

Ben Eveleigh

From: GILVEAR, HANNAH <HANNAH.GILVEAR@sydneywater.com.au>
Sent: Thursday, 11 June 2015 8:07 AM
To: Ben Eveleigh
Subject: Exhibition of SSD Application Cockle Bay Marina Structures Renewal Cockle Bay (SSD 6611)

Dear Mr Eveleigh,

Thank you for your letter notifying Sydney Water of the proposed development referenced above.

Due to the proximity of the proposed development to a Sydney Water asset, we request that Council includes the following condition in the development consent to be met before they issue the Construction Certificate.

Building Plan Approval

The approved plans must be submitted to a Sydney Water Quick Check agent to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met. Plans will be appropriately stamped.

For further assistance please telephone 13 20 92 or refer to Sydney Water's website

www.sydneywater.com.au for:

- Quick Check agent details - see Plumbing, building and developing then Quick Check agents, and
- Guidelines for Building Over/Adjacent to Sydney Water Assets - see Plumbing, building and developing then Building over or next to assets.

If you require any further information, please contact Hannah Gilvear of the Urban Growth Branch on 02 8849 5296 or e-mail hannah.gilvear@sydneywater.com.au

Kind Regards



Hannah Gilvear | Student Town Planner

Urban Growth Strategy | Sydney Water
Level 7, 1 Smith Street Parramatta NSW 2150
PO Box 399 Parramatta NSW 2124
T 8849 5296

hannah.gilvear@sydneywater.com.au | sydneywater.com.au

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Ben Eveleigh

From: Belinda Leo <Belinda.Leo@environment.nsw.gov.au>
Sent: Monday, 29 June 2015 4:25 PM
To: Ben Eveleigh
Subject: Exhibition of State Significant Development Application, Cockle Bay Marine Structures Renewal, Cockle Bay (SSD 6611)

Dear Mr Eveleigh,

Thank you for your email requesting comments from the Office of Environment and Heritage (OEH) on the State Significant Development Application, Cockle Bay Marine Structures Renewal, Cockle Bay (SSD 6611).

OEH has reviewed the relevant documents and has no interest in this matter and no further need to be involved in the assessment of the project.

Kind regards
Belinda

Belinda Leo

Operations Officer, Greater Sydney Region
Regional Operations Group, Office of Environment and Heritage
Level 6, 10 Valentine Ave Parramatta (PO Box 644) NSW 2124
T: 9995 6820 W: www.environment.nsw.gov.au
Please note I do not work Thursday or Fridays

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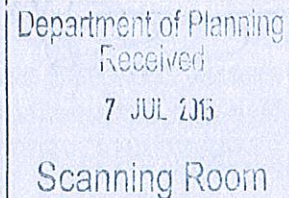
Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the NSW Office of Environment and Heritage.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL



Our reference: EF13/5145
Contact: John Goodwin

Cameron Sargent
Department of Planning and Infrastructure
GPO BOX 39
SYDNEY 2001



Dear Mr Sargent

SSD 6611 – COCKLE BAY MARINE STRUCTURES RENEWAL PROJECT

I am writing to you in reply to your invitation to the EPA to comment on the EIS for the Cockle Bay marine structures renewal project.

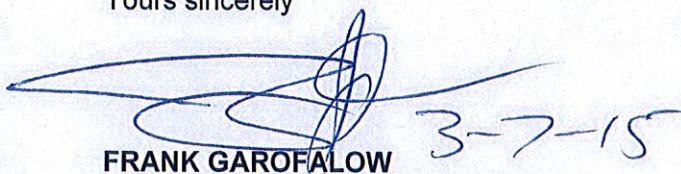
The EPA has identified the following site specific concerns based on the information in the Environmental Impact Statement as obtained from the Department's Major Projects web site:

- (a) demolition, site preparation, construction and construction-related noise impacts (including recommended standard construction hours and intra-day respite periods for highly intrusive noise generating work);
- (b) construction phase dust control and management, including controls for works over harbour waters
- (c) construction phase runoff and sediment control and management of a harbour side work site;
- (d) construction related waste handling and management, particularly concrete waste and rinse water;
- (e) construction phase chemical handling and storage;
- (f) construction phase air quality impacts; and
- (g) operational impacts.

The EPA expands on its concerns in Attachment A to this letter.

Should you require clarification of any of the above please contact John Goodwin on 9995 6838.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'Frank Garofalow', is written over a horizontal line. To the right of the signature, the date '3-7-15' is handwritten in blue ink.

FRANK GAROFALOW
Manager Metropolitan Infrastructure
Environment Protection Authority
Encl. Attachment A

ATTACHMENT A
- ENVIRONMENT PROTECTION AUTHORITY COMMENTS -
COCKLE BAY MARINE STRUCTURES RENEWAL PROJECT

1. General

The EPA considers that the project comprises two distinct phases (construction and operational) and has set out its comments on that basis.

