

HOMEBUSH BAY BRIDGE



PRELIMINARY ENVIRONMENTAL ASSESSMENT REPORT

URBANFUTURESGROUP for:

BILLBERGIA GROUP
SEKISUI HOUSE AUSTRALIA PTY LTD
CITY FREEHOLDS PTY LTD
HOMEBUSH BAY HOLDINGS PTY LTD

18TH AUGUST 2010

TABLE OF CONTENTS

	PAGE
1.0 INTRODUCTION	5
2.0 PROJECT LOCATION AND CONTEXT	9
3.0 HOMEBUSH BAY BRIDGE - PROJECT DESCRIPTION	13
4.0 PLANNING FRAMEWORK - STATUTORY CONTEXT	19
5.0 PRELIMINARY ENVIRONMENTAL ASSESSMENT - OVERVIEW OF KEY ISSUES	39
6.0 PRELIMINARY CONSULTATION	43
7.0 CONCLUSIONS	45

1.0 INTRODUCTION

Urban Futures Group Pty Ltd has prepared this Preliminary Environmental Assessment (PEA) on behalf of an alliance of landowners at Wentworth Point, (formerly known as Homebush Bay West).

The landowners comprise of *Billbergia Group*, *Sekisui House Australia*, *City Freeholds* and *Homebush Bay Holdings* and represent the majority of land that is yet to be redeveloped at Wentworth Point. The remaining owners that are not included in this proposal are NSW Government agencies, namely Sydney Olympic Park Authority (SOPA) and NSW Maritime. SOPA are proposed to be the future owner and management agency for the completed bridge. Fig 1.1 illustrates the area of Wentworth Point land proposed to be redeveloped the alliance of landowners.

The Homebush Bay Bridge project will be undertaken on land and over water that is in multiple ownership. The project application relates to sites that are currently legally described as:

- **Lot 10 DP 776611 on Wentworth Point**, being the western landing point for the proposed bridge;
- **Lot 201 DP 1101828, on the Rhodes Peninsula**, being the foreshore and the eastern landing point for the proposed bridge. It is proposed that the bridge connect with land initially on the Rhodes foreshore and then with Gauthorpe Street; and
- **Homebush Bay itself**, which is owned by NSW Maritime Authority in title below the mean high water mark. NSW Maritime also has responsibility for commercial and private leasing, marine safety, navigation and boating regulation and delegation to give owner's consent for development within the Bay.

Under the provisions of 8F(1)(d) of the EPAA Regulation and for the purpose of 'owner's consent', the Homebush Bay Bridge Project is defined as a '*linear infrastructure project*' (linear transport or public utility infrastructure) and as such, only the notification of owners is required. (Refer to Section 4 for details)

Proposed Homebush Bay Bridge

The proposal is for a new bridge across Homebush Bay that at a local level, connects the two local emerging communities of Rhodes Peninsula and Wentworth Point (formerly known as Homebush Bay West) and at a regional level, better connects the *Specialised Regional Centre* of Sydney Olympic Park and Rhodes.

The Homebush Bay Bridge is proposed to be 9.5m wide and some 455m long. The proposed width of the bridge will enable a comfortable mix of pedestrian & cycleway access, public transport (bus) services and emergency services access, whilst accommodating a range of utilities within its structure and enabling continued navigation of the Bay.

Fig 1.1 Wentworth Point land owned by Billbergia Group, Sekisui House Australia, City Freeholds and Homebush Bay Holdings



Fig 1.2 Proposed indicative bridge alignment and land owned by Billbergia Group, Sekisui House Australia, City Freeholds and Homebush Bay Holdings



Urban renewal and redevelopment of Wentworth Point - Complementary proposals

The Homebush Bay Bridge Project Application forms part of a suite of complementary and ongoing planning initiatives and proposals for the renewal and redevelopment of Wentworth Point. These planning proposals and initiatives comprise:

1. **Wentworth Point - Urban Design Review**, which assess the robustness of the urban design framework in Homebush Bay West DCP and establishes where additional residential and commercial floorspace might be integrated into the precinct;
2. **Wentworth Point - Strategic Transport Review**, which assesses the local and regional transport implications of increased residential floorspace on Wentworth Point and the impact of a future bridge across Homebush Bay;
3. **Draft Wentworth Point Planning Proposal**, which seeks to vary proposed planning controls for Wentworth Point (formerly Homebush Bay West);
4. **A (Draft for Discussion) Planning Agreement for Homebush Bay Bridge** which proposes to establish a draft legal implementation framework to integrate the community benefits / infrastructure delivery elements with the proposed development; and
5. **Part 3A Concept Plans** for proposed residential and mixed-use development of various Wentworth Point sites.

This PEA accompanies a request for the Minister's opinion that the Homebush Bay Bridge proposal is one to which Part 3A applies and seeks the declaration of an order of the Minister in accordance with the provisions of EPAA *Section 75B(2)(a) Projects to which Part applies*.

If the Minister is of the opinion that the development is a project to which Part 3A applies, the proponents also request the Director General issue environmental assessment requirements pursuant to EPAA *Section 75F – Environmental assessment for approval*.

This PEA has been prepared to assist the Director-General in the preparation of the environmental assessment requirements and addresses the following:

- Section 2** An overview of the project location and its context
- Section 3** A project description
- Section 4** An outline of the relevant statutory context
- Section 5** An overview of key planning and environmental issues
- Section 6** Preliminary consultation
- Section 7** Conclusions

2.0 PROJECT LOCATION & CONTEXT

2.1 OVERVIEW

Location of Homebush Bay

Homebush Bay is located on the southern side of the Parramatta River, on the northeastern edge of Sydney Olympic Park. The Bay is located 7.25km from Parramatta and 12.4km from Circular Quay (direct distances).

Whilst the name is a clear reference to the Bay itself, historically it is also a reference to the industrial suburb of Homebush Bay, a large part was remediated and redeveloped for the Sydney 2000 Olympics, by the Olympic Coordination Authority, now Sydney Olympic Park Authority.

For the purposes of this PEA, the locality plan at Fig 2.1 provides the Homebush Bay context whilst the aerial photograph at Fig 2.2 and NSW Maritime navigation map at Fig 2.3, focus on Homebush Bay itself – the water body.

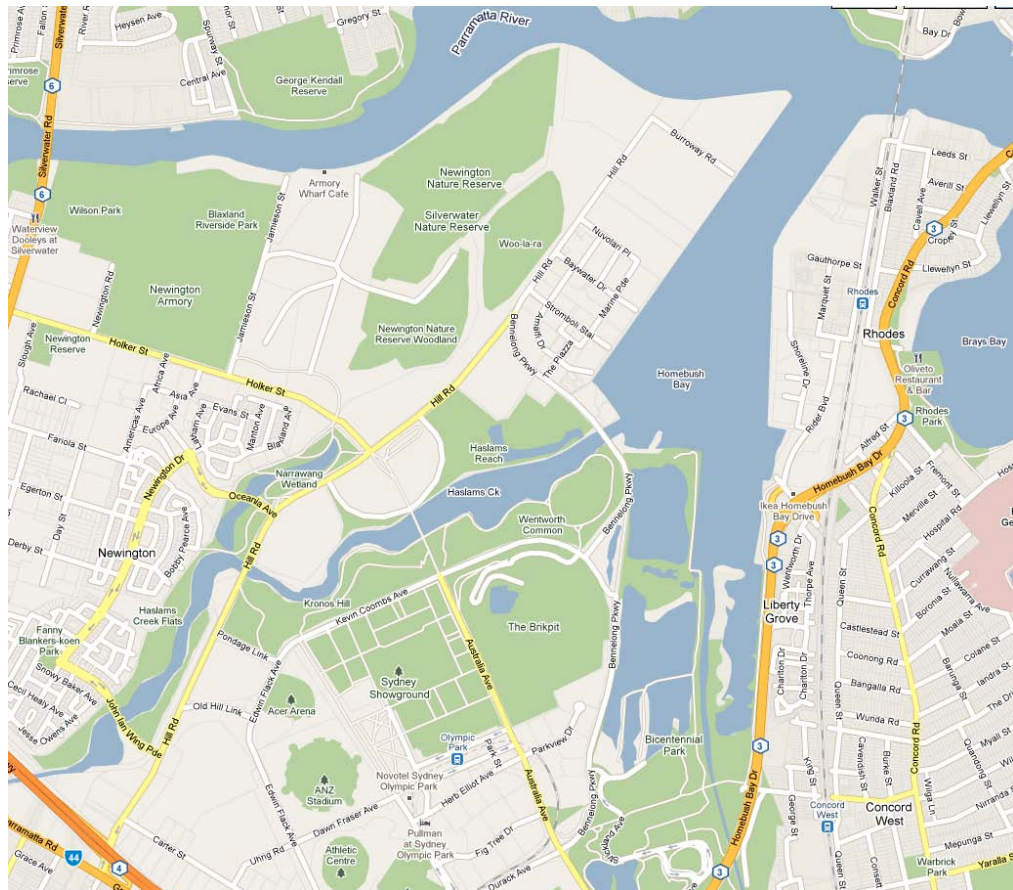


Figure 2.1 Homebush Bay – Contextual Locality Plan

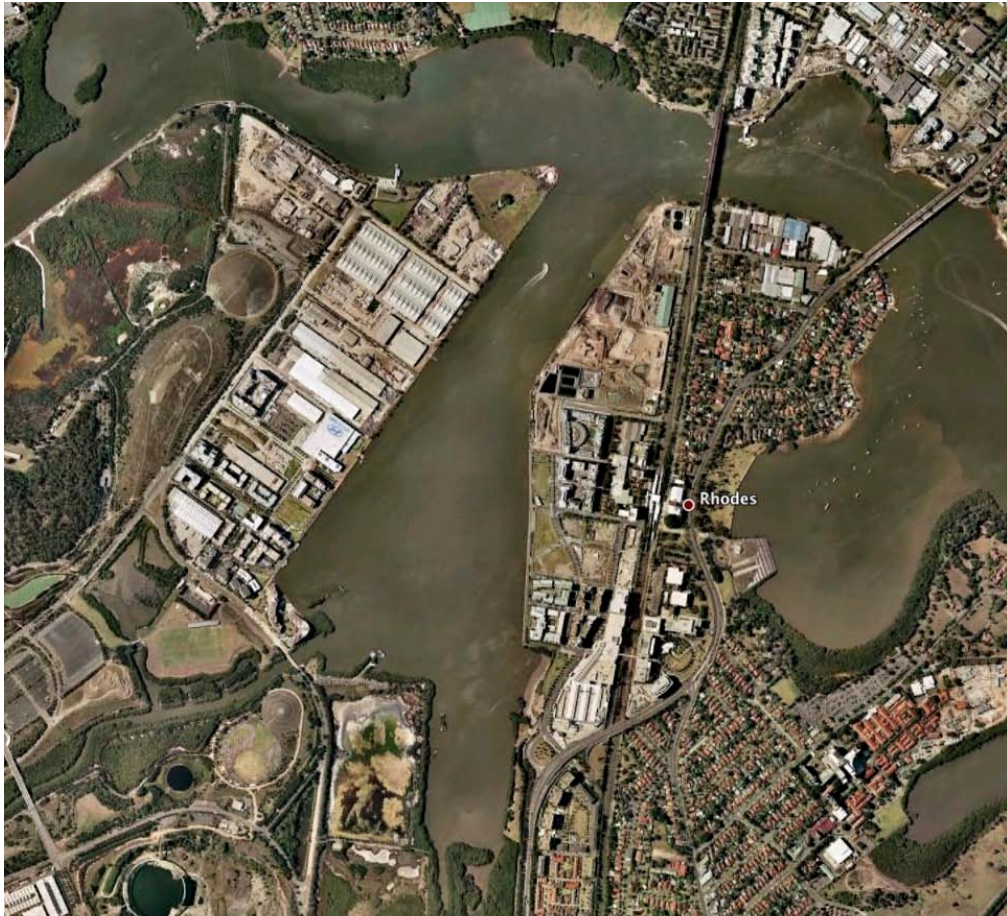


Figure 2.2 Aerial photograph of Homebush Bay showing the emerging suburbs of Wentworth Point to the west and Rhodes Peninsula to the east

