

REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

**LEEDS STREET FERRY
WHARF AND MIXED USE
DEVELOPMENT, RHODES
STATE SIGNIFICANT
DEVELOPMENT**

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Murray Donaldson
Senior Consultant	Rosie Sutcliffe
Project Code	SA7036
Report Number	SEARS Request

Contents

1.	Introduction	4
2.	Site & Locality	5
2.1.	The Site.....	5
2.2.	Local Context	6
2.3.	Regional Context	7
2.4.	Rhodes East Planning Precinct	8
3.	Need for the Project	10
3.1.	Future Transport Strategy 2056.....	10
3.2.	Transport Access Program	10
3.3.	Ferry Strategic Operations PLaN	10
4.	Public Benefits	12
5.	Proposed Development	13
5.1.	Ferry Wharf	13
5.2.	Waterfront Precinct	13
6.	Planning Framework	16
6.1.	State Environmental Planning Policy—State and Regional Development 2011	16
6.2.	Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	17
6.3.	State Environmental Planning Policy No 55—Remediation of Land	18
6.4.	Canada Bay Local Environmental Plan 2013	18
6.5.	Strategic Planning Framework.....	19
7.	Preliminary assessment of environmental impacts	20
7.1.	Urban Design and built form	20
7.2.	Public Access and public Domain.....	20
7.3.	Transport, Traffic and Accessibility	20
7.4.	Navigation and Safety.....	21
7.5.	Visual Impacts.....	21
7.6.	Contamination.....	21
7.7.	Acoustic	21
7.8.	Stormwater Management and Flooding.....	22
7.9.	Climate change adaptation	22
7.10.	Geotechnical	22
7.11.	Building Code of Australia	22
7.12.	Ecologically Sustainable Development (ESD)	22
7.13.	Ecology	22
7.14.	Waste.....	23
7.15.	Infrastructure servicing.....	23
7.16.	Property and Land Use	23
7.17.	Aboriginal Cultural Heritage	23
7.18.	Social and Economic Impacts.....	23
7.19.	Safety and Security.....	24
7.20.	Construction Management.....	24
7.21.	Lighting impacts	24
8.	Proposed scope of EIS	25
9.	Consultation	30
10.	Conclusion	31
Appendix A	Design Concept Report	33

Appendix B	Cost Estimate.....	35
Appendix C	Legal Advice	37

Figures

Figure 1 – Site Location- Waterfront precinct.....	5
Figure 2 – Aerial view of Rhodes looking south	6
Figure 3 – Regional Context.....	7
Figure 4 – Rhodes East Planning Precinct, Draft Precinct Plan.....	8
Figure 5 – Rhodes East Planning Precinct, Proposed Zoning Plan	9
Figure 6 – Indicative ferry wharf plan	14
Figure 7 – 3D perspective view of proposed ferry wharf and mixed use development.....	14
Figure 8 – Waterfront precinct - indicative site plan	15

Tables

Table 1 – Site Description.....	5
Table 2 – <i>Canada Bay Local Environmental Plan (LEP) 2013</i> extract.....	18
Table 3 – Proposed scope of EIS	25

EXECUTIVE SUMMARY

In accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (the Act), this report is a request for Secretary's Environmental Assessment Requirement (SEARs) for the construction of a new ferry wharf and development of a waterfront mixed use precinct at 7, 9-11 and 13/13B Leeds Street, Rhodes (the proposal).

The Proposal

The proposed development is for the construction of a new ferry wharf and development of a waterfront mixed use precinct, comprising:

- public ferry terminal with covered walkway and a new sea wall along the width of the site;
- a mixed-use building with 2 podium levels of residential and commercial / retail uses, an additional 43 residential storeys, and 5 levels of underground parking, including 2 levels of public parking accommodating approximately 238 vehicles;
- a public landscaped foreshore area of approximately 3,000m² (45m wide); and
- provision for a bus interchange and ring road through the site, with a driverless bus service dropping off adjacent to the ferry wharf.

The **Ferry Wharf** will include:

- Establishment of construction work area and a temporary construction compound;
- Construction of a new ferry wharf and ancillary landside ferry facilities such as ticket vending machines and way finding signage;
- Site clean-up and opening of the new wharf; and
- Operation of the wharf including ferry layover, pump out facilities and facilities for minor maintenance activities.

As the proponent for the proposal, Billbergia will deliver the planning, concept design and construction of the Rhodes East Ferry wharf and waterfront precinct. It is expected that ownership and maintenance of the ferry hub asset would be the responsibility of Roads and Maritime Services (Roads and Maritime), whilst ferry operations would most likely be delivered through Harbour City Ferries (HCF). Operating hours for the ferry wharf would be determined at a later date and based on contemporary timetable information.

The **waterfront precinct** will include:

- 3,000m² (45m wide) landscaped foreshore area accessible to the public;
- Pedestrian access from Leeds Street to the ferry wharf;
- A 45 storey residential tower at maximum RL156m and terrace dwellings with a total of 41,823m² residential floorspace; and
- Approximately 550m² of commercial floorspace, including offices, shops, restaurants and child care;
- One way bus link through the site with drop off adjacent to the ferry wharf;
- Covered pedestrian walkway from the bus drop off to the ferry wharf; and
- Public and private carparking for 654 vehicles, including car parking spaces for ferry wharf patrons.

Project objectives

The NSW Government desire to construct a ferry terminal to service the existing and future population of Rhodes. The proposal has been designed to facilitate and encourage use of the ferry terminal by:

- providing access to and along the privately-owned foreshore;

- activating the current industrial precinct by creating a mixed-use community at the waterfront, including ground floor retail;
- providing public parking for commuters at the ferry terminal; and
- enhancing transport linkages by providing a bus service connecting the proposed ferry terminal to Rhodes train station.

It is necessary to provide the land based facilities that support the successful operation of a ferry wharf at this location including covered public accessway, bus stop, car parking and high quality foreshore open space.

A new ferry wharf on the Parramatta River servicing Rhodes was identified under the NSW Government's *Sydney's Ferry Future: Modernising Sydney's Ferries* (2013). A preferred ferry wharf is identified at the northern end of the Rhodes peninsula along the Parramatta River. It was listed alongside wharves at Glebe Point, Jacksons Landing, Woolloomooloo, and Elizabeth Bay, and a relocation of Birchgrove ferry wharf.

The new wharf was originally planned to be located west of the John Whitton Bridge at Rhodes Point. Following concerns raised by both the local community and City of Canada Bay councillors, along with objections from Sydney Ferries operator Harbour City Ferries and Rowing NSW, Roads & Maritime Services abandoned the Rhodes Point location for the wharf.

The location of the proposed wharf is to be at the northern foreshore of the peninsula, with the site moved east of the John Whitton Bridge and west of the Ryde Bridge. This proposal locates the ferry wharf in a preferable location, away from conflicts with other waterways users. The direct land-to-foreshore access that will be provided to the proposed ferry wharf also negates the need to construct a public foreshore access way to reach the wharf. The proposed wharf is therefore consistent with the NSW Government's plans for a new wharf at Rhodes, in terms of the location, nature and scale of the wharf.

The proposed driverless bus service will connect ferry passengers to and from Rhodes railway station. The provision of a direct land link to the ferry wharf and bus service is critical to 'join up' the new ferry infrastructure with the existing transport network and provide an integrated service to consumers.

The integration of residential and commercial land uses in the waterfront precinct aims to create a vibrant mixed-use community.

Public Benefits

If approved, the proposal would deliver the following public benefits. It is proposed that these public benefits would be the subject of one or more voluntary planning agreement (VPA) offers to be made in conjunction with the EIS for the proposal.

- a) A public ferry terminal with covered walkway for Bus Drop-off;
- b) A 3,000m² (45m long) landscaped foreshore area accessible to the public;
- c) Provision for a bus link through the site with drop off adjacent to the ferry wharf
- d) A driverless bus service running from Rhodes railway station to the ferry wharf;
- e) Underground public car parking for approximately 240 cars; and
- f) A new seawall for the width of the site.

The proposal represents a total public benefit of approximately \$55m. The delivery of the ferry wharf by Billbergia is contingent upon approval of the associated foreshore development, and to offset Special Infrastructure Contribution and Section 7.11 contributions.

Planning Approval Pathway

As detailed in the attached letter advice, it is considered that the whole of the proposal is properly characterised as State Significant Development (SSD). The proposed public ferry wharf, as well as the associated covered walkway, sea wall and public car parking components of the development are properly characterised as "wharf or boating facilities", as defined under the *State Environmental Planning Policy (SEPP) State and Regional Development 2011*.

