the centre of the site. The barge will likely be located on the western side of the wharf deck structure.

The site will be made-good and safe by removing hazardous materials and potentially contaminating residual concrete batching plant materials from the wharf deck structure.

3.3 Hours and Duration of Demolition Works

The proposed demolition works will occur within the standard work hours for approximately three (3) months. The standard work hours are 7:00am to 6:00pm, Monday to Fridays and 7:30am to 3:30pm on Saturdays with no work carried out on Sundays and Public Holidays.

3.4 Access

The existing vehicle access from Bridge Road be will used for the demolition works. A Traffic Management Plan will be developed to minimise impacts on Bridge Road and the surrounding streets.

Pedestrian access will be managed through the erection of suitable barriers and signs.

3.5 Post Demolition

Post demolition the site will be vacant. No new buildings are proposed to be constructed or any structures installed. Any future use of the site will be the subject of a future development approval.

4.0 Assessment of Environmental Impacts

This section considers the planning issues relevant to the proposed development and provides an assessment of the relevant matters prescribed in Section 79C(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

4.1 State Environmental Planning Policy (State Significant Precincts) 2005

The development is a type of development identified in Clause 4 of Schedule 6 of the *State Environmental Planning Policy (State Significant Precincts) 2005*, being development within Blackwattle Bay with a capital investment value of not more than \$10 million that is carried out by a person other than a public authority. Under Clause 9A of the SEPP, the Minister for Planning (or delegate) is the consent authority for the development. A Development Application is to be submitted to the Department of Planning and Environment for assessment.

4.2 Sydney Regional Environmental Plan No. 26 – City West (SREP) 26

Under the *Sydney Regional Environmental Plan No.26 -City West (SREP) 26* the Site is zoned Water Front Uses and the proposed demolition works are permissible with consent. Any future use of the site will be subject to future development approvals.

The proposed development is consistent with relevant provisions of SREP 26, as follows:

- Clause 11: planning principles relevant to the proposed demolition works are some of the construction related Environmental issues, Urban Design and Public Domain, and Heritage.
 - Environmental issues have been assessed below. Waste will be minimised, and appropriate measures will be implemented to manage asbestos and other hazardous waste, and to maximise reuse and recycling of demolition materials.
 - The views of the surrounding local heritage items and public domain will be improved by the demolition of the existing buildings and structures. The state heritage listed Blackwattle Bay Stormwater Channel No 17 is not directly adjoining the site and will not be adversely impacted by the proposed development.
- Clause 15: Part 3: The Site forms part of the Bays Market District and is required to be removed for the Site to be redeveloped. The proposed development is seeking to demolish all of the existing structures and buildings associated with the concrete batching plant, with the site being vacant post demolition. The proposed development will allow the vacant site to be used for future commercial and, employment, waterfront and recreational uses subject to future development approvals.
- Clause 20B: The proposed development is consistent with the objectives of the Water Front Uses zone by facilitating the site becoming vacant and available for future development of water-based commercial and recreational activities or commercial maritime facilities. The demolition of the concrete batching plant will also enhance the existing views between the foreshore of Blackwattle Bay and Wentworth Park and facilitate the future provision of increased public access to the foreshore.

4.3 Heritage Impacts

The site is not identified as a heritage item or within in a heritage conservation area under the Sydney LEP 2012, SREP 26 or on the State Heritage Register.

To the south east of the Site are the locally heritage listed (Item I816) 'Street Trees along Wentworth Park Road' under the Sydney LEP 2012. To the south east of the Site at 2 Bridge Street is the locally heritage listed Kauri Foreshore Hotel (I657) under the Sydney LEP 2012.

Further afield the St Phillips Heritage Conservation Area extends southwards from Bridge Lane. The St Phillip's Conservation Area has historic significance for its evolution of uses following redevelopment of 1842 leases through to the post 1974 public housing development and rehabilitation programs that reflect the protection of Glebe due to resident action. St Phillips has aesthetic significance for its predominant Victorian character, and its high level of integrity reflects the long history of church and government ownership.

Given the Site is not directly adjoining the Kauri Foreshore Hotel, Street Trees and St Phillips Heritage Conservation Area the proposed development will not contribute to any adverse impacts on the heritage items and conservation areas. The development will be removing visual clutter and will improve the views to both of the heritage items from Blackwattle Bay.

The Sydney Water Heritage register identifies the Blackwattle Bay Stormwater Channel No 17 as being located at the eastern end of Blackwattle Bay between the Sydney Fish Markets and 1C/1 Bridge Road, Glebe. The channel is predominantly underground and does not have any visual curtilage. The statement of significance identifies the channel as having both technological and historical significance as one of five original sewers responsible for improving living standards, hygiene and public health for the city in the late 1800s. The channel forms part of a stormwater channel which is 1.8m by 1.2m. Based on the description of the condition from the Office of Environment and Heritage the channel is in a fair to good condition with the original system mostly in place. The channel is not directly adjoining the Site, and the proposal will not result in any adverse impacts on the channel as demolition works will be limited to activities above the existing wharf deck structure.



Figure 14 – Blackwattle Bay Stormwater Channel No 17

Source: Sydney Water

4.4 Waste Management

A Demolition Waste Minimisation and Recycling Strategy will be prepared to inform on-site demolition activities and ensure that all waste materials will be source separated and that maximum recycling is achieved.

