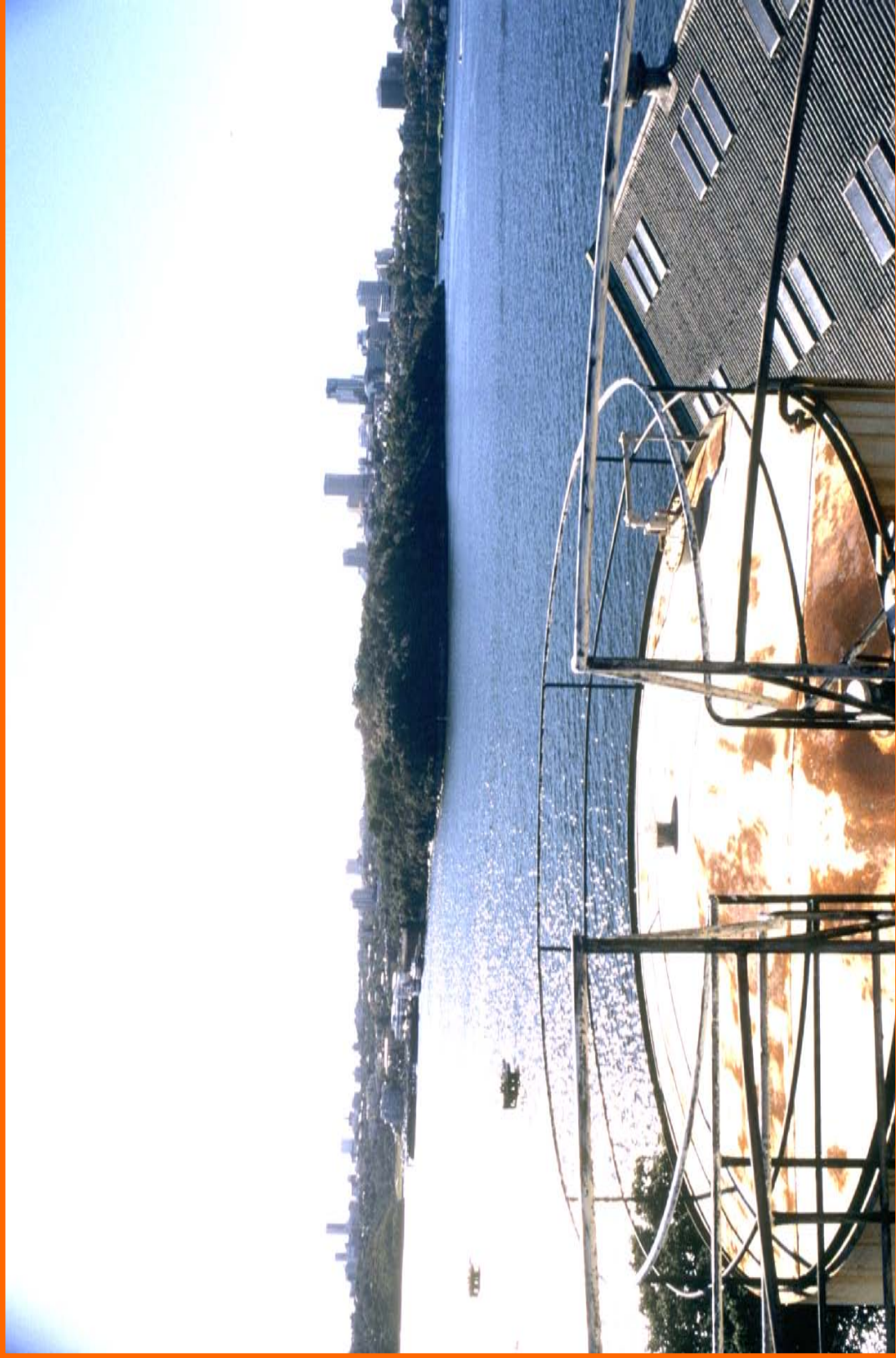




BALLAST POINT PARK BIRCHGROVE

PRELIMINARY ASSESSMENT REPORT TO ACCOMPANY A PART 3A PROJECT APPLICATION

Prepared for
Sydney Harbour Foreshore Authority

By
BBC Consulting Planners,
55 Mountain Street, N.S.W.
PO Box 438, Broadway, N.S.W. 2007

Phone: (02) 9211 4099 *Fax:* (02) 9211 2740

Job No. 05244
Project Application Report FINAL.doc
13 December 2005

100

4.2.3	Ancillary Components Excluded from Project Application	6
4.2.4	Design Details	6
4.3	Management	6
5.	PRELIMINARY ASSESSMENT	7
5.1	Purpose of Preliminary Assessment	7
5.2	Summary of Key Issues	7
5.3	Cultural Heritage	7
5.4	Site Interpretation and Public Art	7
5.5	Remediation and Site Preparation	7
5.6	Stormwater and Drainage	7
5.6.1	External Catchments	7
5.6.2	Internal Systems	7
5.6.3	Stormwater Harvesting and Irrigation	8
5.6.4	Subsurface Drainage	8
5.7	Infrastructure and Services	8
5.8	Vegetation and Biodiversity	8
5.9	Traffic and Transport	8
5.9.1	Public Transport	8
5.9.2	Vehicular Access and Car Parking	9
5.9.3	Traffic Generation	9
5.9.4	Special Events	9
5.10	Pedestrian and Cyclist Circulation	9
5.10.1	Pedestrian and Cyclist Accessibility	9
5.10.2	Linkages to Surrounding Public Open Space	9
5.10.3	Water Based Access	9
5.11	Views and Visual Impact	9
5.11.1	Views to and From Site	9
5.11.2	Visual Impacts	9
5.12	Safety and Security	10
5.13	Lighting	10
5.14	Noise	10
5.15	Public Amenity	10
5.16	Social and Economic Impacts	10

6. INFORMATION TO BE PROVIDED WITH ENVIRONMENTAL ASSESSMENT 11

6.1 Introduction	11
6.2 Plans	11
6.3 Reports	11
6.4 Post Project-Approval Plans and Studies	11

7. LEGISLATIVE FRAMEWORK12

7.1 Relevant Acts.....	12
7.1.1 Part 3A Environmental Planning and Assessment Act 1979.....	12
7.1.2 Approvals Under Other Acts	12
7.2 State Environmental Planning Policies	12
7.2.1 State Environmental Planning Policy (Major Projects) 2005	12
7.2.2 SEPP No. 56 (Sydney Harbour Foreshores and Tributaries).....	12
7.2.3 State Environmental Planning Policy No. 11 (Traffic Generating Developments).....	12
7.2.4 State Environmental Planning Policy No. 55 (Remediation of Land)	13
7.3 Regional Environmental Plans	13
7.3.1 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	13
7.4 Local Planning Controls	13
7.4.1 Leichhardt LEP 2000: Zoning	13
7.4.2 Leichhardt LEP 2000: Other Relevant Provisions	13
7.4.3 Leichhardt DCP 2000.....	14
7.5 Ballast Point Park Master Plan	14

LIST OF APPENDICES

1. Letter from Minister
2. Instrument of Adoption of Ballast Point Master Plan
3. Ballast Point Master Plan Diagram – Land to Which Project Application Relates

LIST OF FIGURES

Figure 2.1.1: Site Location.....	1
Figure 2.1.2: Aerial Photograph.....	1
Figure 2.3.1: Pre-Remediation Site Survey	1
Figure 2.4.1: Existing Slope Analysis	2
Figure 4.1.1: Master Plan Depicting Elements included in this Project Application.....	4
Figure 5.5.1: Topographic Canvas	8
Figure 6.2.1: Map 11 of Schedule 2 to the Major Projects SEPP	12

1. INTRODUCTION AND OVERVIEW

1.1 Purpose of This Report

This Preliminary Assessment Report accompanies an application to the Director General under Section 75E of the *Environmental Planning and Assessment Act 1979* (“the Act”) for approval to carry out a Project as defined in Part 3A of the Act (“a Major Project”).

The Major Project to which this application relates is the **construction of a public park** at Ballast Point, Birchgrove, on Sydney’s Balmain Peninsula.

Ballast Point is a 2.6 ha industrial site on the Balmain peninsula, formerly used by Caltex Australia as an oil and fuel depot, manufacturing and packaging site. The Sydney Harbour Foreshore Authority (“The Foreshore Authority”) has acquired the Site and will create the largest green addition to Sydney’s harbour in a century.

The Minister for Planning has expressed an opinion that the construction of a park at Ballast Point is a Major Project for the purposes of the *State Environmental Planning Policy (Major Projects) 2005* (“the Major Projects SEPP”), and Part 3A of the Act. A copy of the letter from the Minister is provided at Appendix 1.

The purpose of this report is to seek the Director General’s Environmental Assessment Requirements for the Project Application for Ballast Point Park.

The Preliminary Assessment Report comprises:

- site description and analysis;
- overview of design concept;
- outline of prior consultation;
- preliminary assessment;
- plans and reports proposed to be lodged with the Environmental Assessment; and
- legislative framework.

The report is accompanied by:

- a completed application form;
- the required fee as advised by DoP, being \$898.90.

A checklist of this report against the matters required to be addressed in the Draft Guidelines for Major Projects is provided at Section 1.5.

1.2 Summary of Project

Ballast Point, located on the Birchgrove Peninsula, is one of Sydney Harbour’s most significant headlands. A prominent 2.6 hectare site, it sits directly opposite Balls Head Reserve. A former Caltex facility, it was

officially returned to public ownership in September 2002 following compulsory acquisition of the land by the NSW Government. The Sydney Harbour Foreshore Authority will develop and manage the Site as a public park, on behalf of the people of NSW. Since its purchase, the Authority has engaged the community and commissioned detailed studies, culminating in the preparation of a draft Master Plan for the Site.

Ballast Point Park will be developed as a series of five precincts, for predominantly passive recreation purposes. A location for a mobile coffee kiosk, two amenities blocks, a children’s play area and on-site parking for 18 cars will also be provided. The park will accommodate site interpretive elements and public art. Predominantly indigenous planting will be accompanied by shade structures to provide a variety of viewing and recreation spaces.

The maritime refuelling facility identified in the Master Plan, located at the southern corner of the Site, in addition to ancillary structures and a truck turning and unloading area for the refuelling facility, are excluded from this Project Application. For the purposes of this application, consent will be sought to the use of the affected land as a public park. A condition of approval is invited which would require a separate Project Application to be submitted for any infrastructure associated with the refuelling facility. This would enable the impacts of the facility (such as environmental controls and traffic impacts) to be addressed in detail in a future submission.

1.3 Capital Investment Value

The Capital Investment Value of the project, as defined in the Major Projects SEPP, is \$11 million.

1.4 Approvals Framework

The land to which the Project Application relates is land entirely within that area bounded by a heavy black line on Map 11 of Schedule 2 to the Major Projects SEPP. Pursuant to the SEPP and Section 75B of the Act, the proposal is a Project to which Part 3A of the Act applies, and is demonstrated to be of State and Regional Planning Significance. A letter has been received from the Minister for Planning (refer Appendix 1) expressing an opinion in this regard.

Through the operation of the Major Projects SEPP, the Minister is the consent authority for proposed development.

The Site is situated in the Leichhardt Local Government Area. The development of the Site would normally be governed by the *Leichhardt Local Environmental Plan 2000* (LLEP 2000). The development of the Site for the purposes of a public park is permissible on the land following the gazettal of Amendment No. 12 to LLEP 2000 on 7 October 2005.

The Site is subject to an adopted Master Plan prepared pursuant to the provisions of the *State Environmental Planning Policy No. 56 (Sydney Harbour Foreshores and Tributaries)*. The proposal as outlined in the Project Application is highly consistent with the approved Master Plan, which in turn exhibited high levels of consistency with the Guiding Principles of SEPP 56. In 2005, the *Sydney Regional Environmental*

Plan (Sydney Harbour Catchment) identified the site as a Strategic Foreshore Site for which a Master Plan is required. The proposal is consistent with this SREP.

An assessment of the proposal with reference to the legislative framework is provided at Section 7 of this report.

1.5 Application Checklist

A draft Department of Planning Guideline, “Steps in the Assessment and Approval of Major Projects under Part 3A”, dated 14 September 2005, lists the matters to be addressed in a Project Application. The following table sets out the matters and notes where or how each requirement is addressed.

Requirement	Where addressed
(a) A written and graphical description of the project and any ancillary components, including relevant preliminary plans	Section 4
(b) The location(s) and a map identifying the site(s) / alignment / corridor	Section 2
(c) The capital investment value and other relevant information in relation to parameters set out in the Major Project SEPP or any relevant order relevant for determining whether Part 3A applies to the project	Section 1.3; Minister’s Opinion at Appendix 1; Section 7.2.1
(d) The planning provisions applying to the site and whether the project is permitted under the prevailing EPIs, DCPs, policies etc, and if the project is inconsistent with such instruments/plans/policies	Section 7
(e) The views of the other agencies, local council and/or the community if known	Section 3
(f) List any other approvals required in particular if a licence from the Department of Environment and Conservation under the <i>Protection of the Environment Operations Act</i> is required	Section 7.1.2
(g) If relevant, justification as to why the project should be considered to be a major project under Part 3A, taking into consideration the relevant criteria	Minister’s Opinion at Appendix 1; Section 7.2.1
(h) A preliminary assessment to identify the likely environmental issues	Section 5
(i) A completed application form	A completed application form is provided under separate cover.