Altus Group, a registered quantity surveyor has provided advice that the wharf and boating facility components of the development (including the ferry wharf and associated administration building, security, power supply, fencing and lighting, the covered walkway, the new sea wall, the public car parking area accommodating approximately 238 vehicles, and the associated roads comprising the interchange and ring road connecting to the ferry wharf), have an estimated capital investment value (CIV) of approximately \$41.78 million, comprising:

- Ferry Wharf, Covered Boardwalk, Sea Wall & Covered Walkway: \$14,208,601; and
- Basement Parking & Bus Interchange: \$27,568,853.

As the estimated CIV of these elements is in excess of \$30 million, these components of the proposed development fall within clause 18 of Schedule 1 of the SRD SEPP.

Pursuant to clause 8(2) of the SRD SEPP, and for the reasons set out in the attached legal advice, the Secretary can be satisfied that the remaining components of the proposal, being the remaining uses proposed within the waterfront precinct, are sufficiently related to the 'wharf or boating facility' components of the proposal and are therefore also characterised as SSD. The waterfront precinct is required to facilitate public access to the wharf, transport patrons to and from the ferry service via a new bus link, co-locate retail and residential uses at the waterfront in order to activate the (currently industrial) foreshore, provide public open space for recreational opportunities and to facilitate congregation around the ferry wharf, and provide other facilities and works associated with the ferry wharf.

1. INTRODUCTION

In accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (the Act), this report is a request for Secretary's Environmental Assessment Requirement (SEARs) for the construction of a new ferry wharf and development of a waterfront mixed use precinct at 7, 9-11 and 13/13B Leeds Street, Rhodes (the proposal). This request has been prepared by Urbis Pty Ltd on behalf of Billbergia Group (the proponent).

As detailed in the attached legal advice the proposal is classified as state Significant Development (SSD) on the basis that key elements of the proposal fall within the requirements of clause 18 of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP), being 'development for the purpose of port facilities or wharf or boating facilities (not including marinas) that has a capital investment value of more than \$30 million.' The balance of the integrated waterfront proposal is intrinsically related such that it is also properly characterised as SSD under clause 8(2) of the SRD SEPP."

A concurrent planning proposal to rezone the waterfront land to permit the development of the waterfront precinct incorporating commercial, residential and recreational uses will be lodged with the Planning Secretary in accordance with Section 4.38(5) of the EPA Act, at the appropriate time.

The purpose of this report is to provide information to support the request for SEARs. To assist in identifying the SEARs for the preparation of an Environmental Impact Statement (EIS) for the proposal, this report provides:

- An overview of the site and context,
- A description of the proposed development, including the location, nature and scale of the development,
- An overview of the relevant planning framework and permissibility, and
- An overview of the likely environmental, economic and social impacts.

This request should be read in conjunction with the following documentation:

- Design Concept Report prepared by SJB Architects – **Appendix A**
- Quantity Surveyor Statement prepared by Altus Group – **Appendix B**
- Legal advice prepared by Corrs Chambers Westgarth – **Appendix C**

2. SITE & LOCALITY

2.1. THE SITE

The site on which the SSD is situated comprises the water-based wharf structure and the waterfront precinct. The proposed location for the ferry wharf is adjacent to 7 Leeds Street Rhodes.

The waterfront precinct site is characterised by a mix of low rise industrial warehouses comprising bulky goods, light industry, and manufacturing land uses. It is bound by Parramatta River to the north and Leeds Street to the south. To the east and west it adjoins other industrial sites which are part of the broader Leeds Street foreshore precinct as identified in the draft Precinct Plan for the Rhodes East Planned Precinct.

Table 1 below details the site characteristics and the site is illustrated in Figure 1.

Table 1 – Site Description

	Address	Legal Description	Area (Approx)
Ferry Wharf	Adjacent to 7 Leeds St, Rhodes, currently the National Association of Testing Authorities, Australia (NATA) site.	n/a	n/a
Waterfront Precinct	7 Leeds Street	Lot 28 DP547201	5423.8m ²
	9-11 Leeds Street	Lot 1 DP717645	2408.2m ²
	13/13B Leeds Street	Lot 13 DP239579	1233.7m ²

Figure 1 – Site Location- Waterfront precinct



2.2. LOCAL CONTEXT

Rhodes is a peninsula between Brays Bay and Homebush Bay on the southern end of the Parramatta River.

This urban renewal of Rhodes West has seen land use shift from industrial development to a mix of retail, commercial, and residential developments. These include the Rhodes Waterside Shopping Centre and Rhodes Corporate Park. By contrast, Rhodes East has remained largely unchanged over the past 20 years and is characterised by detached, low density residential development with general industrial uses. This is shown in the aerial photograph at **Figure 2**.

Figure 2 – Aerial view of Rhodes looking south



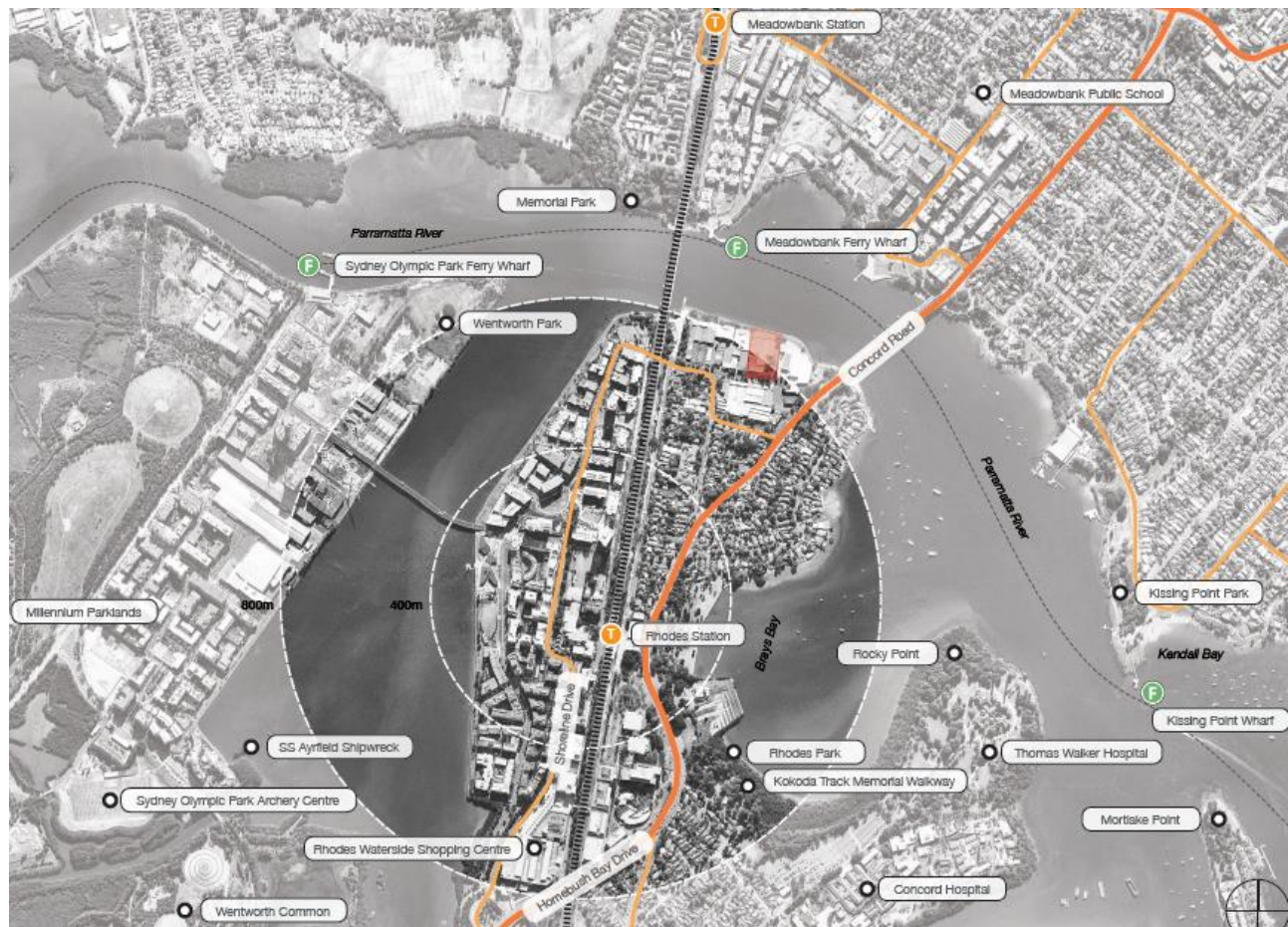
2.3. REGIONAL CONTEXT

Rhodes is within the Canada Bay local government area, approximately 12km north-west of the Sydney CBD (refer **Figure 1**). Key centres in proximity includes Sydney Olympic Park approximately 2km to the south-west.

