



Sommerville Road
GLEBE ISLAND

Temporary use for two concerts

Statement of Environmental Effects

Prepared for Sydney Resolutions Pty Ltd
11th July 2011
J1100103 - Issue A

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Annexures

- A. Survey plan of subject site, prepared by Lockley Land Title Solutions, 1 April 2010
- B. Site plan prepared by Adrian Dalton, 6 July 2011, rev 8
- C. Overview of event prepared by Force Events, July 2011
- D. Security Management Plan plus Security Risk Assessment Plan, prepared by Sure Group, July 2011
- E. Site Safety Plan, prepared by Force Events, July 2011
- F. Acoustic Report, prepared by The Acoustic Group, 11 July 2011
- G. Traffic Management Plan, prepared by Traffic Plan Professionals, July 2011
- H. Preliminary Site Occupational, Health and Safety & Environmental Inspection Report prepared by Noel Arnold & Associates, 23 April 2010
- I. Waste Management Plan prepared by Force Events, July 2011
- J. Alcohol Management Plan, prepared by Hamiltons Hospitality, 8 July 2011

1. Introduction

1.1 This is a Statement of Environmental Effects in support of a Development Application to the NSW Minister for Planning by Sydney Resolutions Pty Ltd for two concerts at Glebe Island during the New Year's season of 2011/12.

1.2 This statement is accompanied by the following documents:

- Survey plan of the site, prepared by Lockley Land Title Solutions, 1 April 2011;
- Site plan prepared by Adrian Dalton, 6 July 2011, rev 8;
- Overview of event prepared by Force Events, July 2011;
- Security Management Plan plus Security Risk Assessment Plan, prepared by Sure Group, July 2011;
- Site Safety Plan, prepared by Force Events, July 2011;
- Acoustic Report, prepared by The Acoustic Group, 11 July 2011;
- Traffic Management Plan, prepared by Traffic Plan Professionals, July 2010;
- Preliminary Site Occupational Health and Safety & Environmental Inspection Report prepared by Noel Arnold & Associates, 23 April 2010;
- Waste Management Plan prepared by Force Events, July 2011;
- Alcohol Management Plan, prepared by Hamiltons Hospitality, 8 July 2011.

1.3 Part 2 of this Statement describes the site and locality. Part 3 describes the proposal. Part 4 sets out the applicable statutory controls. Part 5 contains an assessment of relevant issues under Section 79C of the *NSW Environmental Planning and Assessment Act, 1979*. Part 6 provides the conclusion and recommendation.

2. Description of site and locality

2.1 The site is referred to as Sommerville Road, Glebe Island and comprises:

- Part of Lot 10, DP1065973;
- Lot 12 DP603148;
- Lot 2, DP542648;
- Part of Lot 2, DP879549.

2.2 The site is owned by the Sydney Ports Corporation. A survey plan of the site, prepared by Lockley Land Title Solutions, is contained in Annexure A of this report. The general site location is depicted below.



Figure 1: Subject site (Base map source, Google Maps)

2.3 The site forms a substantial proportion of the locality known as Glebe Island, which is part of the Bays Precinct (Figure 2). (“Glebe Island” was historically

an island but through reclamation work commencing in the 1890s it became a peninsula). The site is a 2 kilometre straight line distance to the west of the Sydney Central Business District and is surrounded by the suburbs of Pyrmont to the east, Balmain to the north, Balmain East to the north-east, Glebe to the south, and Rozelle to the west (Figure 3).



Figure 2: Location and boundaries of Glebe Island as part of the Bays Precinct (Source: Sydney Harbour Foreshore Authority)