(j) The prescribed application fee	The Department of Planning has advised that the applicable fee for lodgement of this Project Application is \$898.90.
(k) The number of copies of application documents requested by the Department, including documents in electronic format	A total of 14 copies of the Project Application are provided and an electronic copy of the application is provided on CD. Plans of the park will be provided with the Environmental Assessment.
(l) Any other matters required by the Director-General, following consultation with the Department	Meetings were held with the Department in September 2005, and the proponent was not advised of any further requirements during that meeting or in subsequent correspondence.

2. SITE DESCRIPTION

2.1 Location and Ownership

The Ballast Point site (“the Site”) is located at the tip of the Birchgrove Peninsula in the inner western suburbs of Sydney, approximately 7 kilometres from the Sydney CBD, as shown on Figure 2.1.1, below.



Figure 2.1.1: Site Location

The Birchgrove peninsula is predominantly residential in character, except for the former Caltex site which occupies the headland. The site is bounded by Snells Bay to the northwest, Port Jackson to the north, Mort Bay to the south and the residential suburb of Birchgrove to the west. One residence along Wharf Road adjoins the Ballast Point Site. All other neighbouring residences are separated from the site by Ronald Street.

The Site was formerly owned by Caltex and was used as an oil and fuel depot, manufacturing and packaging facility. Following its acquisition in 2002 by the NSW Government, the Site is owned and managed by the Sydney Harbour Foreshore Authority.

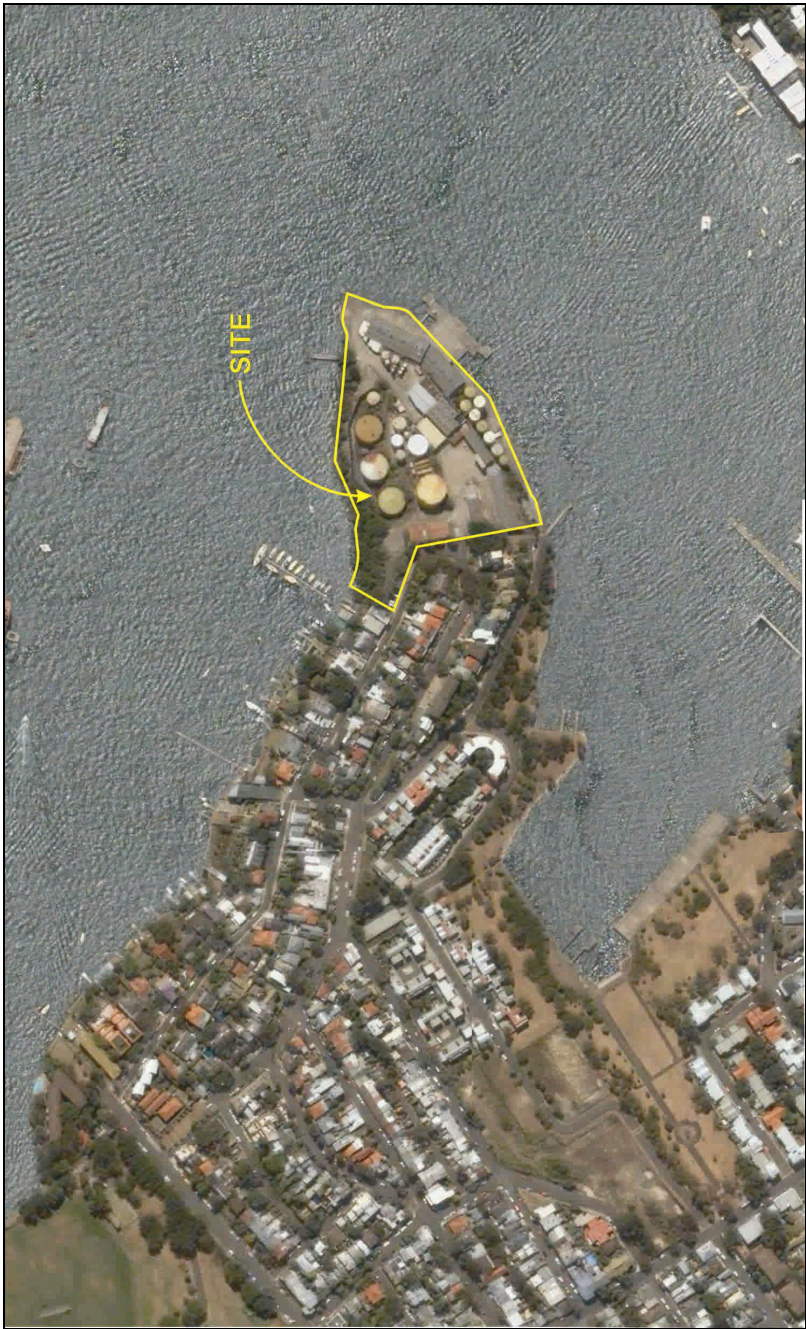


Figure 2.1.2: Aerial Photograph

The Real Property Description is as follows:

- Lot 1 DP 115939
- Lot 2 DP 115939
- Lot 3 DP 115939
- Lot 4 DP 115939
- Lot 7 DP 132691
- Lot 11 DP 792332
- Lot 413 DP 752049
- Lot 634 DP 752049
- Lot 1 DP 82593
- Lot 2 DP 82593

2.2 Site History and Heritage

2.2.1 Site History

A Site History report and Heritage Management Plan (including detailed site inventory) were prepared in 2004 for the draft Master Plan by Tropman and Tropman Architects and Heritage Concepts, respectively.

Pre-European

Rock shelters with art and/or deposits, shell middens and engravings are the principal forms of evidence that indicate the nature of Aboriginal life along the foreshore of Port Jackson. Although a prominent headland, investigations have found no remaining evidence of Aboriginal occupation at Ballast Point, due to the extensive modification of the area. The closest known Aboriginal sites to Ballast Point include those found on Goat Island, Balls Head, and Long Nose Point.

Colonial

The Site's colonial history began with land grants to John Gilchrist and William Balmain. It was an important location because of its accessibility by water transport, the only form of transport to Balmain until the 1890s. It is not known whether Ballast Point was quarried or was a storage site for ballast, but if quarried, it is likely to have been concentrated on the eastern shoreline.

Despite Ballast Point's commercial potential because of its high natural sea walls and deep water, it remained relatively undeveloped (probably due to the economic depression between 1841 and 1844) until Thomas Perkins, a merchant and draper, purchased the site in 1852. 'Menevia' was a large 2-storey house built by Perkins on Ballast Point in 1864. Sea walling and land reclamation to the south associated with the villa began in 1867 and continued until 1910. By the early 1920s, the house was in such disrepair that several efforts were made to have the land resumed as a public reserve. They were unsuccessful and in 1928 the Texas Oil Company (Texaco) purchased the site and demolished the house. Part of the wall foundation remains today.

Industrial

In 1928, Ballast Point was acquired by Texaco as the company's first seaboard terminal in Australia. From 1928 to 1936, Texaco altered the cliffs on the site significantly to accommodate a tank farm by creating a series of geometrically shaped benches. The cliff line on the northern side was obliterated by fill pushed behind the sea wall constructed a short distance off the Snail's Bay shoreline. A concrete bund wall was constructed on top of the scree slope. Access to the Main Wharf was provided along the southern foreshore via Yeend Street, all of which resulted in a compact and efficient operation.

Initially, the Texaco site was used as a fuel depot, however in 1936, as a result of an oil company merger, the new company, Caltex, began manufacturing and packaging lubricating oils at Ballast Point. The change to Caltex resulted in a second building programme and further excavation of the southern cliff-face to accommodate a warehouse. As

well, the sea wall on the point was raised to allow a loop road from Yeend Street to extend up through the middle of the site to the front gate at Ronald Street & Ballast Point Road. In 1947, further tank farms were established on the southern bench.

Post WWII development resulted in limited land acquisition to the northwest and the construction of a bunkering wharf in Snail's Bay. The shift of maritime activities to Port Botany led to the closure of Mорт Bay facilities in the 1970s, with Caltex on Ballast Point being one of the few remaining heavy industries to remain in Balmain. The Caltex site ceased operation in the 1990's.

Review of Analysis of the Former Caltex Site (2004) by Tropman & Tropman Architects gives the following summary of value of the industrial heritage on the Ballast Point site:

"Ballast Point is an example of man's interaction with nature. The modified landscape is best defined through the physical evidence."

"From the early days of mining ballast, land development and residential occupation, through to Caltex's long term tenure as an industrial land user, the layers of activity have been embedded into this landscape."

"Usable spaces and forms have continued to be created and developed by the occupant modifying, cutting and levelling the existing topography. The resultant landform especially expresses the sites heavy industrial past."

"The extensive, extractive, levelling and cutting mining processes are expressed in a robust sandstone landscape of inclines, platforms and cliffs. Highly notable landforms are the vertical semi-circular cliff faces formed by constructing platforms for large storage tanks."

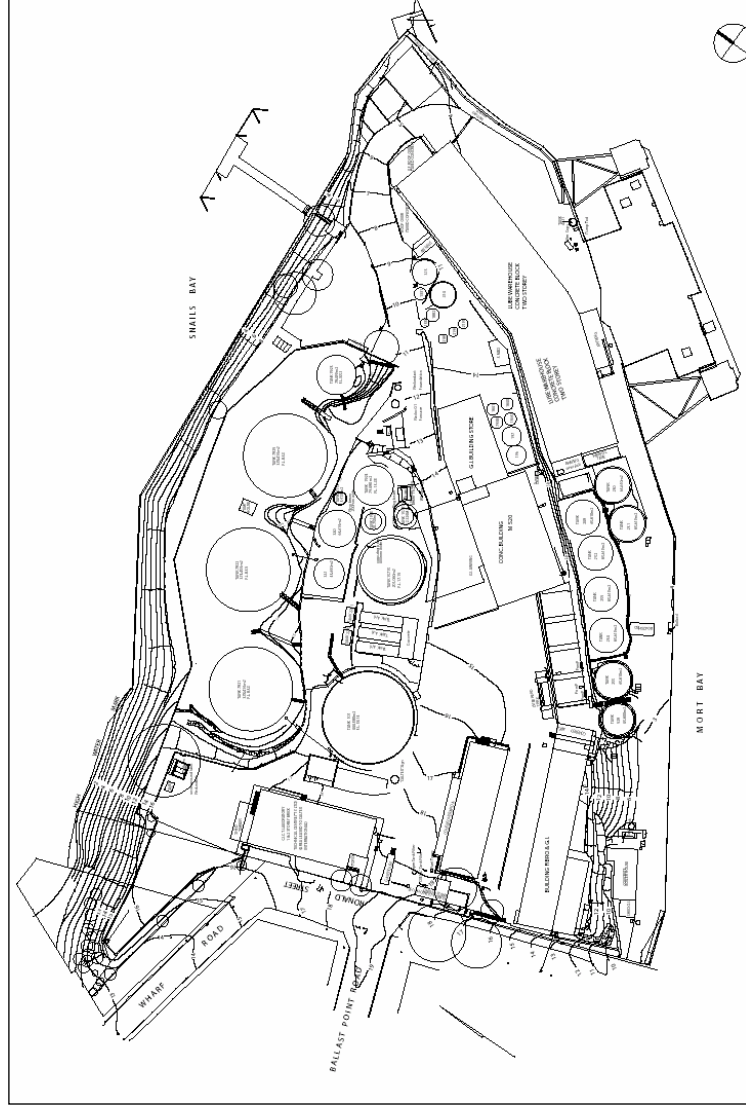


Figure 2.3.1: Pre-Remediation Site Survey

2.4 Topography, Geology , Soils and Microclimate

The Hawkesbury Sandstone geology has determined a relatively flat cliff-top site, sloping to the water's edge steeply to the north and more gently to the east. Significant alterations to the original topography have occurred as a result of 19th century maritime activities and 20th century cliff modifications for the storage tanks.

A current topographic canvas is shown as a slope analysis in Figure 2.4.1.

2.2.2 Heritage Listing

An amendment to LLEP 2000 gazetted on 7 October 2005, identified the former Caltex Oil facility at Ballast Point as a heritage item of State-level significance. The heritage listing considers the site to be important due to some 30 items of plant and equipment of significance across the site. The implication of this heritage listing is discussed in Section 5.3.

The Site is not identified as a heritage item on the State Heritage Register, nor in the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*.

2.3 Existing Improvements

The Caltex site is dominated by cylindrical storage tanks and associated infrastructure used in the main for the storage and distribution of petroleum products. Two wharves were also used in the Caltex



Figure 2.4.1: Existing Slope Analysis

Foreshore headlands are characterised by shallow sandy soil cover. At Ballast Point, some soil has been retained by low walls to form occasional grass terraces around the storage tanks. Soil has also accumulated at the base of sandstone cuttings and on the north embankment. The sea wall surrounding much of the Site contains reclaimed fill. The majority of the soil on the site is contaminated and will be removed by Caltex as part of the approved remediation process.

Microclimatically, the Site consists of an open exposed ridge-top, a dry exposed north slope affected by hot westerly winds in summer, an exposed south-east foreshore cooled by the dominant south easterly winds and a protected eastern slope experiencing occasional north easterly breezes.