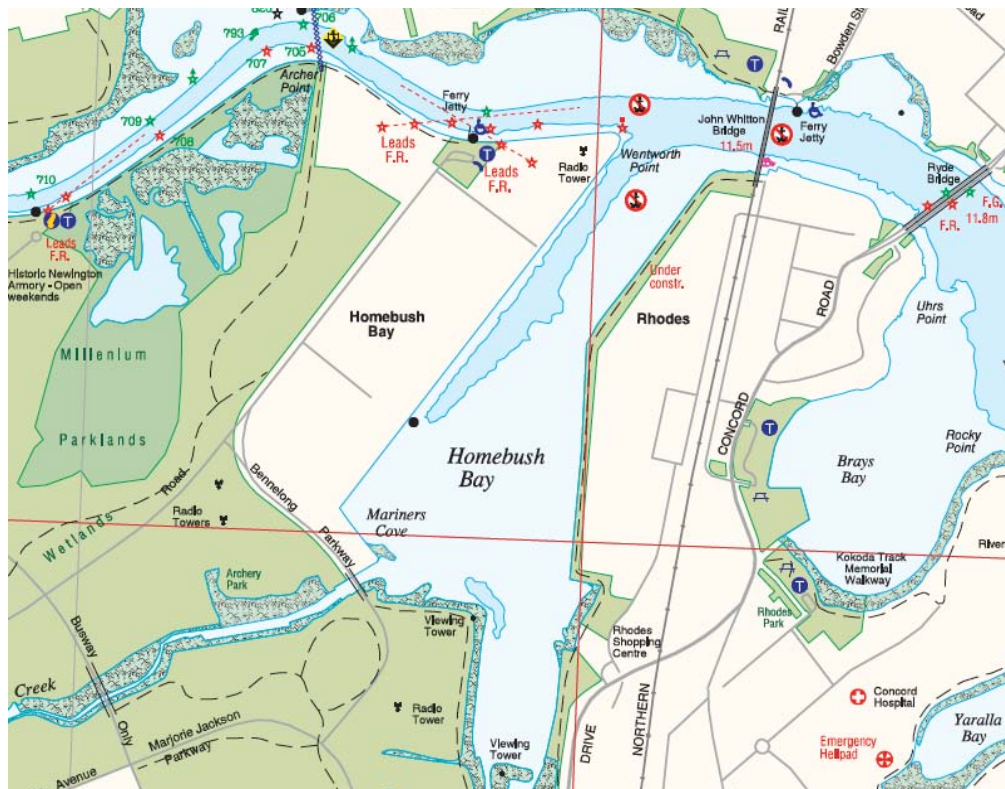


Figure 2.3 Homebush Bay – NSW Maritime navigation

2.2 SUMMARY HISTORY OF HOMEBUSH BAY

Homebush Bay has a complex history. As can be appreciated by the time series mapping illustrated in Fig 2.4, the shape, form and use of the Homebush Bay landscape has changed immensely since the early 1800s.

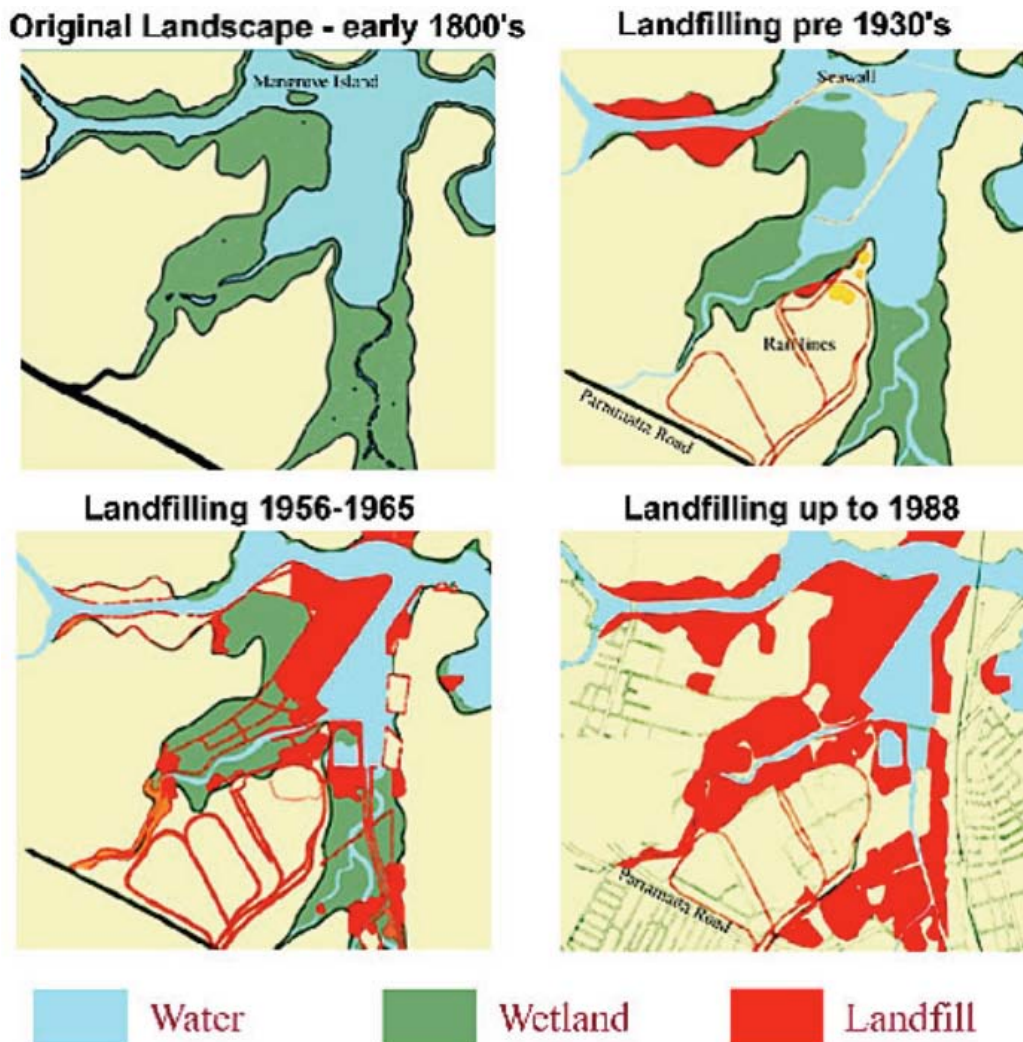


Fig 2.4 The changing shape of Homebush Bay from the early 1800s to 1988
(Source: Sydney Olympic Park Authority)

The suburb Homebush Bay was initially part of a large land grant given to prominent English free settler John Blaxland and his brother Gregory in 1807, who established an extensive cattle farm in the region. Realising the potential of its position alongside the Parramatta River, Blaxland utilised the riverside banks of Homebush as salt pans, setting up a significant salt production industry in the region. The areas location on a riverside trade route had local industry flourish and soon manufacturing industries in the area proliferated with the production of woollen fabrics and tweeds as well as skins and leather, followed by an abattoir and cannery established by the 1870s.

This commenced the industrialisation of the suburb and with the State Brickworks opening in 1907. Residential development in the suburb housed the factory workers and gave rise to a decidedly working class profile. Controlled and uncontrolled waste dumping around Homebush Bay transformed the wetlands into waste tips and polluted waterways. Sydney's rapid expansion in the 1950s and 60s meant more space was needed for waste.

By 1970 Wentworth Bay no longer existed and by 1978 most low-lying land had been filled. By 1988, an estimated 9 million cubic metres of waste and contaminated soils spread were over 400 hectares within the 760-hectare site. The waste was not homogenous and included petroleum waste, unexploded ordnance, potential acid sulphate soils, illegally dumped wastes along the waterways (including persistent organic pollutants, Polycyclic aromatic hydrocarbons, etc), dredged sediments, municipal waste in managed tips, industrial waste (including rubble, power station fly ash, gasworks waste, asbestos) and contamination from site activities (burning pits, chemical leaks and application).

Rhodes Peninsula is on the eastern side of Homebush Bay and played an important role in Australia's chemical history with Australian company Timbrol initially setting up a factory to produce timber preservatives in the 1920s. A succession of chemical plants followed including American company Urban Carbide who purchased the land in 1955. The Urban Carbide factory produced common pesticides including DDT also produced polluting Dioxins, a dangerous by-product which continued to pollute the water and land surrounding Homebush Bay. By the time these companies had ceased production on the peninsula in the 1980s, Homebush Bay was one of the most polluted stretches of land in the world and the NSW State Government ordered the area's most significant polluters Urban Carbide to remediate the area with the primary concern of destroying the lands sedimentary contaminants in an environmentally friendly manner.

In 1993, Sydney was selected as the host city for the 2000 Olympics. This triggered significant and comprehensive remediation strategies for Homebush Bay, the suburb, the neighbouring suburb of Newington and to some extent, Homebush Bay itself, which transformed the area for the 2000 Olympic Games. Renewal of Homebush Bay has continued in the post-Olympic period marked most recently by the adoption of a 2030 Vision Master Plan for Sydney Olympic Park, continued redevelopment of Newington, continued remediation and redevelopment of Rhodes Peninsula and the urban renewal of Wentworth Point.

Fig 2.5 Aerial image of Sydney Olympic Park, with Homebush Bay in the mid-distance



3.0 HOMEBUSH BAY BRIDGE - PROJECT DESCRIPTION

3.1 HOMEBUSH BAY BRIDGE CONCEPT

The proposal is for a new public transport, pedestrian and cycleway bridge across Homebush Bay, which will connect the two emerging residential communities at Rhodes Peninsula and Wentworth Point.

The development of the Homebush Bay Bridge is currently at the design concept stage. But currently, the brief for the proposed Homebush Bay Bridge is to:

- align and connect communities across the narrowest section of Homebush Bay;
- be some 455m long and 9.5m wide bridge - a width that enables a comfortable mix of pedestrian & cycleway access and public transport services and capacity for future adaptability;
- have a connecting ramp of some 20m on the Rhodes Peninsula side linking with Gauthorpe Street and a connecting ramp up to 80m on the Wentworth Point side, linking with Bridge Boulevard;
- provide capacity for regular speed limited public transport services in both directions, initially in the form of buses, but potentially for light rail or other public transport modes in the future;
- provide for dedicated pedestrian access;
- provide for cycleway access;
- provide for emergency vehicle access;
- not provide vehicular access for private motor vehicles, taxis and hire cars;
- provide capacity for infrastructure conduits for major utilities such as water supply, sewerage, energy supplies and telecommunications;
- enable maritime traffic to continue to navigate the Bay; and
- enable the Bay to continue to be used for a range of recreational craft.