2. Construction phase

The EPA anticipates a range of environmental impacts during the staged construction phase of the development and notes the proximity of surrounding residences in Darling Drive .

The EPA anticipates that demolition, site preparation, construction and construction-related activities will be undertaken in an environmentally responsible manner with particular emphasis on –

- compliance with recommended standard construction hours,
- intra-day respite periods from high noise generating construction activities (including jack hammering, rock breaking, pile boring or driving, saw cutting),
- feasible and reasonable noise and vibration minimisation and mitigation,
- effective dust control and management for both landward and on/over water activities,
- runoff and sediment control and management of a harbour-side work site,
- waste handling and management, particularly concrete waste and rinse water,
- chemical handling and storage (including self-bunded storage facilities protected from rainfall ingress and secure against unauthorised access),
- air quality impacts.

2.1 Site investigation and remediation

EIS Appendix 9 provides information on the contamination status of soils and marine sediments likely to be affected by demolition and construction work associated with the renewal project.

acid sulfate soils

Any potential acid sulfate soils that need to be excavated or disturbed as part of the site redevelopment must be managed in accordance with the *Waste Classification Guidelines Part 4: Acid Sulfate Soils* which are available at the following web page:

<http://www.environment.nsw.gov.au/resources/waste/08446acidsulfsoils.pdf>

If Acid Sulfate Soils (ASS) or Potential Acid Sulfate Soils (PASS) are to be removed from the site for disposal there is only one landfill currently licensed to accept that type of waste.

Recommendation

The proponent be required to assess and manage any acid sulfate soil (ASS) and potential acid sulfate soil (PASS) in accordance with:

- (a) the 1998 *Acid Sulfate Soils Manual* published by the NSW Acid Sulfate Soil Management Advisory Committee (ASSMAC) and ;
- (b) the EPA's *Waste Classification Guidelines Part 4: Acid Sulfate Soils*.

2.2 Waste control and management

The proponent should manage waste in accordance with the waste management hierarchy. The waste hierarchy, established under the Waste Avoidance and Resource Recovery Act 2001, is one that ensures that resource management options are considered against the following priorities:

Avoidance including action to reduce the amount of waste generated by households, industry and all levels of government

Resource recovery including reuse, recycling, reprocessing and energy recovery, consistent with the most efficient use of the recovered resources

Disposal including management of all disposal options in the most environmentally responsible manner.

All wastes generated during the project must be properly assessed, classified and managed in accordance with the EPA's guidelines to ensure proper treatment, transport and disposal at a landfill legally able to accept those wastes.

The EPA further anticipates that, without proper site controls and management, mud and waste may be tracked off the site during the course of the project.

Recommendation

The proponent should commit to ensuring that :

- (1) all waste generated during the project is assessed, classified and managed in accordance with the "*Waste Classification Guidelines Part 1: Classifying Waste*" (Department of Environment Climate Change and Water, December 2009);
- (2) the body of any vehicle or trailer, used to transport waste or excavation spoil from the premises, is covered before leaving the premises to prevent any spill or escape of any dust, waste, or spoil from the vehicle or trailer; and
- (3) mud, splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the site, is removed before the vehicle, trailer or motorised plant leaves the premises.

2.3 Water quality impacts

The EPA emphasises that it is an offence to pollute waters and that pollute waters includes cause or permit the pollution of waters.

The proponent should ensure that adequate measures are adopted to prevent water pollution and where it does occur to prevent its spread until appropriate clean up can be implemented.

2.3.1 *dust and debris control and management*

The EPA considers dust control and management to be an important air quality issue, particularly during demolition and pile installation activities. And, especially during activities over or adjacent to the harbour.

EIS Appendix 11 recommends the use of water sprays to control dust emissions. However, as much of the work is to be undertaken over harbour waters water sprays may in conjunction with dust emissions cause water pollution which would be an offence under the Protection of the Environment Operations Act 1997.

Recommendation

The proponent be required to:

- (a) minimise dust emissions on the work sites, and
- (b) prevent dust emissions from the work sites.

The EPA is also aware from experience that replacement timber piles are supplied with bark attached and that significant debris is likely to drop or fall into harbour waters without appropriate precautions that should include:

- (a) surrounding pile installation activities with a floating boom to contain any dropped or fallen wood dust and debris;
- (b) keeping timber piles and associated debris and wood dust sufficiently clear of the edge of barge decks to prevent such material dropping or falling into harbour waters;
- (c) providing netting or the like around replacement timber piles to capture (as far as practicable) any debris, dust and saw dust detached during any pile trimming operations; and
- (d) providing dedicated and appropriately trained clean up crews to implement procedures to promptly scoop up any residual material (i.e. not captured otherwise) that may drop or fall into harbour waters during pile installation activities.

