

## Appendix E: Environmental Assessment

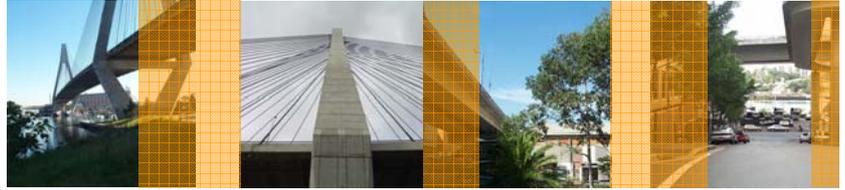
### 1.0 Background

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The intention of this assessment is to identify environmental risks associated with previous and existing uses; identify any issues relating to current environmental standards and legislation; and determine opportunities intrinsic to the site's nature and location, bearing in mind possible redevelopment. It also considers future development (master plan) options in terms of their environmental impact. Specifically, this assessment looks at:

- Geotechnical and soils;
- Contamination;
- Water quality and hydrology;
- Terrestrial flora and fauna;
- Air quality (odour and dust); and
- Noise.

The study was based upon a number of site visits, a review of existing literature, Internet and database searches and environmental licenses.



## 2.0 Site Description

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### 2.1 Previous Land Use

To fully understand environmental issues, it is important to consider previous uses of a site in addition to existing and futures uses. Previous land uses which have the potential to impact on the environmental quality of the site are detailed below.

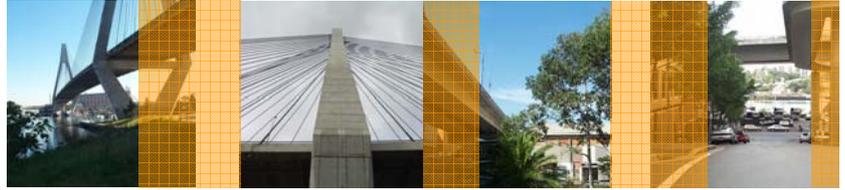
The jetty at No 1 Bank Street was previously used by one of Sydney's biggest fishing fleets, with the adjacent buildings being used for fish cleaning and storage, offices, engineering, and also storage of coal for the fishing fleet (which used steam power). During World War II, these boats assisted in minesweeping. Houseboats have previously been moored at the jetty.

The Poulos site was derelict when acquired by its current owners, however prior to this the site had been used as a Navy depot. The Bidvest site has been used for coke storage and also as a Shell service station.

### 2.2 Existing Land Use

Environmental impacts of the following land uses within the study area, have been considered:

- The NSW Maritime minor site is currently vegetated by trees and shrubs, with its steep contours and underlying submarine cables limiting further development;
- No.1 Bank Street is now a residential dwelling, utilising the industrial buildings on-site;
- The larger NSW Maritime site is also vacant, with its only apparent use being storage of a small number of passive rowing craft;
- Poulos undertake fish processing and distribution from their site in addition to an office and parking;
- The Bidvest site is used to store and distribute food, with a small amount of parking and an office; and
- The Hymix site is utilised as a concrete batching plant with parking, an office and a small laboratory. Hymix currently lease the Miller Street Lot from the NSW Maritime.



## 3.0 Environmental Assessment

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### 3.1 Environmental Licenses

The Hymix site is the only land use within the study area required to operate under an Environmental Protection License (EPL) made under the requirements of the *Protection of the Environment Operations Act 1997*. Their 24-hour license is for 'Concrete Batching', license number 1253, and is based on a volume greater than 50,000m<sup>3</sup> being produced. A requirement of the license is that an annual return (a statement of compliance with licence conditions, and record of pollutant loads) is submitted to demonstrate compliance.