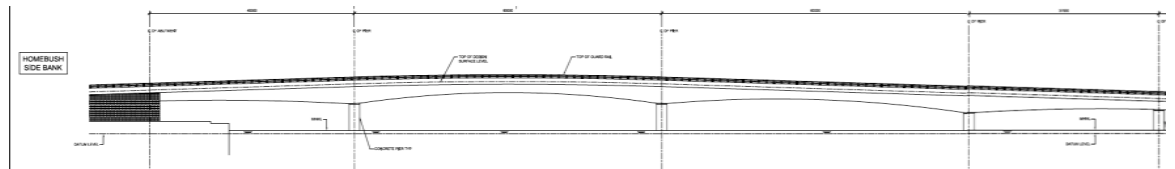
Fig 3.1 Existing view across Homebush Bay from the proposed Wentworth Point landing area towards Rhodes



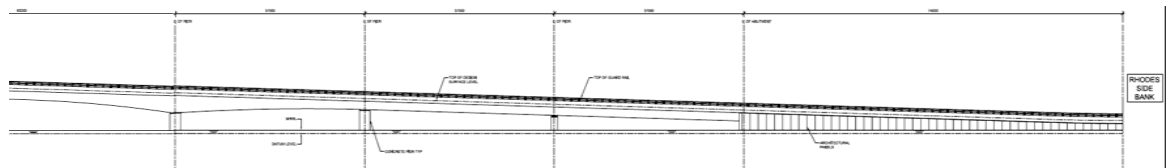
Fig 3.2 Homebush Bay Bridge – Indicative proposed bridge alignment connecting with proposed development at Wentworth Point and Rhodes Peninsula



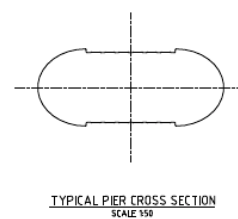
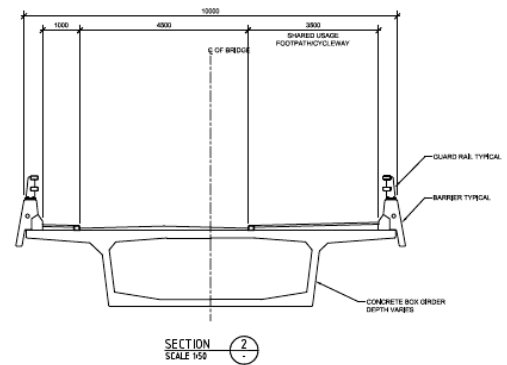
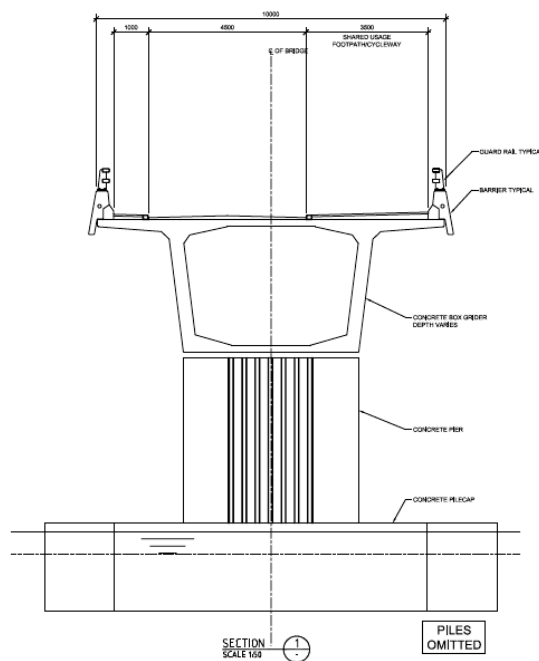
Fig 3.3 Homebush Bay Bridge Concept Design – Indicative cross sections
(Source: Arup)



Indicative long section – Wentworth Point side



Indicative long section – Rhodes side



Indicative cross sections through the bridge deck (typical pier and typical span)

Fig 3.4 Indicative photo-realistic view on the proposed Homebush Bay Bridge, looking west towards Wentworth Point



Fig 3.5 Indicative photo-realistic view of the proposed Homebush Bay Bridge looking east from Wentworth Point over the park towards Rhodes West



Fig 3.6 Indicative view of the proposed Homebush Bay Bridge, from looking west from Rhodes Peninsula towards Wentworth Point



Fig 3.7 Photomontage of the proposed Homebush Bay Bridge, looking north towards Parramatta River from Wentworth Point foreshore promenade



3.2 PROJECT APPLICATION SCOPE

The Project Application will meet the requirements of affected authorities and will seek the approval for the following:

- *demolition and site establishment works;*
- *detailed bridge design, that addresses:*
 - *alignment and geometry of the bridge and connections to proposed and existing streets;*
 - *length, width and design of the bridge deck, with regard to pedestrian, cycleway and vehicle access, capacity and circulation;*
 - *vehicle loads, friction forces, earthquake loads and secondary effects;*
 - *constraints on span arrangements and clearances for water traffic;*
 - *foundation conditions and Earth pressures;*
 - *hydrology;*
 - *design of bridge piers and the preferred construction technique that assesses and responds to environmental constraints and minimises disturbance of sediments within Homebush Bay;*
 - *design of infrastructure conduits to carry utility services beneath the bridge deck;*
 - *construction methods;*
 - *aesthetics of the bridge structure and its context;*
 - *proposed materials and finishes;*
 - *in principle location of proposed bridge signage;*
 - *in principle lighting design for both the illumination of the bridge for users and for aesthetics;*
- *detailed design of bridge ramps at the eastern and western ends of the bridge, including:*
 - *future sea wall height on the Rhodes foreshore, in coordination with Canada Bay City Council; and*
 - *measures proposed to manage pedestrian, cycleway and vehicle access and circulation in Wentworth Point and Rhodes Peninsula;*
- *detailed design of public domain landscaping associated with the bridge;*

Australian (and other) Standards

Arup has advised that the design of Homebush Bay Bridge will need to be undertaken in accordance with the following Australian Standards and other relevant codes and guidelines:

- RTA Specifications, Engineering Policy and Reference Documents
- AS5100 Bridge Design
- AS1170 Structural Design Actions
- AS1310 Steel Wire for Tendons in Prestressed Concrete
- AS 1302 Geometrical Product Specifications
- CIRIA REPORT 1 – A guide to the design of anchor blocks for post reissued prestressed concrete members
- CIRIA REPORT C543 – Bridge Detailing Guide
- BA 42/96 Amendment 1 UK DMRB – The design of Integral Bridges
- CIRIA REPORT 91 – Early age thermal crack control in concrete
- CIRIA REPORT 104 – Recommendations on the use of grillage analysis for slab and pseudo-slab bridge decks.

4.0 PLANNING FRAMEWORK - STATUTORY CONTEXT

The strategic planning documents and environmental planning instruments that are relevant or apply to the proposed Homebush Bay Bridge are listed and described below.

4.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Part 3A – Major infrastructure and other projects

Section 75B of the EPAA provides the Minister for Planning the ability to form an opinion and the power to declare major infrastructure or other projects that are of State or regional environmental planning significance, as being subject to EPAA *Part 3A – Major infrastructure and other projects*.

Development to which EPAA Part 3A applies can also be identified by way of it being described in a State Environmental Planning Policy, typically the SEPP (Major Development) 2005.

The Homebush Bay Bridge Project Application seeks the declaration of an order of the Minister in accordance with the provisions of EPAA *Section 75B(2)(a) - Projects to which Part applies*.

4.2 SEPP (MAJOR DEVELOPMENT) 2005

Clause 6 – Identification of Part 3A projects of SEPP (Major Development) 2005 provides that development that in the opinion of the Minister is development of a kind referred to in:

<i>Schedule 1</i>	<i>(Part 3A projects – classes of development), or</i>
<i>Schedule 2</i>	<i>(Part 3A projects - specified sites) or</i>
<i>Schedule 3</i>	<i>(State significant sites)</i>

is declared to be a project to which EPAA Part 3A applies.

Schedule 3 of SEPP (Major Development) identifies projects and sets out provisions on State significant sites to which the provisions of EPAA Part 3A apply.

4.3 MEETING CRITERIA FOR DECLARING DEVELOPMENT TO BE A MAJOR DEVELOPMENT PROJECT

For the purposes of this Part 3A project application, under the provisions of *EPAA Cl 75A – Definitions*, the proposed public transit, pedestrian and cycleway bridge across Homebush Bay can be considered to be defined as a *major infrastructure development*, as set out below:

major infrastructure development includes development, whether or not carried out by a public authority, for the purposes of roads, railways, pipelines, electricity generation, electricity or gas transmission or distribution, sewerage treatment facilities, dams or water reticulation works, desalination plants, trading ports or other public utility undertakings.

As indicated by this Part 3A project application, the Wentworth Point Planning Proposal and the supporting suite of reports, there are significant local and regional socio-economic benefits to be gained with the construction of a public transit, pedestrian and cycleway bridge across Homebush Bay.

Homebush bay Bridge, if approved and constructed, will support the aims and objectives of state wide and metropolitan strategic planning policies, including the provisions of the NSW

State Plan, Metropolitan Strategy and Subregional strategies for the Inner West and West Central, Sharing Sydney Harbour Access Plan and Local Government development policy frameworks. Compliance with these planning strategies and frameworks is elaborated upon in Section 4.5.

Arup has been engaged by the landowner alliance to provide engineering, design and costing advice on the proposed Homebush Bay Bridge. On the basis of the bridge design concept and specification to date, Arup estimate the construction cost of the bridge to be in the region of \$40M.

On the basis that the proposed development is defined as *major infrastructure development* and meets the criteria for major development projects and for reasons identified above, we request the Minister declare the proposal to be a Major Project under Part 3A of the EP&A Act 1979.

4.4 ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

Owner's consent

Under the provisions of 8F(1)(d) of the EPAA Regulation and for the purpose of 'owner's consent', the Homebush Bay Bridge Project is defined as a '*linear infrastructure project*' (linear transport or public utility infrastructure) and as such, only the notification of owners is required.

In respect of *linear infrastructure*, Clause 8F(1) states:

8F Owner's consent or notification

- (1) The consent of the owner of land on which a project is to be carried out is required for a project application or modification application unless:
 - (a) the application is made by a public authority, or
 - (b) the application relates to a critical infrastructure project, or
 - (c) the application relates to a mining or petroleum production project, or
 - (d) the application relates to a linear infrastructure project, or
 - (e) the application relates to a project on land with multiple owners designated by the Director-General for the purposes of this clause.
- (2) Any such consent may be obtained at any time before the determination of the application.
- (3) If the consent of the owner of the land is not required for a project application under this clause, then the proponent is required to give notice of the application:
 - (a) in the case of a linear infrastructure project or a project designated under subclause (1) (e)—to the public by advertisement published in a newspaper circulating in the area of the project before the start of the public consultation period for the project,
 - (4) In this section
linear infrastructure project means development for the purposes of linear transport or public utility infrastructure.

4.5 STRATEGIC PRIORITIES, AIMS AND OBJECTIVES

4.5.1 DELIVERING THE NSW STATE PLAN

The following is an overview of the priorities, targets and actions of the NSW State Plan (March 2010) that are relevant and would be supported by the implementation of the Homebush Bay Bridge proposal.