The site connects to the regional road network via Concord Road which is a major arterial road running south through Rhodes and adjacent to site to the east. This connects to the M4 Motorway to the south.

The area is well connected by public transport via the Rhodes Railway Station which services the T1 Northern Line, in addition to high frequency bus services along Concord Road (M41, 459, and 533).

Figure 3 – Regional Context



Legend

■	Site Boundary
—	Primary Roads
—	Secondary Roads
○	Points of Interest
T	Train Station
F	Ferry Stop

2.4. RHODES EAST PLANNING PRECINCT

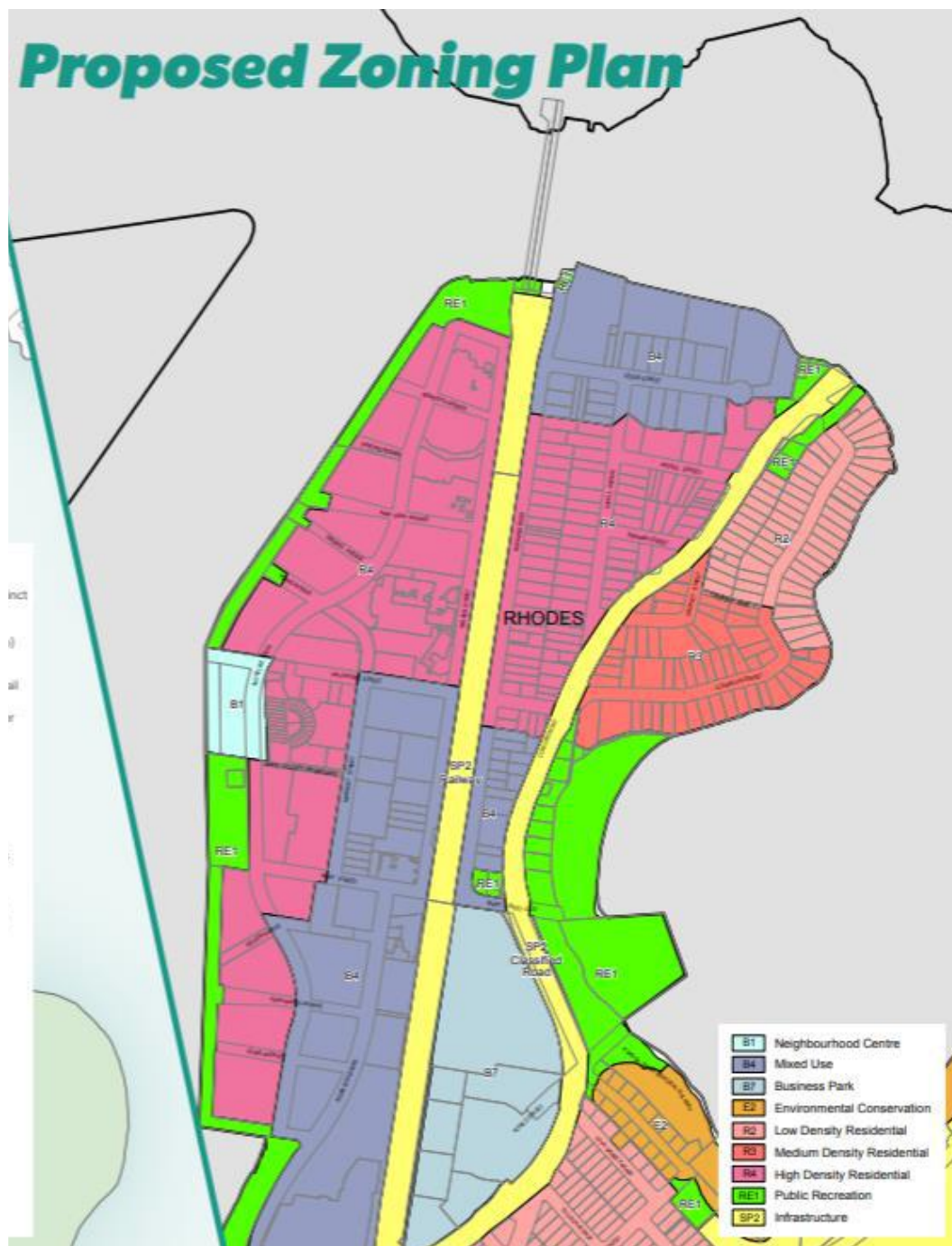
The Rhodes East area was nominated as a Priority Precinct by the City of Canada Bay Council. In late 2017 The Department of Planning & Environment (DPE) released a draft Precinct Plan for Rhodes East Priority Precinct, which sets out a long-term vision for revitalising Rhodes East to be staged over 15-20 years. The draft Rhodes East Precinct Plan identifies opportunities to provide new homes, a new school, community facilities, shops, cafés, ferry wharf and improved access to the Parramatta River foreshore, refer **Figure 3**. The site is located in the Leeds Street Foreshore Precinct.

The development of the wharf was incorporated into the Department of Planning and Environment's Rhodes East Planned Precinct, as part of the Leeds Street Foreshore Precinct plan.

Figure 4 – Rhodes East Planning Precinct, Draft Precinct Plan



Figure 5 – Rhodes East Planning Precinct, Proposed Zoning Plan



3. NEED FOR THE PROJECT

The key driver for this project is the need to build a ferry wharf to service the existing and future population of Rhodes, and to provide the land based facilities that support the successful operation of a ferry wharf at this location including covered public accessway, bus stop, car parking and high quality foreshore open space.

A new ferry wharf on the Parramatta River servicing Rhodes was identified under the NSW Government's *Sydney's Ferry Future: Modernising Sydney's Ferries* (2013). A preferred ferry wharf is identified at the northern end of the Rhodes peninsula along the Parramatta River. It was listed alongside wharves at Glebe Point, Jacksons Landing, Woolloomooloo, and Elizabeth Bay, and a relocation of Birchgrove ferry wharf.

The new wharf was originally planned to be located west of the John Whitton Bridge at Rhodes Point. Following concerns raised by both the local community and City of Canada Bay councillors, along with an objection from Sydney Ferries operator Harbour City Ferries and Rowing NSW, Roads & Maritime Services abandoned the Rhodes Point location for the wharf.

The location of the proposed wharf is to be at the northern foreshore of the peninsula, with the site moved east of the John Whitton Bridge and west of the Ryde Bridge. This proposal locates the ferry wharf in a preferable location, away from conflicts with other waterways users. The direct land-to-foreshore access that will be provided to the proposed ferry wharf also negates the need to construct a public foreshore access way to reach the wharf. The proposed wharf is therefore consistent with the NSW Government's plans for a new wharf at Rhodes, in terms of the location, nature and scale of the wharf.

The proposed driverless bus service will connect ferry passengers to and from Rhodes railway station. The provision of a direct land link to the ferry wharf and bus service is critical to 'join up' the new ferry infrastructure with the existing transport network, and provide an integrated service to consumers.

The proposed wharf is therefore consistent with the NSW Government's plans for a new wharf at Rhodes, in terms of the location, nature and scale of the wharf. The consistency with transport policies is described below:

3.1. FUTURE TRANSPORT STRATEGY 2056

The Future Transport Strategy 2056 (Transport for NSW, 2018) is an update of the Long-Term Transport Master Plan for NSW (Transport for NSW, 2012). It is a 40 year strategy, supported by plans for Greater Sydney and Regional NSW, which sets the vision, directions and outcomes for customer mobility.

Delivering the ferry wharf at Rhodes East, as part of the ferry wharf upgrade program, would support meeting the above objectives of this Strategy.

The proposal provides the opportunity to secure the delivery of the wharf, in conjunction with the timely redevelopment of industrial land adjacent to the Parramatta River. The proposal will provide an integrated waterfront precinct including open space, residential and commercial development to support the wharf integrated with public transport services on the water (ferries) and on the land (buses).

3.2. TRANSPORT ACCESS PROGRAM

The NSW Government is progressively upgrading ferry wharves across Sydney to improve ferry services for customers. The new wharves are being delivered as part of the NSW Government's Transport Access Program - an initiative to deliver modern, safe and accessible transport infrastructure.

As part of the Transport Access Program, the NSW Government has committed to deliver a new ferry wharf and potential interchange at Rhodes. The Rhodes ferry wharf is planned to be delivered between 2020 and 2022.