### 3.2 Geotechnical and Soils

#### 3.2.1 Existing Environment

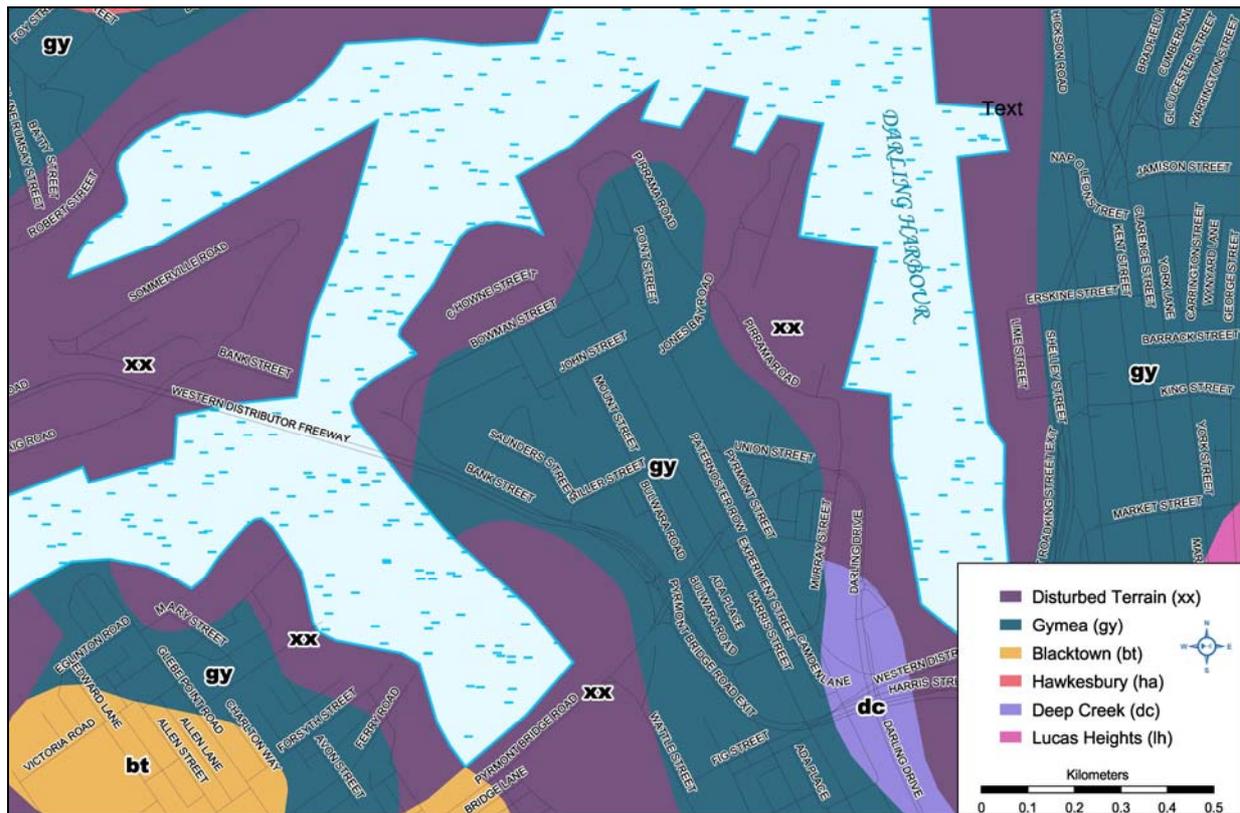
##### Geotechnical

Based upon a review of RTA information (which relates to the line of the Anzac Bridge and eastern approach roads) it can be determined that terrestrial surface levels ranged from RL3 to RL5 with variable fill depths found over the land. The rock is sandstone, which is generally medium to high strength where encountered over land, but could have a low strength weathered profile over water, with rock levels dropping sharply from land to over water areas along the Anzac Bridge route (and the study area). Over water areas can have significant depths of marine sediments and residual soils over rock.

##### Soils

Residual soils are found to be shallow over the land. Soil type within the study area is comprised of a mixture of 'GyMEA' and 'Disturbed Terrain', according to *Soil Landscapes of the Sydney 1:100 000 Sheet* (Soil Conservation Service of NSW, 1989, see **Figure 3.1**). A Disturbed Terrain soil landscape is present from the north of the study area, to just north of the Poulos site, wherein it changes to a GyMEA soil landscape until a point approximately at the Bidvest site, where the dominant soil type once again becomes Disturbed Terrain.

Figure 3.1: Soil Type



Source: Maunsell Australia Pty Ltd

The Disturbed Terrain is likely to have been created by the placing of artificial fill over swamps and estuarine shores on harbour foreshore areas such as this. The artificial fill can comprise of dredged estuarine sand and mud, demolition rubble, industrial and household waste and also includes rocks and local soil materials. Areas of disturbed terrain have obviously been completely cleared of natural vegetation, with disturbed fill areas in and around Pyrmont typically being developed for industry. Dominant soil materials are loose black sandy loam, compacted mottled clay or variable transported fill.

Gymea soils occur extensively along the foreshores of Sydney Harbour, and are typically found over Hawkesbury Sandstone. Minor gully erosion can occur along unpaved or poorly maintained roads. Dominant soil materials are loose, coarse sandy loam or earthy, yellowish-brown clayey sand.

Both soils types are deemed low to moderate capability for Urban Land Development, with some types of disturbed terrain classified as not capable of urban development.

### 3.2.2 Potential Issues

In general the ground surface does not suggest any significant geotechnical constraints, however some minor geotechnical issues are apparent.

It is understood that the sandstone block seawall is bowed at the Bidvest site suggesting either it is not founded on rock or has been loaded beyond its original design intent. This will need to be considered during further redevelopment of the site.