New priorities, targets and actions

In response to the issues raised by communities, NSW State Plan 2010 includes 10 additional priorities, 20 additional targets and new actions from previous plans. The major areas of that are relevant to and supported by the Homebush Bay Bridge proposal are:

Supporting jobs	<i>a new focus on jobs including a new target to support jobs during the economic downturn and specific actions to support youth employment and diversification of regional economies</i>
Planning decisions	<i>a new priority to speed up planning decisions to support business investment in NSW, with benchmarks for timely processing of major projects</i>
Transport	<i>a new approach to integrated transport and land use planning and delivery led by a new NSW Transport and Infrastructure agency. In addition there are a number of new priorities and targets to improve public transport access to regional centres, increase use of cycling, maintain road infrastructure and increase freight movement</i>
Quality of Life	<i>a new priority to grow our cities and regional centres as functional and attractive places to live, work and visit</i>
Affordable housing	<i>a new target and actions to increase the supply of affordable housing for low and moderate-income households in NSW</i>

The NSW State Plan chapters that correlate and have most relevance with the Homebush Bay Bridge proposal are as follows:

Chapter 1	<i>Better Transport and Livable Cities</i>
Chapter 2	<i>Supporting Business and Jobs</i>
Chapter 6	<i>Stronger communities</i>

NSW STATE PLAN CHAPTER	RELEVANCE TO THE HOMEBUSH BAY BRIDGE PROPOSAL
CHAPTER 1 BETTER TRANSPORT AND LIVEABLE CITIES <i>Priorities and Targets</i>	
Improve the public transport system Increase the share of commuter trips made by public transport: Increase the proportion of total journeys to work by public transport in the Sydney Metropolitan Region to 28% by 2016	Wentworth Point Strategic Transport Review demonstrates that the implementation of a public transit bridge will significantly improve both accessibility and connectivity. Ease of access to a more connected bus network and to Rhodes Rail Station will significantly benefit local Wentworth Point residents as well as the wider Homebush Bay / SOP community and significantly increase bus and rail patronage.
Improve the road network Improve the efficiency of the road network during peak times as measured by travel speeds and volumes on Sydney's road corridors.	As a consequence of its relative isolation, Wentworth Point currently has a dependence upon private vehicle usage. The Wentworth Point Strategic Transport Review demonstrates that implementation of a public transit bridge will increase public transport usage and reduce the peak hour demand on the local road network.
Increase walking and cycling Increase the mode share of bicycle trips made in the Greater Sydney region, at a local and district level to 5% by 2016	The Wentworth Point Strategic Transport Review demonstrates that the implementation of a public transit, pedestrian and cycleway bridge will improve the mode share of local bicycle and

	pedestrian trips. The bridge will also open up easier access to Sydney Olympic Parklands to Rhodes residents and a wider network of regional recreational cyclists and walkers.
Increase the number of jobs closer to home Increase the percentage of the population living within 30 minutes by public transport of a city or major centre in Metropolitan Sydney	Implementation of a public transit, pedestrian and cycleway bridge will improve access for Wentworth Point residents to the Specialised Regional Centre at Rhodes. Via the Rhodes (mainline) Rail Station, the bridge will provide local Wentworth Point residents excellent rail access to Sydney's major centres.
Grow cities and centres as functional and attractive places to live, work and visit Maintain or improve the ranking of our cities and regional towns in 'quality of life' surveys	Homebush Bay Bridge will improve accessibility and connectivity at both local and sub-regional levels. This bridge connection has the potential to be the catalyst for significant improvements in the quality of life of existing and future residents. For Rhodes residents, it will place them within minutes of the asset of Sydney Olympic Parklands. For Wentworth Park residents, it will place them within minutes of Rhodes Rail Station and the Rhodes retail centre.
Improve housing affordability Increase the supply of affordable housing for low and moderate-income households. Build affordable housing by delivering housing growth around regional centres to ensure access to infrastructure services, as outlined in Regional Strategies	The implementation of the bridge that improves accessibility to a mainline rail station, can present the opportunity to increase the local supply residential apartments. When combined with the potential to introduce a new local retail centre and a new school on Wentworth Point, the diversity, mix and affordability of new residential dwellings can improve and deliver a more balanced and sustainable outcome.
CHAPTER 2 SUPPORTING BUSINESS AND JOBS <i>Priorities and Targets</i>	
Maintain and invest in infrastructure Maintain our average annual capital expenditure growth of 4.6% nominal from 2005–06 to 2015–16	Homebush Bay Bridge, if implemented, will be an investment in transport and utility infrastructure that can have significant local and regional benefits both for government and the community.
Increase business investment and support jobs Double new business investment from around \$40 billion in 2006 to around \$80 billion a year by 2016. Support jobs during the economic downturn	With Homebush Bay Bridge in place, the <i>Olympic Park-Rhodes Specialised Regional Centre</i> can function as a significantly better connected and therefore more effective business community. Better access and connectivity can in turn lead to Olympic Park-Rhodes becoming a better place to do business.

CHAPTER 6 STRONGER COMMUNITIES

Priorities and Targets

Promote our parks

Encourage community use of our parks through:
improving access to parks and reserves to facilitate more exhibitions, festivals, cultural and recreational events across NSW;
Upgrading the system of walking tracks in Sydney Harbour, the Blue Mountains and Royal National Parks

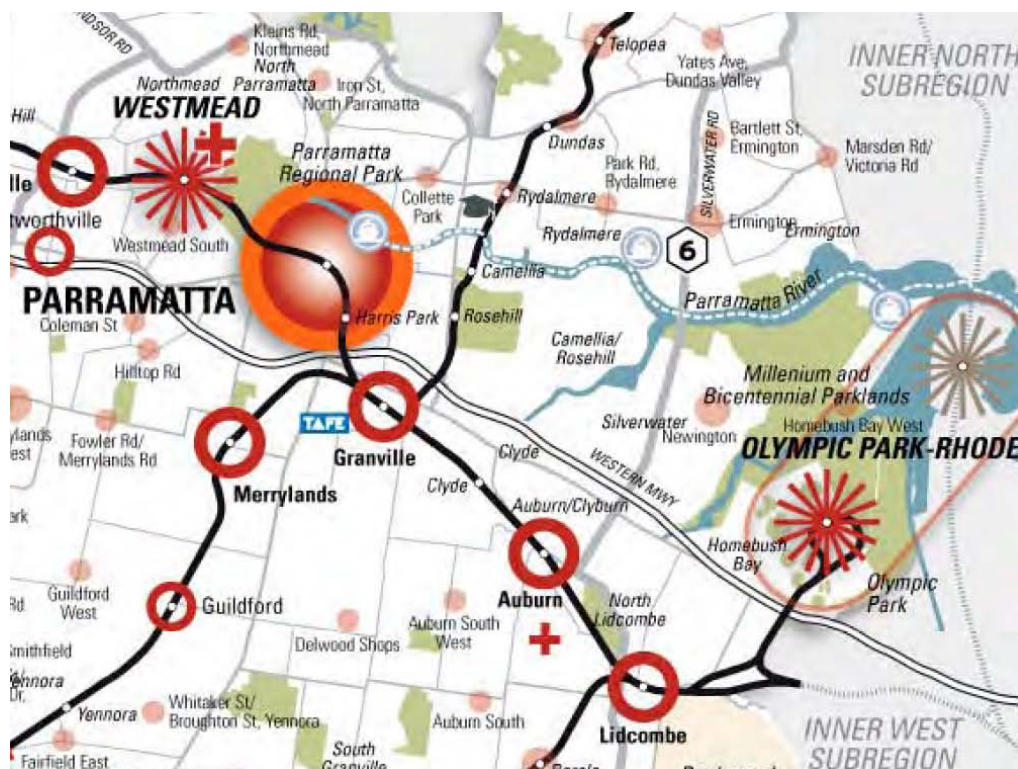
Homebush Bay Bridge, if implemented, will provide an important parkland and harbour connection that can improve access to the asset of Sydney Olympic Parklands, but also significantly improve the connectivity of Sydney Harbour's cycling and walking tracks.

4.5.2 SYDNEY METROPOLITAN STRATEGY

In managing anticipated Sydney's future employment and residential growth, the Metropolitan Strategy focuses future development on the Sydney's Centres and Corridors.

With regard to Homebush Bay, the Metropolitan Strategy has designated that due to their geographical proximity and the complementary role, the two precincts of Olympic Park and Rhodes form a 'Specialised Centre' (refer to Section 4.5.3).

Fig 4.1 Sydney Metropolitan Strategy - Centres



The Metropolitan Strategy's vision for corridors is summarised as:

- Corridors are the areas around the transport routes that connect centres and activities.
- Economic corridors will play a key role in the metropolitan and national economy, renewal corridors will be the focus for diverse and liveable communities and enterprise corridors will provide locations for important local employment and services.

- Existing and new infrastructure investment in these corridors will be used more efficiently by concentrating new development in these areas to support their primary role.

The Olympic Park-Rhodes Specialised Regional Centre is identified in the Metropolitan Strategy on the northern edge of the Parramatta to City Urban Renewal Corridor.

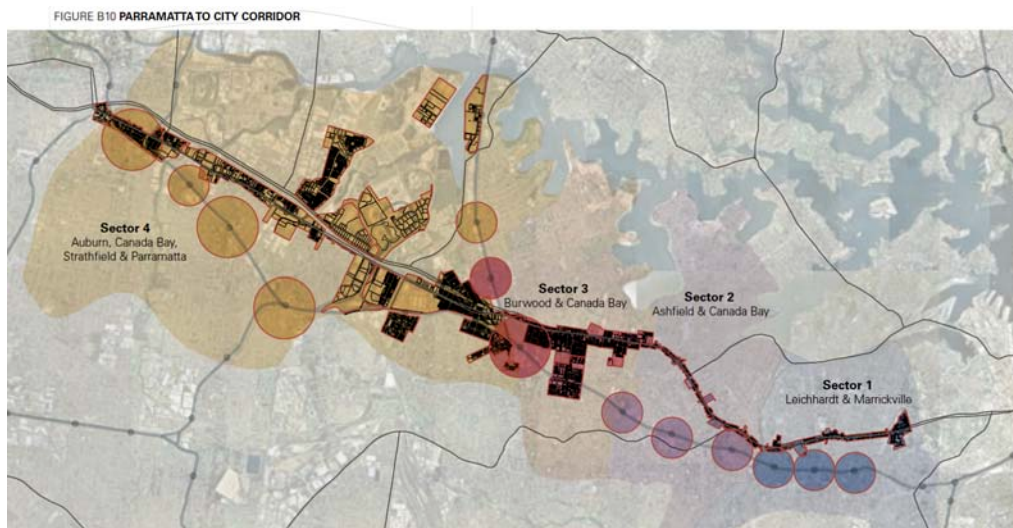


Fig 4.2 Sydney Metropolitan Strategy – Wentworth Point and Rhodes are located on the northern edge of the Parramatta to City Urban Renewal Corridor

4.5.3 METROPOLITAN REGIONAL STRATEGIES WEST CENTRAL SUBREGIONAL STRATEGY & INNER WEST SUBREGIONAL STRATEGY

Specialised centres are defined by the NSW Government's regional strategies as areas of approx 1 km radii, that contain major airports, ports, hospitals, universities, research and business activities. These centres perform a vital economic and employment role which generate metropolitan-wide benefits.

Specialised Centre - Olympic Park and Rhodes

The two centres at Sydney Olympic Park and Rhodes are jointly identified as a Specialised Centre in the West Central Subregional Strategy and Inner West Subregional Strategy, with the Rhodes portion within the Inner West Subregion and Olympic Park in West Central.

Sydney Olympic Park

Olympic Park is the world famous site of the 2000 Sydney Olympic Games. Sydney Olympic Park and Rhodes Peninsula form two of the largest brownfield redevelopment sites in metropolitan Sydney. Collectively, these two precincts cover 683 hectares (640 ha in Sydney Olympic Park, of which over 400 ha is parklands, and 43 ha in Rhodes). This Specialised Centre provides Metropolitan Sydney with world-class sporting and major event hosting facilities second to none in Australia. Its excellent proximity to Parramatta – a Regional City, to the west and Sydney CBD to the east provides the opportunity for further residential, educational and business park type development. There is a train station to make optimal use of this attractive location for all the above activities, but train services on the branch line servicing the station may need to be improved. SOPA has just finalised the preparation of a 2030 Vision Master Plan for the area.

Rhodes Peninsula

Rhodes Peninsula is located within the Inner West Subregional Strategy. The development of Rhodes provides an important economic role in its own right within the subregion providing a town centre function for subregional retail needs.