Recommendation

The proponent be required to implement all such measures as may be necessary-

- (a) to prevent dust and debris from demolition activities, pile replacement and construction activities dropping or falling into harbour waters,
- (b) to ensure material is not placed or stored on the project site (including on a vessel, work boat or barge engaged in project construction or construction-related work) in a

position where it is likely to fall, descend, be washed, be blown or percolate into the harbour;

- (c) to contain and promptly clean up any dust and debris that may fall, descend, be washed, be blown or percolate into the harbour; and
- (d) to provide dedicated work boats and appropriately trained and resourced dedicated clean up crews to clean up and remove from harbour waters any debris or dust which may fall, descend, be washed, be blown or percolate into the harbour.

2.3.2 *disturbed marine sediment*

The EPA anticipates that marine sediments may be disturbed in the course of pile removal and replacement activities. The EPA is concerned that section 3.2.3 to EIS Appendix 9 'Water and Sediment Impact Assessment' fails to acknowledge that the Protection of the Environment Operations Act 1997 prohibits the pollution of waters.

However, section 6.2 to Appendix 9 (p.25) goes on to identify "Project components which may result in significant effects ..." and confirms at section 6.4.1 that removal of existing piles "... is expected to result in disturbance of seabed sediments." (p.28)

Appendix 9 states in the penultimate paragraphs on pages 28 and 29 that silt curtains will be installed prior to any construction works.

Recommendation

The proponent be required to implement all such measures as may be necessary to-

- (a) minimise disturbance of marine sediments during the course of pile removal and replacement activities, and
- (b) enclose each work site with adequate silt curtains.

2.3.3 *concrete waste and rinse water*

The EPA understands from the EIS that wharf and jetty decks will be pre-fabricated off site and delivered by barge for installation at the work sites.

However, the EPA is unclear whether concrete is to be used in replacement steel piles or applied as a screed to wharf and jetty decks.

Recommendation

The proponent be required to ensure that --

- (1) a dedicated self-propelled work boat is available on the project site at all times to provide a timely response to the containment and clean up of any spills or leaks into or onto harbour waters; and
- (2) concrete waste and rinse water are not disposed of on the development site.

2.4 Runoff and sediment control and management

The Managing Urban Stormwater Soils and Construction, 4th Edition published by Landcom (the so-called 'Blue Book') provides guidance material for achieving effective erosion and sediment control on construction sites.

The EPA is mindful that construction will occur over and in immediate proximity to harbour waters and that excavation is likely to be of a minor nature. Nevertheless, the EPA emphasises the importance of daily inspection of erosion and sediment controls which is fundamental to ensuring timely maintenance and repair of those controls.

2.5 Noise and vibration

Section 2.1 (p.9) to EIS Appendix 9 *Water and Sediment Impact Assessment* indicates that the project involves the removal and replacement of 265 timber and steel piles. And, Table 5-1 (p.11) to EIS Appendix 12 *Noise and Vibration Impact Assessment* indicates that concrete steps are to be removed using a concrete saw.

However, EPA experience would suggest that replacement of timber piles may also involve the use of chainsaws.

The EPA notes that the Oaks Goldsborough apartment complex on the western side of Cockle Bay is not so distant as to be completely unaffected by impacts of activities (such as those listed in section 4.5 to the EPA's Interim Construction Noise Guideline (ICNG)) which typically generate high noise levels and exhibit annoying characteristics.

The EPA acknowledges that noise impacts on surrounding residences (and the nearby Novotel Hotel) may be afforded noise attenuation and partial shielding by distance from the work site and intervening buildings respectively. However, EIS Appendix 12 does not appear to assess the impact on those aforementioned receivers and has does not appear to have:

- (a) applied the 5 dbA adjustment recommended in ICNG section 4.5 (2nd para, p.16) to predicted 'construction noise levels;
- (b) accounted for cumulative impact of several high noise impact activities occurring simultaneously; or
- (c) accounted for the cumulative impact of concurrent projects in the same locality.

2.5.1 *construction hours (general)*

EIS Appendix 12 section 2.1 (p.3) propose that all demolition, site preparation, construction and construction-related works will be undertaken during day-time hours with no works on Sundays or public holidays.

However, EIS section 3.2.3 indicates that demolition, site preparation, construction and construction related work is proposed to be undertaken on Saturdays between the hours of 7.00 am to 3.00 pm instead of between the standard recommended hours of 8.00 am to 1.00 pm.