Variable fill depths can be expected, particularly along the land edge (under the sea wall). Where areas have been reclaimed by utilising imported fill, there is potential for contamination (see **Section 3.3**).

Towards the water the rock level may drop rapidly, and be overlain by soft bay sediments. Fairly shallow rock should be expected to be encountered over land areas, and to be of medium to high strength. This is suitable for founding highly loaded structures at shallow depth, but will require blasting or heavy ripping for excavation.

### 3.3 Contamination

#### 3.3.1 Existing Environment

##### Acid Sulphate Soils

An Internet database search<sup>1</sup> of the study area revealed Acid Sulphate Soils (ASS) across the entire study area, as is common in much of the CBD. According to data from the NSW Department of Land and Water Conservation (1997), levels of ASS here are relatively high.

**Figure 3.2** shows either Level 1 or 2 ASS across the study area which means that for all work (Level 1) and work below the ground surface or which may lower the water table (Level 2), an ASS Management Plan will be required to accompany all development applications.

**Figure 3.2: Acid Sulphate Soils**



Source: NSW Department of Land and Water Conservation, Maunsell Australia Pty Ltd

<sup>1</sup> <http://iplan.australis.net.au/landview.php>, using Acid Sulphate Soils data from the NSW Department of Land and Water Conservation

## **Contaminated land**

A search of the EPA Register of Contaminated Sites website did not reveal any recorded sites within the vicinity of the study area. However, given the history of the study area for industrial and port related purposes, there is potential for contamination across much of the study area (previous uses of the site are listed in **Section 2.1**). In addition to previous industrial uses, significant quantities of fill have been imported to reclaim land, as is described above in **Section 3.2** and classified as 'Disturbed Terrain'.

### **NSW Maritime Minor**

Although this site is undeveloped, the placement of fill could also have caused contamination at the site. As there is no development proposed, there is no further guidance provided for this site however in the event of any future development further investigations should be undertaken.

### **No.1 Bank Street**

Previous industrial buildings were built onto fill and the site at No.1 Bank Street has been used for a variety of industrial uses, including the storage of coal for boats using steam power. Both of these factors could be a cause of potential contamination at the site.

### **NSW Maritime Site**

Much of this site is reclaimed land built on fill, such as the land around the Anzac bridge support.

### **Poulos**

The Poulos site foreshore is on reclaimed land, albeit perhaps to a lesser extent than other sites. The site's previous use as a Navy depot could be a cause of potential contamination.

### **Bidvest**

An assessment for the transfer of 31-35 Bank Street (GHD, 1997) reveal there has been some contamination on the Bidvest site. The site was previously used as a service station, and prior to that as a facility for coke screening. Due to these previous uses, it is considered likely that '*contamination of the site by heavy metals, polynuclear aromatic hydrocarbons, polychlorinated biphenyls and pesticides*' could be present at the site. Underground Storage Tanks and Delivery Lines, and the placement of fill could also have caused contamination at the site.

### **Hymix North and South, and the Miller Street Lot**

The placement of fill could have caused potential contamination at these sites.

## **3.3.2 Potential Issues**

### **Acid Sulphate Soils**

Acid Sulphate Soils (ASS) are generally submerged but when exposed or drained, they become oxidised and sulphuric acid can be produced resulting in reduced soil fertility, vegetation death and acidic runoff into the adjacent waterway.

### **Contaminated Land**

There is potential for some contamination across much of the study area, as a result of reclamation and the importing of fill. With the exception of the Bidvest site (who have already undertaken detailed assessment), prior to redevelopment further detailed assessment including test pits and boreholes will need to be undertaken to confirm presence and levels of contamination, especially at sites with public areas.

### 3.4 Water Quality and Hydrology

#### 3.4.1 Existing Environment

The general water quality of Blackwattle Bay is poor, possibly caused by the industrial nature of surrounding land use. Water users such as members of the NSW Dragon Boat Society who row in the Bay, have made complaints.

#### 3.4.2 Potential Issues

One cause of the poor water quality is the runoff of stormwater from the Sydney Fish Market (SFM) (GHD 2001). This runoff contains fuel (from the car park) and fish waste from the washing down of trucks and outlets. Gross pollutant traps are fitted, but despite this there appears to be a large amount of litter and debris in the water around the fish market, possibly from patrons not disposing of food and drink packaging correctly (**Figure 3.3**). Another problem identified in the SFM *Environmental Audit* (GHD, 2001) was the dumping of waste oil by commercial boats entering the bay.

It is likely that fish debris from fishing boats will also occur around the SFM. This is likely to be responsible for the slight odour of rotting fish around the master plan study area.

**Figure 3.3: Littered waters adjacent to the SFM**



Source: Maunsell Australia Pty Ltd

The land uses within the study area do not appear to contribute significantly to runoff into the Bay as Hymix has containment treatment on the waterfront to prevent runoff and Poulos has fitted Gross Pollutant Traps (GPTs) to prevent contaminants such as fuel and fish debris entering the drainage system.