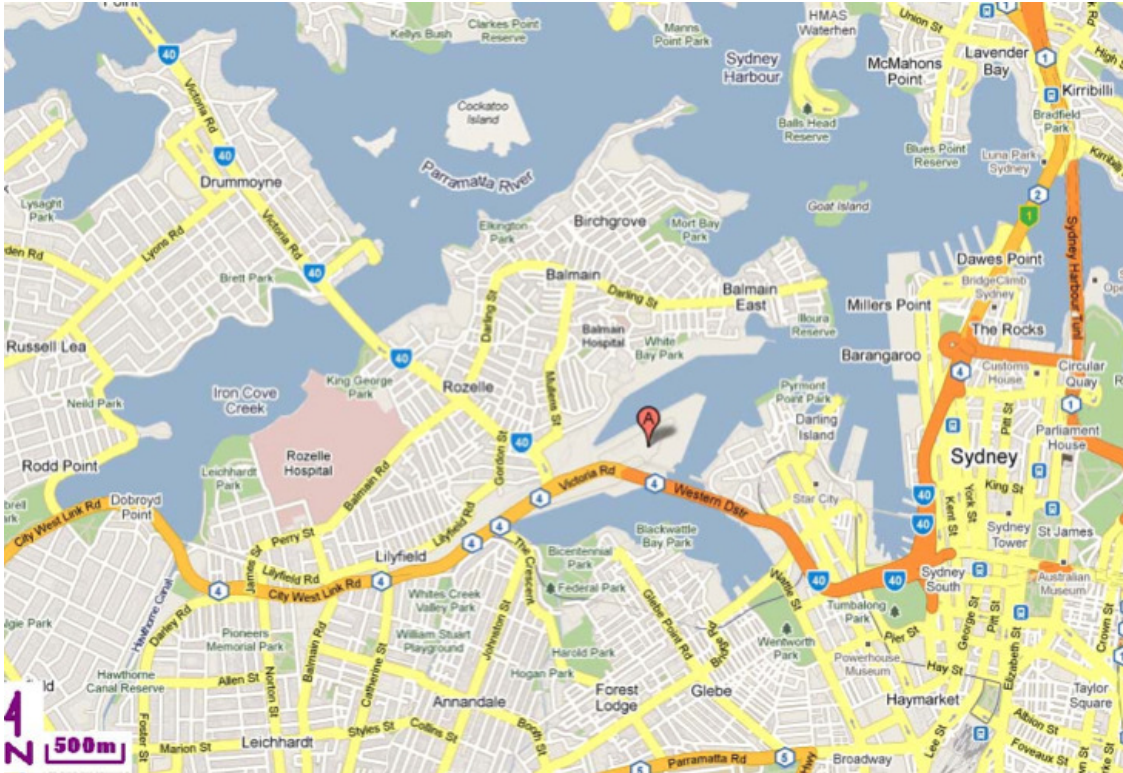


Figure 3: The district context of Glebe Island, marked by the red “A” device (Base map source, Google Maps)

2.4 The site area has been measured using the NSW Land and Property Management Authority’s mapping system as 11.4 hectares. The site is of irregular configuration, being 73 metres wide at its north-eastern end and 330 metres wide at its south- western end. The site is flat, comprising a paved surface, with berths for large ships being adjacent to the waterways (Figure 4).

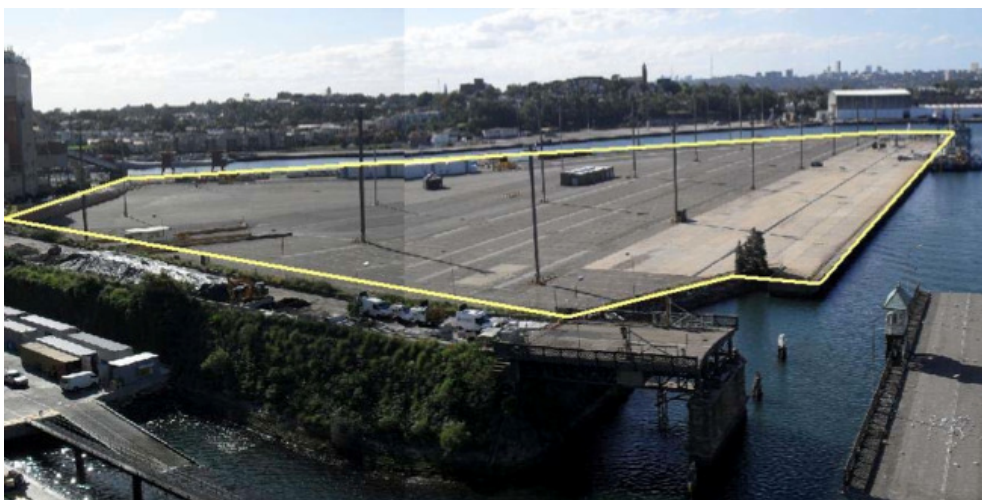


Figure 4: Montage of subject site, with boundary depicted in yellow, as viewed from ANZAC Bridge