Rhodes Peninsula also has a complex history of industrial use and land ownership. From the early 1900s to the 1970s the peninsula was occupied by toxic and hazardous waste producing industrial activities, prior to environmental planning legislation which sought alternative uses. The physical character of the peninsula has significantly changed over this period with significant reclamation of land. In 1999, the NSW Government prepared a State Regional Environmental Plan (SREP) for the area to promote orderly and economic use and development of land within the Rhodes Peninsular. Plans proposed a mix of land uses in the precinct including a commercial core located close to the station, a major retail-bulky good centre, mixed-use residential and continuous open space along the waterfront. Appropriate levels of retail and office development were set in the plan so as not to undermine surrounding centres such as Parramatta and Burwood.

A significant component of the Rhodes plan has already been realised with the completion of a major commercial bulky goods precinct to the east of the rail line, including an office park setting. A master plan is currently being implemented for the Rhodes Waterfront precinct to the west of the station. The combined centre of Olympic Park–Rhodes will be a Specialised Centre providing a unique business and residential setting for the metropolitan area and providing significant higher skilled employment opportunities for residents of Western Sydney.

Together these precincts offer major potential to establish higher skilled jobs towards Western Sydney, and will make a significant contribution to economic growth in Sydney to 2031. Employment is targeted to increase from around 14,000 in 2001 to 32,000 by 2031 for Olympic Park–Rhodes, representing a significant growth of 130 per cent.

At a regional level, the proposed Homebush Bay Bridge can better connect and assist in the cohesion, sustainable development and realisation of the *Olympic Park – Rhodes Specialised Regional Centre*.

4.5.4 SEPPS AND REGIONAL ENVIRONMENTAL PLANS

The following State Environmental Planning Policies and Sydney Regional Environmental Plans apply to Homebush Bay:

Sharing Sydney Harbour Access Plan
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
Sydney Regional Environmental Plan No. 24 - Homebush Bay Area
Sydney Regional Environmental Plan No. 29 – Rhodes Peninsula (Refer to Section 4.5.6)

SHARING SYDNEY HARBOUR ACCESS PLAN

Sharing Sydney Harbour Access Plan was prepared by NSW Department of Infrastructure, Planning and Natural Resources in 2003. It is not an Environmental Planning Instrument, but a complementary planning framework for developing and implementing specific access improvement projects, with an integrated approach taking both land and water access issues into consideration. The Access Plan's vision is to improve the public access to, and enhance the recreational enjoyment of Sydney Harbour and its tributaries and its aims to secure of 33km of new walking tracks and on- and off-road cycleways along the foreshores and connections to the foreshore and increase public access from around 59% to 73% of the total 230km of foreshore.

The Access Plan is a catchment-wide network of accessways will link metropolitan parklands with urban waterfronts and connect to water access points. Improved boating facilities will provide better public access for recreational craft such as dinghies, canoes, kayaks and sailing boats. The Access Plan identifies opportunities to improve access to the foreshores and waterways for a range of recreational users including pedestrians, cyclists and recreational boaters. Projects tend to be within 2.5km of the harbour foreshore but may go beyond to the catchment boundary and include:

- *walking tracks*
- *on-road and off-road cycleways*
- *public domain improvements, e.g. better accessways, promenades, shelters, seating, lighting, signage, planting, interpretive facilities, dry-boat and cycle storage*
- *wharves, jetties and pontoons and*
- *'soft access' for landing small boats including seawall steps and beaches.*

Sharing Sydney Harbour Access Program was launched in 2003 to assist with implementing the Access Plan. According to NSW Department of Planning, since 2003, the Access Program has committed, with matched funding, over \$9 million to 160 projects across 20 council areas and implemented:

- *36km of new or improved walking/cycling paths,*
- *public domain improvements at 50 locations,*
- *new or improved small boat access facilities at 39 locations,*
- *dinghy storage facilities at 31 locations and*
- *19 new or improved pick-up and set-down wharves and jetties.*

Improving harbour access at Homebush Bay

The Access Plan includes a number of initiatives to improve harbour access and facilities in and around Homebush Bay. The key proposals are the identification of bridge link across Homebush Bay, providing immediate pedestrian and cycleway access between Wentworth Point and Rhodes, and public foreshore access on all sides on the Bay. In this location, the government's public domain and bridge proposals for Homebush Bay provide an important and

strategic contribution to the wider access network for Sydney Harbour.

The proposed access improvements for Homebush Bay are illustrated in *Map 1 - Access Network* and *Map 4 - Access Improvements*, and reproduced in Fig 2.8 and Fig 2.9 below:

Fig 4.3 Sharing Sydney Harbour Access Plan - Map 1 Access Network

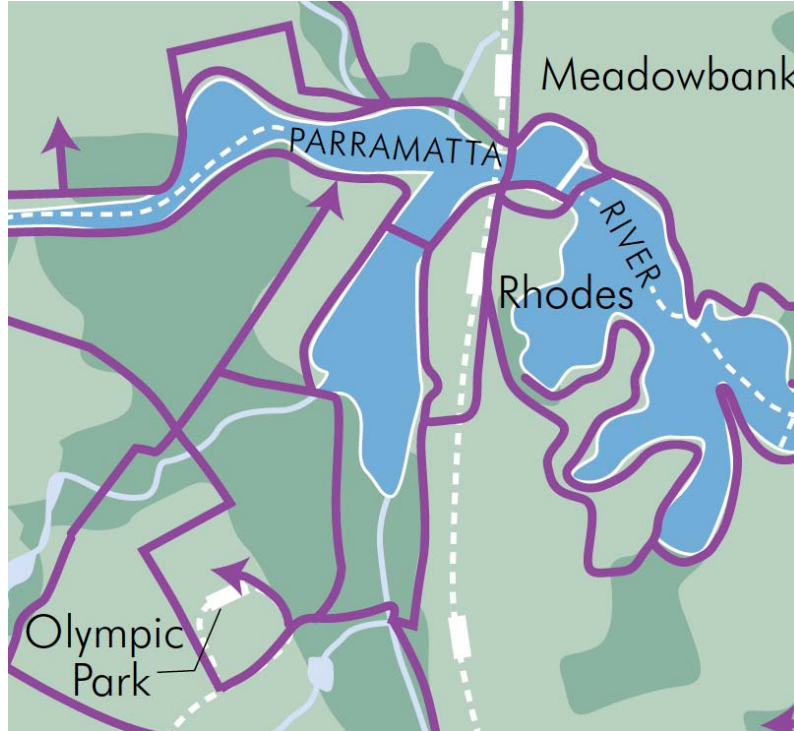
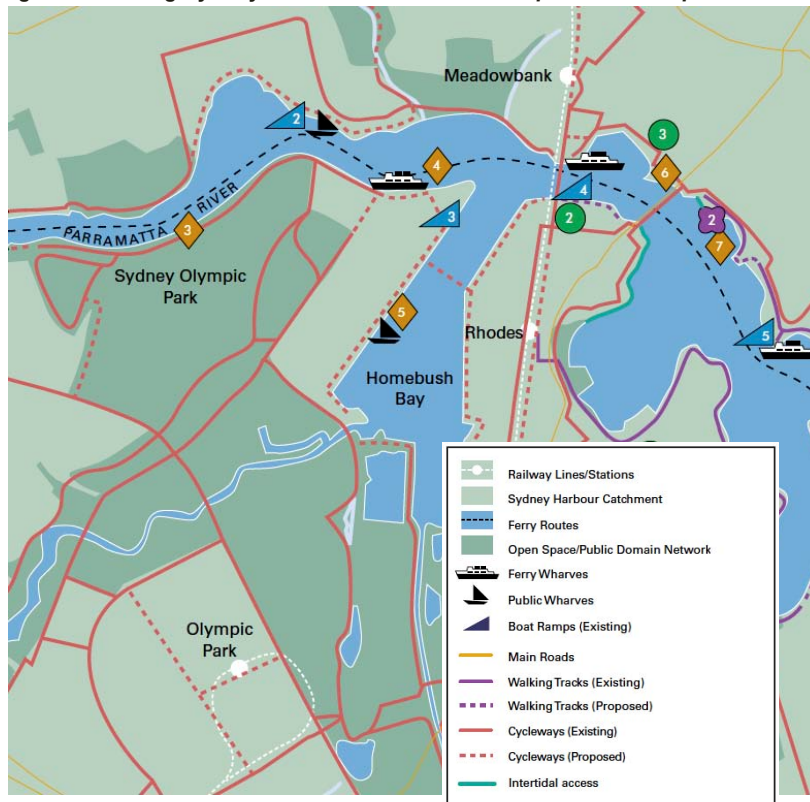


Fig 4.4 Sharing Sydney Harbour Access Plan - Map 1 Access Improvements



SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005

The land at Wentworth Point is located within the boundary outlined by the Sydney Harbour Catchment Map in Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005. The REP has the following aims with respect to the Sydney Harbour Catchment:

- (a) to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained:
 - (i) as an outstanding natural asset, and
 - (ii) as a public asset of national and heritage significance, for existing and future generations,
- (b) to ensure a healthy, sustainable environment on land and water,
- (c) to achieve a high quality and ecologically sustainable urban environment,
- (d) to ensure a prosperous working harbour and an effective transport corridor,
- (e) to encourage a culturally rich and vibrant place for people,
- (f) to ensure accessibility to and along Sydney Harbour and its foreshores,
- (g) to ensure the protection, maintenance and rehabilitation of watercourses, wetlands, riparian lands, remnant vegetation and ecological connectivity,
- (h) to provide a consolidated, simplified and updated legislative framework for future planning.

The REP adopts the following principles:

- (a) Sydney Harbour is to be recognised as a public resource, owned by the public, to be protected for the public good,
- (b) the public good has precedence over the private good whenever and whatever change is proposed for Sydney Harbour or its foreshores,
- (c) protection of the natural assets of Sydney Harbour has precedence over all other interests.

Fig 4.5 Under the provision of the Sydney Harbour REP, Homebush Bay is zoned W1 Maritime Waters (light blue) and W5 Water Recreation (dark blue)



This Planning Proposal is considered to demonstrate consistency with the relevant aims and objectives of the SREP (Sydney Harbour Catchment) 2005 and the accompanying Sydney Harbour DCP.

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO. 24 - HOMEBUSH BAY AREA

Wentworth Point (formerly known as Homebush Bay West) is still subject to the provisions of *Sydney Regional Environmental Plan 24 – Homebush Bay Area*". SREP 24 applied to land in the Homebush Bay Area and included land in Sydney Olympic Park and Newington. This instrument excluded Wentworth Point from Auburn Council's planning control framework. Most recently, Wentworth Point has been included as part of *Draft Auburn Local Environmental Plan 2009*.