## 3.5 Terrestrial Flora

### 3.5.1 Existing Environment

Given the developed nature of the majority of the study area, there is little observable flora and fauna. Notably:

- There are a number of established Eucalyptus trees providing shade and landscaping at the Hymix site (**Figure 3.4**);
- A small number of weeds have been allowed to develop around the Poulos site car park; and
- The majority of terrestrial flora species are found at the NSW Maritime's larger site, with a small number of established trees and grasses. There is one established Eucalypt tree at the southern end of the site, close to the site boundary with Poulos (**Figure 3.5**).

**Figure 3.4: Eucalyptus trees providing shade and landscaping at the Hymix site**



Source: Maunsell Australia Pty Ltd

**Figure 3.5: Established Eucalypt tree on NSW Maritime site (Poulos in background)**



Source: Maunsell Australia Pty Ltd

A search of the databases of the *Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)* using the *Protected Matters Search Tool* did not list any endangered flora species within the study area.

To confirm this, a search of the NSW National Parks and Wildlife Service Database was also undertaken to determine all flora species in the area, and to identify whether any of these are in any way endangered or vulnerable. The databases did not list any flora species within the study area as endangered, protected or vulnerable.

### **3.5.2 Potential Issues**

Redevelopment is unlikely to have a major impact on the flora at the site, however, there are a small number of existing trees and clearing of these should be avoided.

## **3.6 Terrestrial Fauna**

### **3.6.1 Existing Environment**

Due to the developed nature of the site, the study area provides little habitat for fauna species, however, the fish processing and the waterside location do attract species such as rats, pelicans and seagulls. It is also possible that the vulnerable<sup>2</sup> *Pteropus poliocephalus* (Grey-headed Flying Fox) could move through the study area as large populations exist within some of Sydney's larger parks, such as the Royal Botanical Gardens.

The *EPBC Act Protected Matters Search Tool* indicated that the following endangered species or species habitat may occur with the study area:

- *Lathhamus discolor* (Swift Parrot); and
- *Xanthomyza phrygia* (Regent Honey Eater).

These birds generally occur in woodlands and forests of NSW in the winter months (May to August), where they feed on eucalypt nectar and pollen (NPWS, 2004). However, owing to the large zones which the EPBC Search Tool covers, the large geographical areas which birds cover, and the small amount of available habitat within the mostly developed study area, the chance of these species occurring with the study area is unlikely.

To clarify the likelihood of their presence on the site, a further search of the NSW National Parks and Wildlife Database was undertaken to determine all fauna species in the area. There were no fauna listings for the study area.

### **3.6.2 Potential Issues**

There is potential for pest species such as rats, pelicans and seagulls to become a problem, by being attracted due to lack of cleanliness (litter) at the proposed passive water craft facility.

## **3.7 Air Quality**

### **3.7.1 Existing Environment**

#### **Odour**

The odour of fish is inherent to the area, due to the close proximity of the Sydney Fish Market (SFM) and its fishing boats.

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<sup>2</sup> Under the EPBC Act

## Dust

Filters are in place at the Hymix site to mitigate any impact of dust, which could be emitted during operations. These appear to be operating efficiently as no complaints have been received and no comment was made in the *Sydney Fish Markets - Environmental Audit* (GHD 2001), or by other users in the study area. The only dust emissions that have been commented upon<sup>3</sup> are emissions from vehicles travelling over Anzac Bridge, on a day with still weather conditions.

## Light Pollution

Landowner consultation and a night time site visit revealed problems associated with light pollution, which is caused by powerful floodlighting on the Anzac Bridge pylons. The resident of No 1 Bank Street is worst affected, due to their close proximity to the pylon.

### 3.7.2 Potential Issues

New lighting for the public facility on the NSW Maritime large site could also impact on neighbouring sites.