3.3. FERRY STRATEGIC OPERATIONS PLAN

The TfNSW Ferry Strategic Operations Plan outlines the framework for improving the current Sydney Ferries Network over the short, medium and long term and identifies key assets and systems required to deliver a range of improvements. The plan summarises the status of the current network and based on a range of planning and policy considerations and analysis, identifies areas of improvement and phases of planning to achieve these improvements.

The improvements are broken into two phases:

- Sydney's "Improved" Ferry Network, which represents initiatives to be adopted within five years; and
- Sydney's "Optimal" Ferry Network, which builds on the improved network to meet future requirements over a longer-term period.

The plan identifies the need for development of new routes and services that respond to emerging employment hubs such as Barangaroo and population growth centres. The new ferry wharf at Rhodes East would support the Ferry Strategic Operations Plan by providing a new commuter wharf in a location identified for future development.

4. PUBLIC BENEFITS

The proponent is offering (on a without prejudice basis) to enter into a voluntary planning agreement (VPA) with Canada Bay Council to provide public benefits contingent upon approval of the associated mixed use waterfront precinct. The VPA will provide for the proponent to deliver the following public benefits:

- a) A public ferry terminal with covered walkway for Bus Drop-off;
- b) A 3,000m² (45m long) landscaped foreshore area accessible to the public;
- c) Provision for a bus link through the site with drop off adjacent to the ferry wharf
- d) A driverless bus service running from Rhodes railway station to the ferry wharf;
- e) Underground public car parking for approximately 240 cars; and
- f) A new seawall for the width of the site.

The proposal represents a total public benefit of approximately \$55 million, as identified in the registered quantity surveyor's statement refer **Appendix B**. The delivery of the ferry wharf by Billbergia is contingent upon approval of the associated foreshore development, and to offset Special Infrastructure Contribution and Section 7.11 contributions.

5. PROPOSED DEVELOPMENT

The proposal comprises the construction and operation of an integrated ferry wharf and waterfront precinct at Rhodes East, comprising:

5.1. FERRY WHARF

The Ferry Wharf will include:

- Establishment of construction work area and a temporary construction compound;
- Construction of a new ferry wharf and ancillary landside ferry facilities such as ticket vending machines and way finding signage;
- Site clean-up and opening of the new wharf; and
- Operation of the wharf including ferry layover, pump out facilities and facilities for minor maintenance activities.

As the proponent for the proposal, Billbergia will deliver the planning, concept design and construction of the Rhodes East Ferry wharf and waterfront precinct.

It is expected that ownership and maintenance of the ferry hub asset would be the responsibility of Roads and Maritime Services (Roads and Maritime), whilst ferry operations would most likely be delivered through Harbour City Ferries (HCF).

Operating hours for the ferry wharf would be determined at a later date and based on contemporary timetable information.

5.2. WATERFRONT PRECINCT

The waterfront precinct will include:

- 3,000m² (45m wide) landscaped foreshore area accessible to the public;
- Pedestrian access from Leeds Street to the ferry wharf;
- A 45 storey mixed use tower at maximum RL156m and terrace dwellings with a total of 42,373m² residential floorspace; and
- Approximately 550m² of commercial floorspace, including offices, shops, restaurants and child care;
- One way bus link through the site with drop off adjacent to the ferry wharf;
- Covered pedestrian walkway from the bus drop off to the ferry wharf; and
- Public and private carparking for 654 vehicles, including car parking spaces for ferry wharf patrons.

Indicative plans of the ferry wharf and waterfront precinct are at Figure 8.

Figure 6 – Indicative ferry wharf plan

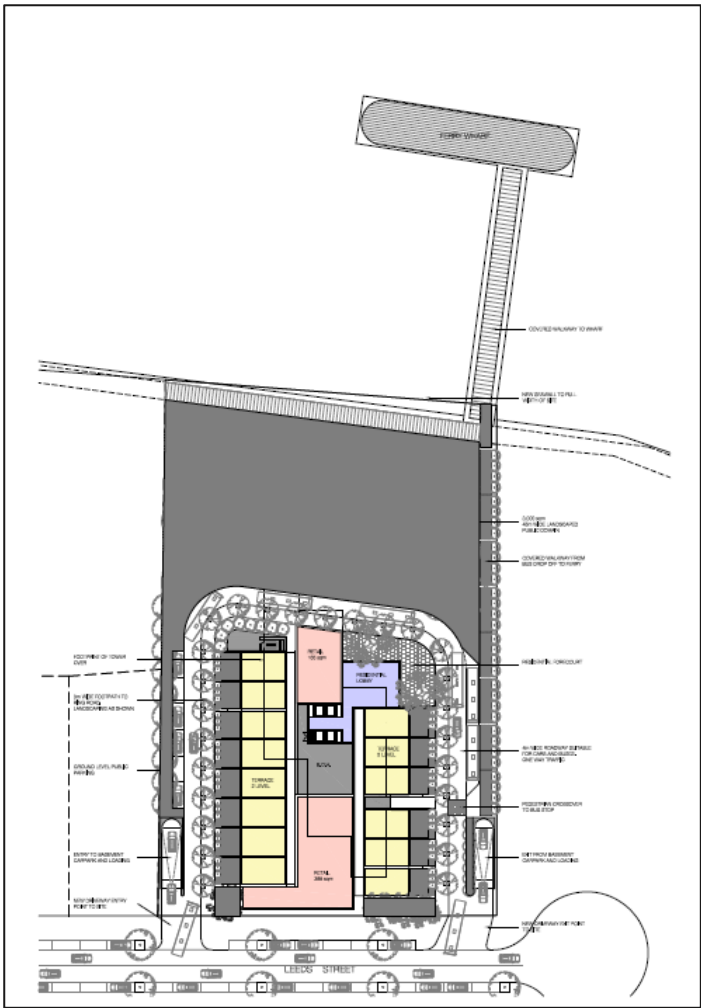
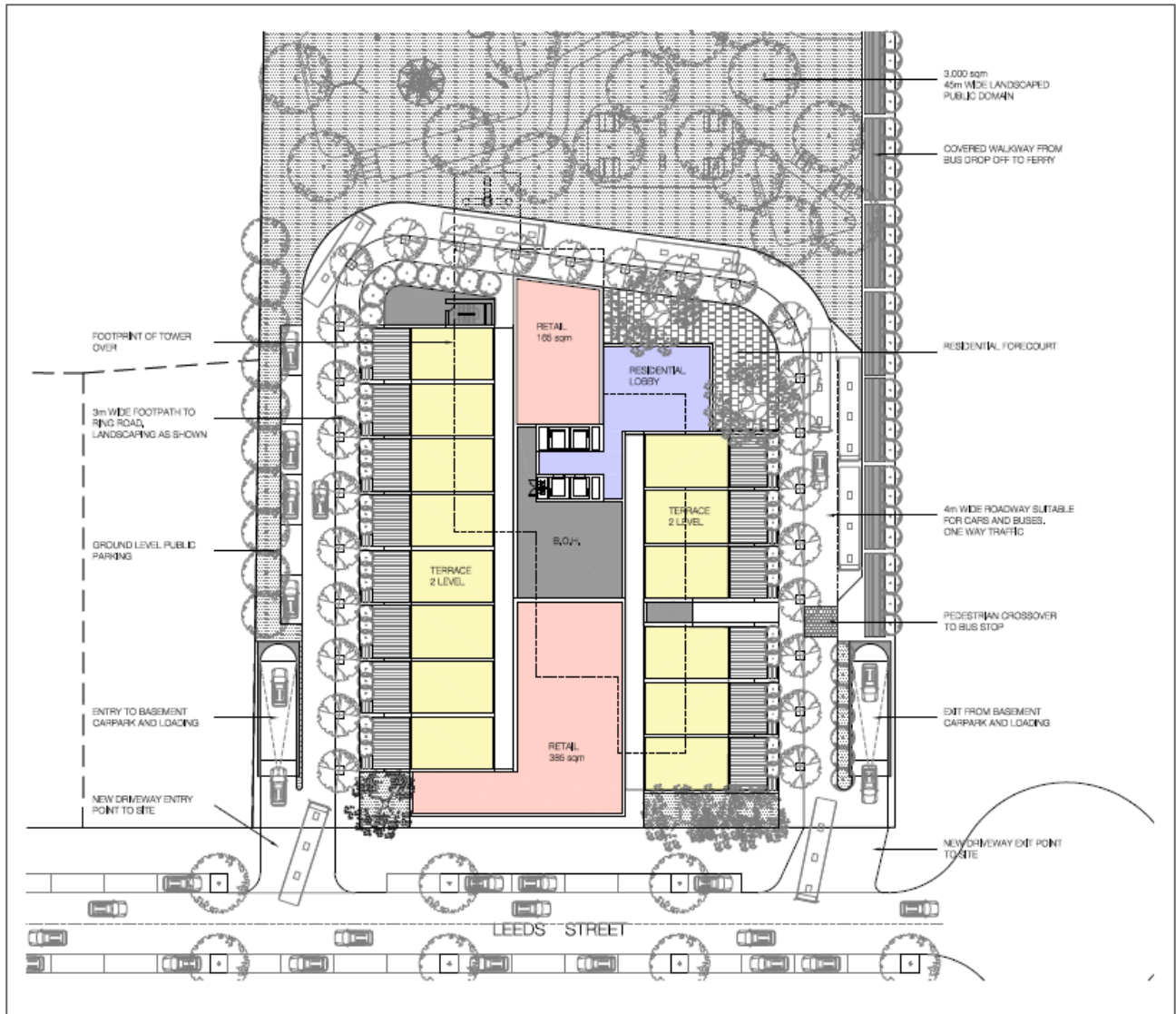