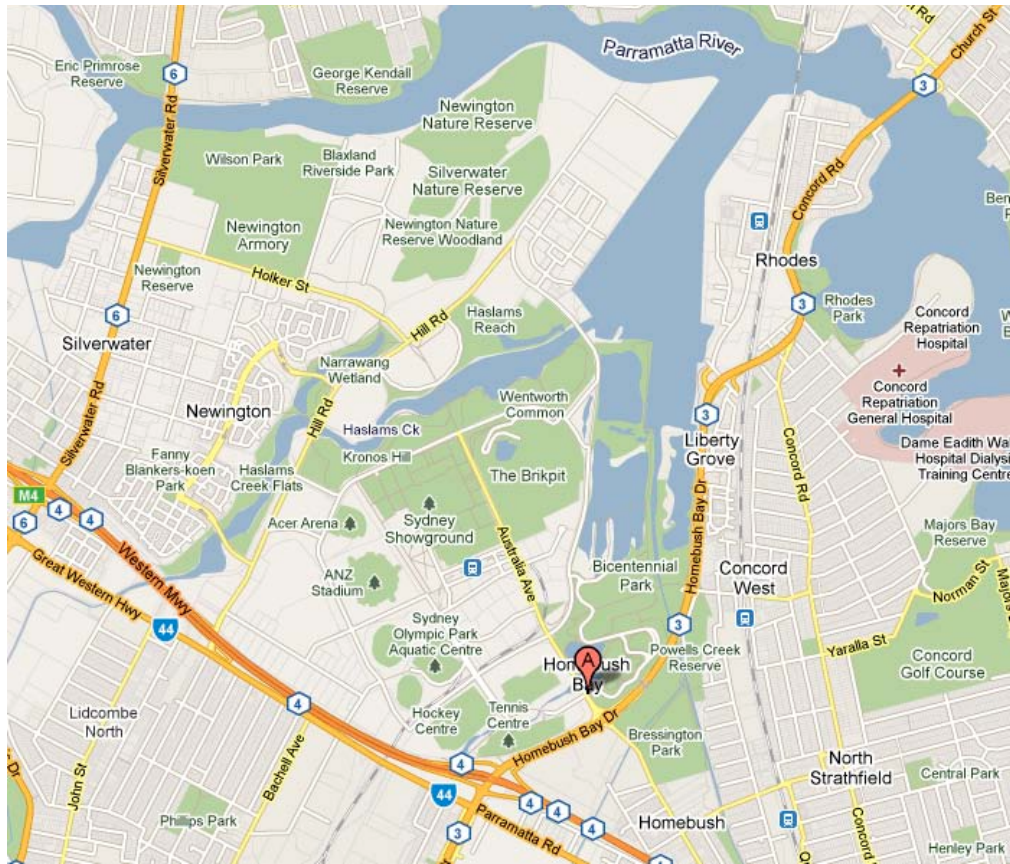
A 2009 amendment to the Major Development SEPP for Sydney Olympic Park excludes the provisions that formerly applied to Homebush Bay and therefore, until Auburn's Draft LEP 2009 is gazetted, SREP 24 still applies to the majority of Wentworth Point land.

Sydney Regional Environmental Plan 24 (SREP 24) prescribes the main land use zoning and development standards applicable to Wentworth Point and aims to encourage a co-coordinated approach to development of the Homebush Bay locality within a framework that recognises the area's environmental sensitivity.

Planning objectives for the Homebush Bay Area are outlined in Clause 12 of SREP 24, with relevant objectives generally being to promote:

- a variety of types of development and land uses including residential uses, without compromising the area's recognised role as a centre for hosting regional, State, national and international events;
- coordinated and high quality development;
- ecologically sustainable development; and
- development that preserves and improves views from and of the waterfront and to enhance public access to those waterways and waterfront areas, while
- protecting flora and fauna habitats.

Fig 4.6 Sydney Regional Environmental Plan 24 – Homebush Bay Area", in its original form, provided the planning controls for the Homebush Bay area



It is understood that there has been a recent deferral of the Wentworth Point Precinct from Draft Auburn LEP 2009, and thus SREP 24 remains the applicable EPI for the land. However, for the purposes of this Planning Proposal, the Draft Auburn LEP 2009 is considered to be the most relevant EPI and the instrument that requires amendment by the Wentworth Point Planning Proposal.

4.5.5 AUBURN COUNCIL PLANNING FRAMEWORK

Draft Auburn LEP 2009

Draft Auburn LEP 2009 is currently a post exhibition deemed LEP and will in the future provide the planning controls for Wentworth Point. With the recent deferral of the Wentworth Point Precinct from Draft Auburn LEP 2009, SREP 24 remains the applicable EPI for the land. However, for the purposes of this Part 3A proposal and the accompanying Planning Proposal, the provisions of the Draft Auburn LEP 2009 is considered to be the most relevant EPI and the instrument that will require amendment by this planning proposal.

In the context of Homebush Bay Bridge, the Wentworth Point Planning Proposal puts forward changes to the land use zoning, FSR, height and site specific controls set out in Draft Auburn LEP 2009.

Homebush Bay West DCP

Homebush Bay West DCP was adopted in June 2004 and has provided the development control framework for the ongoing renewal and redevelopment of Wentworth Point.

DCP Section 3.1 - Public domain, addresses public transport, pedestrians and bicycles and states that: Homebush Bay West is served by bus and ferry services. It is isolated from the regional rail network, with the closest rail station (by road) at Sydney Olympic Park. The Rhodes rail station across Homebush Bay is within 800 metres of the Homebush ferry stop, though currently unconnected to it. Connecting the two peninsulas by way of a pedestrian and cycle bridge across Homebush Bay would significantly improve access to the Rhodes Railway station, and to other services for pedestrians and cyclists. Increased use of the train would in turn reduce the reliance on the road network and thus on car dependency. The proposed road network provides the opportunity to extend the bus route into and through the precinct. The major north-south street should be designed to accommodate this route.

Fig 4.7 Homebush Bay West S.3.1 Public domain showing the potential to link Homebush Bay West with the regional public transport system by way of a pedestrian and cycle bridge across Homebush Bay



Should the Homebush Bay Bridge and Wentworth Planning Proposal be approved, it is suggested that the Homebush Bay West (Wentworth Point) DCP will need to be reviewed and amended by Auburn Council.

4.5.6 CITY OF CANADA BAY PLANNING FRAMEWORK

Canada Bay Local Environmental Plan 2008 & Sydney Regional Environmental Plan No. 29 – Rhodes Peninsula

Sydney Regional Environmental Plan No 29 - Rhodes Peninsula (SREP 29) was gazetted in 1999 and provides the planning controls that have progressively guided the remediation and urban renewal of the Rhodes Peninsula. In 2009, The City of Canada Bay Council was delegated the role of consent authority from the Minister for Planning. Since that time, the City of Canada Bay Council has investigated the potential opportunities to enhance the community's facilities and public open space and to build on the existing urban design and planning framework to incorporate sound place making principles in the development of the remaining development sites.

On 8 December 2009, the City of Canada Bay Council endorsed the draft Rhodes West Master Plan, which proposes a 12% uplift in the amount of floor space permitted in SREP 29. The uplift will result in changes to the urban form of a number of buildings on sites yet to be developed, additional public open space and consequent amendment to the controls that apply to the peninsula.

This plan is proposed to be implemented by incorporating the relevant provisions of SREP 29 into the Canada Bay Local Environmental Plan 2008. This will require the provisions of the SREP to be translated into Standard Instrument format, whilst also being amended to capture the changes proposed by the Rhodes West Master Plan. It is anticipated that SREP 29 will be repealed when the amendments to the LEP are gazetted.

Renewing Rhodes DCP 2000 and Draft Rhodes West DCP

Renewing Rhodes DCP was adopted in 2000 and has provided the development control framework for the redevelopment of the Rhodes Peninsula. In the light of the proposed changes to the Canada Bay Local Environmental Plan 2008 referred to above, Canada Bay City Council has prepared *Draft Rhodes West DCP*, which seeks to amend the Renewing Rhodes DCP to reflect the changes proposed to the LEP.

4.5.6 SYDNEY OLYMPIC PARK MASTER PLAN 2030

In October 2009, the State Environmental Planning Policy (Major Development) Amendment (Sydney Olympic Park) 2009 was gazetted, incorporating the SREP 24 provisions into the Major Development SEPP. These provisions reflect the NSW Department of Planning's LEP Template and the adopted Sydney Olympic Park 2030 Vision Master Plan.

NOTE The following are extracts from Sydney Olympic Park Master Plan 2030

The Sydney Olympic Park Master Plan 2030 is a 22-year vision of sustainable development. It builds on Sydney Olympic Park's Vision 2025 as described in Section 2 of this Master Plan and in Sydney Olympic Park Master Plan 2002, and also complements the New South Wales (NSW) Government's Metropolitan Strategy for Sydney, which was released in 2005.

Master Plan 2030 is consistent with the aims and objectives of Sydney Regional Environmental Plan No. 24 - Homebush Bay Area and establishes guidelines and controls for the future development of Sydney Olympic Park. Master Plan 2030 has been prepared in accordance with the requirements of the *Sydney Olympic Park Authority Act 2001* and State Environmental Planning Policy SEPP (Major Development) 2005. Its purpose is to:

- *provide a comprehensive approach to the development of Sydney Olympic Park*
- *ensure Sydney Olympic Park becomes an active and vibrant town within metropolitan*

Sydney

- *protect the role of Sydney Olympic Park as the premier destination for cultural, entertainment, recreation and sporting events*
- *protect and enhance the public domain*
- *protect and enhance the Sydney Olympic Park parklands*
- *provide detailed planning and design principles and controls*
- *to encourage development that responds to its context and contributes to the quality of the built environment and the future character and cultural significance of the site.*

The structure of Sydney Olympic Park Master Plan 2030 is as follows:

Section 1 identifies the master plan, the land it affects, its purpose and its relationship to other planning documents, and identifies the nine precincts that make up Sydney Olympic Park

Section 2 describes the context and planning history of Sydney Olympic Park and the regional planning context

Section 3 identifies the planning principles that form the framework for the future use and development of the town.

Section 4 sets out general controls and guidelines for development and for the public domain within the town.

Section 5 provides specific controls and guidelines for the nine precincts - *Central Precinct, Sports and Education Precinct, Stadia Precinct, Sydney Showground Precinct, Parkview Precinct, Boundary Creek Precinct, Tennis Precinct, Southern Sports Precinct and Haslam's Precinct.*

Sydney Olympic Park Master Plan 2030 will be reviewed every five years.

Fig 4.8 Indicative 2030 Master Plan for Sydney Olympic Park (Town Centre and adjoining precincts only)



Fig 4.9 Sydney Olympic Park and its Wentworth Point / Homebush Bay context



Fig 4.10 Aerial perspectives: Sydney Olympic Park in 2008; & an artist's impression of Sydney Olympic Park in 2030, showing Wentworth Point, Rhodes and Homebush Bay at the top right of the image
(Source: Sydney Olympic Park Master Plan 2030 - Fig 1.1 and Fig 1.2)

Figure 1.1 Sydney Olympic Park and surrounds in 2008



Figure 1.2 Artist's impression of Sydney Olympic Park and surrounds in 2030



Fig 4.11 Sydney Olympic Park 2030 Master Plan – Public Transport Plan showing the existing bus, ferry and rail transport networks that serve Olympic Park, Wentworth Point and Rhodes
 (Source: Sydney Olympic Park Master Plan - Fig 3.11)