## 3.8 Noise

### 3.8.1 Existing Environment

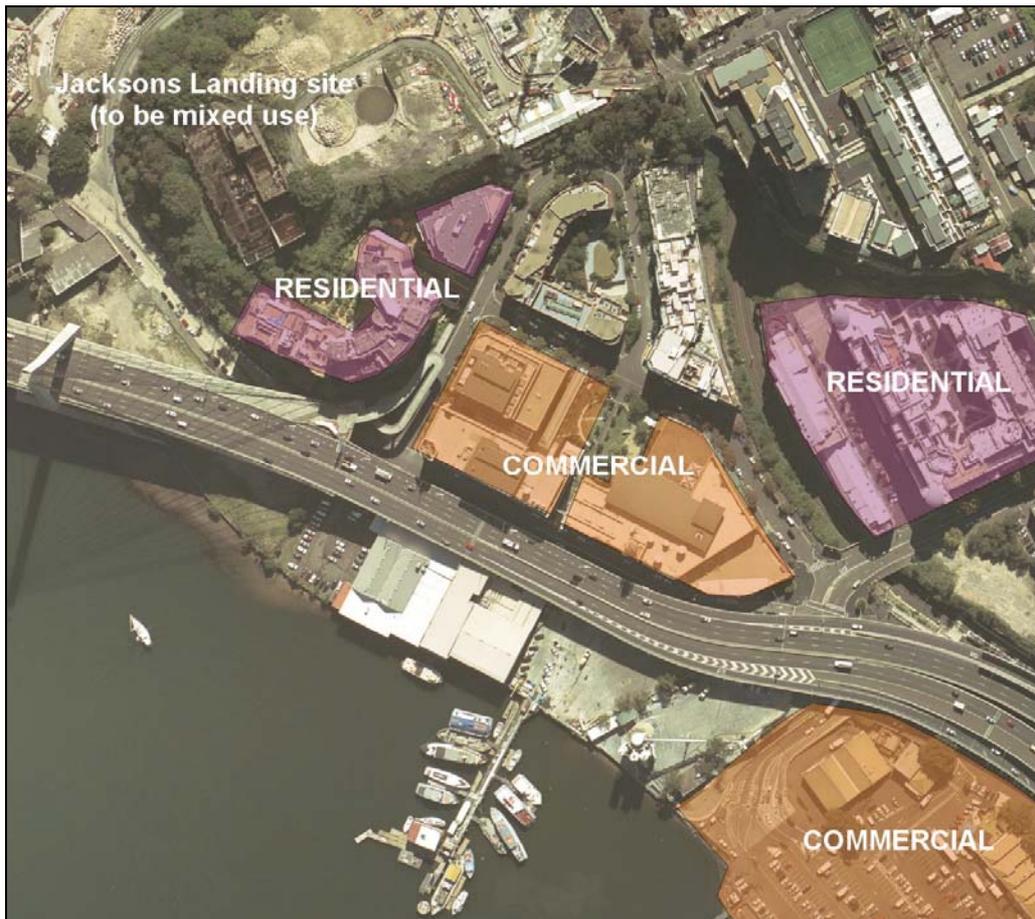
Noise generated by Hymix operations is currently managed in accordance with its EPA license. Trucks accessing the Hymix, Poulos and Bidvest sites are also likely to be noise generators.

As shown in **Figure 3.6** Anzac Bridge provides an excellent noise barrier between the study area and land uses on the north and north-eastern side of Bank Street. Opposite the study area, the majority of Bank Street is bordered by commercial properties, with the residential Bay View Towers apartment block opposite the larger NSW Maritime site.

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<sup>3</sup> Resident of No.1 Bank Street, 25<sup>th</sup> March 2004

Figure 3.6: Land Uses Adjacent to the Study Area, May 2004



Source: Maunsell Australia Pty Ltd

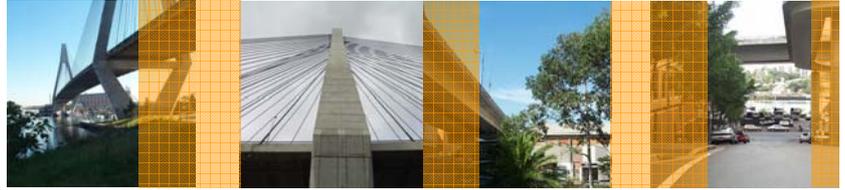
Landowner consultation indicated a minimal amount of complaints regarding noise created by the businesses within the study area. This noise was thought to be caused by Hymix, Bidvest and Poulos trucks. The Hymix concrete batching plant was also noted in the SFM Master Plan as being a noise generator.

As a result of the complaints Hymix commissioned a Noise Assessment (Wilkinson Murray Pty Ltd 1999). The report concluded:

- Noise levels for each Hymix truck movement tested, comply with the EPA 'background + 15dBA sleep disturbance criterion during all night time periods';
- One truck was found to exceed the EPA 'background + 15dBA' criterion during normal delivery hours, and this was found to be caused by the truck crossing the kerb;
- Other noise sources in the area such as bus and car movements were found to be higher than Hymix operations;
- The report recommended the adoption of 'more careful procedures' to eliminate the noise exceedance which was recorded at limited times; and
- Road traffic using Anzac Bridge also contributes to elevated noise levels, both day and night.

### 3.8.2 Potential Issues

Following redevelopment, the primary noise generator at the site will be vehicles. Vehicles and trailers will be parking in the on-site car park, and are likely to use on street parking available on Bank Street.