2.5 Hydrology and Drainage

Foreshore headlands are characteristically well drained due to the relatively porous sandstone geology. The site drainage at Ballast Point has been affected by the landform alterations and the fuel storage infrastructure.

There are internal stormwater drainage collection pits which flow to low points behind the sea walls. These will be replaced by a new stormwater management system which seeks to consider the re-use of stormwater for irrigation purposes where possible.

A Condition Assessment Report for the Existing Seawalls at Ballast Point was undertaken for by the then Waterways Authority of NSW in October 2003. This report indicated that there are a number of significant concerns in relation to the durability and stability of the sea walls, and

recommended priorities for repair. The repair of the northern seawalls will be included in the subject Project Application.

2.6 Flora and Fauna

The Flora and Fauna Assessment was undertaken by Environmental Resources Management Australia in May 2003 to inform the masterplanning process. The objectives for the report included:

- assessment of the past ecology of the site;
- outlining vegetation communities and identifying areas of fauna habitat;
- identifying the likelihood of the occurrence of species and ecological communities listed as threatened and endangered on the NSW *Threatened Species Conservation Act 1995* (TSC Act) and the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) threatened species or ecological communities occurring on site; and
- recommend conceptual management measures based on the ecological values found.

The Site was cleared of its original vegetation (an open woodland with shrub and herbaceous understorey) early in 20th century. The vegetation on the site prior to Caltex's remediation process is a mixture of native species, exotic species, and weeds. There are a few large trees, including *Araucaria heterophylla* (Norfolk Island Pine) and *Ficus hillei* (Weeping fig), and smaller figs and melaleucas are scattered through the site. Two *Ficus rubiginosa* (Port Jackson Fig) are located in Ronald Street.

The majority of the vegetation is found on the northern edge of the site, on a steep bank between the bund and the water edge.

The Flora and Fauna Assessment indicated that very little fauna habitat is present on the site except for bird habitats in patchily distributed trees and shrubs, and incidental sightings of Water Rat (*Hydromys chrysogaster*). No evidence of threatened species was found.

2.7 Access

2.7.1 Existing Road Network

As a Harbour headland, Ballast Point has limited road access. The 2003 Transport Review prepared by Masson Wilson Twiney for the Master Plan indicates that:

- Ballast Point Road is relatively wide and provides two traffic lanes and kerbside parking on both sides.
- Wharf Road, with its narrow carriageway and minimal footpath widths, provides two narrow traffic lanes and kerbside parking on one side only.

- The narrow streets plus on-street parking make vehicular access to the site convoluted, especially for larger vehicles. Many of the roads in the Birchgrove area are similar.
- Observations of traffic operations in the area indicate that the roads generally have adequate capacity to cater for existing flows.

2.7.2 Existing Pedestrian Access

The Site can be accessed by road via the ridge line along Ballast Point Road or from the lower roads, Wharf Road (leading to Roland St) and the cul-de-sac, Yeend Street.

Although public access onto the Site is currently prohibited, Mort Bay Park provides potential foreshore promenade access for pedestrians and cyclists and links from the site to public ferry services at Thames Street Wharf.

2.7.3 Public Transport

The Transport Review undertaken by Masson Wilson Twiney in October 2003 concluded that there is a reasonable level of ferry services, and a good level of bus services, within some 400 to 500 metres of the Site.

2.7.4 Carparking

There are presently 15 car parking spaces along the Wharf Road edge of the site. The Mort Bay Park, Plan of Management, prepared by Leichhardt Council, indicated the provision of car parking in Yeend Street.

The Transport Review undertaken for the Masterplan identified comparable Harbour foreshore passive recreation areas have 20 - 30 spaces.

2.7.5 Water Access

Caltex is in the process of removing all wharves at Ballast Point as part of the approved demolition and remediation of the site.

It is noted that there is a small wharf located just outside of the site, at the end of Yeend Street. This is beyond the site boundary and is owned by Leichhardt Council.

The Master Plan identifies the provision of new or refurbished water based access points to Ballast Point Park. This will be the subject of a future Project Application.

3. PRIOR INVESTIGATIONS AND CONSULTATION

3.1 Preparation of Master Plan

In May 2003, the Foreshore Authority invited eleven consultants to submit proposals for the preparation of a Master Plan for the site under the requirements of SEPP 56. CONTEXT Landscape Design, in association with Anton James Design and CAB Consulting, were the successful consultant team.

The masterplanning process was undertaken in five stages:

Stage 1 - Analysis of Baseline Studies

Stage 2 - Consultation on the Typology of the Park

Stage 3 - Background Investigations.

Stage 4 - Master Plan preparation & Illustrative Design Concepts.

Stage 5 - Public Exhibition.

The Master Plan was exhibited for public comment in August 2004 and adopted by the Minister for Planning in September 2005. A copy of the Instrument of Adoption and imposed variations is provided at Appendix 2.

3.2 Community Consultation

Community consultation was a major focus of the Master Plan process. The consultative process, developed by the Foreshore Authority and the Consultant Team, sought to engage the public and relevant stakeholders as widely as possible. The objective was to assist members of the community to understand and contribute their views on the potential of the site as a park with a small maritime refuelling facility.

The consultation strategy included information sessions, attendance at Community Precinct Committee meetings, providing communication channels in the form of newspaper advertisements, regular newsletters and the Ballast Point Website (www.shfa.nsw.gov.au/ballastpoint).

As well, there were three major activities:

- Ballast Point Site Tours and Harbour Park Tour;
- visioning sessions with residents and stakeholders; and
- public exhibitions and response sessions to concepts and options for the site prepared by the design team.

The results were analysed into design objectives which informed the Master Plan, including the Vision. A separate community consultation report was prepared to accompany the draft Master Plan.

Throughout the Master Planning process, the Foreshore Authority established a Local Communications Group to provide an ongoing avenue in which the Foreshore Authority and the local community could communicate with each other.

3.3 Authorities Consultation

Throughout the Master Planning phase, extensive consultation was undertaken by the Sydney Harbour Foreshore Authority with a range of stakeholders across all levels of Government and community organisations, including:

- Department of Planning
- Leichhardt Council;
- Maritime NSW
- Sydney Harbour Federation Trust
- Government Architect's Office
- Sydney Harbour Design Review Panel
- NSW Heritage Office
- National Maritime Museum
- National Trust

Given the extent of consultation undertaken at the Master Planning stage, it is anticipated that a Planning Focus Meeting is not required.

4. DESIGN CONCEPT

4.1 Project Overview

4.1.1 Master Plan Proposal

The vision for Ballast Point Park is to create an appealing and valued harbourside park that optimises the potential of its rich layers of history, its unique setting, and its intriguing topography, as well as satisfying a wide variety of social and recreational opportunities. It will have a strong sense of place that is engaging, contemporary and culturally relevant.

The Site will be transformed into landscaped parkland to mimic the natural setting of Balls Head to the north. This will provide a 'green' entry to the western reaches of Sydney Harbour.

The Master Plan for Ballast Point Park is provided below, with an enlarged version including the key for the numbered elements provided at Appendix 3. Further details of the proposal are provided at Section 4.2.2.

This Project Application relates to the use of the land as public open space and the construction of a public park. Other elements, specifically the maritime refuelling facility and the wharves, are subject to future Project Application/s, as outlined in Section 4.2.3.



Figure 4.1.1: Master Plan Depicting Elements included in this Project Application

Note: Refer to Appendix 3 for larger version and key to numbering.

Land to which this Project Application Relates

The land to which the Project Application relates is shown on Figures 2.1.1 and 2.1.2. It is land entirely within that area bounded by a heavy black line on Map 11 of Schedule 2 to the Major Projects SEPP.

4.1.3 Master Plan Vision

The redevelopment of Ballast Point offers a rare opportunity to create a new park and small maritime refuelling facility [the latter excluded from the Project Application] to augment the necklace of open spaces around Sydney Harbour.

The vision is to create an appealing and valued harbourside park and refuelling facility that optimises the potential of its rich layers of history, its unique setting, and its intriguing topography, as well as satisfying a wide variety of social and recreational opportunities. It will have a strong sense of place that is engaging, contemporary and culturally relevant.

4.1.4 Community Objectives

The following objectives were determined through the community consultation and visioning process. These objectives were used to formulate the Key Design Principles described in Section 4.2.1:

- Provide for passive recreation
- Incorporate a Working Harbour maritime precinct
- Interpret heritage
- Co-ordination of planning with other parks
- Exploit views
- Design for separate social interaction
- Promote arts
- Enhance the site to allow social activity
- Environmental Eden
- Harbour walkways accessible by all
- Retain existing landforms
- Historical recognition
- Restored & protected habitats for local flora & fauna
- Harbour access and usage.

4.2 Proposed Development

4.2.1 Key Principles

The key principles of the design developed with the community include the following:

- Create a green parkland setting with a strong tree canopy;

- Recognise, interpret and integrate the historical layers that have shaped Ballast Point;
- Create a green parkland appearance from the Harbour;
- Enhance the water/land interface to provide greater access to and from the water;
- Create a range of spaces of different scales and character;
- Incorporate a small maritime refuelling facility (subject to a future Project Application);
- Integrate interpretation/art into the landscape;
- Create a park that is accessible and safe for users of all ages;
- Maximise links with Mort Bay Park and surrounding neighbourhoods; and
- Create a design that incorporates best practice in ESD, maintenance and management.

4.2.2 Design Concept

The design seeks to establish the character and form of the park by incorporating the most salient features of the site whilst maintaining certain characteristic traits found in its former uses. Most notably, the simple engineering approach to topography found during the Caltex era; the siting of the villa 'Menevia' and the sense of harbourside bushland, which one might reasonably expect to have found on the site in pre European times.

The Master Plan presents a variety of spatial experiences, essentially passive, within a bushland setting. The spaces are used to choreograph movement between the upper and lower areas of the ridgeline, thereby heightening the physical drama and visual excitement of the journey and of the views across the harbour.

The spaces are organised and vegetated to provide spatial, textural, seasonal and micro-climatic variety. The experience of the park from within will be that of a sandstone peninsula, whilst the experience looking back to Ballast Point will essentially be that of a green and vegetated headland to match its opposite, Balls Head.

The Park is best described as a series of five precincts:

1. The Entry Precinct (Wharf Road Entrance)

This area marks the main entrance to the park at the corner of Ronald Street and Ballast Point Road. There will be a secondary entry point located on Wharf Road to form a pedestrian only entry from the car parking area. Beyond the entrance a playground and lawn area, paved terrace suitable for a mobile coffee kiosk and unisex amenities block will be located. Also located within this precinct is a belvedere viewing platform that will provide a strong aesthetic impact of the parkland below as well as maximising the impact of views encompassing the Harbour

Bridge and Balls Head. Car parking is located within this precinct along Wharf Road where it is proposed that 18 spaces be created.

Under the Master Plan, this precinct was to include a truck turning and unloading area for the maritime refuelling facility. However, this component is excluded from this Project Application and approval and separate approval would need to be sought.

2. The Northern Precinct (Snails Bay Edge)

This area is comprised of two distinct areas, the Foreshore and the Former Tank Farm. The Foreshore area is characterised by a crushed sandstone promenade generally 3 metres wide. The steep nature of the site requires terracing to create areas that will be planted with native trees and groundcovers. The Former Tank Farm includes an amphitheatre area in the eastern portion of this precinct which is comprised of grassed terraces and a widened foreshore promenade. The Former Tank Farm will also house Angophora Mounds which are bound by the scalloped sandstone cliffs to the south of the site and the existing bund wall to the north. This area will be planted with turf, native grasses and Angophora and will provide a significant view to Balls Head.

3. The Ridge Top Precinct

This precinct provides views to the north and south and was the former site of the maritime villa 'Menevia.' Within this precinct two former Caltex tanks will be reinstated together with panels from Tank 101 to form an interpretation of the former industrial use of the site. In addition, three tank cradles and structures will be retained surrounded by low heath planting. A shade structure will be created that marks the footprint of the former Menevia building and creates a framed view of the harbour.

4. Southern Precinct (Mort Bay Edge)

This precinct begins at the edge of the Belvedere and steps down to the waterfront at the point. The top terrace provides a pergola for shade and allows extensive views of the harbour. The subsequent terraces angle down towards the point. This precinct also contains a sunken garden that is two metres lower than the adjacent terraces and creates a secluded zone in an otherwise open precinct. The Point will have linkages with the Belvedere in that it creates a conclusion to the progression generated by this structure. The Point will be flagged by sandstone and steel balustrades and access to the water will be gained via stairs immediately south of the Point. Along the southern edge of the Park a garden is proposed that is flanked by a concrete retaining wall that will also serve as seating. The Foreshore promenade in this precinct is designed to allow maintenance vehicle access and will be constructed of simple concrete.

Another amenities block will be located at the Yeend Street entrance to the park in this precinct.

5. The Refuelling Precinct (Yeend Street Entrance)

The maritime refuelling facility has been carefully designed to cover minimal land area and has been sited in the southern corner of the site least attractive to park users. The refuelling facility is subject to ongoing design and has been excluded from this Project Application.

Further detail in relation to each of the above is provided in Section 5.0 of the Master Plan. It is noted that some elements of the Master Plan are excluded from the initial Project Application, as outlined in the following section.

Detailed plans and sections will be prepared to accompany the Environmental Assessment.