Figure 7 – 3D perspective view of proposed ferry wharf and mixed use development



Figure 8 – Waterfront precinct - indicative site plan



6. PLANNING FRAMEWORK

The relevant environmental planning instruments (EPIs) and policies that apply to the proposed development are, as follows:

- *State Environmental Planning Policy (State and Regional Development) 2011*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
- *State Environmental Planning Policy No 55—Remediation of Land*
- *Canada Bay Local Environmental Plan 2013*

Each of these relevant EPIs and policies are briefly addressed below, in terms of relevance to the proposed development:

6.1. STATE ENVIRONMENTAL PLANNING POLICY—STATE AND REGIONAL DEVELOPMENT 2011

As detailed in the attached legal advice, the proposal is properly characterised as SSD under the SRD SEPP. Schedule 1 of SRD SEPP identifies development which is declared to be SSD. With reference to clause 8(1)(b) of the SRD SEPP, clause 18 of Schedule 1 provides:

18 Port facilities and wharf or boating facilities

Development for the purpose of port facilities or wharf or boating facilities (not including marinas) that has a capital investment value of more than \$30 million.

The ferry terminal component (including the associated covered walkway, sea wall and public car park) is properly characterised as “wharf or boating facilities”, defined under the Standard Instrument – Principal Local Environmental Plan as follows (emphasis added):

wharf or boating facilities means a wharf or any of the following facilities associated with a wharf or boating that are not port facilities:

- (a) *facilities for the embarkation or disembarkation of passengers onto or from any vessels, including public ferry wharves,*
- (b) *facilities for the loading or unloading of freight onto or from vessels and associated receipt, land transport and storage facilities,*
- (c) *wharves for commercial fishing operations,*
- (d) *refuelling, launching, berthing, mooring, storage or maintenance facilities for any vessel,*
- (e) *sea walls or training walls,*
- (f) *administration buildings, communication, security and power supply facilities, roads, rail lines, pipelines, fencing, lighting or car parks.*

Altus Group, a registered quantity surveyor has provided advice that the wharf and boating facility components of the development (including the ferry wharf and associated administration building, security, power supply, fencing and lighting, the covered walkway, the new sea wall, the public car parking area accommodating approximately 238 vehicles, and the associated roads comprising the interchange and ring road connecting to the ferry wharf), have an estimated capital investment value (CIV) of approximately \$41.78 million, comprising:

- Ferry Wharf, Covered Boardwalk, Sea Wall & Covered Walkway: \$14,208,601; and
- Basement Parking & Bus Interchange: \$27,568,853.

Consequently, given that the estimated CIV of these elements is in excess of \$30 million, these components of the proposed development fall within clause 18 of Schedule 1 of the SRD SEPP.

Pursuant to clause 8(2) of the SRD SEPP, and for the reasons set out in the attached legal advice, the Secretary can be satisfied that the remaining components of the proposal, being the remaining uses proposed within the waterfront precinct, are sufficiently related to the 'wharf or boating facility' components of the proposal and are therefore also characterised as SSD. The waterfront precinct is required to facilitate public access to the wharf, transport patrons to and from the ferry service via a new bus link, co-locate retail and residential uses at the waterfront in order to activate the (currently industrial) foreshore, provide public open space for recreational opportunities and to facilitate congregation around the ferry wharf, and provide other facilities and works associated with the ferry wharf."

Under s4.38(2) EP&A Act 1979 development consent for SSD may not be granted if the development is *wholly prohibited* by an environmental planning instrument. The proposed land uses and density sought in the waterfront precinct are prohibited under the *Canada Bay Local Environmental Plan 2013* (CBLEP 2013).

Under s4.38(5) of the EPA Act where a proposed development is wholly prohibited, the applicant can submit a concurrent planning proposal with the SSD application to the Planning Secretary. Where a concurrent rezoning is sought, the Planning Secretary may undertake the functions of the relevant planning authority, which would involve preparing and submitting a planning proposal. Accordingly, the proponent is preparing a concurrent planning proposal for the waterfront land to amend the land use zoning, maximum height of building and floor space ratio development standards under the *Canada Bay Local Environmental Plan 2013* (CBLEP 2013).

SSD DAs are to be accompanied by an EIS that has been prepared in accordance with requirements issued by the Secretary of the Department of Planning and Environment. This report therefore seeks the SEARs to enable preparation of an EIS for the proposal.

6.2. SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP Sydney Harbour, now a deemed SEPP) covers all the waterways of Sydney Harbour, the foreshores and its wider catchment.

The plan aims to protect, enhance and maintain the catchment, foreshores, waterways and islands of Sydney Harbour. The plan also aims to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways.

The site of the proposed ferry wharf is in the waters of Parramatta River and is zoned W1 Maritime Waters, under the SREP Sydney Harbour (Deemed SEPP)

The proposal would be characterised as public water transport facilities which are permissible with development consent under SREP SHC. However, as explained above, the proposal is SSD in accordance with the provisions of the SRD SEPP and requires the approval of the Minister of Planning.

Clause 31 of the SREP Sydney Harbour requires that the Foreshore and Waterways Planning and Development Advisory Committee (FWPDAC) be given notice of proposals that fall within Schedule 2 and that any comments be taken into consideration. Schedule 2 includes public water transport facilities. Service providers are also required to be notified of the proposal. FWPDAC, Ausgrid and Sydney Water will need to be consulted in respect of the proposal.

Clause 59 of the SREP Sydney Harbour requires the assessment of the impact of the proposal on the significance of heritage items located in the vicinity of the site. There are no SREP listed items at Rhodes East and consequently no items in or near the Leeds Street foreshore precinct.

The proposed ferry wharf is required to be considered in the context of the Sydney Harbour Foreshores and Waterways Areas Development Control Plan 2005 (DCP), as the site falls within the Foreshores and Waterways Area under the SREP Sydney Harbour.

6.3. STATE ENVIRONMENTAL PLANNING POLICY NO 55—REMEDiation OF LAND

State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55) provides a state-wide planning approach for the remediation of land and aims to promote in the remediation of contaminated land to reduce the risk of harm. Clause 7(1) requires the consent authority to consider whether land is contaminated prior to consent of a development.

SEPP 55 was enacted to provide a State-wide approach to the remediation of contaminated land for the purpose of minimising the risk of harm to the health of humans and the environment.

In accordance with clause 6(1) of SEPP 55, an environmental planning instrument will not include in a particular zone (within the meaning of the instrument) any land specified in subclause (4) if the inclusion of the land in that zone would permit a change of use of the land, unless:

- (a) *the planning authority has considered whether the land is contaminated, and*
- (b) *if the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and*
- (c) *if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning authority is satisfied that the land will be so remediated before the land is used for that purpose.*

In accordance with clause 7(1) of SEPP 55, a consent authority must not consent to the carrying out of any development on land unless:

- a) *It has considered whether the land is contaminated.*
- b) *If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or would be suitable, after remediation) for the purpose for which the development is proposed to be carried out.*
- c) *If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land would be remediated before the land is used for that purpose.*

The waterfront precinct land has a long history of industrial use and the EIS will be supported by the necessary contamination assessment to satisfy the requirements of SEPP 55.

6.4. CANADA BAY LOCAL ENVIRONMENTAL PLAN 2013

The waterfront precinct land is located within the Canada Bay Local Government Area (**LGA**) and is zoned under the *Canada Bay Local Environmental Plan (LEP) 2013*. The relevant provisions are presented in Table 3 below.