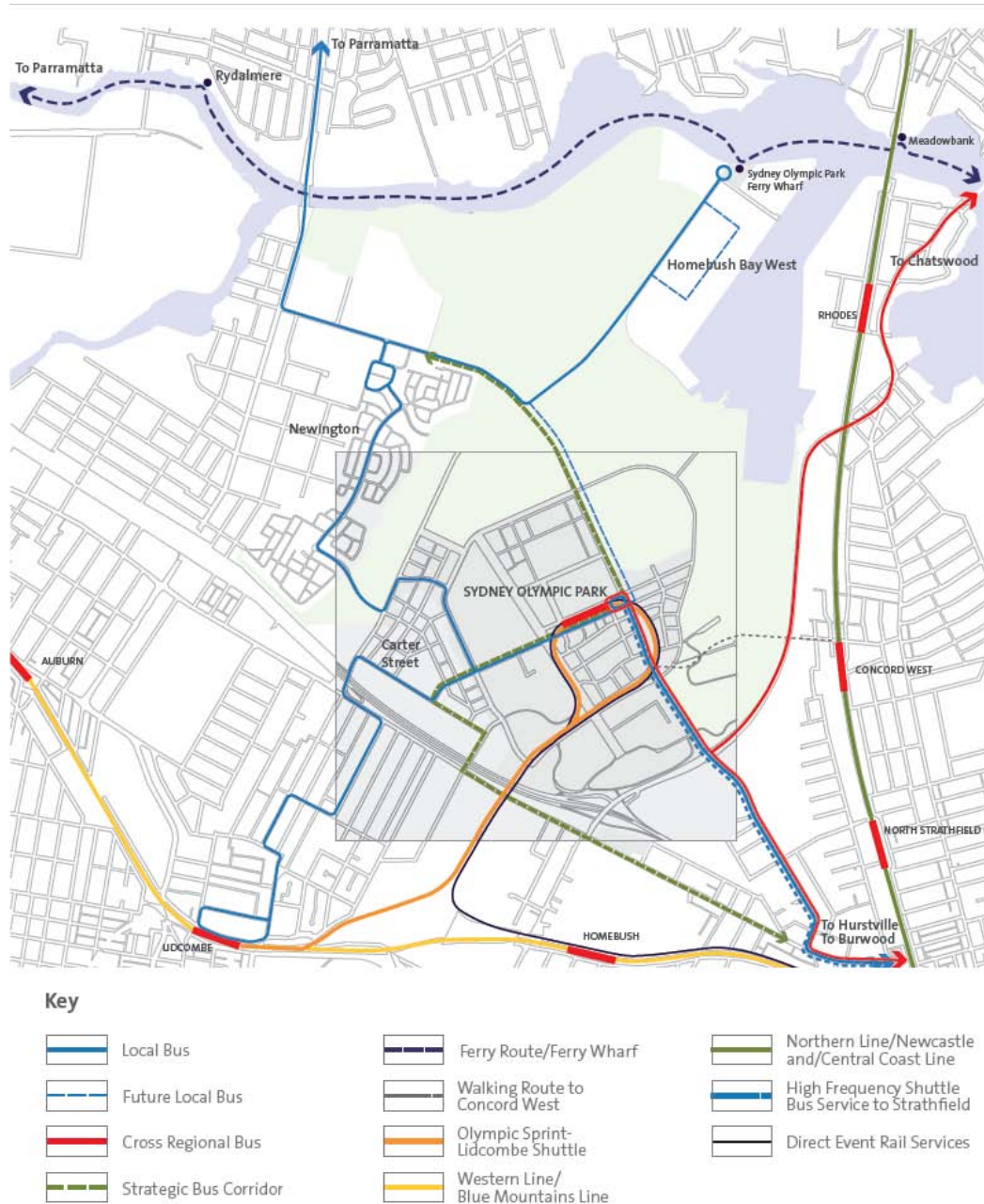
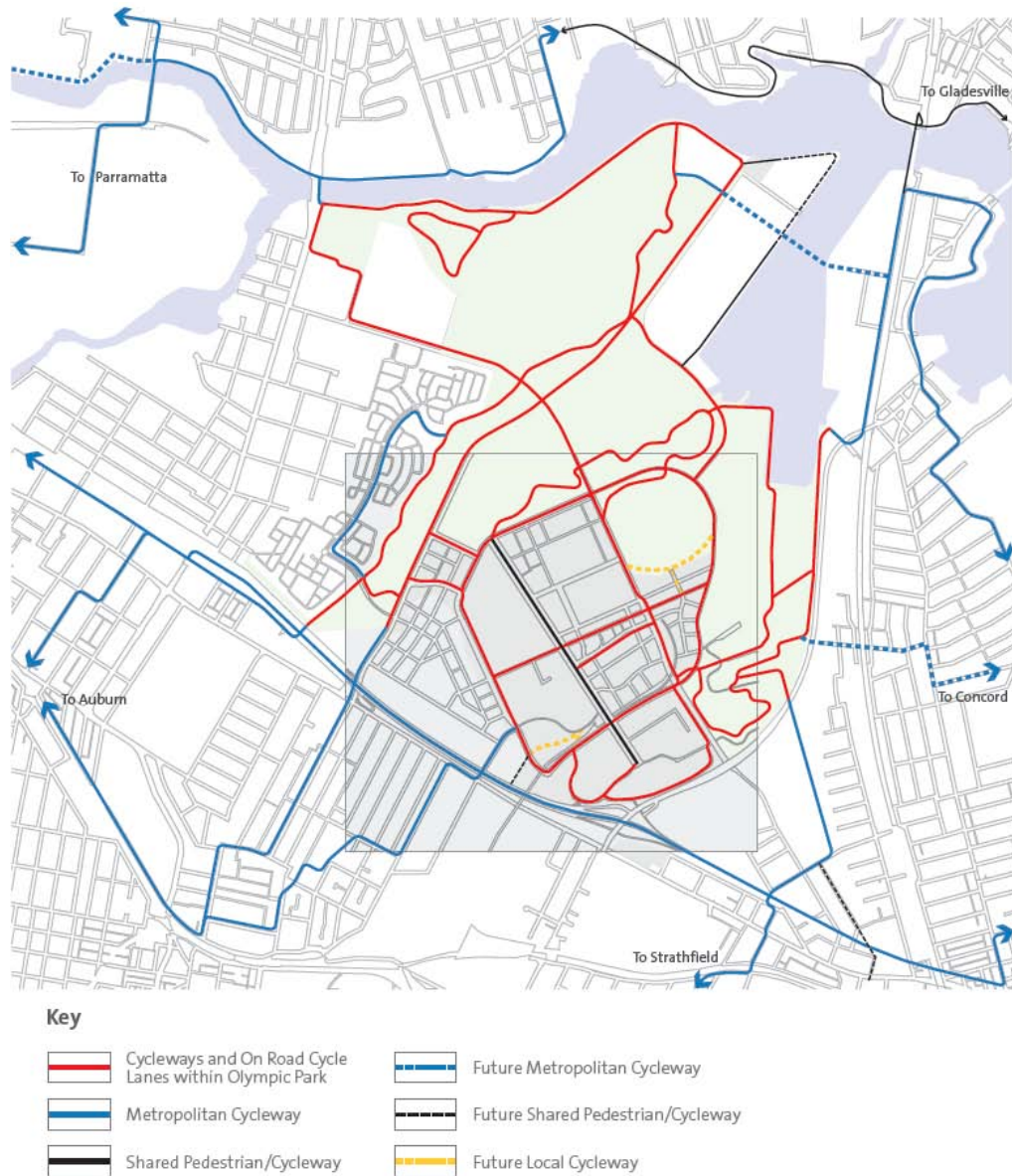


Fig 4.12 Sydney Olympic Park 2030 Master Plan – Pedestrian and Bicycle routes showing proposed Homebush Bay Bridge connection between Wentworth Point and Rhodes as a future element of the Sydney Olympic Park and wider Metropolitan access networks
 (Source: Sydney Olympic Park Master Plan - Fig 3.12)



4.5.7 HOMEBUSH BAY PEDEDSTRIAN / CYCLEWAY BRIDGE SOCIAL IMPACT STUDY

In 2006, Sydney Olympic Park Authority established a Steering Committee to manage the then proposed Homebush Bay Pedestrian / Cycleway Bridge. The Committee included representatives of both Auburn Council and Canada Bay Council. As part of its work, the committee commissioned a Social Impact Study for the proposed bridge, which was undertaken by Heather Nesbitt Planning. The study was undertaken in accordance with NSW Government's handbook – *Social Impact Assessment for Local Government*.

The Social Impact Study concluded that the Homebush Bay Pedestrian / Cycleway Bridge is a major project which is likely to have significant social benefits. The study identified the following **positive impacts** of the bridge:

- **Access** – Homebush Bay West residents will have improved access to public transport;
- **Mobility** - Homebush Bay West and Rhodes residents will have improved mobility, particularly key target groups such as young people, older people and people with a disability, who typically have limited access to private transport;
- **Community interaction** - Homebush Bay West and Rhodes residents will have increased opportunities for community interaction and a reduction in the physical isolation currently evident as a result of their geographic locations;
- **Health & fitness** – Health and fitness levels are likely to improve for residents at Rhodes and Homebush Bay West and also for the increasing worker population at Rhodes;
- **Reduced car dependency** - Homebush Bay West residents are likely to have reduced car dependency;
- **Rhodes shopping centre** – patronage of the Rhodes shopping centre is likely to increase;
- **Access to open space and recreational facilities** – Rhodes residents and workers will have increased access to open space and recreation facilities available in Sydney Olympic Park and Bicentennial Parklands and the proposed Wentworth Point maritime development. The access will also assist residents with companion animals by providing additional areas for exercising their dogs;
- **Community infrastructure** – potential exists to share the costs of public library and community facilities proposed by Auburn and City of Canada Bay Councils; and
- **Personal safety and security** – this is likely to increase in Homebush Bay West and Rhodes with more 'people' activity on the streets.

The SIS also proposed mitigation measures for the following negative impacts identified:

- **Public transport access** – regarding capacity of the Northern Line and facilities at Rhodes station;
- **Visual amenity and noise** – focusing on light spill and potential noise impact;
- **Personal safety and security** – regarding potential bridge safety and security measures;
- **Pedestrian / cycle conflict** – regarding the design of the pedestrian / cycle lanes;
- **Community infrastructure** - regarding joint agreements and funding;
- **Shopping trolleys** – regarding management of return to Rhodes Shopping Centre; &
- **Companion animals** – regarding increased use and management of animals

Since the completion of the Social Impact Study, the specification of the proposed bridge has changed significantly, to include a provision for public transport in the form of bus services. It is considered likely the positive social benefits of public transport on the bridge will be significantly enhanced, but there will still be a need to address the negative impacts identified above, specifically safety and amenity.

5.0 PRELIMINARY ENVIRONMENTAL ASSESSMENT OVERVIEW OF KEY ISSUES

In addition to the statutory framework addressed in Section 4.0 of this report, Section 5.0 provides a preliminary overview of key potential environmental, social and economic impacts associated with the Homebush Bay Bridge proposal.

A full assessment of the issues raised in this part (and any additional relevant issues) will be lodged with the full Environmental Assessment. The Environmental Assessment is required to address issues raised in the Director General Environmental Assessment Requirements. This will include design drawings and all required supporting reports.

The key environmental considerations associated with the Homebush Bay Bridge Project Application to be addressed in the Environmental Assessment for the project, are expected to be as follows:

5.1 Bridge context and setting

As an important new part of local public domain infrastructure, the design of Homebush Bay Bridge has the potential to become a new focal point for the Bay.

To ensure the bridge optimises this role, its design will need take into consideration the visual impact of the structure across the Bay, from all directions.

The analysis and design response will need take account of:

1. the manner that it encloses the Bay when viewed from the south;
2. how the bridge will define views and vistas from the emerging communities at Wentworth Point and Rhodes; and
3. the manner that how these new views from the bridge, north to Parramatta River and south over the Bay, might be optimised.

5.2 Bridge access and circulation

The Homebush Bay Bridge proposes to directly connect the Wentworth Point and Rhodes communities across the narrowest section of Homebush Bay. The bridge is proposed to link with Gauthorpe Street with a 20m ramp on the Rhodes Peninsula side and link with Bridge Boulevard via a connecting ramp of up to 80m on the Wentworth Point side. Homebush Bay Bridge is proposed to provide capacity for regular two-way speed limited public transport services, dedicated pedestrian access, cycleway access and emergency vehicle access. The bridge does not provide vehicular access for private motor vehicles, taxis and hire cars.

The environmental assessment will need to address the impact of the public transit circulation, pedestrian and cyclist usage patterns on the local road networks either side of the Bay and the impact of the access ramps on the design and functionality of the public domain.