The EPA does not accept the justification advanced in EIS section 3.2.3 (p.33) that the recommended standard hours should not apply on Saturdays "... because the work site is in a non-residential precinct and the proposal may be classified as public infrastructure."

Similarly, the EPA does not consider work outside the standard hours to be justified on the grounds that the proponent has adopted those hours throughout the precinct. And, confirms that those adopted hours are contrary to –

- the guidance on construction hours provided to all public authorities by Table 1 to the ICNG, and
- recent advice concerning the Sydney International Convention, Exhibition and Entertainment Precinct.

Importantly, EPA experience with other projects involving barge mounted piling rigs indicates that the piling is only able to be undertaken during calm wind and sea conditions typical of night-time. The EPA is unclear why piling in Cockle Bay may be different from more exposed waters such as those north of the Pyrmont Bridge. And in that regard, remains concerned that the EIS may not include a comprehensive assessment of project construction phase noise impacts.

Recommendation

The proponent be required to undertake site preparation, bulk earthworks, demolition, construction and construction-related activities (likely to be audible at surrounding residences) during the recommended standard construction hours set out in Table 1 to the EPA's Interim Construction Noise Guideline, 2009.

Recommendation

The proponent be required to clarify whether pile installation will necessitate night work and if so to fully justify undertaking those works outside the recommended standard construction hours, including submission of a detailed noise impact assessment of any proposed night works for the purpose of further consideration.

2.5.1 construction hours (respite periods)

EIS section 2.1 proposes that "... noise generating work will be restricted to the following periods:

- 8.00 am to 1.00 pm (Monday to Saturday);
- 2.00 pm to 5.00 pm (Monday to Friday) ..."

However, the same EIS section indicates that contrary to the foregoing there would be "... no noise generating work during lunchtimes (12.00 pm-2.00pm)

ICNG section 4.5 specifies construction activities that have proven to be particularly annoying and intrusive to nearby residents. The EPA anticipates that those activities generating noise with particularly annoying or intrusive characteristics would be subject to a regime of intra-day respite periods where –

- (a) they are only undertaken over continuous periods not exceeding 3 hours with at least a 1 hour respite every three hours, and.
- (b) 'continuous' means any period during which there is less than an uninterrupted 60 minute respite between temporarily halting and recommencing any of the work referred to in ICNG section 4.5

Recommendation

The proponent be required to clarify during which periods high noise generating activities will be undertaken and scheduling those activities to ensure that those activities generating noise with particularly annoying or intrusive characteristics would be only undertaken over continuous periods not exceeding 3 hours with at least a 1 hour respite every three hours.

2.5.3 reversing and movement alarms

The EPA has identified the noise from 'beeper' type plant movement alarms to be particularly intrusive and is aware of feasible and reasonable alternatives. Transport for NSW (nee Transport Construction Authority), Barangaroo Delivery Authority/Lend Lease and Leighton Contractors (M2 Upgrade project) have undertaken safety risk assessments of alternatives to the traditional 'beeper' alarms. Each determined that adoption of 'quacker' type movement/reversing alarms instead of traditional beepers on all plant and vehicles would not only maintain a safe workplace but also deliver improved outcomes of reduced noise impacts on surrounding residents.

Interim Construction Noise Guideline Appendix C provides additional background material on this issue.

The proponent should commit to undertaking a safety risk assessment of construction activities to determine whether it is practicable to use audible movement alarms of a type that would minimise the noise impact on surrounding noise sensitive receivers, without compromising safety.

2.6 chemical storage

The EPA anticipates that fuel, oil and chemicals are likely to be handled and stored at work sites, and on barges and vessels used in the course of the project.

The EPA is aware that many contractors now deploy purpose built portable chemical storage lockers and modified shipping containers with removable mesh floor over a floor well/bund lined with an impervious chemical resistant coating.

The proponent may also find the following link useful in regard to chemical storage, handling and spill management generally –

<http://www.epa.nsw.gov.au/licensing/EnvComplChemicals.htm>

Recommendation

The proponent be required to ensure fuel, oil and chemicals handled and stored at work sites, or on barges or other vessels used in the course of the project are –

- secured against unauthorised access,
- stored in lockers or the like with a built-in bund sufficient in design and capacity to prevent any stored substances leaking therefrom,
- stored in roofed over lockers or the like that would prevent rain entering stored containers and spilled or leaked substances, and
- located as far as practicable away from surrounding waters.

3. Operational phase

The EPA considers that operational environmental impacts anticipated in conjunction with the new berths have largely been averted as EIS section 8.10.1 indicates that:

- (a) the new recreational boating berths are generally short stay with no facilities for sewage pump out or waste removal;
- (b) the permanent berths for commercial vessels will be subject to licences with licensees "... required to make their own waste management arrangements ..."; and
- (c) "... commercial vessels will be required to visit approved facilities for maintenance and pump-out".