Table 2 – *Canada Bay Local Environmental Plan (LEP) 2013* extract

Provision	Comment
Zoning IN1 General Industrial	<p>The site is zoned IN1 General Industrial. The proposed commercial and residential land uses are prohibited in the IN1 General Industrial zone.</p> <p>Under the current zoning, the proposed waterfront precinct is prohibited. As above, under s4.38(5) a concurrent planning proposal and SSD DA will be lodged with the Minister of Planning to rezone the land.</p>
Building height 12 metres	<p>The maximum height of buildings currently permitted on the waterfront precinct land is 12 metres. An amendment to the maximum height of buildings standard will be included in the planning proposal.</p>

Provision	Comment
FSR 1:1	The maximum floor space ratio (FSR) is 1:1. An amendment to the maximum floor space ratio standard will be included in the planning proposal.

6.5. STRATEGIC PLANNING FRAMEWORK

The relevant strategic planning policies which apply to the proposed development include:

- The Future Transport Strategy 2056 (TfNSW 2018)
- Sydney's Ferry Future: Modernising Sydney's Ferries (NSW Government, 2013)
- Draft Rhodes East Precinct Plan (DPE 2017)
- A Metropolis of Three Cities – The Greater Sydney Region (DPE 2018)
- NSW State Infrastructure Strategy 2018-2038 (NSW Government, 2018)
- Sydney CBD to Parramatta Strategic Transport Plan (TfNSW 2015)
- NSW State Priorities (NSW Government, 2015)
- Greater Parramatta to Olympic Peninsula (GSC 2017)
- East District Plan (GSC 2017)
- Sydney's Cycling 2013 (TfNSW 2013)
- Sydney's Walking Future (TfNSW 2013)

The EIS will assess the proposal against these relevant strategic planning policies.

7. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

This section of the report identifies the potential environmental impacts likely to be associated with construction and operation of the proposal. The impacts described are considered preliminary and may change throughout the design and environmental impact assessment process as more information becomes available. Any changes to environmental impacts would be assessed as part of the EIS and associated technical studies. An outline of the proposed EIS scope is provided in Chapter 8.

7.1. URBAN DESIGN AND BUILT FORM

The site is characterised by large industrial buildings and warehouse type development. The proposed waterfront precinct including the mixed use tower represents a significant change in the existing character and scale of development in the area. The urban design framework for the site in the context of the Leeds Street Foreshore Precinct is to be considered to demonstrate how the proposal responds to the desire character of the locality.

Details on the proposed design of all structures, including construction plans and drawings and methods of construction are to be included in the EIS. The adequacy of wharf design in accordance with any relevant Australian Standards, industry best practice policies and guidelines are to be included. The design quality with specific consideration to the footprint, proposed materials and colours, waterfront interface (e.g. edge treatments and apron sizing), reflectivity, infrastructure impacts (e.g. harbour heat rejection plant), setbacks, and tidal and wave action impacts are to be addressed.

The EIS will justify the development and provide an assessment of the suitability of the site for the development, in particular the number of wharves, the size of occupation of the waterway, proposed sewage pump out, refuelling and maintenance activities associated with the wharf.

7.2. PUBLIC ACCESS AND PUBLIC DOMAIN

Consideration of landside ancillary facilities and impacts on the public domain including those associated with day-to-day operations of the ferry wharf are to be included in the EIS. The adequacy of pedestrian circulation space and facilities at the wharf will be provided.

Details on the interface between the proposed wharfs, public domain, and the relationship to and impact upon the future public domain areas are to be detailed in the EIS. The EIS will also identify the proposed open space, public domain and linkages with and between other public domain spaces, including the waterfront and Leeds Street. Consideration of existing and future opportunities/benefits for public access to and along the foreshore and waterfront, including pedestrian linkage improvements and the interrelationship with the wider Leeds Street foreshore precinct are to be detailed in the EIS.

7.3. TRANSPORT, TRAFFIC AND ACCESSIBILITY

The proposal would have an impact on existing maritime, road and pedestrian traffic, transport and access in the locality. As part of the preparation of the Rhodes East Draft Precinct Plan a high-level traffic and transport assessment was undertaken to determine the capacity of the existing traffic and public transport network to accommodate additional population growth. The intent of the report was to guide decision-making on future transport investment for Rhodes East.

Of relevance to the proposal, the assessment found:

- Concord Road is a congested arterial road network that will continue to be a key bus and freight corridor;
- Train loads on the rail network are approaching capacity at Rhodes Station during peak hours and more passengers expected from Wentworth Point as new development becomes occupied;
- The local road network is constrained with a lack of bus priority opportunities;

- Opportunities exist to provide additional high quality bus services across Bennelong Bridge to Wentworth Point and Sydney Olympic Park;
- There is restricted access to the Parramatta River foreshore which inhibits walking and cycling opportunities;
- Major transport infrastructure (railway line and Concord Road) that act as barriers to east-west movements for walking and cycling within Rhodes East, and to Rhodes West and surrounding suburbs; and
- Delivery of a new ferry wharf at Rhodes East would assist in supporting a mode shift towards public transport.

A Transport and Traffic Impact Assessment report will be provided as part of the EIS. The report will analyse parking requirements, the capacity of the existing road and public transport network to accommodate the proposal, existing and expected traffic impacts on the local road network and the design of proposed vehicular access points.

7.4. NAVIGATION AND SAFETY

The proposed ferry wharf has the potential to impact on existing navigational waters of the Parramatta River. A review of existing boating activities in the area and an assessment of the impacts of the development on water-based traffic and the existing users of Parramatta River and nearby ferry operations at Meadowbank Wharf is to be undertaken during the preparation of the EIS. Consideration is to be given to measures to ensure the safety of any recreational users of Parramatta River.

7.5. VISUAL IMPACTS

The EIS is to include an assessment of the visual impact of the proposal, particularly on the scenic quality of Parramatta River. The visual impact assessment will consider (but not be limited to) the potential impacts of the ferry wharf and associated structures on key vantage points as well as impacts of ferry layover, pump out and maintenance facilities on Parramatta River and the public domain.

7.6. CONTAMINATION

As part of the preparation of the Rhodes East Draft Precinct Plan, a soil and groundwater investigation of the precinct was undertaken to identify contamination issues that may have a material impact on the rezoning investigation. Material impacts were contamination issues that could preclude certain uses of the land, significantly extend the timeframe for development or potentially compromise the economic viability of the proposed land use.

Of relevance to the proposal, the soil and groundwater assessment did not identify any areas of environmental concern within the waterfront precinct site that warranted further invasive investigation. The report concluded that provided further investigation and assessment is required through a future development application process, it is considered likely that the area currently zoned IN1 General Industrial (including the waterfront precinct site) can be made suitable for residential and public open space use.

Accordingly, it is anticipated that the site will be able to be rendered suitable for the proposed open space, commercial and residential uses. A contamination assessment of the site will be prepared to accompany the EIS.

The works within the Parramatta River to construct the ferry wharf will disturb the bed of the river. Sediments in the bed of the Parramatta River have the potential to be contaminated contaminants sediments associated with historical industrial land use adjacent to the Parramatta River and contaminants from the urban catchments discharging to the Parramatta River. The EIS will include an assessment of potential impact to sediments and water quality.

7.7. ACOUSTIC

Construction of the proposal would result in noise and vibration impacts to surrounding land uses and sensitive receivers. Currently, the site is surrounded by light industrial land uses, though this is likely to change in the future.

A Construction and Operational Noise Report will be provided as part of the EIS. The report will provide a detailed assessment of potential noise and vibration impacts caused by the construction and operation of the ferry wharf and mixed-use waterfront precinct, and recommendations to mitigate these impacts.

Noise and vibration from the operation of the ferry wharf will be managed through an operational management plan, targeting directly affected sensitive receivers.

7.8. STORMWATER MANAGEMENT AND FLOODING

As part of the preparation of the Rhodes East Draft Precinct Plan, a hydrological and hydraulic assessment was undertaken. Of relevance to the proposal, this assessment found that Rhodes East is subject to stormwater flooding from several overland flow paths. The area is also subject to tidal inundation from the Parramatta River. However, there are no significant areas subject to high hazard in the 100 year average recurrence interval (ARI) flood event.

A Stormwater Management Plan will also be prepared and be submitted with the EIS, detailing proposed flood risk management strategies and water sensitive urban design measures incorporated into the development.