5.3 Bridge form, design quality and sustainability

The Homebush Bay Bridge is proposed to be some 455m long and 9.5m wide bridge, and designed to enable a comfortable and adaptable mix of pedestrian & cycleway access and public transport services.

As a bridge that will become a focal point of Homebush Bay, the design and visual impact of the structure will be an important issue, as will the ease and experience of using the bridge as a pedestrian and cyclist. The Environmental Assessment will need to address a range of design, access, comfort and sustainability matters.

Homebush Bay Bridge has the capacity for infrastructure conduits for major utilities such as water supply, sewerage, energy supplies and telecommunications. It is proposed that these conduits be contained beneath the bridge deck and not generally visible.

With major infrastructure projects, sustainable design will also need to address long-term sustainability issues such as the longevity of structure and its long-term adaptability or other public transport modes in the future, such as light rail.

5.5 Navigation of Homebush Bay

Design of the Homebush Bay Bridge will need to ensure that reasonable navigation of the Bay is maintained. NSW Maritime has indicated that the deepwater channel along the western edge of the Bay needs to be maintained and this will need to correspond with a minimum clearance. The height of the bridge and clearance above mean high water for the rest of the structure should ensure that clearance and sufficient spacing between piers to allow rowing and canoeing craft to use the Bay.

5.7 Socio-economic and environmental impact on the locality

Homebush Bay Bridge is an important element of transport infrastructure that can have immense beneficial socio-economic and environmental impacts on the locality and the region.

Better access and connectivity for existing and future residents has the potential to significantly improve the lives of Wentworth Point and Rhodes Peninsula residents. The former will gain easy access to a mainline rail station at Rhodes and the latter will benefit from improved access to Sydney Olympic Park and its extensive Parklands. The greater use of public transport by Wentworth Point residents can have significant environmental benefits through easing local peak hour congestion and lowering VKT. The Environmental Assessment will address and assess the anticipated impact of the bridge on the local area and the sub-region.

5.8 Environmental impacts on Homebush Bay

Homebush Bay has a history of industrial use which has left a legacy of contamination, both on land and in the Bay itself. For the majority of the Bay, the strategy for the management of the contamination contained in its sediments is to, wherever possible, leave undisturbed.

Construction of a bridge across the Bay will require that a series of piles be driven through the sediment and into firmer ground. There will be a need to ensure this construction technique and accompanying environmental management process is undertaken with minimal impact and disturbance upon the Bay and its sediments. DECCW will be well placed to advise on the resolution and management of these issues.

5.9 Pedestrian and cyclist amenity, safety and security

Homebush Bay Bridge will provide an important new element in the local public domain. Pedestrian and cyclist amenity, safety and security of the pedestrian and cyclists will be key issues in ensuring its successful usage.

The design of the bridge will need to be undertaken in accordance with CPTED (Crime Prevention Through Environmental Design) principles, with a particular focus on lighting, visibility and clear pedestrian/cyclist lane design and vehicle management.

The length of the bridge and the potential exposure of pedestrians and cyclists to sun, wind and rain will need to be addressed in the design of the bridge.

5.10 Utility infrastructure

The Homebush Bay Bridge can contribute significantly to the local and regional infrastructure network. Following coordination and agreement with the relevant utility authorities, an assessment will be made as to the capacity of the Homebush Bay Bridge to carry utility services and the impact these requirements will have on the design of the bridge deck and structure.

At this preliminary stage, it is anticipated that the following utilities services may be carried within the structure of the Homebush Bay Bridge:

Power supply – It is understood that Energy Australia may seek to utilise the bridge for an electricity supply cable. It is not clear at this stage whether gas supply pipe will be provided;

Water supply – Sydney Water has expressed an interest in a water supply pipe to improve capacity to serve the local area;

Telecommunications – It is anticipated that telecommunication companies will seek to utilise the bridge for service conduits;

Sewerage – It is understood that Sydney Olympic Park Authority are interested in managing the reticulation of sewage from Rhodes Peninsula (and Wentworth Point) to be processed at their Water Reclamation and Management Scheme (WRAMS*) facility. This interest would most likely also include the return supply of 'grey water' to Wentworth Point and Rhodes Peninsula.

*WRAMS (Water Reclamation and Management Scheme) operations began in July 2000 and now delivers over 1000 ML / year of recycled water to over 1000 customers at Sydney Olympic Park and nearby Newington. WRAMS forms the heart of a comprehensive integrated water cycle management approach to providing sustainable water services to the existing and future development of Sydney Olympic Park.

5.11 Flooding and Stormwater Drainage

A flood and stormwater management plan will be included to address how any flooding, stormwater and drainage issues might affect the bridge structure and its operation.

5.12 Waste Management

A Waste Management Report will be required to address the treatment and management of waste generated during both construction and future operation of the Homebush Bay Bridge.

5.14 Compliance Report

A Compliance Report will be prepared that confirms compliance of the Homebush Bay Bridge with the provisions of the relevant Australian Standards and other relevant codes and guidelines.

6.0 PRELIMINARY CONSULTATION

6.1 Stakeholder Framework

Homebush Bay and Homebush Bay Bridge is located across or on the boundary of many government agencies, which adds to the complexity of stakeholder engagement. The following provides an overview of key stakeholders:

Auburn Council

Auburn Council local government area extends to the middle of Homebush Bay from the west. Auburn Council has been briefed on the Homebush Bay Bridge proposals and has indicated a willingness to progress its development. Auburn Council is the consent authority for development at Wentworth Point except when a proposed development exceeds a value of \$10 million, Part 3A Major Projects and for a number of other matters as specified in the EPAA. Auburn Council is responsible for the provision of community infrastructure in the area funded through Section 94 contributions, planning agreements, rate revenue and various fees/charges.

Sydney Olympic Park Authority (SOPA)

SOPA as a statutory authority is responsible for managing the public assets of the adjacent Sydney Olympic Park and has both property and planning interests in the area. SOPA has recently prepared and had adopted its 2030 Master Plan Vision, which has been approved under the provisions of SEPP (Major Development) 2005. SOPA also own the Olympic Park Water recycling and Management System (WRAMS) and water recycling system and may have an interest in gaining pipe access to extend the water recycling system to the new development at Rhodes. SOPA proposes development of its land on the northern most part of Wentworth Point, close to the ferry wharf. As proposed future owner and management agency, SOPA has a real interest in the design, development and future function of the bridge.

City of Canada Bay Council

The City of Canada Bay Council local government area extends to the middle of Homebush Bay from Rhodes. Council's General Manager, Director of Planning and Chief Engineer have been briefed on the Homebush Bay Bridge concept and support the progress and development of what is considered to be an important piece of infrastructure. Council noted that it was in the process of increasing the height of the Rhodes sea wall and that this would need to be taken into account in the design of the bridge. In December 2009 the City of Canada Bay Council endorsed amendments to the Rhodes Master Plan increasing the allowable floor space and building heights up to 25 storeys.

NSW Maritime

The NSW Maritime Authority owns Homebush Bay in title below the mean high water mark. The NSW Maritime Authority also manages the bay and has delegation to give owner's consent for development within the Bay. NSW Maritime are also the proponent for development of land owned by them on the northern most part of Wentworth Point.

Department of Environment, Climate Change and Water & Environmental Protection Authority

The Department of Environment, Climate Change and Water, through the statutory power of the Environmental Protection Authority, is actively involved in the management and regulation of remediation of both Homebush Bay and adjoining development land and issues licences for this work.

Utilities - Sydney Water

Sydney Water is involved with SOPA in the expansion of the Olympic Park Water Recycling and Management System (WRAMS) and may seek pipe access across the bay in order to service the Rhodes Peninsula as part of their normal water and sewerage supply, as well as sustainability initiatives.

Utilities - Energy Australia

It is understood that Energy Australia has currently allocated significant funds to take electrical infrastructure around the bay to service new developments at Rhodes and Homebush Bay West. It is possible that Energy Australia may be interested in obtaining access across rather than around the bay at a cost saving.

Emergency Services & Police

These agencies will need to be consulted in the development of the bridge to ensure that any concerns are addressed early in the process.

Local Community

Two new communities are emerging at Wentworth Point and Rhodes Peninsula. Should the bridge proposal progress, issues raised in future consultation with these communities on such matters as the design and function of the proposed bridge will need to be taken into account.

NSW Department of Planning

NSW Department of Planning (DoP) would undertake the major project application assessment of Homebush Bay Bridge for the Minister. The DoP will also be party to the associated Planning Proposal that seeks to make amendments to the Draft Auburn LEP 20069. The DoP has also prepared, in consultation, the Sydney Metropolitan Strategy and the Regional Strategies for the Inner West and West Central regions, the policies of which apply to the Homebush Bay Bridge project.

Minister for Planning

The Minister is currently the policy and development consent authority for both Rhodes and Homebush Bay West for a major project such as this Bridge under Part 3A of the EP&A Act.

6.2 Preliminary consultations to date

In respect of the proposed Homebush Bay Bridge and the associated suite of planning and design and initiatives outlined in Section 1.0, the alliance of landowners at Wentworth Point, (Bilbergia, Sekisui House/Payce, City Freeholds and Nasser Bros (Homebush Bay Holdings)) has undertaken preliminary consultations with the following government authorities:

1. **NSW Department of Planning** - regarding due process for the project;
2. **Department of Premier and Cabinet** - regarding government coordination;
3. **Sydney Olympic Park Authority** – regarding the function and impacts of the proposed bridge and its proposed future ownership of the structure;
4. **Auburn Council** - regarding the function and impacts of the proposed bridge on Wentworth Point and the wider Auburn area;
5. **Canada Bay City Council** - regarding the function and impacts of the proposed bridge on the Rhodes Peninsula;
6. **NSW Maritime** - regarding owner's consent and navigation of Homebush Bay;
7. **NSW Department of Education and Training** – regarding local schools; and
8. **Department of Environment, Climate Change and Water** – previously, regarding Homebush Bay's environmental issues.

7.0 CONCLUSIONS

This preliminary environmental assessment has been prepared to inform the Minister pursuant to Clause 6(1) of SEPP Major Development that the Homebush Bay Bridge is a project to which Part 3A of the Act applies. The assessment also seeks to assist the Director General with issuance of environmental assessment requirements pursuant to Section 75F of the Act.

The preliminary environmental assessment in this report concludes that if approved and built, Homebush Bay Bridge can significantly increase local and sub-regional accessibility and lead to significant direct and indirect positive economic impacts at the local, regional and metropolitan levels:

Local level

At a local level the Homebush Bay Bridge can improve local accessibility and provide a vital public transport, pedestrian and cycleway connection between Wentworth Point and Rhodes Peninsula that will significantly benefit the working and recreational travel patterns of existing and future residents thus benefitting the two emerging local communities in numerous ways;

Regional level

At the regional level, implementation of the Homebush Bay Bridge can improve sub-regional accessibility and provide an additional transport connection and deliver much needed cohesion for the *Olympic Park-Rhodes Specialised Regional Centre*, as defined in the Regional Strategies for the Inner West Region and the West Central Region;

At a regional infrastructure level, the Homebush Bay Bridge can improve capacity, supply and service levels for sub-regional power, water, sewerage and telecommunications;

Metropolitan level

In assisting the realisation of the *Olympic Park-Rhodes Specialised Regional Centre* and the *Parramatta to City Urban Renewal Corridor*, at a metropolitan level, implementation of the Homebush Bay Bridge can support the implementation of the Sydney Metropolitan Strategy policy framework.

Having regard to the these conclusions and in accordance with provisions in EPAA Part 3A, it is requested that the Minister determine and declare that the Homebush Bay Bridge proposal be a project to which EPAA Part 3A applies and that the Director General issue the environmental assessment requirements for the project to proceed.