The EPA would not favour vessel re-fuelling at the new berths for either recreational or commercial vessels. The proponent would be obliged to satisfy the relevant provisions of the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2014 should re-fuelling facilities be provided to service the new berths.

However, the EPA acknowledges that whilst the EIS is silent in regard to re-fuelling of vessels, the stated approach to berth use outlined in EIS section 8.10.1 appears likely to preclude any on water re-fuelling or provision of re-fuelling facilities of vessels at Cockle Bay.

Recommendation

The proponent be required to clarify whether it proposes to –

- a) permit re-fuelling of vessels in Cockle Bay, or
- b) provide re-fuelling facilities in conjunction with the new berths.

3.2 Water quality impacts

Cleaning and grounds maintenance contractors are known to favour leaf blowers, blower vacuums, self-propelled scrubbers and the like for cleaning wharves, pontoons, jetties, ramps and associated concourse areas and walkways.

The EPA considers that a number of feasible and reasonable controls and management measures can be adopted to avoid water quality impacts arising from cleaning and maintenance of the new wharves, pontoons, jetties, ramps, and associated concourse areas and walkways, including:

- (a) installing appropriate pollution control measures and equipment to prevent spills and leaks into and onto harbour waters;
- (b) adopting and implementing procedures to prevent spills and leaks into and onto harbour waters;
- (c) adopting, testing and implementing appropriate contingency measures to minimise the impact of spills and leaks in the event they should occur; and
- (d) training personnel involved in cleaning and maintenance concerning –
 - (i) prevention of pollution of waters,

- (ii) reporting leaks and spills, and
- (iii) containing and cleaning up in the event of leaks or spills

Recommendation

The proponent be required to adopt and implement all such measures as may be necessary to prevent pollution of waters associated with cleaning and maintenance of the new wharves, pontoons, jetties, ramps, and associated concourse areas and walkways.

Ben Eveleigh

From: Ryan Bennett <rbennett@portauthoritynsw.com.au>
Sent: Monday, 13 July 2015 2:28 PM
To: Ben Eveleigh
Cc: Richard Lorraine
Subject: Port Authority response to exhibiton of SSD 6611 - Cockle Bay Marine Structures Renewal

Dear Ben

Thank you for notifying the Port Authority of the public exhibition of the above-mentioned SSD application.

We note that, with respect to this proposal, Port Authority has:

- provided a response to the request for SEARs, dated 22 July 2014;
- been in consultation with SHFA's planning consultant, Environet Consultancy Pty Ltd, in April 2015 outlining our concerns and requirements with respect to the proposal; and
- met with SHFA and Environet in May 2015 to further discuss our concerns and requirements.

Port Authority has also provided SHFA with a draft set of the Harbour Master approval requirements in relation to regulation 67 of the Management of Waters and Waterside Lands Regulations - NSW.

We note that Section 5 of the EIS outlines the consultation that has occurred with the Port Authority and, in particular, the commitments made in Table 6 that SHFA will consult with the Port Authority during detailed design to meet all of our listed requirements (see below).

Port Authority of NSW	
Navigation channels and vessel priorities at Pyrmont Bridge to be resolved	The Authority will consult with the Port Authority during detailed design to meet requirements
Navigation safety including vessel circulation to be resolved	The Authority will consult with the Port Authority during detailed design to meet requirements
Consider operational phase protocols and how these will be enforced	The Authority will consult with the Port Authority during detailed design to meet requirements
Construction zone to be appropriately segregated through use of buoyage/pollution booms/lighting	The Authority will consult with the Port Authority during detailed design to meet requirements
Rangers to be on 24 hour call in case of incidents	The Authority will consult with the Port Authority during detailed design to meet requirements
Access to stormwater drains to be maintained during construction in case of pollution incident	The Authority will consult with the Port Authority during detailed design to meet requirements
Traffic management plan required	The Authority will consult with the Port Authority during detailed design to meet requirements
Approval required for disturbance of seabed	The Authority will consult with the Port Authority during detailed design to meet requirements

Port Authority of NSW reiterates the comments noted in Table 6 of the EIS and notes the commitments made by SHFA. Port Authority recommends that the conditions of consent require that the Proponent consult with Port Authority of NSW prior to the commencement of construction to ensure that:

- our requirements are met; and
- Harbour Master approval for the disturbance of the seabed under clause 67 of the Management of Waters and Waterside Lands Regulations – NSW is obtained.

Please don't hesitate to contact me or Richard Lorraine, Deputy Harbour Master Sydney, (rlorraine@portauthoritynsw.com.au; 9296-4996) with any questions or for further information.