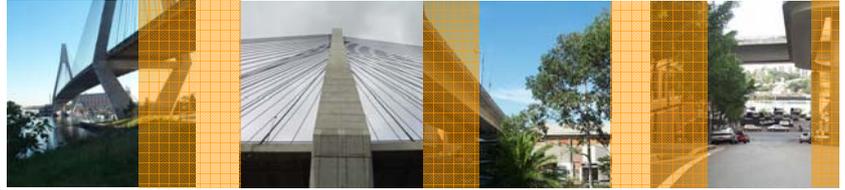


## 4.0 Current Opportunities

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Although there is little development proposed within the study area at this time, the major redevelopment of the adjacent fish market, together with the focus on provision of foreshore access and the release of the NSW Maritime site to the public, all combine to provide an opportunity to greatly improve the quality of the study area and adjacent waters. In particular:

- Actions are to be implemented at the fish market to reduce the stormwater runoff from the car park and stormwater drain, which currently discharge into the bay. This will result in improved water quality for the whole bay (and potential users of the proposed boat ramp facility);
- There are plans in place to establish a boat oil recycling facility at the fish markets. This should be promoted to all boats using the bay, including the boats using the Miller Street charter boat wharf adjacent to Hymix. Similar facilities can also be provided here should the wharf be redeveloped. The recycling facility is to provide subsidised fuel as an attraction to boats which use the recycling facility;
- The runoff of water including waters with fish waste (both from the car park and fish market retailers) is to be reduced, which should in turn reduce the smell of rotting fish which can be observed even at the northern end of the study area;
- The emphasis on foreshore access is positive for the general environment including flora and fauna. By allowing public access to the NSW Maritime site, it is likely that the general area will be improved with landscaping and vegetation works encouraged (potentially attracting fauna). The services of a Bush Regenerator, specialising in native vegetation would provide the most sustainable, low maintenance landscaping option;
- Although existing floodlighting at the base of the Anzac Bridge pylons impacts on adjacent residents, it would provide security for users of the surrounding proposed foreshore access and boat ramp facility; and
- New buildings should aspire to achieve the SEDA Australian Building Greenhouse Rating (AGBR) of at least 4.5 stars, and implementation of strategies recommended under this program should be considered for existing building.



## 5.0 Recommendations for the Master Plan

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Detailed Environmental Management Plans (EMPs) should be produced to accompany development applications pertinent to the study area. At this stage, more general environmental guidance is provided for each site.

### 5.1 Entire Study Area

#### 5.1.1 Geotechnical and Soils

The impacts on developments will include:

- New building structures, including multi-story buildings, may be founded economically on rock at shallow depth over most of the sites;
- Where alterations and additions to existing structures are proposed, their foundation conditions should be checked to confirm compatibility of new foundations;
- Excavations on the sites are likely to involve cutting into rock of medium to high strength, which would require heavy ripping or blasting. However cut faces are expected to be stable at quite steep batters;
- Structures nearer the bay and sea wall may require deeper piled foundations to transfer loads to rock;
- Structures should not be supported by the sea wall without detailed assessment of its stability;
- Any newly loaded or filled areas near the sea walls may be subject to long term consolidation settlements of the underlying sediments;
- Fill overlying the site should be assessed for potential contamination;
- Foundation issues related to settlements and bearing capacity can be overcome by founding all structures on rock;
- Heavy foundations and heavily loaded areas near the sea wall or overlying soft bay sediments and fill should be avoided where possible, otherwise expensive foundation systems and ground treatment will be required;
- The existing landform could be retained where possible to minimise difficult excavation into rock; and
- Excavations near the sea wall might be avoided to minimise requirements for handling and disposal of potentially contaminated fill.

### 5.2 Contamination

#### 5.2.1 Acid Sulphate Soils

- Acid Sulphate Soils (ASS) are present across the entire study area. It is likely an ASS Management Plan (in accordance with the City of Sydney Local Environmental Plan) will be required by Council for any redevelopment works which disturb the ground or cause the water table to be lowered.

#### 5.2.2 Contamination

- Due to the use of fill throughout the majority of the study area, upon redevelopment for certain land uses such as public space, further detailed assessment of contamination would be required; and

- All future development within the study area will be required to consider the provisions of SEPP 55 – Remediation of Land, and provide evidence to the consent authority that a site to which that development relates is suitable for its future occupation.

### 5.3 Flora and Fauna

- Established trees should be retained where possible;
- Any replanting should use native species. A bush regeneration specialist could recommend sustainable and cost effective planting schemes.