- 2.4 There are seven single storey structures within or immediately adjacent to the site, with site coverage areas ranging from 90 square metres to 1,560 square metres (Figure 5). The larger structures (Figure 6) are immediately adjacent to the western boundary of the site. There is a shed at the southern end of the site (Figure 7) and two small structures towards the centre of the site (Figure 8). There are also multiple lighting structures across the site, as well as fencing at the north-eastern end and various smaller fixtures throughout the site.
- 2.5 Until November 2008, the site was used as a terminal for the import of new cars. That use has been relocated to Port Kembla and the site is presently vacant. Future use options for the site are being considered in the context of a consultation and planning process for the Bays Precinct, which commenced in mid-2009 and which is being coordinated by the Sydney Harbour Foreshore Authority. The Bays Precinct comprises a group of port facilities, most of which are in use. The review includes, amongst other things, the potential for part of the precinct to be redeveloped for a cruise ship terminal, with the subject site being one option for such a development.



Figure 5: Locations of main structures on or immediately adjacent to the site. Source: Google Earth. Note, the photo is dated 20 January 2007. The car storage use evident in the photo is no longer present.



Figure 6: Sydney Ports Emergency Response Team Base, immediately adjacent to the western area of site.



Figure 7: Existing shed at the southern end of the site



Figure 8: Small brick building and shed structure in centre of site

2.6 Land-uses adjacent to the subject site include (Figure 9):

- Northern side: The Sydney Ports Emergency Response Team Base (Figure 6). This facility is used by Sydney Ports to respond to emergencies, such as pollution incidents, and contains equipment associated with that purpose. That base is in operation on a 24 hour per day, 7 day per week basis and vehicular access to that base is required at all times;

- Southern side: The Old Glebe Island Bridge (Figure 10). This is a disused swing-bridge, which is presently fixed in position to allow the passage of watercraft. It is capable of being operated to allow passage of vehicles and pedestrians across it. The bridge is a listed heritage item. Running parallel to the Old Glebe Island Bridge is the ANZAC Bridge (Figure 11), which carries very high levels of traffic connecting Victoria Road and the City West Link with the Sydney Central Business District and surrounding suburbs;
 - Southern side: In between the Old Glebe Island Bridge and the ANZAC Bridge, and extending underneath the ANZAC Bridge, is the recently constructed Maritime Maintenance Facility which comprises a two storey modern structure and a ramp (Figure 12) . The development contains various maritime-related businesses, principally related to recreational boating;
 - Western side: Former grain silos (Figure 13). This is a large and prominent structure, which incorporates advertising and artwork. Some of the silos store cement and some are for sugar. The silos present a narrow edge to the subject site;
 - Gypsum handling facility (Figure 14), running parallel to the silos and presenting its narrow edge to the subject site;
 - Shipping berths used in association with the Glebe Island facilities.
- 2.7 In addition to the aforementioned building, a shed has been approved for construction adjacent to the subject site to the south-west corner (Figure 15).