7.9. CLIMATE CHANGE ADAPTATION

There is the potential for long-term climate changes that has the potential to impact on the operation of the ferry wharf. A number of climatic variables have the potential to impact on the proposal, including:

- Sea level rise
- More frequent and severe wind and rainstorms
- Increased rainfall intensities
- More frequent and extreme heat waves.

The design of the ferry wharf and waterfront precinct will factor in potential sea level rise. A Sustainability Strategy Report and Climate Change Risk Assessment will be prepared to accompany the EIS.

7.10. GEOTECHNICAL

The waterfront precinct is partially located on reclaimed land. Construction of the residential tower and basement carparking will require significant excavation. Geotechnical investigations will be undertaken as part of the preparation of the EIS.

7.11. BUILDING CODE OF AUSTRALIA

The proposed ferry wharf and waterfront precinct will be designed in accordance with the requirements of the Building Code of Australia and relevant Australian Standards and will provide legible, safe and inclusive access for all patrons.

This will be addressed within a Building Code of Australia and Accessibility Report to be provided as part of the EIS.

7.12. ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)

A Sustainability Strategy Report and climate change risk assessment would be prepared for the proposal. The sustainability strategy report would confirm the applicable and related sustainability initiatives and provide recommendations for the effective implementation of sustainability initiatives during the design and subsequent operation of the proposal in accordance with the principles of ecologically sustainable development.

7.13. ECOLOGY

The Rhodes East foreshore and surrounding area is a highly developed environment and parts of the foreshore are located on reclaimed land. The site is occupied by industrial buildings and does not contain any vegetation.

An aquatic ecology impact assessment is to be undertaken as part of the EIS. Due to the modified nature of the river foreshore and current maritime operations in the area, aquatic ecological impacts during construction and operation are expected to be low.

An erosion and sedimentation control plan will be provided with the EIS. Any potential ecological impacts during construction are expected to be limited and manageable with best practice measures.

7.14. WASTE

The proposed demolition, construction and operation of the proposed ferry wharf and waterfront precinct will generate waste. A Construction and Demolition Waste Management Plan for the ferry wharf will be prepared and accompany the EIS. The Plan will detail all likely waste streams to be generated during demolition and construction, and outline proposed measures to dispose of the waste offsite.

An Operational Waste Management Plan for the ferry wharf will also be submitted as part of the EIS and detail proposed waste servicing arrangements, loading zones and ongoing waste management practices to be employed at the site. All demolition, construction and operational waste will be reused or recycled where possible.

Any contaminated material identified under the Phase 1 Assessment will be disposed of to a relevant licenced facility.

7.15. INFRASTRUCTURE SERVICING

Detail the existing infrastructure on site and identification of possible impacts on any infrastructure from the proposal including any water based infrastructure is to be provided with the EIS. The EIS will identify and provide for appropriate servicing of the site, and detail measures to mitigate the impacts of the proposal on any infrastructure items, including proposed relocation (if required).

Details will be provided for water supply, consideration of water sensitive urban design and water conservation measures.

Details of appropriate easements to allow public access to and maintenance of infrastructure services for the ferry wharf that are not on land owned by RMS are to be provided.

7.16. PROPERTY AND LAND USE

Operation of the ferry wharf would result in a change to the existing use of the waterway. Land adjoining the waterfront precinct is currently zoned for industrial uses and occupied by industry. The proposal will introduce residential, recreational and commercial uses; however these are consistent with the uses envisaged under the draft Rhodes East Precinct plan. Consultation would be undertaken throughout the EIS process to determine the extent of potential land use impacts.

7.17. ABORIGINAL CULTURAL HERITAGE

The waterfront precinct land has a long history of industrial use and development and is partially reclaimed land. As such the potential of encountering items of Aboriginal heritage value as part of the proposal works is considered low.

A desk top Aboriginal cultural heritage due diligence assessment would be undertaken as part of the EIS.

7.18. SOCIAL AND ECONOMIC IMPACTS

The anticipated social impacts will be related to the provision of new public transport infrastructure, new use of the waterway and waterfront, and the introduction of a significant residential population. The economic impacts will be related to employment generated during construction and operational phases of the ferry wharf.

The social and economic impacts resulting from the proposal will be detailed in the EIS.

7.19. SAFETY AND SECURITY

The EIS will outline how specific CPTED principles (surveillance, access control, territorial re-enforcement and space/activity management) are to be integrated into the design of the ferry wharf and waterfront precinct to deter crime, manage space and create a safe environment for staff, residents and visitors.

7.20. CONSTRUCTION MANAGEMENT

A Preliminary Construction and Environmental Management Plan will be prepared and provided as part of the EIS. The plan will detail:

- Timing of construction works to be undertaken
- Construction hours of operation and programme
- Materials handling strategy
- Construction traffic, noise, soil erosion, dust control and stormwater management
- Environmental management strategies during construction
- Waste management

A Construction Traffic Management Plan will also be prepared to outline proposed traffic control plans and truck routes during construction phase of the works.

7.21. LIGHTING IMPACTS

Lighting associated with the proposed ferry wharf and foreshore development has the potential to impact on foreshore areas including nearby residential areas on the foreshore of the Parramatta River. The EIS will include consideration of lighting impacts. Details of all signage proposed including identification signs, wharf numbering, and wayfinding signage are to be included.

8. PROPOSED SCOPE OF EIS

Section 7 of this report provides an overview of the potential environmental impacts that are likely to be associated with construction and operation of the ferry wharf and waterfront precinct. Table 3 outlines the proposed scope of the EIS. The proposed scope has been developed with a focus on undertaking further detailed investigations for the 'key' environmental issues. The following list of submission requirements are expected to accompany the EIS:

Table 3 – Proposed scope of EIS

Issue	Scope
General	<p>The EIS would be prepared in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000.</p> <p>The EIS would provide the following information:</p> <ul style="list-style-type: none"> Objectives of the proposal and the strategic need and justification. The statutory planning context and compliance with relevant Commonwealth, State and Regional strategic planning and transport policies. A detailed description of the proposal and its interaction with the existing ferry service. An analysis of any feasible alternatives or options considered. An assessment of the likely environmental impacts of the proposal, with a focus on the key issues identified in this report. A description of measures proposed to mitigate any adverse environmental impacts. A list of any other approvals that must be obtained before the proposal can be carried out. How the principles of ecologically sustainable development will be incorporated into all stages of the proposal, including design, construction and operation.
Consultation	<p>The EIS would provide information on the consultation activities that have been undertaken prior to, and during, the preparation of the EIS, as well as details on the key issues raised during this consultation, and how these issues have been addressed through the EIS and design development.</p>
Key issues	
Traffic, transport and access	<p>A traffic, transport and access assessment would be prepared to assess the construction and operational impacts of the proposal.</p> <ul style="list-style-type: none"> The traffic, transport and access assessment would consider the following issues: <ul style="list-style-type: none"> The proposal's interaction with maritime, road, pedestrian and public transport networks; The key pedestrian routes and vehicle access requirements; Linkages to adjacent land uses such as Leeds Street Foreshore Precinct and Rhodes West.

Issue	Scope <ul style="list-style-type: none"> The traffic, transport and access assessment would reference the following documents: <ul style="list-style-type: none"> Sydney's Ferry Future: Modernising Sydney's Ferries (NSW Government, 2013).
Noise and vibration	<p>A noise and vibration assessment would be undertaken in accordance with:</p> <ul style="list-style-type: none"> The Interim Construction Noise Guideline (DECC, 2009) The Industrial Noise Policy (EPA, 2000) and/or an alternative assessment framework/guideline more relevant to ferry operations (in consultation with the EPA as part of the development of the EIS). The Transport for NSW Construction Noise Strategy (TfNSW, 2012b). The noise and vibration assessment would: <ul style="list-style-type: none"> Identify the existing acoustic environment, in accordance with current and future land uses. Identify potential sensitive receivers, in accordance with current and future land uses. Assess the predicted noise and vibration levels and the potential impacts as a result of construction and operation of the proposed Ferry Wharf. Identify options for reasonable and feasible mitigation measures to minimise expected impacts during construction and operation.
Ecology	<p>An aquatic ecology assessment would be prepared in accordance with requirements of the <i>Fisheries Management Act 1994</i> and the SREP SHC. The aquatic ecology assessment would include:</p> <ul style="list-style-type: none"> An assessment against the expected aquatic ecology from a review of threatened species under the Fisheries Management Act 1994, Biodiversity Conservation Act 2016 and Environment Protection and Biodiversity Conservation Act 1999, and any local studies. An impact assessment to determine whether construction and operation of the proposal would adversely affect the known aquatic habitats. Suitable measures to avoid, minimise or mitigate potential impacts.
Biodiversity	<p>An assessment of land based ecological impacts would be undertaken to identify and address the requirements of the Biodiversity Conservation Act 2016 relevant to the application.</p>
Visual amenity and urban character	<p>A landscape character and visual impact assessment would be undertaken to understand visual effects of the proposal and the overall impact to the landscape character of the area, including future character. The landscape character and visual impact assessment would include:</p> <ul style="list-style-type: none"> an analysis of the combined value of the built heritage and natural and cultural landscape characteristics of the locality,