### 5.4 Noise

- Any development at the site needs to consider and conform to DEC (formerly EPA) noise guidelines. Legislation pertinent to noise control within the study area is the *Protection of the Environment Operations Act 1997* and the *Protection of the Environment Operations (Noise Control) Regulation 2000*. A noise management plan may be required by City of Sydney Council to accompany certain development applications.
- Suggested redevelopment uses, such as the commercial offices within the Poulos and Bidvest sites are likely to reduce noise impact from the existing situation.
- The location of Anzac Bridge between the study area and the commercial and residential properties on the opposite side of Bank Street provides a noise and to some degree, visual buffer for operations within the study area.

### 5.5 Site Specific Guidance

#### 5.5.1 NSW Maritime Minor

In its current vacant and vegetated state, this small triangle of land provides landscaping which can be viewed from both water and land.

None of the options recommend development of this land, so no further environmental guidance is provided.

#### 5.5.2 No. 1 Bank Street

As this is currently a single residence, there are few environmental issues currently associated with the site (**Figure 5.1**). However, as the site is zoned for public recreation, it could be redeveloped as a recreational/ community facility.

Environmental measures to be considered include:

- In the case of redevelopment for a recreational/community facility, further detailed assessment of the land for contamination would be required. As ASS are classified as Level 1, an ASS Management Plan will be required to accompany all development.

**Figure 5.1: No.1 Bank Street (minor NSW Maritime site on left), April 2004**



Source: Scott Carver Pty Ltd

### **5.5.3 NSW Maritime Site**

A small number of terrestrial flora species are found on the NSW Maritime site. There is one established Eucalypt and a few smaller tree species at the southern end of the site, close to the site boundary with Poulos, and also a reasonably established Frangipani tree on the boundary with Bank Street (**Figure 5.2**).

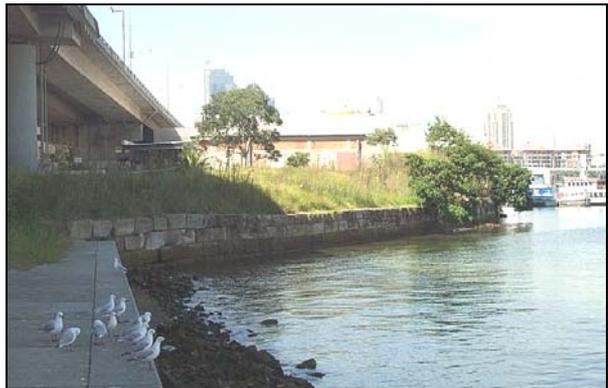
The NSW Maritime site is to be developed as a public facility for passive water access and recreational use. The site will require either landscaping or paving to create a parking area for vehicles and drag boat trailers, and recreational areas.

**Figure 5.2: NSW Maritime site (Anzac Bridge above), April 2004**



Source: Maunsell Australia Pty Ltd

**Figure 5.3: Vegetation on boundary with Poulos, April 2004**



Source: Maunsell Australia Pty Ltd

**Figure 5.4: Boundary of NSW Maritime site with No.1 Bank Street, April 2004**



Source: Maunsell Australia Pty Ltd

Environmental measures to be considered include:

- As ASS are classified as either Level 1 or Level 2, an ASS Management Plan will be required to accompany development;
- Where possible, existing trees should be retained and the paving and design be developed around them. Planting along the site boundaries with native tree species will provide a buffer between what is to be a public facility and its neighbours No.1 Bank Street and Poulos, giving privacy and security, and improving the visual amenity of both. Tree planting along Bank Street should also be considered to minimise noise (see below) and improve visual amenity for the residential block opposite the site;
- If possible, the three smaller trees (shown on **Figure 5.4**) should be left to mature, providing further screening to the rear of No. 1 Bank Street. The vegetative buffer will also serve to minimise the light pollution experienced by No.1 Bank Street, caused by floodlights on the Anzac Bridge pylons;
- Stormwater inceptors or trash racks should be fitted to the drainage system to prevent oil and pollution runoff from the paved area draining directly into Blackwattle Bay;
- Appropriate NSW Maritime signage should be installed at the site detailing best practice environmental behaviour to be followed by users of the facility;
- Design of the passive water access ramp should consider any effect of the new ramp on sediment build-up in the bay;
- There is one large tree and some smaller trees and shrubs located on the NSW Maritime site near to its southern boundary with Poulos. These trees should be retained If possible;
- Signage should be provided to request ramp users to be considerate of local residents at certain times of the day; and
- As mentioned above, tree planting along the site border with Bank Street could provide a vegetative noise buffer.

#### **5.5.4 Poulos Bros**

The Poulos site shares some of the same issues of the SFM, in that water likely to contain fuel and fish debris can enter the drainage system. However, this is on a much smaller scale to the SFM. A small number of weeds have also been allowed to develop around the Poulos site car park.

The short to medium term option for the Poulos site reflect the owner's desire to remain at the site. Beyond that, recommended options for redevelopment include redevelopment as commercial/office space with new buildings set back from the waters edge.