4.2.3 Ancillary Components Excluded from Project Application

The Master Plan allows for a small maritime refuelling facility and associated infrastructure including a machinery room, a truck turning circle and unloading area. Due to the greater environmental impacts associated with this facility in comparison with a park, **the refuelling facility and associated infrastructure are excluded from this Project Application.** Therefore, for the purposes of this Project Application, approval will be sought to the use of the land (that is, that land identified in the Master Plan as a refuelling facility and turning circle), as a public park. A condition of approval is invited which would require a separate Project Application to be submitted for any infrastructure associated with the refuelling facility. This would enable the impacts of the facility (such as environmental controls and traffic impacts) to be addressed in detail in a future submission.

The Master Plan also envisages:

- a shared parking area located on Yeend Street, to service Ballast Point and Mort Bay Parks.
- a commercial wharf associated with the refuelling facility;
- the reinstatement of the Pilot Wharf at the northern tip of the site;
- the creation of a public wharf for recreational boat users in the southern precinct of the park;

The above works are subject to further negotiations, and are therefore excluded from this Project Application. Being outside the mapped area identified in Schedule 2 to the SEPP as being land subject to the provisions of Part 3A of the Act, the Foreshore Authority may later seek a declaration of inclusion of any or all of these other works as part of Project, pursuant to Section 75B(3) of the Act.

4.2.4 Design Details

Section 5.0 of the Ballast Point Master Plan sets out principles and specifications for various detailed aspects of the park design, including paving, structural elements, landscaping and species selection, heritage interpretation and art, lighting, signage and furniture, and interface with adjoining public and private land.

Further details on the each of the above design matters will be submitted with the Environmental Assessment.

4.3 Management

The Park will be managed by the Sydney Harbour Foreshore Authority. A Plan of Management and Maintenance Manual are to be prepared for the Park to incorporate sustainable practices and operational procedures for the long term future of the Park. It is proposed that these documents will be prepared following the granting of approval and will be finalised prior to the opening of the Park.

5. PRELIMINARY ASSESSMENT

5.1 Purpose of Preliminary Assessment

The purpose of the Preliminary Assessment is to provide the basis for the issuing of the Director-General's Environmental Assessment Requirements. The Preliminary Assessment also seeks to identify any likely environmental constraints on the Site.

5.2 Summary of Key Issues

Cultural Heritage	Substantial colonial and industrial heritage assessment has previously been undertaken. A Statement of Heritage Impact is to be lodged with the EA and Conservation Policies will later be prepared and incorporated into the Plan of Management. While this is approach is not entirely consistent with the requirement under the Leichhardt LEP 2000 for a Conservation Management Plan to be prepared due to the Site's listing as an item of State heritage significance, the approach is considered to be appropriate given the volume of previous studies and consistency with the approved Master Plan.
Site Interpretation and Public Art	Will be fully integrated with the detailed design of the park. A framework of the strategy will accompany the EA.
Contamination	Remediation is the responsibility of Caltex and is presently being undertaken under a separate consent.
Stormwater and Services	Studies to date indicate no major issues. All new service connections and stormwater systems will be installed. Stormwater harvesting is being investigated in accordance with the Master Plan.
Vegetation and Biodiversity	No significant vegetation or habitat, nor evidence of threatened species. No further studies required. Recommendations in relation to species selection were adopted at Master Plan stage. A significantly improved natural environment will result.
Traffic and Transport	Access is constrained. No significant traffic generating uses proposed as part of this PA.

Car Parking

18 spaces proposed on site on Wharf Rd. Discussions will continue with Leichhardt Council to develop more spaces on Yeend Street (off-site).

Pedestrian and Cyclist Access

Excellent access provided throughout the site, with a good level of disabled access considering the grade differences across the site.

Other Impacts

Noise, lighting and safety issues were considered at Master Plan stage. Impacts will be mitigated through careful detailed design and management, via a Plan of Management to be prepared for the park.

Benefits

The proposed park will provide excellent public amenity and generate many positive social impacts.

5.3 Cultural Heritage

Ballast Point has been the focus of several previous heritage investigations, including a Site History report, and Heritage Management Plan (including detailed site inventory), both of which were prepared in 2004 for the draft Master Plan. Previous investigations contain a series of management recommendations for the site, which were endorsed through the adoption of the Master Plan.

Leichhardt Council recently identified Ballast Point as an item of state-level heritage significance in Schedule 2 of the Leichhardt LEP 2000. This listing, although not reflected in the State Heritage Register, requires a conservation management plan (CMP) to be submitted with all Development Applications relating to the site.

The proponent proposes to undertake an alternative approach to the submission of a CMP. Instead, future heritage documentation is proposed to be staged, to reflect the practicalities of construction and the approved management requirements. The staging will be as follows:

1. The preparation of a Statement of Heritage Impact to accompany the Environmental Assessment for the construction of the park. The SoHI will assess impacts to heritage values associated with the proposed works. Management recommendations will relate to construction techniques and ensure that heritage values are protected and promoted during the construction phase.
2. The preparation of conservation policies, to be incorporated into the Plan of Management for the park. Such policies will address conservation measures to protect heritage values within the park.

The outcome of this approach will be one, comprehensive management document for the site, rather than a fragmented approach with several management documents for heritage values.

5.4 Site Interpretation and Public Art

A range of potential site interpretive themes were identified in the adopted Master Plan. Both the site itself, with its dramatic structure and cliff lines, and insitu or salvaged industrial remnants, will be used to tell the story of the heritage of the site.

A framework for the design and implementation of a Heritage Interpretation, Public Art and Signage Strategy will be lodged with the Environmental Assessment. The Strategy itself will be prepared subsequent to the issuing of the Project Approval. The interpretive and artistic elements will be fully integrated into the detailed design of the park.

5.5 Remediation and Site Preparation

Caltex, the former owner of the Site, is responsible for the Site Preparation (demolition and remediation) phase of the project. Consent was granted by the then Minister for Infrastructure, Planning and Natural Resources, the Hon Craig Knowles, to DA 537-11-03 for demolition and remediation of any contamination, on 15 June 2004. A separate consent was issued on 20 May 2005 for the demolition of wharf structures (DA 251-07-04).

Caltex commenced demolition and remediation work on site in October 2005. Certain identified built elements will be retained insitu as part of the heritage strategy for the site, while those trees to be retained will be subject to contamination assessment.

Post-remediation slopes and maximum levels have been determined by the Foreshore Authority's Deed of Agreement with Caltex. The final metre of fill will be a suitable medium for plant growth. Refer Figure 5.5.1, overleaf.

5.6 Stormwater and Drainage

5.6.1 External Catchments

The existing streets adjoining the site contain stormwater gully pits that traverse along the existing road corridors and discharge to the harbour via controlled outlets external to the subject site. There is no external stormwater runoff entering the site from the adjoining streets or properties.

5.6.2 Internal Systems

Internal stormwater drainage collection pits are located across the Site and generally flow to low points located behind the existing sea wall retaining walls. Stormwater from these low points is pumped to an existing stormwater drainage retaining/treatment tank where the runoff is treated before discharging to the harbour. The system will be decommissioned as part of the redevelopment.

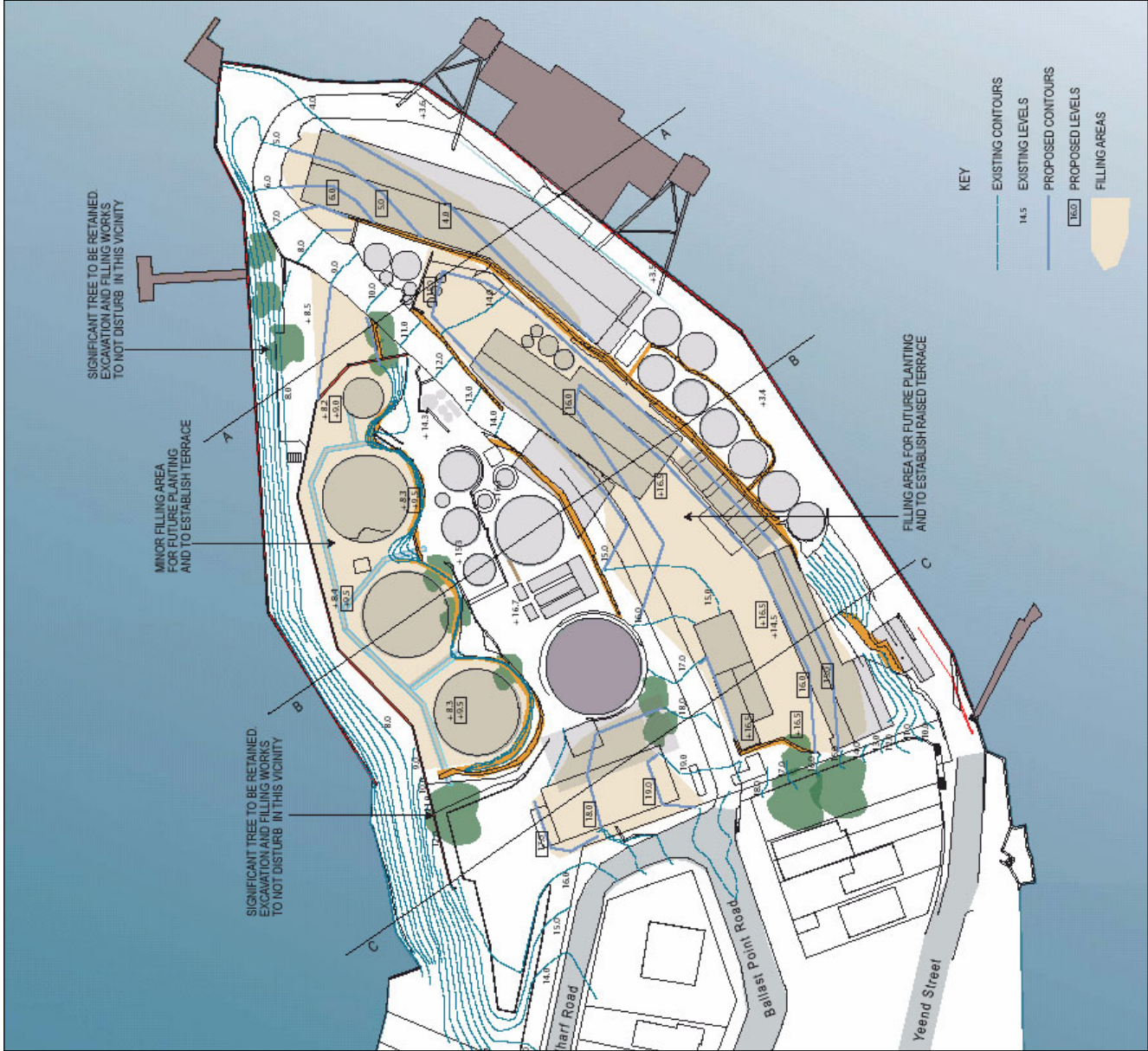


Figure 5.5.1: Topographic Canvas

Design criteria were adopted for stormwater drainage as part of the adopted Master Plan. Detailed stormwater design and water quality parameters will be addressed in the Environmental Assessment.

5.6.3 Stormwater Harvesting and Irrigation

One of the key aspects of the Master Plan is to reuse the site-collected stormwater for park irrigation purposes. This would need to be accompanied by mains water top-up.

The proposed re-use of stormwater for toilet flushing and irrigation purposes is being assessed from a cost and ESD viability perspective to ensure that any system that is adopted is maintainable in the both the short and longer term. An Integrated Water Cycle Management Strategy and irrigation concept study have been commissioned and will accompany the Environmental Assessment.

5.6.4 Subsurface Drainage

Testing undertaken by Caltex has indicated that contamination is likely to be present in the sandstone fissures below the site and may impact on subsurface drainage even after all contaminated fill and soil is removed. Following remediation, Caltex is obliged to undertake further testing of groundwater to determine . A number of treatment options are available should an issue remain, including the option of natural attenuation. It must be noted that the treatment of contamination is Caltex’s responsibility, however, should any ongoing capture and treatment of subsurface drainage be required, such a system would not impact on the stormwater harvesting identified above.

5.7 Infrastructure and Services

External services, including sewerage, water supply, telecommunications and natural gas, are delivered to the site along Ballast Point Road to the Roland Street entry. A preliminary assessment of Site Services by GHD Pty Ltd undertaken in September 2003, indicated that existing internal service locations and reticulation within the Site are generally unknown and are unlikely to meet current standards to be able to be used for any proposed upgrading of the site. Appropriate infrastructure will need to be provided, and this is feasible as most service requirements are at the western end of the site.

The electrical services are delivered by an 11KV high voltage underground supply to the S1905 ‘Caltex’ electrical substation, located at the south side of the existing guardhouse. The substation has the capacity to service the needs of the proposed Master Plan as well as existing residential areas and street lighting.

Further details on services provision will be provided in a civil engineering report to accompany the Environmental Assessment.

5.8 Vegetation and Biodiversity

The Flora and Fauna Assessment undertaken with the Masterplan indicated that very little fauna habitat is present on the site except for bird habitats, in patchily distributed trees and shrubs, and incidental sightings of Water Rat (Hydromys Chrysogaster). No hollow-bearing trees were found during the site inspection. No roosting sites for bats or owls were recorded within any building on site. No frog habitats were found in inundated area around tanks.

No threatened species were recorded on site visits or on NPWS database. However, a number of mobile threatened species are known to occur in the locality. The site is considered unlikely to be an important roosting and foraging site for these species.