Waste generated on-Site will be contained within the Site compound until opportunities for reuse or recycling are available. Wastes will be separated into recyclable and non-recyclable materials and stored in appropriate containers, with recyclables sent for recycling. Waste materials that cannot be reused or recycled will be regularly disposed of to an appropriately licenced facility.

4.5 Hazardous Materials

An Environmental Site & Hazardous Materials Assessment has been prepared by Risktech (**Appendix B**), which included assessment of the potential contamination from the historical and current site activities on the site.

The key findings included that the upper level of the wharf structure, current activities, historical activities on the site and adjoining sites represent a low environmental contamination risk. There are no underground or above ground fuel tanks on the wharf structure, and the site is not listed on the Contaminated Land Record or on the NSW EPA's List of NSW Contaminated Sites.

The report includes an asbestos register for the Site prepared in accordance with the *NSW Work Health and Safety Regulation 2011* and the *Safe Work Australia Code of Practice How to Manage and Control Asbestos in the Workplace, 2016*, which identifies asbestos material at the following locations:

- Vinyl floor tiles in the Main Office Building, the Amenities Building, the Quarry Depot Weighbridge Offices, and the Processing Plant Area.
- Fibre cement sheeting in the Main Office Building, the Amenities Building the Quarry Depot Weighbridge Offices, and the Processing Plant Area.
- Electrical backing board in the Quarry Depot and Silos.

Other minor situations of hazardous materials that are associated with the buildings and structures on the site include:

- Synthetic Mineral Fibres located in the insulation in the Quarry Depot and Weighbridge Offices, and in the hot water heaters / zip boilers inside and adjacent to the Lunch Room. Synthetic Mineral Fibres are classified as General Solid Waste (non-putrescible) and can be disposed of at a lawful landfill if it is packaged securely to prevent dust emissions.
- Polychlorinated biphenyls (PCB) located in the light fitting capacitors in the Amenities Building. PCBs must be managed in accordance with the EPA's PCB Chemical Control Order 1997.
- Lead paint located on the exterior of the Main Office Building and the Amenities Building window frames.

The following measures will be implemented to ensure hazardous materials are appropriately managed at the Site during demolition works:

- Undertake an intrusive hazardous materials assessment prior to renovations/demolition to help identify materials that may be present in currently inaccessible locations (e.g.; beneath floor coverings or above set ceilings).
- Engage an appropriately licenced (Class A/B) Asbestos Removal Contractor to remove asbestos materials prior to renovations/demolition under controlled conditions, and an asbestos consultant to undertake hygiene works (air monitoring and clearance inspections) during and following the removal of asbestos materials.
- Cease works if materials suspected of containing asbestos or unknown materials are encountered.
- Materials containing Synthetic Mineral Fibres or PCBs will be removed under controlled conditions prior to demolition.
- When demolition works are to involve the disturbance of confirmed lead-containing paint, dust suppression techniques will be utilised.

4.6 Pedestrian and Traffic Management

Demolition vehicles will be using the existing site access on Bridge Road. To minimise impacts on Bridge Road all the traffic associated with the works will be managed in accordance with a Traffic Management Plan developed for the project.

4.7 Noise

The Environment Protection Authority's *Interim Construction Noise Guideline* (ICNG) sets out ways to deal with noise impacts on residents and other sensitive land uses by providing assessment approaches that are tailored to the scale of construction projects and indicate how work practices can be modified to minimise impacts. The ICNG provides a guideline noise management level of background noise plus 10dBA as being the threshold where there may be community concern. Noise levels that are likely to exceed this threshold should be subject of all feasible and reasonable work practices to meet the noise management level and be notified to the locally affected community.

The noise from the demolition works will be temporary and generally within the standard work hours.

A Noise Management Plan will be prepared for the demolition works documenting the management principles to be implemented to reduce and mitigate impacts on nearby receivers. The Noise Management Plan would include:

- Location of the nearest noise sensitive receivers and Noise Management Levels for these receivers.
- Details of monitoring to ensure that plant and equipment was being operated so that Noise Management Levels are being met.
- Further mitigation measures to be implemented if Noise Management Levels are likely to be exceeded including: informing potentially affected residents, apply mufflers, and install temporary noise barriers if required.

4.8 Dust

Potentially dust generating materials (e.g. stockpiles of rubble) arising during demolition will be kept damp until it is removed from the site or can be otherwise contained.

4.9 Stakeholder & Community Consultation

The Demolition Management Plan includes community management comprising of distribution of letters to inform the community of the demolition works and contact details is further information is required. A register of complaints and management processes will be implemented to address any complaints.

4.10 Site Suitability and the Public Interest

The site is suitable for the proposed development, which is in in the public interest as:

- the proposed demolition of the existing concrete batching plant can be undertaken with development consent, and with minimal impact on the surrounding land uses and future development of the site;
- the proposed development does not contravene any planning provisions; and

- the environmental and social impacts are negligible and can be appropriately addressed through standard conditions of consent.

5.0 Conclusion

The proposed development is permissible with consent under SREP 26 and is consistent with the aims and objectives of the SREP.

In light of the merits of the proposed development and in the absence of any significant environmental impacts, it is without hesitation that we respectfully recommend this application for development consent.