Issue	Scope <ul style="list-style-type: none"> • An assessment of the proposal's impacts on the heritage significance of any listed heritage items in proximity to the site and areas of archaeological potential. • An assessment of the impact of the proposal on views, vistas and public and private spaces in the region. • Consideration of the potential impacts of lighting. • Appropriate management measures to minimise any potential impacts. • Photomontages would be prepared to support the assessment incorporating the proposed design, scale and finishes of the proposal set within its future landscape context.
ESD, Sustainability and climate change	<p>A sustainability strategy report and climate change risk assessment would be prepared for the proposal.</p> <p>The sustainability strategy report would:</p> <ul style="list-style-type: none"> • Confirm the applicable and related sustainability initiatives in accordance with the TfNSW Sustainability Design Guidelines and Sydney Ports Corporation Guidelines. • Provide recommendations for the effective implementation of sustainability initiatives during design and subsequent planning phases. • The climate change risk assessment would include: <ul style="list-style-type: none"> - A review and interpretation of up-to-date scientific climate change data. - A targeted literature review, focusing on NSW and maritime specific policies and guidelines. - A qualitative description of the likely impacts of climate change on the proposal. - A quantitative assessment of greenhouse gases emissions. - Risk mitigation or adaptation measures that may be required during the life of the proposal.
Other environmental issues	
Property and land use	<p>The EIS would include an assessment of potential impacts on adjacent land with consideration of the following issues:</p> <ul style="list-style-type: none"> • Existing and future land uses in consultation with other major landholders. • Direct impacts on property and land use within the Leeds Street Foreshore Precinct. • Indirect positive and negative impacts on property and land uses adjacent to the proposal area, including potential amenity impacts.
Infrastructure servicing	<p>The EIS would include preliminary information on the location of existing or future services and utilities and how the proposal would interact with these services.</p>

Issue	Scope
Aboriginal heritage	<ul style="list-style-type: none"> Where required, appropriate management measures for these works would be developed to minimise impacts to existing service providers. <p>An Aboriginal cultural heritage due diligence assessment would be undertaken, in accordance with the Office of Environment and Heritage's Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (2010).</p> <p>The assessment would include:</p> <ul style="list-style-type: none"> a review of relevant database searches (AHIMS and the NSW Atlas of Aboriginal Places) and any relevant Aboriginal heritage reports to determine the presence of known Aboriginal sites and places within, or proximate to, the proposal area. A site inspection to examine registered Aboriginal sites and/or any Aboriginal places, if required. An assessment of the Aboriginal archaeological potential in the proposal area. An assessment of the potential impacts of the proposal on known or potential Aboriginal archaeological sites. Recommendations to mitigate any impacts on Aboriginal sites and areas of Aboriginal archaeological potential, where appropriate.
Hydrology	<p>It is not anticipated that a detailed hydrological assessment would be required.</p> <ul style="list-style-type: none"> The EIS would provide an assessment of the current hydrological processes and conditions in the proposal area to determine the potential construction and operational impacts. The hydrological assessment would include details about: <ul style="list-style-type: none"> Tides, currents, waves and water levels; and The current and future stormwater infrastructure o water quality management.
Soils, geology and contamination	<p>The EIS would provide a soils and geology assessment. Management and mitigation measures would be proposed, where appropriate.</p> <p>A contamination assessment would be undertaken and management and mitigation measures would be proposed to address potential impacts, where appropriate.</p>
Air quality	<p>The EIS would include an air quality assessment focusing on the construction impacts and the development of management and mitigation measures, where appropriate. The assessment would include:</p> <ul style="list-style-type: none"> A description of the existing air quality environment and meteorology using existing background data. Identification of sensitive receptors and neighbouring land uses key pollutant criteria for the proposal, referenced from relevant NSW guidelines and legislation. Identification of the key emission sources during the construction and operational phases. A qualitative assessment of construction air quality impacts.

Issue	Scope <ul style="list-style-type: none"> • A qualitative assessment of potential air quality impacts and/or improvements associated with the operational phase of the proposal. • Where relevant, appropriate mitigation/management measures for the construction and operational phases to minimise impacts on the receiving environment.
Hazards and risks	The EIS would include a hazard and risks assessment evaluating the potential safety issues and impacts during construction and operation of the proposal. The assessment would consider the general operational safety requirements at other ferry wharves in the harbour. Management and mitigation measures would be proposed, where appropriate.
Waste and resource use	<p>The EIS would include a waste management and minimisation strategy considering the likely waste streams and volumes from construction and operation of the proposal, including spoil, waste water and demolition materials.</p> <p>The strategy will include measures to minimise waste where possible.</p>
Social-economic	<p>The EIS would include a socio-economic impact assessment to identify and evaluate the social impacts and benefits of the proposal.</p> <p>The assessment would draw upon the other investigations undertaken as part of the EIS to understand the potential social impacts, including noise and vibration, traffic, transport and access, visual amenity, property and land use and air quality.</p> <p>The assessment would include:</p> <ul style="list-style-type: none"> • An overview of the current and expected future social profile at Rhodes. • Identification of key socio-economic benefits and impacts. • Identification of impacts on existing services and facilities. • Recommended mitigation measures
Lighting and signage	<p>The EIS shall include consideration of lighting impacts.</p> <p>The EIS shall include details of all signage proposed including identification signs, wharf numbering, wayfinding signage etc.</p>
Construction management	The EIS will identify measures to ameliorate potential construction impacts, including to vehicular, pedestrian and maritime access, noise and vibration, air quality, erosion and sediment control, water quality and waste management.
Staging	Details will be provided with respect of the proposed staging of the proposed development.

9. CONSULTATION

Consultation will be undertaken in preparing the EIS.

It is anticipated that the following parties will have an interest in the proposal and will be consulted:

- Department of Planning & Environment
- City of Canada Bay Council
- Harbour City Ferries
- Transport for NSW (TfNSW)
- NSW Police
- Sydney Water Corporation
- AusGrid
- Office of Environment and Heritage
- Environment Protection Authority
- Department of Primary Industries
- Community stakeholders

Consultation with Roads and Maritime Services (RMS) has already commenced and will continue throughout the EIS preparation and assessment process.

The EIS will describe the consultation process and the issues raised and identify where the design of the development has had regard to these issues.

In addition to the consultation undertaken by the Proponent, the application for SSD will publicly exhibited for a minimum 28 days. During the public exhibition period for the SSD application, the Department will notify surrounding residents in writing, place an advertisement in a State wide and local newspaper, and place electronic copies of the application and all supporting information on the Department's major project website.

10. CONCLUSION

This report provides support to the request for SEARs for the construction of a ferry wharf and development of a mixed use commercial and residential waterfront precinct at Rhodes East. The proposal is driven by the need to provide a new ferry service for the existing and future population of Rhodes.

The proposal will provide a new ferry wharf that will be public transport asset, and provides an opportunity to deliver a waterfront public open space and a vibrant mixed use commercial and residential precinct.

All relevant impacts will be assessed in the EIS, as guided by the SEARs.

DISCLAIMER

This report is dated 17 September 2018 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Billbergia (**Instructing Party**) for the purpose of SEARS Request Request (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A DESIGN CONCEPT REPORT

APPENDIX B COST ESTIMATE

APPENDIX C LEGAL ADVICE



BRISBANE

Level 7, 123 Albert Street
Brisbane QLD 4000
Australia
T +61 7 3007 3800

GOLD COAST

45 Nerang Street,
Southport QLD 4215
Australia
T +61 7 5600 4900

MELBOURNE

Level 12, 120 Collins Street
Melbourne VIC 3000
Australia
T +61 3 8663 4888

PERTH

Level 14, The Quadrant
1 William Street
Perth WA 6000
Australia
T +61 8 9346 0500

SYDNEY

Tower 2, Level 23, Darling Park
201 Sussex Street
Sydney NSW 2000
Australia
T +61 2 8233 9900

CISTRI – SINGAPORE

An Urbis Australia company
#12 Marina View
21 Asia Square, Tower 2
Singapore 018961
T +65 6653 3424
W cistri.com