No further analysis of flora and fauna impacts is required to be undertaken, given that the development subject of this Project Application is consistent with the adopted Master Plan.

A number of trees and shrubs have been identified for retention, subject to contamination implications and further assessment during detailed design. The remaining vegetation currently on site will be removed by Caltex during the approved remediation of the Site. The Site will be comprehensively revegetated with predominantly native species in accordance with a detailed landscaping plan. The planting themes and vegetation character will respond the design, topography, environmental and amenity requirements of each of the Park precincts. A list of indicative species is provided in the adopted Master Plan.

The successful establishment of the trees and shrubs will involved detailed preparation of the planting zones, incorporating the appropriate soil depths, character and composition of fill material, good drainage and a regular maintenance regime. Advice has been sought in this regard from the Royal Botanic Gardens and Domain Trust (Ballast Point Horticulture Capability Study, July 2003) and Environmental Resources Management Australia. The latter concluded in the 2003 Flora and Fauna Assessment that careful conversion of the site should result in an aesthetically and ecologically enhanced area of vegetation that would also provide future habitat for fauna species.

A Landscape Report, which addresses plant species and topsoil requirements, will accompany the Environmental Assessment.

5.9 Traffic and Transport

5.9.1 Public Transport

While the Site is not directly served by bus or ferry services, a reasonable level of existing services is available within convenient walking distance:

- reasonable ferry services to Thames Street Wharf located approximately 5 minutes walking time from Ballast Point; and
- good bus services to Balmain, Glebe, Central and the CBD exist within 4-500 metres from the site.

There are not likely to be any ferry or bus service additions or extensions as a result of the proposal. Notwithstanding this, access by public transport is considered to be adequate. The pedestrian path from Ballast Point, via Mort Bay Park, to Thames Street Wharf, will need to be made as attractive as possible to encourage pedestrian movements.

5.9.2 Vehicular Access and Car Parking

There will be no public vehicular access into the park itself, as public carparking will be provided at the edges of the park. A vehicular access point for refuelling tankers (subject to future application and approval), maintenance and emergency vehicles will be available at the main gates at Wharf Road. A second access point from Yeend Street would be accessible to maintenance and emergency vehicles only.

To support the Master Plan, a number of foreshore parkland areas were visited to review the parking arrangements. Based on this review, and site-specific considerations, car parking design parameters included:

- minimisation of intrusion of vehicles into the park;
- provision of car parking to the upper and lower sections of the site to ensure access for people with disabilities and reduced mobility to all areas;
- provision of a minimum of 20 car spaces along Wharf Road and Yeend Street; and
- potential to liaise with Leichhardt Council to provide combined Ballast Point Park and Mort Bay Park car parking facilities in Yeend Street.

The subject Project Application includes the provision of 18 car parking spaces along Wharf Road at the outer edge of the Site (but within the Site boundary). Additional parking spaces may be provided off Yeend Street, however this land is controlled by Leichhardt Council and investigations are ongoing in this regard.

5.9.3 Traffic Generation

The main transport constraint on the site is the poor level of road access. The site is located at head of a peninsula and is served by a number of narrow local residential streets with heavy on-street parking demand. Traffic counts indicate that streets operate within traffic engineering capacity but with some (intermittent) delays at one-way sections. Access streets are unsuitable for access by large vehicles (trucks/buses). A stretch of Rowntree Street operates at a peak period flow at about its 'environmental capacity'.

The above constraint cannot practically be resolved by new roads or banning parking. This points to a development which does not generate significant vehicular traffic, and which is able to be accessed via public transport, pedestrians and cyclists. These objectives have been addressed through the selection of uses within the park, and the detailed park design.

More detailed traffic and parking impact assessments and recommendations will be undertaken to accompany the Environmental Assessment.

5.9.4 Special Events

Ballast Point will provide good views for Sydney Harbour fireworks displays. The current road system, with appropriate management such as that imposed around other inner harbour vantage points, would limit access at these times to pedestrians.

5.10 Pedestrian and Cyclist Circulation

5.10.1 Pedestrian and Cyclist Accessibility

The proposed park will be a pedestrian/cycle destination as well as a link to other foreshore open space. Pedestrian/cycle connection and accessibility design considerations included:

- A continuous promenade to connect Ballast Point Park to Mort Bay Park, encouraging the use of both parks, and providing access to the Thames St ferry wharf
- Co-ordination of the treatment of waterfront link to ensure a seamless transition between both parks
- Provision of accessible pathways and ramps to provide access for people with disabilities and reduced mobility
- Limited vehicular access for emergency and maintenance vehicles
- The design of the Maritime Refuelling Facility [excluded from this Project Application] to ensure that public access along the waterfront is provided.

Due to the topography of the site, potential accessible pedestrian areas that meet AS 1428 *Design for Access and Mobility* are limited to the upper and lower areas of the sites. Non-accessible connections will be provided between the upper and lower areas in the form of stairs and ramps steeper than the grades required by AS 1428. Provision of accessible connections between the upper and lower areas would require substantive manipulation of the groundform and extensive construction of ramps, reducing land area for other activities. People with disabilities and reduced mobility are able to access the site via Ballast Point Road and Yeend Street, with carparking providing access at each street.

Proposed pedestrian access will be addressed in the plans and reports accompanying the Environmental Assessment.

5.10.2 Linkages to Surrounding Public Open Space

The main linkage to surrounding public open space relates to Mort Bay Park. Mort Bay Park, is a flat open site, predominantly providing active recreation areas, whereas Ballast Point Park has the potential to use its dramatic topography to provide a range of passive recreation areas with expansive views to the harbour. The main potential for linkage is as a

foreshore pedestrian/cycle promenade from Ballast Point to Thames Street Wharf.

5.10.3 Water Based Access

Alternate access to the will be able to be gained via water, as it is anticipated that the Site will accommodate a small wharf for recreational boat users.

A Condition Report & Demolition Plan prepared by Taylor Lauder Bersten (2003) identified that the wharves within Ballast Point are generally in poor condition. Caltex will remove all the Ballast Point wharves during the demolition and remediation of the site. Provision of new wharves on the site is suggested to:

- Ensure park visitors are able to get close to and over water;
- Provide short-term access to the park by recreational boat users; and
- Allow the refuelling of small and larger vessels.

It is noted that any works relating to wharves do not form part of this initial Project Application.

5.11 Views and Visual Impact

5.11.1 Views to and From Site

Ballast Point has high visibility from a number of viewing positions both from surrounding headland parks and from the harbour by people using ferry transport, commercial vessels and recreational craft. Nearby parks such as Yurubin (Long Nose Point) and Mort Bay, and Balls Head Reserve provide foreground views, while Berry Island, Sawmillers and Blues Point Reserves provide mid-ground and background views.

Views from Ballast Point are panoramic with a dramatic background silhouette of the CBD, the Harbour Bridge and North Sydney. The park design takes advantage of various vantage points to create an exciting range of view corridors and panoramic outlooks.

Screen planting will be utilised to prevent overlooking from the park into adjoining properties in the immediate vicinity.

5.11.2 Visual Impacts

One of the key objectives of the park design was to provide a predominantly green or vegetated view from the harbour and surrounding vantage points.

The built form is limited, and will include the retention of site features, such as the bund wall, and minor buildings such as the amenity block. Buildings will be of high quality design and materials, with the aim of creating a visually appealing fusion of the natural and built environment.

Lighting design will be mindful of providing glare onto adjoining properties. A uniform and bright wash of light across the parkland would

not be desirable for either a park user or for the 'look' of the park from the harbour or northern shoreline. A uniform light would also detract from the potential to highlight historic or natural elements on the site using feature lighting.

The house of the adjacent residence along the north-west boundary of the site is partially located on the boundary line between the properties. A fence is to be provided on the property boundary to ensure the security of that residence from park visitors. The type and style of the fence is to be determined in consultation with the owners of the property. Suitable vegetative screening will be provided within the park to reduce the visual impact of the security fencing from both the park and residence.

The visual impacts of the proposal are therefore anticipated to be wholly positive.

5.12 Safety and Security

Safety and security design considerations included:

- Minimisation of the opportunity for crime through surveillance, access control, territorial reinforcement, and space management
- The creation, as well as provision, of a feeling of safety for park users
- Provision of passive surveillance opportunities by park users and adjacent land owners, including clear sightlines within the park and between the park and surrounding areas
- Provision of lighting to allow access to, and safety within, the site at night (discussed in the following section of this report)
- Provision of a secure boundary to the adjacent residence on Wharf Road
- Provision of non-slip surfaces, balustrades, handrails, etc to minimise opportunities for accidents within the steep site
- Provision of a secure area during fuel tanker unloading times, and provision of suitable safety features around the fuel tanks and refuelling wharf, including a bund wall and security fencing to the tank (these points being matters for a future Project Application for the marine refuelling facility).

5.13 Lighting

As the park will not be fully secured by fencing, a safe environment provided by safe and adequate light levels is required for people using the park after hours. Principles and design parameters for lighting have been established in the Master Plan. A balance must be met between safety, visual effects, glare onto adjoining properties, appearance from surrounding areas. The park will have different activity and risk zones within it, each of which will be treated with different light levels as outlined in the Master Plan. A further design parameter will be control flexibility so that particular circuits/banks of lights can be turned off after a given hour of the early morning to save power, increase bulb life and make maintenance easier.

Details of the lighting design will be provided with the Environmental Assessment.

5.14 Noise

Construction noise will be managed in accordance with the conditions of project approval, having regard to the impact on adjoining residences.

The noise generated by the use of the park would be limited to vehicular traffic (which will be limited), and the sounds of children playing and general laughter and enjoyment. There are no active recreation areas within close vicinity of existing residents.

The noise impacts of the proposal are expected to be acceptable and no specific noise studies are proposed to be undertaken.

5.15 Public Amenity

Potential impacts on surrounding residents include:

- visual impact and views;
- traffic and car parking;
- lighting (glare) impacts;
- safety and security; and
- noise.

Each of the above issues has been addressed in the previous sections of the report, and found to be acceptable. Further information will accompany the Environmental Assessment.

Public amenity issues for park users include accessibility, quality and variety of experiences, and shade and shelter. Through careful design of the site, in a multi-stage process involving detailed baseline studies, development of options, and community involvement throughout the design process, the proposed park features a high level of public amenity for park users.

5.16 Social and Economic Impacts

The proposed Ballast Point Park will create many positive social outcomes. The redevelopment of a disused former industrial site for the purposes of public facility is clearly in the public interest. The preservation of Ballast Point via its recent acquisition by the NSW Government, completes an important piece of the foreshore access 'jigsaw', and is the largest green addition to Sydney's harbour in a century.

The park will be a vibrant place for recreation and enjoyment. The presence of the park will encourage mental and physical wellbeing, and promote social interaction and community cohesiveness. The park provides a variety of access options including those suitable for mobility impaired persons.

Through careful design and management, any potential negative social impacts (such as those listed in the previous section) are able to be satisfactorily addressed.

The park will generate economic and employment benefits during its construction, and as a result of ongoing operation and maintenance of the park. Impact on property prices in the surrounding areas will be positive.

6. INFORMATION TO BE PROVIDED WITH ENVIRONMENTAL ASSESSMENT

6.1 Introduction

This Project Application seeks the issuing of Director-General's Environmental Assessment Requirements (EARs) for the project. While the final format and content of the Environmental Assessment to be lodged by the proponent will be guided by the EARs, the following provides an indication of the documentation which is believed to be appropriate to be submitted.

- Toilet block design
- Heritage Interpretation, Public Art and Signage Strategy, including design and placement of artworks, signage, interpretive elements, etc
- Conservation Policies (to be incorporated into Plan of Management)
- Plan of Management
- Maintenance Manual

6.2 Plans

- Post Caltex Survey (based on agreed levels) 1:500
- Concept Proposal 1:500
- Cross Sections 1:200
- Detail Sections

6.3 Reports

- Ballast Point Master Plan
- Environmental Assessment Report
- Landscape Report
- Heritage Interpretation, Public Art and Signage Framework
- Statement of Heritage Impact
- Civil Engineering and Stormwater Report
- Irrigation Concept/Water Cycle Management
- Traffic Report

The Environmental Assessment will also be accompanied by a draft Statement of Commitments.

No further reports are proposed to be prepared on:

- contamination – addressed by approved Caltex DA;
- flora and fauna – master plan studies found no significant impacts and made recommendations in relation to plant species selection.

6.4 Post Project-Approval Plans and Studies

It is intended that the following will be undertaken following the approval of the Project Application, during detailed design development.

- Detailed design of planting and structures (eg retaining walls, pergolas etc)

7. LEGISLATIVE FRAMEWORK

7.1 Relevant Acts

7.1.1 Part 3A Environmental Planning and Assessment Act 1979

On 1 August 2005, a new Part 3A was introduced to the *Environmental Planning and Assessment Act 1979* ("the Act"). Part 3A and its accompanying Regulations and Guidelines (the latter yet to be gazetted), contains a new assessment and determination framework for Major Projects.

The Minister has expressed an opinion that the development to which this application relates is a Project for the purposes of Part 3A of the Act (refer letter at Attachment 1). The Minister has further determined that a concept plan is not required. This Project Application is therefore lodged pursuant to Section 75E of the Act, for approval to carry out a Project as defined in Part 3A of the Act.

7.1.2 Approvals Under Other Acts

If not for the operation of Part 3A of the Act, approvals would be required under other legislation as follows:

- Part 3a Permit under the *Rivers and Foreshores Improvement Act 1948*.