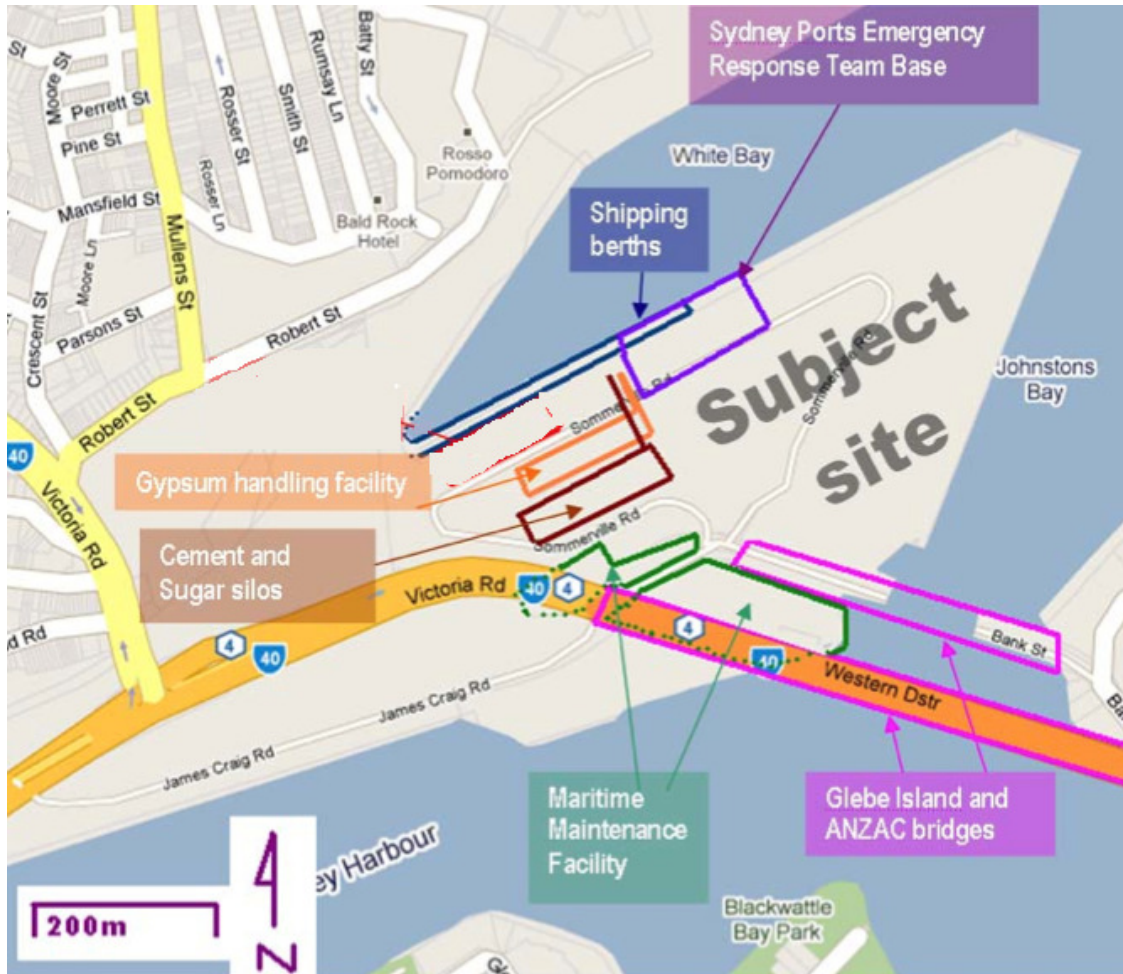


Figure 9: Adjacent land uses (Base map source: Google Maps)



Figure 10: Old Glebe Island Bridge, as viewed from the Anzac Bridge. The subject site is highlighted in yellow.



Figure 11: ANZAC Bridge, as viewed from Rozelle Bay, which is to the south-west of Glebe Island (Source: RTA website)



Figure 12: Western side of western wing of the Maritime Maintenance Facility, viewed from Sommerville Road underneath the ANZAC Bridge



Figure 13: Southern face of former grain silos, as viewed from Sommerville Road



Figure 14: Western side of gypsum handling facility as viewed from Sommerville Road, with the silos to the right of the picture (Source: NSW Heritage Office)



Figure 15: Approved shed location at south-west corner of site

2.7 The broader locality includes the following uses (Figure 15):

- White Bay Power Station, which was commissioned in 1917 and which is now a vacant, heritage listed building of State significance;
 - Shipping berths and associated storage known as White Bay, on the opposite side of the White Bay waterway to the subject site;
 - A maritime refueling facility at White Bay, to the north of the subject site;
 - A group of older-style commercial/warehouse buildings at Robert Street, Rozelle, near to the White Bay Power Station;
 - Maritime NSW and Sydney Harbour Foreshore Authority offices and facilities adjacent to eastern and western sides of the ANZAC bridge;
 - The Rozelle Bay Marine Centre, on the northern side of Rozelle Bay, which is a large facility for premium private recreational boating. (Note: Recently constructed buildings associated with that complex do not appear in Figure 15);
 - Various recreational maritime uses at the western end of Rozelle Bay;
 - The Rozelle Rail yards, to the west of Rozelle Bay;
 - Two food distribution logistics businesses, a concrete batching plant (Hymix), and the Sydney Fish Markets, all on the northern side of Blackwattle Bay;
 - Recently constructed residential and commercial developments in Pyrmont, opposite Johnstons Bay to the subject site;
 - Recently constructed residential developments in Balmain, adjacent to White Bay;
 - Generally older-style, low rise residential development in Rozelle, to the west of the more recently constructed residential developments;
 - Generally older-style, low rise residential development in Balmain and Balmain East, to the north of White Bay; and
 - Generally older-style residential development in Glebe.
- 2.8 General vehicular access onto the site is prohibited but for authorized vehicles it is from the City West Link Road onto James Craig Road, the main part of which runs parallel to the northern shore of Rozelle Bay, and then onto Sommerville Road, which runs under the ANZAC Bridge. Before accessing the site, Sommerville Road rises due to its previous function providing access to