Regards,

Ryan Bennett | Senior Planning and Sustainability Manager

Port Authority of New South Wales

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Ben Eveleigh

From: landuse.enquiries@dpi.nsw.gov.au
Sent: Tuesday, 14 July 2015 4:28 PM
To: Ben Eveleigh
Subject: Cockle Bay Marine Structures Renewal, Cockle Bay (SSD_6611) - Adequacy of the Exhibition of Environmental Impact Statement

Dear Ben,

Please find attached DPI draft response, formal response will be sent asap.

OUT15/17682

Mr Cameron Sargent
Team Leader
Key Site Assessments
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Ben.eveleigh@planning.nsw.gov.au

Dear Mr Eveleigh

**Cockle Bay Marine Structures Renewal, Cockle Bay (SSD_6611)
Adequacy of the Exhibition of Environmental Impact Statement**

I refer to your email dated 5 June 2015 to the Department of Primary Industries in respect of the above matter.

Comment by Fisheries NSW

Fisheries NSW is responsible for ensuring that fish stocks are conserved and that there is no net loss of key fish habitats upon which they depend. To achieve this, Fisheries NSW ensures that developments comply with the requirements of the *Fisheries Management Act 1994* (FM Act) (namely the aquatic habitat protection and threatened species conservation provisions in Parts 7 and 7A of the Act, respectively), and the associated *Policy and Guidelines for Fish Habitat Conservation and Management (2013)*.

Fisheries NSW is also responsible for ensuring the sustainable management of commercial, recreational and Aboriginal cultural fishing, aquaculture, marine parks and aquatic reserves within NSW. Fisheries NSW has reviewed the Environmental Assessment for this proposal and is of the opinion that impacts to the aquatic environment will be minimised with the following mitigation measures:

All demolished material is to be deposited following appropriate protocols on land above the mean high water mark.

Silt curtains are to be used during piling activities to minimise potential turbidity related impacts on surrounding waters.

For any queries concerning Fisheries related matters, please contact Carla Ganassin, Regional Assessment Officer Central Metro on 4222 8342 or at carla.ganassin@dpi.nsw.gov.au.

Yours sincerely

Kristian Holz

This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily the views of their organisation.

Mr Cameron Sargent
Team Leader
Key Sites
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Ben Eveleigh

Dear Mr Sargent

Exhibition of State Significant Development Application, Cockle Bay Marine Structures Renewal, Cockle Bay (SSD 6611)

Thank you for your letter dated 5 June 2015 requesting Transport for NSW (TfNSW) review and comment on the above development application.

TfNSW provides the following comments on the development application:

- TfNSW advises that there will be more ferry services operating north of Pyrmont Bridge in the future, accessing the Barangaroo and Pyrmont ferry wharves. The impacts on the public ferry operation due to the private vessels using the proposed facility need to be managed. Therefore, TfNSW requests that the following Condition of Consent be imposed.

"Operational Traffic Management Plan (OTMP)"

An Operational Traffic Management Plan (OTMP) must be prepared in consultation with TfNSW and Roads and Maritime. The OTMP should assess the impacts on public ferry services due to private vessel movements from the proposed facility within the vicinity of Barangaroo and Pyrmont ferry wharves and provide mitigation measures for the identified impacts. The OTMP is to be approved by the Secretary prior to operation or final occupation certificate whichever occurs first."

- During the construction of the subject development, the proposed construction activities are likely to increase water traffic and road traffic. This would have the potential to impact on the following:
 - operation of ferry services.
 - pedestrian and vehicle movements in the CBD in particular with several construction projects are expected to occur in the CBD during the construction of the subject development.

To address the above issue, TfNSW requests that the proponent prepares a Construction Traffic and Pedestrian Management Plan, by taking into account other construction projects in the CBD, to demonstrate that the construction impacts on road and water transport can be managed. This plan needs to be endorsed by the Office of the Coordinator General, CBD within TfNSW. Therefore, TfNSW requests that the following Condition of Consent be imposed.

"Construction Traffic and Pedestrian Management Plan

Prior to the commencement of any works on the Site, a Construction Traffic and Pedestrian Management Plan prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with TfNSW, the Roads and Maritime Services, and the Office of the Coordinator General, CBD. The Plan shall address, but not be limited to, the following matters:

- a. details of demolition and construction activities and timing of these activities;*
- b. potential impacts on the CBD Light Rail construction;*
- c. ingress and egress of vehicles to the Site;*
- d. loading and unloading, including construction zones;*
- e. the staging of works and simultaneous construction with other projects in the CBD;*
- f. predicted construction vessel movements and routes;*
- g. timing of construction vessel movements;*
- h. predicted construction traffic movements, types and routes; and*
- i. pedestrian, road and water traffic management measures.*

The Applicant shall submit a copy of the final Plan to the Office of the Coordinator General, CBD for endorsement, prior to the commencement of work."