Environmental measures to be considered include:

- Removal of weeds developing around the perimeter of the car park using an environmentally safe herbicide. If Poulos did wish to landscape this area, a landscaper specialising in bush regeneration could be hired to plant low maintenance, native vegetation;
- Care should be taken that fuel and pollutants from operations and vehicles should not be allowed to enter the drainage system and the Bay (including monitoring the effectiveness of the GPT); and
- The site is classified as having Level 2 ASS. This means that any work below the ground surface or which will lower the water table, will require an ASS Management Plan to accompany any development application.

### **5.5.5 Bidvest**

Master plan development options show redevelopment of the Bidvest site as a commercial development, to its maximum Floor Space Ratio (FSR) potential, from its existing light industrial use.

Environmental measures to be considered include:

- In their 1997 contamination report, GHD concluded that investigations had ‘not been adequate to determine if heavy metals and PAHs present within the fill require to be remediated’, however the remediation of the petroleum hydrocarbons is required. A 500 cubic metre area of petroleum hydrocarbon contamination was found in the vicinity of the current paved forecourt. GHD recommend removal of this approximate area, to a depth of around 1m, prior to disposal of this in a landfill licensed by the NSW EPA. This remediation is required and should be carried out in accordance with SEPP 55 – Remediation of Land.
- GHD believe that the levels of heavy metals and PAHs would be “safe for the intended medium density residential use.” As a residential use is no longer permitted by the zoning of the site and the master plan recommends commercial use, the same recommendation would apply to the proposed commercial/office use because it has a higher level of permissibility. Council may wish the contamination status to be noted on the Section 149 certificate.
- The site is classified as having Level 2 ASS. The means that any work below the ground surface or which will lower the water table, will require an ASS Management Plan to accompany any development application.

### **5.5.6 Hymix**

In accordance with conditions of its EPA license, Hymix appear to mitigate and control many negative impacts of its operations, such as dust emissions and containment treatment on the waterfront to prevent runoff. There are a number of established Eucalyptus trees providing shade and landscaping at the Hymix south site.

There are two options for Hymix: the Preferred Master Plan suggests a land swap with the NSW Maritime, enabling them to consolidate their two separate sites, whilst the Alternative Master Plan involves an intensification of uses, with aggregate brought in by boat as opposed to road.

Environmental measures to be considered include:

- Hymix presently ensure measures are in place to satisfy the criteria of their environmental license. With intensification, this would need to be reassessed (primarily at Hymix south) to ensure that increased operations do not compromise and make ineffective current measures such as dust control;
- If aggregate is to be brought in via the current charter boat wharf, an upgrade of the wharf would be required, especially given the heavy weight of cargo and higher levels of usage. This would require separate approvals process, most likely under Part 5 of the *Environmental Planning and Assessments Act 1979*;
- In order to screen operations from the redeveloped Bidvest site, a vegetative buffer along the site boundary should be provided on the Hymix side of the property boundary. A vegetative buffer between the site and SFM would improve visual amenity for visitors to the fish markets;
- If Hymix did intensify uses by bringing aggregate to the site by water, Hymix must ensure operation noise levels remain within those specified under their EPA license. It is noted that advice from Hymix indicates that there would be no net increase in truck movements following intensification of operations.
- A brief site assessment of paving and grids that could generate noise should be undertaken. This will include any paving slabs or drainage grid, which are loose and generate noise when driven over. Trucks using the Poulos and Bidvest sites are generally smaller and generate less noise. Nonetheless, all truck drivers should practise careful driving procedures to minimise noise generation where possible. Driver awareness procedures may be warranted.
- The site is classified as having level 2 ASS. This means that any work below the ground surface or which will lower the water table, will require an ASS Management Plan to accompany any development application.

### 5.5.7 Miller Street Lot

Although belonging to the NSW Maritime, Hymix currently uses the Miller Street Lot for parking. A number of Eucalyptus trees provide much needed landscaping at the site (**Figure 5.5**).

The Master Plan involves maintaining the easement as a view corridor and access to the water, and providing a vegetative buffer between the easement and Hymix.

**Figure 5.5: Trees along the Miller Street easement, April 2004**



Source: Maunsell Australia Pty Ltd

Environmental measures to be considered include:

- The area would essentially be public space and would require landscaping with sustainable (in terms of water use, and maintenance) vegetation.
- The site is classified as having Level 2 ASS. This means that any work below the ground surface or which will lower the water table, will require an ASS Management Plan to accompany any development application.
- Due to the placement of fill, the site could be contaminated. Before the site is redeveloped as public open space, further detailed assessment would be required.
- Plans are in place to establish a boat oil recycling facility at the fish market. This should be promoted to all boats using the bay, including the boats using the Miller Street charter boat wharf adjacent to Hymix.