the Old Glebe Island Bridge. Sommerville Road then falls along the south-western boundary of the subject site, between the subject site and the silo structure, until it meets the level of the subject site. At that point vehicular access could be obtained except that the site is fenced-off. There is also vehicular access from James Craig Road under the Old Glebe Island Bridge, except that that access has been fenced-off.

- 2.9 General pedestrian access to the site is prohibited but would otherwise be from ANZAC bridge via ramps to Sommerville Road. There is some landscaping within that area in association with war memorial monuments there, creating an attractive environment for pedestrians. However, beyond those landscaped areas, signage warns pedestrians that access within the area is prohibited.



Figure 15: Land-uses in the wider locality around the subject site (Base map source: Google Maps)

3. Description of proposed development

Event overview

- 3.1 The proposal is to conduct two concerts on the site, with one concert being on New Years Eve, Saturday 31 December 2011 to Sunday 1 January 2012, and the other being on Tuesday 3 January 2012. The application is submitted as a temporary use under clause 22 of *Sydney Regional Environmental Plan No 26 – City West*.
- 3.2 The concert commencing on 31 December 2011 would be a part of New Years Eve celebrations and would feature an internationally renowned performer. The concert would provide a vantage point for the New Years Eve fireworks. The concert would be televised and is intended to be shown to global audiences, taking advantage of the fact that Australia is one of the first places in the world to see in the New Year.
- 3.3 The holding of the concert at Glebe Island would provide a sense of occasion associated with that place. People at the concert would see Sydney landmarks such as the Sydney Harbour Bridge, the ANZAC Bridge and the Sydney City skyline. They would see those landmarks from daytime through to nighttime (given daylight saving), and would view the fireworks in the context of those landmarks, all of which would provide for visual interest. People viewing the broadcast of the concert and/or recordings would see the site of the concert in the context of the landmarks in the area and in the context of Sydney Harbour (whereas people at the concert would generally have only a limited view of the Harbour itself because of the site topography and lines of viewing).
- 3.4 The concert commencing on 3 January 2011 would feature an internationally recognized performer. The purpose of the concert is to make the overall venture economically viable, as the holding of the New Years Eve concert alone would not be economically viable.
- 3.5 Details of the concerts are set out in the Overview of Event prepared by Force Events, July 2011 (Annexure C) and the physical arrangements are set out in the Site Plan prepared by Adrian Dalton (Annexure B). Those details are summarised as follows:

	New Years Eve Concert	3 January 2012 concert
Bump in date	17 December 2011	-
Bump in times	0700-1900 hours (vehicles cease access at 1800 hours)	-
Maximum capacity	44,000	44,500
Event gates opening time	1400 hours	1400 hours
First support acts	1800-2100 hours	1800-2000 hours
Telecast commencement time	1800 hours	-
Family fireworks commencement time	2100 hours	-
Main act commencement time	2130-2355 hours	2030-2300 hours
Main fireworks commencement time	0000-0030 hours	-
Final support act	0030-0130 hours	-
Event gates closing time	0300 hours	0000 hours
Bump out	-	10 January 2012
Bump out times	-	0700-1900 hours (vehicles cease access at 1800 hours)

- 3.8 The intent in providing for a support artist after the main event on New Years Eve is to reduce the number of people that would depart the site at the one time. In that way, the traffic-related impacts of the proposal would be reduced and would be acceptable.