Thank you again for the opportunity to comment on the development application. If you require further clarification regarding this matter, please contact Para Sangar, Senior Transport Planner on 8202 2672.

Yours sincerely



14/7/15

Mark Ozinga
Manager Land Use Planning and Development
Planning and Programs

CD15/10728

Ben Eveleigh

From: Vanessa Weedon <vweedon@anmm.gov.au>
Sent: Thursday, 23 July 2015 2:34 PM
To: Ben Eveleigh
Cc: Peter Rout
Subject: Cockle Bay Marine Structures Renewal Project

Attn: Planning Services
GPO Box 39
Sydney NSW 2001

Dear Ben

Thank you for chatting on the phone earlier regarding the development application for Cockle Bay Marine Structures.

As mentioned, the Australia National Maritime Museum was consulted in the pre-DA phase of this project. The concept design presented (December 2014) showed the new public wharf/walkway terminating under the Pyrmont Bridge with a linkage to the ANMM site by means of a replacement section of boardwalk. (The referenced section of boardwalk had been removed by SHFA, several years ago, due to safety concerns, but never replaced.)

The museum indicated a level of support for the concept design.

However, the detailed design as submitted in the Development Application, specifically the intrusion of the walkway (including gangway and landing) into the ANMM's water lease was not shown to, or discussed with the ANMM. Accordingly, at no stage did the ANMM agree to the intrusion and the effective alienation a section of the ANMM's water lease.

The ANMM objects to this aspect of the marine structures design but remains committed to working collaboratively with SHFA and our neighbours in developing an integrated solution at this NW end of Darling Harbour.
Kind regards

Vanessa Weedon
Head of Projects

Australian National Maritime Museum
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The Australian National Maritime Museum acknowledges the Gadigal people the traditional custodians of the land and waters on which we work.

We also acknowledge all traditional custodians of the lands and waters throughout Australia and pay our respects to them and their cultures; and to elders both past and present.

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Planning &
Environment



Transport
Roads & Maritime
Services

Foreshores and Waterways Planning and Development Advisory Committee

Mr Cameron Sargent
Team Leader
Key Site Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Ben Eveleigh

Dear Mr Sargent,

Re: Proposed redevelopment of marine structures at Cockle Bay SSD6611

Thank you for your referral dated 5 June 2015 regarding the abovementioned development proposal.

The Foreshores and Waterways Planning and Development Advisory Committee (the Committee) has reviewed the referral in accordance with *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (the SREP), and considers the proposed development to be a 'Category 1' matter.

In referring the proposal to the Committee, the Department of Planning and Environment has satisfied its statutory obligation as required under the SREP.

Notwithstanding the proposal's 'Category 1' status, given the location of the proposal within the highly modified and established urban locality of Cockle Bay, and the presence of existing marine structures, the Committee does not feel it necessary to provide any specific comments concerning this proposal.

Yours sincerely

Scott Schimanski
Chair
Foreshores and Waterways
Planning and Development Advisory Committee

Andrew Watkins
Representing
Department of Planning and Environment

Please Note

For the Committee's purposes, 'Category 1' matters are those which are of state or regional planning significance, are in the public interest, or are matters upon which the Committee has any technical or expert advice to offer.

Ben Eveleigh

To: Susannah Webb
Subject: RE: Cockle Bay Marine Structures Renewal - Cockle Bay - SSD 6611

From: Susannah Webb [<mailto:Susannah.Webb@rms.nsw.gov.au>]
Sent: Friday, 24 July 2015 3:55 PM
To: Ben Eveleigh
Subject: RE: Cockle Bay Marine Structures Renewal - Cockle Bay - SSD 6611

Hi Ben

Sorry for not getting back to you. Roads and Maritime has no specific matters to raise in respect to the proposal.

Regards

Susannah Webb
Senior Manager
Property | Corporate
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Every journey matters

Roads and Maritime Services

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30 July 2015

File Number: 2015/373778
Our Ref: R/2015/11/A

Cameron Sargent
Team Leader, Key Sites Assessments
NSW Planning and Environment
23-33 Bridge Street,
Sydney NSW 2000

Attention: Mr. Ben Eveleigh, Senior Planner

Dear Ben,

RE: SSD 6611 – Cockle Bay Marine Structures Renewal

Thank you for the opportunity to provide comment on the abovementioned State Significant Development Application. Council Officers have reviewed the Environmental Impact Statement and associated documents and are broadly supportive of the proposal. The development is generally well considered and achieves notable outcomes, including:

- replacing existing infrastructure at the end or nearing the end of its useful life with relatively low-key and well-integrated infrastructure;
- improved visual outcomes through removal of structures that currently clutter the vista of the Bay, comprising the existing office accommodation, ticketing booths, temporary furniture and berthing/structures for South Steyne floating restaurant and function centre;
- improving the design quality of on-water structures alongside the Proponent's recent renewal of select boardwalks and seating areas around the Bay and the renewal of the exhibition, convention and entertainment centres;
- addressing current limitations to disability access around the precinct; and
- improving marine navigation and the flexibility to use the Bay for events by appropriately segregating infrastructure, by type and use, from other infrastructure.