No activities proposed as part of this Project Application fall within Schedule 1 of the *Protection of the Environment Operations Act 1997*. Should an environment protection licence be required for the purpose of regulating water pollution, it would need to be sought following the granting of project approval.

7.2 State Environmental Planning Policies

7.2.1 State Environmental Planning Policy (Major Projects) 2005

State Environmental Planning Policy (Major Projects) 2005 was gazetted in May 2005 and aims to identify development of economic, social or environmental significance to the State or regions of the State, so as to provide a consistent and comprehensive assessment and decision making process for that development. The Minister for Planning is the consent authority for development of a type, value or in a location, generally as identified in the SEPP, and Part 3A of the Act applies to that development, referred to as "Projects" or "Major Projects".

Subsection 6(1) of the SEPP specifies that:

"Development that, in the opinion of the Minister, is development of a kind:

- (a) that is described in Schedule 1 or 2...*

is declared to be a project to which Part 3A of the Act applies."

Schedule 2 of the SEPP is entitled "Part 3A projects—specified sites". These sites include, under Clause 10 of Schedule 2, "Sydney Harbour Foreshore Sites". Subclause 10(2) of Schedule 2 of the SEPP identifies:

"Development within the area identified on the following maps to this Schedule:

- (a) Caltex Site, Ballast Point—Map 11,*

...excluding:

- (d) business identification signs, and*
- (e) any use of existing premises or approved premises, or any change of use of those premises, and*
- (f) fitouts and internal alterations of existing premises or approved premises, and*
- (g) strata subdivisions of existing premises."*

Map 11 of Schedule 2 to the Major Projects SEPP relates to the Caltex Site, Ballast Point. A copy of the map is provided below.

The land to which the Project Application will relate is land entirely within that area bounded by a heavy black line on Map 11 of Schedule 2 to the Major Projects SEPP. (The development of land or water outside of that area identified in Map 11 – for car parking and wharves) will not form part of the initial Project Application.

The proposal is of State and Regional Planning Significance. The proposed development involves the redevelopment and protection of an identified State significant site for public purposes, and is therefore entirely consistent with the aims and objectives of the SEPP.

The Minister has expressed an opinion that the project is a Major Project to which Part 3A applies (refer letter at Appendix 1).

7.2.2 SEPP No. 56 (Sydney Harbour Foreshores and Tributaries)

The Master Plan for Ballast Point, adopted on 26 September 2005, was prepared pursuant to the provisions of *State Environmental Planning Policy No. 56 (Sydney Harbour Foreshores and Tributaries)* (SEPP 56). On 28 September 2005, SEPP 56 was substantially amended in that it now only applies to Luna Park. Therefore while the Master Plan has been adopted, SEPP 56 itself is no longer a matter for consideration.

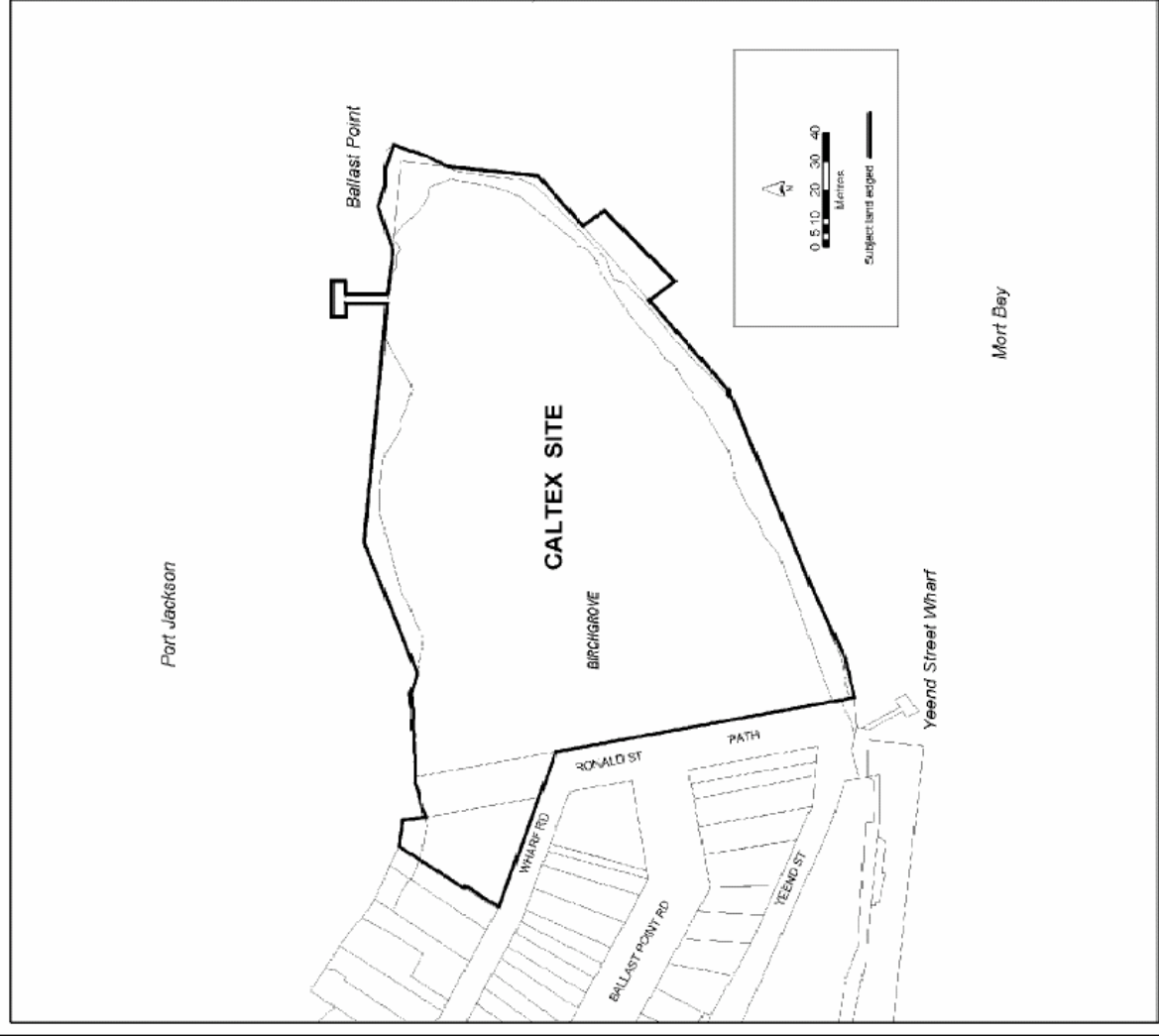
7.2.3 State Environmental Planning Policy No. 11 (Traffic Generating Developments)

State Environmental Planning Policy No. 11 (Traffic Generating Developments) (SEPP 11) establishes the Roads and Traffic

Authority as the traffic management authority to be consulted in relation to development proposals, and ensures it is given the opportunity to make a representation on a development application before the local council decides whether to approve a proposal. Schedules 1 and 2 of SEPP No. 11 list forms of development which are required to be subject to varying levels of consultation.

As only 18 parking spaces are proposed as part of the initial Project Application, the development is neither a Schedule 1 or 2 development for the purpose of application of SEPP 11 and accordingly does not require referral to the RTA or local traffic committee.

Figure 6.2.1: Map 11 of Schedule 2 to the Major Projects SEPP
Map 11—Schedule 2—Caltex Site, Ballast Point



7.2.4 State Environmental Planning Policy No. 55 (Remediation of Land)

State Environmental Planning Policy No. 55 (Remediation of Land) (SEPP 55) aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment by specifying certain considerations to be had in determining development applications in general by requiring that remediation work meet certain standards.

As discussed at Section 5.5.5, the contamination of the Site will be remediated by Caltex under their approved demolition and remediation DA. The Site will be validated as suitable for public open space use subsequent to the completion of remediation works.

7.3 Regional Environmental Plans

7.3.1 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* ("the SREP") commenced on 28 September 2005. It sets out a range of aims to protect the ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained as an outstanding natural asset, and as a public asset of national and heritage significance.

Ballast Point is not zoned under the SREP. Ballast Point is located with the Foreshores and Waterways Area of the SREP and is identified as a Strategic Foreshore Site, for which a Master Plan is required to be prepared and adopted. The adopted Master Plan for Ballast Point was prepared in accordance with the provisions of SEPP 56, in a manner which is highly consistent with the provisions of Sydney Harbour Catchment SREP. Therefore, the adopted Ballast Point Master Plan is therefore an appropriate Master Plan for the purposes of Part 4 of the SREP.

The proposed public park at Ballast Point is highly consistent with:

- the aims of the SREP (Clause 2);
- the planning principles for the Sydney Harbour Catchment (Clause 13)
- the planning principles for the Foreshores and Waterways Area (Clause 14);
- the planning principles relevant to heritage conservation (Clause 15);
- the various matters for consideration (Clauses 20-27);

Further detail with respect to consistency will accompany the Environmental Assessment.

It is expected that the Environmental Assessment would be referred to the Foreshores and Waterways Planning and Development Advisory Committee, established under the SREP.

7.4 Local Planning Controls

7.4.1 Leichhardt LEP 2000: Zoning

The Site is situated in the Leichhardt Local Government Area. The development of the Site would normally be governed by the *Leichhardt Local Environmental Plan 2000* (LLEP 2000).

The land was rezoned from Special Uses to Open Space to facilitate the development of the land as a major open space area. The relevant amendment to the LLEP 2000, Amendment No. 12, was gazetted on 7 October 2005.

The proposal is highly consistent with the objectives of the Open Space zone (Clause 24). The development of the Site for the purposes of a public park with associated public amenities and a mobile kiosk, is permissible on the Site (Clause 25).

Amendment No. 12 to LLEP 2000 facilitated the permissibility of a Marine Refuelling Facility at the Ballast Point site (Clause 36 and Schedule 1). It is noted however that the refuelling facility is excluded from the subject Project Application.

7.4.2 Leichhardt LEP 2000: Other Relevant Provisions

The following provisions of Leichhardt LEP would govern the development of the Site if the proposal were not subject to Part 3A of the Act. The provisions are set out below for the consideration by the consent authority.

12 Vision of the Plan

"The vision of the Plan is to conserve and enhance the quality and diversity (social and physical) of the natural, living, working and leisure environments of the local government area of Leichhardt. The protection of the amenity of residents should be pre-eminent."

Comment:

The proposed park will enhance the quality of the natural, living and leisure environment of Leichhardt. The amenity of local residents has been considered as an important objective.

13 General objectives

"(1) The general objective for ecologically sustainable development is to encourage the incorporation of the principles of ecologically sustainable development in the design and management of the built and natural environment to:

- (a) provide for the preservation of natural resources to ensure their availability for the benefit of future generations, and
 - (b) minimise negative impacts of urban development on the natural, social, physical and historical environment, and
 - (c) maintain and enhance the quality of life, both now and for the future.
- (2) *The general objective for the built and natural environment and amenity is to encourage the design of buildings, structures and spaces which are compatible with the character, form and scale of the area to:*
- (a) protect and enhance the area's natural features, character and appearance, and
 - (b) protect, conserve and enhance the area's heritage, and
 - (c) provide an environment meeting the principles of good urban design, and
 - (d) maintain amenity and contribute to a sense of place and community, and
 - (e) provide an environment which is visually stimulating, while being easy to manage and maintain, and
 - (f) provide adequate access and linkages to public open space, and
 - (g) accommodate the existing and future needs of the locality concerned, and
 - (h) protect and conserve ecologically sensitive land, particularly that which is visually exposed to the waters of Sydney Harbour and the Parramatta River and of natural or aesthetic significance at the water's edge.
- (3) *The general objective for transport and access is to encourage the integration of the residential and non-residential land uses with public and private transport and improve access to:*
- (a) reduce the need for car travel and subsequent pressure on the existing road networks, and
 - (b) maximise utilisation of existing and future public transport facilities, and
 - (c) maximise the opportunity for pedestrian and cycle links, and
 - (d) identify and ameliorate adverse impacts of all transport modes on the environment, and
 - (e) improve road safety for all users, particularly pedestrians and cyclists."

Comment:

The proposed park is highly consistent with each of the above objectives, as demonstrated throughout the analysis provided in Section 5 of this report.

15 Objectives [for Heritage Conservation]

“The objectives of the Plan in relation to heritage conservation are as follows:

- (a) to protect, conserve and enhance the cultural heritage and the evidence of cultural heritage, including places, buildings, works, relics, townscapes, landscapes, trees, potential archaeological sites and conservation areas, and provide measures for their conservation,*
- (b) to protect, conserve and enhance the character and identity of the suburbs, places and landscapes of Leichhardt, including the natural, scenic and cultural attributes of the Sydney Harbour foreshore and its creeks and waterways, surface rock, remnant bushland, ridgelines and skylines,*
- (c) to prevent undesirable incremental change, including demolition, which reduces the heritage significance of places, conservation areas or heritage items,*
- (d) to allow compatible and viable adaptation and re-use of the fabric of heritage significance,*
- (e) to ensure the protection of relics and places of Aboriginal cultural significance in liaison with the Aboriginal community.”*

Comment:

The proposal is highly consistent with the above objectives. Ballast Point has been the focus of several previous heritage investigations into the pre-European, Colonial and Industrial heritage of the site. Previous investigations contain a series of management recommendations for the site, which were endorsed through the adoption of the Master Plan. Future heritage documentation is proposed to be staged, to reflect the practicalities of construction and the approved management requirements.