Site layout

- 3.9 The site would be organised to include the following use areas:

- Facilities to allow entry into the site at the site's southern boundary;
- An area for retail and take-away food stalls in the south-eastern area of the site;
- An area for outdoor dining adjacent to the waterfront in the south-eastern area of the site;
- A concert seating area in the middle of the site;
- An alcohol service area between the concert seating area and the retail and take-away food stalls and along the western side of the stalls;
- The performer's stage, towards the north-eastern end of the site;
- Change facilities and amenities for performers and support crew, behind the stage;
- Offices and storage rooms behind the stage;
- Catering facilities for performers and crew behind the stage;
- A truck bay and generator storage area adjacent to the western side of the stage;
- An outside broadcast area, to the west of the stage;
- An alcohol service area to the west of the stage, separating public areas from back of house facilities, and alcohol service areas to the eastern and western sides of the concert seating areas;
- A dining and food preparation area to the west of the stage for corporate patrons;
- First aid facilities to be suitably located throughout the site;
- Toilet compounds in the western and south-eastern areas of the site, to the east of the concert seating area, and to the west of the stage area;
- Service corridors for heavy vehicles and other vehicles associated with the event;
- An area at the north-eastern tip of the site that would be used by a helicopter for performer access for the main performer only and in the event of a medical emergency.

3.10 The works associated with each of the use areas are as follows:

Site entry

Temporary steps would be installed at the southern boundary of the site providing access to and from the former Glebe Island Bridge roadway. The steps would accommodate the approximately 6-metre change of level between the main level of the site and the level of the roadway. A temporary ramp would also be constructed adjacent to the site entry steps. Pedestrians entering from Pyrmont would have their tickets checked and would undergo security checks at the eastern end of the Pyrmont Bridge.

A bus drop-off and pick-up area would be located at the southern boundary adjacent to the Sommerville Road roadway where it ramps down from the former Glebe Island Bridge roadway.

Stalls and patron dining areas

There would be an approximately 120 metre by 80-metre area containing a maximum of 64 stalls having an area of 6 metres by 6 metres plus 192 stalls having an area of 3 metres by 3 metres. The stalls would be used by vendors who would sell such things as coffee, take-away food, souvenirs, clothing and the like.

The outdoor dining area would be adjacent to the waterfront and would occupy an approximately 3,000 square metre area. It would contain seating with umbrella-shading. Patrons using that area will have purchased their food from the stalls.

The dining area in the western area of the site would occupy an area of 25 metres by 45 metres, totaling 1,125 sq m. That area would comprise a single storey temporary structure, which is intended for use by corporate patrons for the New Years Eve concert.

Concert audience area

The concert audience area would occupy approximately 20,200 square metres, excluding the main central aisle. There would be a seating area for 7,326 patrons in front of the stage; two general admission areas of 12,970 square metres in total patrons further to the rear; and two grandstands furthest to the rear accommodating a total of 7,540 patrons. The grandstands would be 8.5 metres in height and would be 150 metres from the stage.

There would be four delay towers within the middle seating area, which would allow for reduced noise levels by managing sound within the seating area.

There would be an area within the middle seating area which would have ramped access from the pedestrian access aisle and which would include seating arrangements designed to be suitable for people with a disability. That seating area would be of around 64 square metres.

The existing shed and the small brick building would be retained, with the seating being arranged clear of those structures. Those structures would be secured and are not proposed to be utilised for the events.

Alcohol service areas

The two alcohol service facilities adjacent to the stalls area would each have an area of 10 metres by 50 metres, totaling 1,000 sq m. The alcohol service facility adjacent to the concert seating adjacent to the stage would have an area of 30 metres by 60 metres, being 180 sq m. The two alcohol service facilities adjacent to the general admission area would each have an area of 10 metres by 80 metres and 10 metres by 50 metres, totaling 1,300 sq m. The facilities would comprise single storey temporary structures. There would be ample queuing space around those facilities.

Performer's stage

The stage would be a raised temporary structure of 56 metres by 25 metres, with a maximum height of 20 metres, totaling 1,400 square metres in area, plus a raised walkway to its rear western side. The stage would be roofed and would be fitted out with speakers and lighting equipment.

Back of stage area

There would be space adjacent to the western side of the stage where seven semi-trailers would be parked. Those semi-trailers would be associated with the set-up of the stage lighting, speakers and other equipment associated with the performance. There would also be eight biodiesel-powered generators adjacent to the western side of the stage.

There would be space for four semi-trailers within the outside broadcast area, where equipment and facilities would be set up for broadcasting the event.