Notwithstanding the above, there are some concerns with selected aspects of the proposal, which are raised for your consideration below:

Permanent berthing within Cockle Bay Marina

The Department is encouraged to control signage, ticketing information, equipment storage, spruiking activities, etc, for the proposed permanent berthing of charter and service vessels within the revised marina.

city of villages

The proposal appears unresolved in that it is impractical to prevent commercial vessel berths from boarding passengers within the revised marina. Passengers will be required to walk to the western side of the Bay for boarding because the eastern side is not designated as a "public wharf". The Proponents are asked to explore alternatives to this arrangement in order to reduce confusion and on-water activities, with vessels regularly crossing the Bay to pick up/drop off passengers. Tourists should be able to board a commercial or charter vessel at the location where it is berthed and is highly visible.

Visual impact of event barges

The proposed event barges at the southern end of the new marina layout have high potential to be visually unsightly. New barges are to be built and are to be relocated from the present position, under Pyrmont Bridge where it is said there are significant adverse heritage impacts, to a new position out in the open water.

The EIS states that the barges will be furnished with temporary seating for public use between events. The precedent images contained in the EIS (Figure 41) are not considered achievable and these appear to be purpose-built barges just for seating and landscaping. It will be difficult to maintain a high design quality for temporary seating on the barges, particularly seating that is moved each time an event requires the barges. Moveable temporary furniture also requires a storage space when not in use. A design concept should be lodged and assessed prior to the determination of the DA.

The City's preference is for the event barges to be stored elsewhere (e.g. to the north of Pyrmont Bridge in the vicinity of the renewed pleasure cruise berths) and brought into Cockle Bay as required.

Visual impact of underside of existing western promenade

The quality of views from the new walkway back to the substructure of the existing landside promenade is not addressed. The EIS states that the Proponents are going to undertake a photographic view analysis to identify whether any screening of the substructure may be necessary. This should be resolved prior to the determination of the DA, including the design of any screening, artwork or interpretive works under the promenade edge. The underside of the promenade presents a unique opportunity for permanent artwork that would be an unexpected experience for visitors.

Gradients of new western walkway

The Proponent should confirm that suitable pedestrian gradients are provided, as per Australian Standards, when the new western walkway is lower at low tide. In particular, the new ramp near the Maritime Museum appears to be the shortest run.

Separation of new western walkway from western promenade

The separation distance between the western scheme and the landside promenade is 5m to deter people jumping or falling onto the new structure and give users the sense of being on water. The Proponent is requested to model the ability for people to jump across that separation distance, especially at low tide when the promenade will be higher. The promenade all around the new walkway is wide, enabling daring

individuals to get a run up and attempt to jump across the 5m. A wider separation distance may be appropriate.

Public events and pedestrian circulation

The EIS discusses the available pedestrian zones and their capacities for major events around the Bay. It advised that there will be 3.5% loss of event viewing space as a result of the proposal. However, the EIS should also address the areas available for pedestrian circulation with and without the proposed development. The introduction to the EIS states that the Harbourside promenade extension was built to relieve a pedestrian circulation pinch-point. The proposal includes the removal of this relief. However, the EIS does not comment on the adequacy of pedestrian circulation at this pinch point, particularly during major events. Events, such as Vivid Festival's fireworks and laser shows, in the experience of Council Officers, result in difficult and tight pedestrian circulation conditions. The EIS should address the adequacy and management of pedestrian capacities during such high-use times.

The assessment of the approved IMAX "Ribbon" redevelopment to the south included an analysis of pedestrian circulation and capacity impacts based on an industry standard ("Fruin Theory") for pedestrian level of service (LOS). A similar assessment should be carried out for the proposal.

Cyclist access

The EIS should confirm whether or not recreational cycling is to be allowed on the western scheme. The landside promenade is a well-utilised north-south shared path and cyclists may seek to deviate from the landside to the on-water structures if the option is not already disallowed.

Should you wish to speak with a Council officer about the above, please contact Russell Hand, Senior Planner, on 9246 7321 or at rhand@cityofsydney.nsw.gov.au.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'C. Corradi', with a stylized flourish at the end.

CHRISTOPHER CORRADI
Area Planning Manager
City of Sydney