A range of potential site interpretive themes were identified in the adopted Master Plan. Both the site itself, with its dramatic structure and cliff lines, and insitu or salvaged colonial and industrial remnants, will be used to tell the story of the heritage of the site. A framework for the design and implementation of a Site Interpretation and Public Art Strategy will be lodged with the Environmental Assessment.

16 General provisions for the development of land

“Heritage items

- (1) Consent is required for all development on the site of a heritage item.*

- (2) Consent must not be granted for any development in respect of a heritage item unless the consent authority has assessed a statement that:*

- (a) describes the significance of the heritage item as part of the environmental heritage of Leichhardt, and*
- (b) addresses the extent of the impact of the development on the conservation and heritage significance of the item in terms of:*
 - (i) its fabric,*
 - (ii) the age of the building or structure,*
 - (iii) any stylistic or horticultural features of its setting,*
 - (iv) any potential for archaeology,*
 - (v) any historic subdivision pattern in the vicinity, and*
- (c) sets out any steps to be taken to mitigate any adverse impact of the proposed development on the environmental heritage of Leichhardt.*
- (3) Unless the consent authority has considered a conservation management plan, it must not grant consent for development on land which is:*
 - (a) the site of a heritage item identified in Schedule 2 as having State significance....”*

Comment

As outlined in more detail in Section 2.2.1, a number of heritage studies have already been undertaken. Future heritage documentation is proposed to be staged, to reflect the practicalities of construction and the approved management requirements:

1. the preparation of a Statement of Heritage Impact to accompany the Environmental Assessment for the construction of the park; and
2. the preparation of conservation policies, to be incorporated into the Plan of Management for the park.

The above approach will negate the need for a separate conservation management plan, as the outcome of the two stage process will be one comprehensive management document for the site, rather than a fragmented approach with several management documents for heritage values.

33 Foreshore building line

- “(1) The foreshore building line is shown on the Foreshore Building Line Map as an unbroken red line.*
- (2) Except as provided by subclause (3), a building must not be erected and a work must not be carried out on land between the foreshore building line and the mean high water mark.*

- (3) Consent may be granted for the erection of baths, swimming pools and enclosures, boatsheds, changing rooms, jetties and sea walls on land between the foreshore building line and the mean high water mark, but only if the consent authority is satisfied that the building or work will not detract from the scenic qualities of the locality when viewed from the water.”*

Comment:

Part of the land – generally within 10m of the mean high watermark – is subject to a Foreshore Building Line (FBL). The only works to be undertaken between the FBL will relate to public access and seawall reinstatement/repair. These works will not detract from the scenic qualities of the locality when viewed from the water.

34 Foreshore access

“Consent must not be granted to development on land which could provide access to the foreshore and links to existing or proposed open spaces, unless the consent authority has taken into consideration the provision of that access.”

Comment:

The proposed development provides pedestrian access to the foreshore and therefore satisfies the above clause.

7.4.3 Leichhardt DCP 2000

The *Leichhardt Development Control Plan 2000* (LDCP 2000) supports the broader provisions of LLEP 2000. The Master Plan for Ballast Point had regard to the relevant provisions of LDCP 2000, for example in relation to Desired Future Character of Birchgrove, retention of site elements, the public art strategy, and control of stormwater. Due to the adoption of the Master Plan, the DCP has limited relevance to the proposal, and it is not considered necessary to undertake a detailed compliance review with reference to the DCP at the Environmental Assessment stage.

7.5 Ballast Point Park Master Plan

As outlined in Section 3 of this report, the Ballast Point Park Master Plan was prepared in accordance with the provisions of SEPP 56. The draft Master Plan was exhibited for public comment in August 2004. A number of submissions were made by the public and relevant authorities. In September 2005, the Master Plan was adopted by the Minister for Planning, subject to a number of variations. These variations were made in response to concerns and issues raised during the consultation period. The variations are listed in a table attached to the Instrument of Adoption (refer Appendix 2).

The plans and reports that will accompany the Environmental Assessment will demonstrate a high level of consistency with the adopted Master Plan. Any minor variations will be the result of the detailed design process, and these will be identified and justified in the Environmental Assessment.

APPENDIX 1

Letter from DoP: Minister’s Opinion



NSW GOVERNMENT
Department of Planning

Ms Diana Talty
Executive Director, Major Projects
Sydney Harbour Foreshore Authority
PO Box N408
GROSVENOR PLACE NSW 1220

Contact: Verity Humble-Crofts
Phone: (02) 9228 6523
Fax: (02) 9228 6540
Email: verity.humble-crofts@dipnr.nsw.gov.au
Our ref: 05_0067
Your ref:
File: 9040762

23 November 2005

Dear Ms Talty,

Subject: Ballast Point Park

I refer to your letter dated 23 September 2005 in which you request confirmation from the Department of Planning that your project proposal is a major project under Part 3A of the *Environmental Planning and Assessment Act, 1979* (the Act).

To date, the Minister has formed the opinion that the project proposal is a major project to which Part 3A of the Act applies. However, the Minister has not required a concept plan. It would be acceptable to deal with the subject proposal under Section 75E of the Act, that is, as a project application. Pursuant to Section 75F, you are now requested to submit a project application and apply for the Director-General Environmental Assessment Requirements (DG EARs). The appropriate project application form is attached.

The structure and content of the project application should consider those matters described in the Department's draft guidelines titled *Steps in the Assessment and Approval of Major Projects under Part 3A* and as amended on 14 September 2005 (refer to the attached extract of the guidelines).

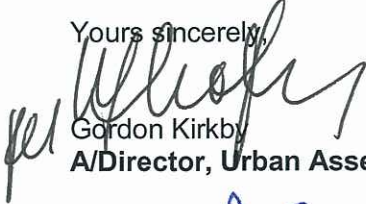
A total of 14 copies of the project application and associated plans are to be provided in hard copy format. Such plans are to include site context and surrounds, and basic details (ie. site layout, typical floor layout and elevation plan), at A3 size and to a recognised scale. One electronic (rtf or pdf format on CD) copy of the application and plans should also be included. You should also set up a website that these documents can be uploaded to that will link to the Department's website upon commencement of the referral period to relevant agencies.

Lodgement of the project application requires payment of 5% of the total fee for the project. The remainder of the fee and an advertising fee will be required at a later stage. Please advise the Department of the Capital Investment Value (CIV) of the project prior to lodging the project application so that we can advise you of the applicable fee.

On receipt of the project application and structure and content of the project proposal, the Department will consult with relevant public agencies. On completion of the consultation, you will be notified of the DG EARs. You will be advised should it be necessary to hold a Planning Focus Meeting prior to finalisation of the DG EARs.

If you have any questions regarding the above, please do not hesitate to contact Verity Humble-Crofts on (02) 9228 6523 or via email to verity.humble-crofts@dipnr.nsw.gov.au.

Yours sincerely,


Gordon Kirkby
A/Director, Urban Assessments

APPENDIX 2

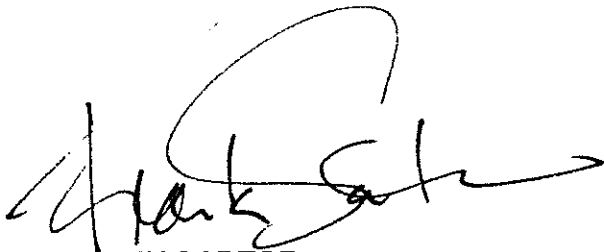
Instrument of Adoption: Ballast Point Masterplan

INSTRUMENT OF ADOPTION

BALLAST POINT PARK MASTER PLAN

**SYDNEY ENVIRONMENTAL PLANNING POLICY NO. 56 –
SYDNEY HARBOUR FORESHORES AND TRIBUTARIES**

I, the Minister for Planning, in accordance with clause 21 of *Sydney Environmental Planning Policy No. 56 – Sydney Harbour Foreshores and Tributaries*, adopt the Ballast Point Park Master Plan - August 2004, subject to the variations attached in Schedule 1.



FRANK SARTOR
Minister for Planning

Sydney.....^{26th}Sept.....2005

INSTRUMENT OF ADOPTION – SCHEDULE 1

1. Northern bund wall

The Master Plan shall be amended to indicate that the extent of the north-facing bund wall to be retained (item 18 in Figure 5.0 – Design Concept) will be subject to further analysis of its structural stability and its design in relation to views.

2. Amendments proposed by applicant

The Master Plan shall be amended to include the Schedule of Amendments submitted by the applicant and dated 4 November 2004 (document reference 03.556).

BALLAST POINT MASTER PLAN

BIRCHGROVE

Schedule of Amendments

Ref.	Issue	Proponent Amendment
1.2	Practicality of large areas of lawn and use of water.	- p65 Section 5.19 Maintenance and Management - Text added after '... the long term future of the Park.' A Maintenance Manual describing the principles of the maintenance for the Park will be submitted with the Development Application, with a more detailed and complete version being completed following construction of the Park.
1.4	Incorporate waterfront wall and steps adjacent to 3 Wharf Road into the park design.	- p45 Section 5.3 The Northern Precinct (Snails Bay Edge), Access (last paragraph)– text added after '... planted with endemic species.' Access from adjacent residences to the Fountain Boatshed Easement Area will be maintained. The wall and steps located above the Easement Area will be retained and stabilised, but no access is to be provided.
1.5	Retention of area used for storage of boat tenders.	- p34 Sections 4.11 Waterfront Options - Text added after '... by three wharves and step access.' Access to the Fountains Boatshed Easement will be maintained as existing. The easement provides a non exclusive right to for the storage of up to a maximum of 12 dinghies, in conjunction with the use of the adjoining land as a commercial boatshed. - p7 Figure 1.2.3 Pre-Remediation Site Survey - Easement Boundary - p34 Figure 4.11.1 Waterfront Options – Easement Area and 12 symbol added to drawing with text added to Legend 12. Access to Fountain Boatshed Easement Area - p38-39 Figure 5.1.2 Ballast Point Master Plan – 39 symbol added to drawing and text to legend '39 Access to Fountain Boatshed Easement Area maintained - p45 Section 5.3 The Northern Precinct (Snails Bay Edge), Access (last paragraph)– text added after '... planted with endemic species.' Access from adjacent residences to the Fountain Boatshed Easement Area will be maintained. The wall and steps located above the Easement Area will be retained and stabilised, but no access is to be provided. - P46 Figure 5.3.3 Northern Precinct Plan – Symbol L added to drawing with text to legend L Fountain Boatshed Easement Area

Ref.	Issue	Proponent Amendment
1.8	Tank 101 should be retained, but not as currently shown	- P48 Section 5.4 The Ridge top Precinct, Tank Rills and Tank Interpretation – Text revised from 'The panels will be used within the Tank 101 footprint.' to <i>The panels will be used within the Tank 101 footprint in a layout to be designed with artist input/interpretation (refer Section 5.11).</i> - P64 Section 5.15 Drainage and Site Services – Text added after '... to be developed at the Detailed design phase' ,<i>including further review of potential re-use opportunities of stormwater for irrigation.</i>
2.2	Consideration to the harvesting and reuse of stormwater on site should be considered.	
4.1	Further details of common boundary fencing should be provided, with preference for the type set out in Figure 5.8.1, with a balustrade curving around the pergola structure.	No amendment to Master Plan as p32 section 4.8 Safety and security: Boundary fence clearly states that the 'type and style of fence is to be determined in consultation with the owners of the property.'
4.2	All existing car parking should be retained on the frontage to Wharf Road.	- P39 Figure 5.1.2 Ballast Point Master Plan – drawing revised to show all car spaces retained on Wharf Road - P42 Section 5.2 The Entry Precinct: Wharf Road Entrance – text revised from Fifteen car parking spaces to <i>Eighteen car parking spaces.</i> - P43 Figure 5.2.2 View of Belvedere from Southern Precinct Grassed Terrace – Legend H Parking text revised from Fifteen spaces to <i>Eighteen spaces.</i> - P54 Figure 5.7.1 Hard Surfaces Plan – plan revised to show asphalt to the carparking along Wharf Road to the adjacent residence - P60 Figure 5.10.1 Vegetation Types – plan revised to remove vegetation to carpark area along Wharf Road - P46 Figure 5.3.3 – revise drawing to show car parking spaces along Wharf Road.
4.3, 5.3	Visual and aural privacy issues from people using the pergola and children's playground area could be addressed by a 2 metre high masonry barrier in the location of the balustrade shown in Figure 5.8.1.	- p45 Section 5.3 The Northern Precinct (Snails Bay Edge). Access (last paragraph)– text added <i>The planting to the batter is to provide sufficient screening for the adjacent residence to ensure their privacy from overlooking.</i>

Ref.	Issue	Proponent Amendment
5.2	All existing car parking should be retained, with at least four spaces to be restricted for residents in Wharf Road. Vegetation up to the street boundary would create a security risk.	- P39 Figure 5.1.2 Ballast Point Master Plan – drawing revised to show all car spaces retained on Wharf Road - P42 Section 5.2 The Entry Precinct: Wharf Road Entrance – text revised from Fifteen car parking spaces to <i>Eighteen car parking spaces</i>. - P43 Figure 5.2.2 View of Belvedere from Southern Precinct Grassed Terrace – Legend H Parking text revised from Fifteen spaces to <i>Eighteen spaces</i>. - P54 Figure 5.7.1 Hard Surfaces Plan – plan revised to show asphalt to the carparking along Wharf Road to the adjacent residence - P60 Figure 5.10.1 Vegetation Types – plan revised to remove vegetation to carpark area along Wharf Road - P46 Figure 5.3.3 – revise drawing to show car parking spaces along Wharf Road.
7.1	Inconsistency between the Table at 5.1 and paragraph 5.10.1. (Flora species)	- P60 Figure 5.10.1 Vegetation Types – text revised: <i>Eucalyptus gummifera</i> removed from 2., 11 revised to Landmark Planting, 12 revised to Point Planting - P61 Section 5.10.1 Indicative Species – text revised: 7 revised to Sheltered open woodland species, 10 revised to <i>Endemic Woodland species</i>
8.4	Riparian values and principles should be incorporated into the Master Plan prior to its adoption. It is recommended that at least 30% of the foreshore be dedicated for riparian planting for ecological outcomes and limited public access to the foreshore.	- P60 Section 5.10 Vegetation – text added after '... requirements of each of the Park precincts.' <i>Wherever possible, plant species endemic to the area are to be used to create habitat and increase the extent of riparian planting in Sydney Harbour. In particular, the north-west and south-west slopes are to be planted with endemic riparian vegetation.</i>
9.2	Recognition of the original users of the site could be incorporated into the finished park.	- P34 Section 4.12 Heritage Interpretation and Art: Themes – <i>Original Users (Regional History of Aborigines)</i> to be added as potential theme - P62 Section 5.11 Heritage Interpretation and Art – new sub-section to be added. <i>Original Users Recognition – Interpretation of the regional history of Aborigines is to be included within the interpretation strategy for the Park. The interpretation method is to be co-ordinated with the revegetation of areas of the site with endemic vegetation to highlight the pre-European landscape.</i>
9.4	Access from Ballast Point Park to Mort Bay Park should be retained at all times, adjacent to the refuelling precinct.	- P53 Section 5.6 The Refuelling Precinct: Refuelling Facility – <i>24 hour text added in front of bullet point 'Continuous public foreshore access</i>

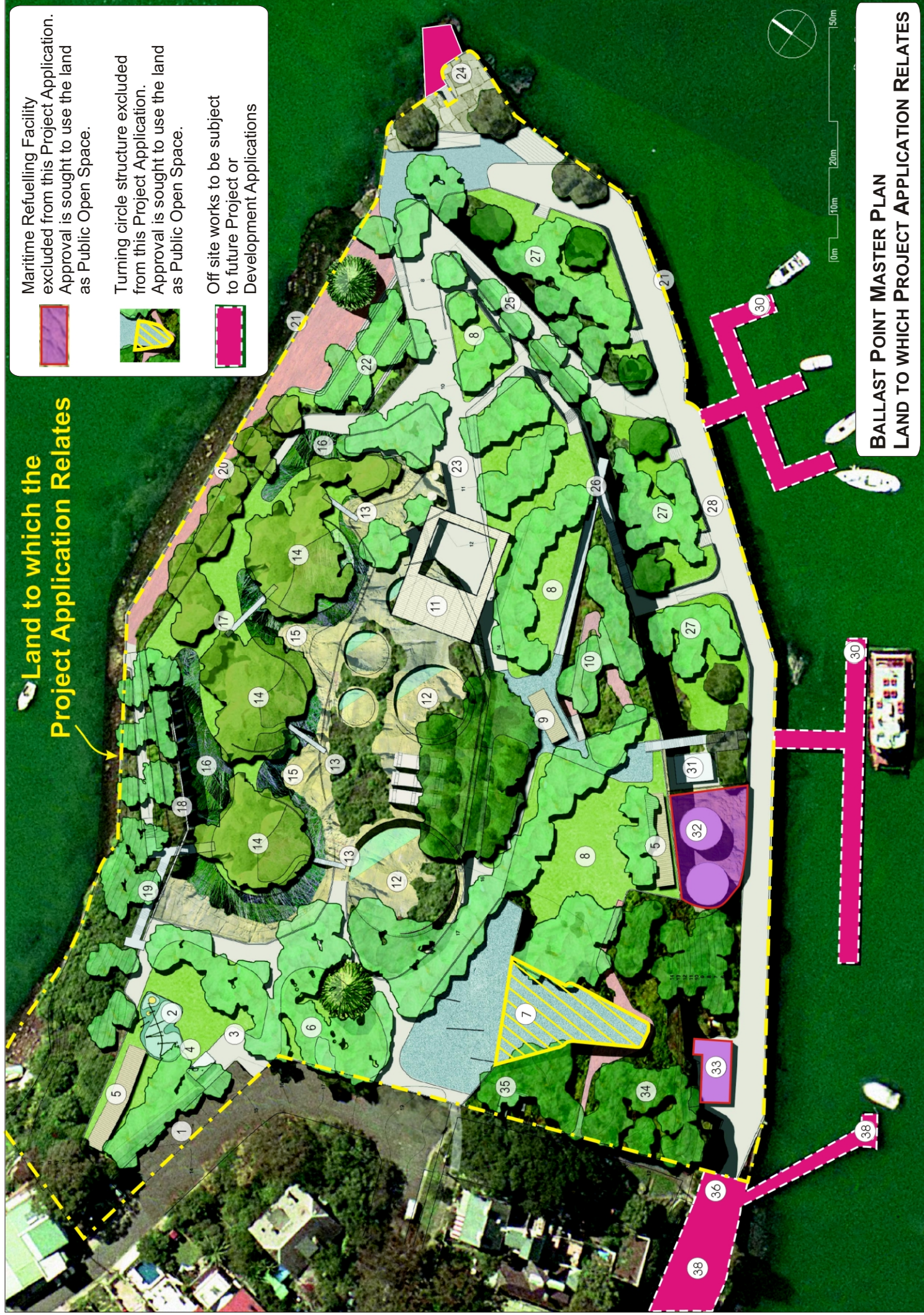
Ref.	Issue	Proponent Amendment
11.3	Greater explanation of public wharf required (page 50-51).	- Section 5.5 Southern Precinct – new Subsection added <i>Recreation Wharf- The recreation wharf provides access to the park for short stay watercraft. The wharf will also provide refuelling facilities for recreational vessels in the form of a swipe card bowser or similar.</i>
11.4	Text under Section 5.6 addressing the refuelling precinct needs to be clarified.	- P53 Section 5.6 The Refuelling Precinct: Refuelling Facility – text amended to ‘... the Refuelling Facility will contain fuel storage tanks, an administration office and workshop, a machinery room and a commercial vessel fuelling wharf.’ - P53 Section 5.6 The Refuelling Precinct: Refuelling Facility – text deleted ‘constructed using floating pontoons (located in the Southern Precinct)’ and replaced with as shown in Figure 5.5.2.
11.5	Minor editorial changes identified: - page 4 - page 15 - page 17 - page 18 - page 25 - page 34 - page 35	- p4 The Refuelling Precinct bullet point – text added after ‘...least attractive to park users’ but very accessible to vessels and the market for fuel. - P15 Footnotes – moved to end of Section 3.0 - P15 Footnotes: 3 – text added in John Graham and Assoc (2001) <u>Ballast Point Statement of Heritage Impact</u> - P 67 Bibliography: History & Heritage -- text added <i>Municipality of Balmain Retrospective: Years 1926-7-8; by AW Sommerville</i> - P25 Section 3.13 Site Access: Water Access – text revised from ‘There is also a small wharf...’ to ‘There is also a small former ferry wharf, now closed, ...’ - P34 4.11 Waterfront Options – text revised from Figure 4.10.1 to Figure 4.11.1 - P35 Figure 4.13.1 Conceptual Layout Option 1 – Text revised to G Playground / Kiosk - P36 Figure 4.13.3 Conceptual Layout Option 2 – Text revised to G Playground / Kiosk - P36 Figure 4.13.5 Conceptual Layout Option 3 – Text revised to G Playground / Kiosk - P35 Figure 4.13.1, Key – include reference for ‘N’

APPENDIX 3

Land to Which Project Application Relates

Land to which the Project Application Relates

- Maritime Refuelling Facility excluded from this Project Application. Approval is sought to use the land as Public Open Space.
- Turning circle structure excluded from this Project Application. Approval is sought to use the land as Public Open Space.
- Off site works to be subject to future Project or Development Applications



BALLAST POINT MASTER PLAN LAND TO WHICH PROJECT APPLICATION RELATES

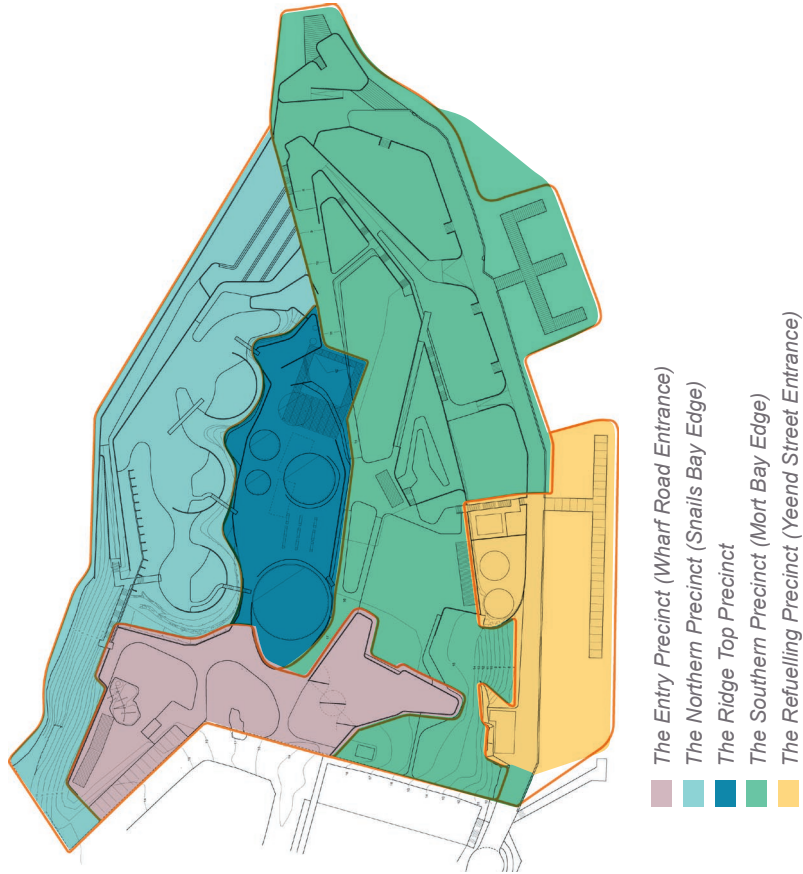


Figure 5.1.1 Ballast Point Master Plan Precincts

The spaces are organised and vegetated to provide spatial, textural, seasonal and micro-climatic variety. The experience of the park from within will be that of a sandstone peninsula, whilst the experience looking back to Ballast Point will essentially be that of a green and vegetated headland.

Public art and site interpretation are to be fully integrated within the landscape design of the park. Opportunities present themselves within the structure of the park, with the layers of history and topography being obvious potential interpretation subjects. The belvedere, the entry gates, the ridge top and ‘Ballast Garden’ are designated sites for interpretation and public art.

The detailing of the park is to be simple with the style and materials to recall the former uses of the site. Materials, material junctions, and construction methods are to reflect the simple aesthetic presently found on the site.

The park design (refer Figure 5.1.2 Ballast Point Master Plan) is best described as a series of five precincts, as detailed in Figure 5.1.1.



Legend

- 1 Ronald Street parking
- 2 Children's playground
- 3 Paved area suitable for mobile kiosk
- 4 Public Toilets
- 5 Pergola Structure
- 6 Entry planting of trees with clear tall trunks
- 7 Entry gates, belvedere and tanker turning area
- 8 Grassed Viewing Terrace
- 9 Meeting space with pergola
- 10 Sunken garden with view to city
- 11 Shade canopy that identifies the location of Menevia
- 12 Menevia and industrial heritage interpretation garden with expressions of removed tanks in sandstone, retained small tanks and Tank 101 panels
- 13 Stairs to Angophora mounds
- 14 Grassed mounds with Angophoras
- 15 Existing sandstone scalloped cliffs retained
- 16 Wet to dry sedges and native grasses
- 17 Ramped bridge between mounds
- 18 Portion of retained bund wall with access holes inserted
- 19 Stair access between levels and through bund wall
- 20 Terraced and sloped edge to sea wall with seating areas
- 21 Existing seawall
- 22 Grassed stepped Amphitheatre
- 23 Central spine pathway
- 24 Lookout and water contact at Point with new Pilot Wharf
- 25 Ramp access down sandstone cliff
- 26 Lookout, stair and access to waterfront
- 27 Ballast Garden
- 28 Southern Foreshore promenade
- 29 Recreational wharf with public access
- 30 Refuelling wharf
- 31 Maritime Refuelling Office, Amenities and Environmental Store
- 32 Refuelling Facility Storage Tanks
- 33 Maritime Refuelling Machinery Room
- 34 Dense gully vegetation on embankment
- 35 Electrical substation
- 36 Access to Mort Bay Park and Yeend Street Parking
- 37 Yeend Street Wharf
- 38 Provision for parking on Yeend Street