There would be a 10 metre by 30-metre single storey structure used for members of the orchestra to change. There would be a toilet block adjacent to that change facility with three unisex cubicles for performers and crew.

There would be a 10-metre by 30-metre single storey structure used for catering for performers and crew, including food preparation and dining areas. There would be a refrigerated container adjacent to that catering facility.

There would be an area containing 16 single storey temporary buildings each of 3 metres by 6 metres. Those areas would provide sanitary, dressing and other facilities associated with the performances.

The north-easternmost point of the site would be left clear for use by a helicopter for major performer entrance and in the event that a medical evacuation was required.

Parking and vehicular manoeuvring areas and first-aid area

Vehicular access/service corridors would be provided between Sommerville Road and the back-of-house area. It is noted that the buildings to be retained would be secured and would not be utilised as part of the event. Three first aid facilities would be located throughout the site.

Toilet compounds

The toilet compound in the south-eastern area of the site would contain five single storey temporary buildings. The toilet compound in the western area of the site would contain 18 single storey temporary buildings. The toilet compounds to the eastern and western sides of the stage would each contain six single storey temporary buildings. Toilets would be provided at a ratio of 1 in 80.

Installation and dismantling of site works

- 3.11 Prior to the installation of works, site preparation would be carried out in accordance with the recommendations of the Environmental Health and Safety Inspection Report prepared by Noel Arnold and Associates (Appendix F). It is noted that all light-pole structures would have fencing installed around them to prevent unauthorised access.
- 3.12 The installation of works would commence on 17 December 2011. Each day work would commence at 700 hours and would finish at 1900 hours, with vehicular access ceasing at 1800 hours.
- 3.13 The dismantling of works would be completed on 10 January 2012. The site would be left in its original state.

Traffic and transport arrangements

- 3.14 Arrangements for transporting patrons to and from the site are detailed in the Traffic Management Plan by Traffic Plan Professionals, July 2011 (Appendix G).
- 3.15 In summary, the arrangements entail patrons arriving at and departing from the site either as pedestrians using the Old Glebe Island Bridge or as bus

passengers using the bus facility within the site.

- 3.16 The Old Glebe Island Bridge would connect the site to Pyrmont, with the swing mechanism to be operated to allow that to occur, temporarily blocking maritime traffic between Johnstons Bay and Rozelle and Blackwattle Bays. Times of opening and closing of the bridge will be determined in consultation with the Sydney Harbour Master.
- 3.17 Pedestrians (other than those traveling to and from Pyrmont) would arrive and depart from Pyrmont by one or more of the following means:
- Walking to and from their homes or other venues in nearby suburbs;
 - Walking to and from public transport nodes in the Sydney Central Business District, such as Town Hall Station, Wynyard Station, Central Station or Circular Quay;
 - Taking State Transit Authority busses to and from Pyrmont;
 - Taking Metro Light Rail Services from either the John Street Square or Fish Markets Stations. It would be expected that most would take the light rail from and to services arriving at and departing from Central Station;
 - Taking the monorail from Darling Harbour's Harbourside complex; - Hiring taxis to and from Pyrmont; and/or
- 3.18 Busses using the bus drop-off and pick-up facility would enter and exit the site via the existing tunnel under the Old Glebe Island Bridge western approach, which would be temporarily opened to such vehicles for the event.
- 3.19 Busses associated with the event would operate on a shuttle basis between selected railway stations and the site. Busses would also be organised as part of package deals.
- 3.20 The proposal would entail temporary closure of roads as to be determined through detailed consultation with the NSW Roads and Traffic Authority and the NSW Police Force.
- 3.21 The submitted Traffic Management Plan is subject to further detailed measures to be determined and signed off by the NSW Roads and Traffic Authority and in consultation with the NSW Police Force.

Site safety and security

- 3.22 Site safety and security arrangements are detailed in the Security Management Plan by Sure Group dated July 2011 (Annexure D) and in the Site Safety Plan

by Force events dated July 2011.

- 3.24 The Security and Crowd Management Plan includes security measures both for during the events and during the installation and dismantling of temporary structures before and after the events. Security personnel would be present and the security procedures would be in place at all times between the commencement of works and the completion of the dismantling or works.
- 3.25 The submitted Alcohol Management Plan by Hamiltons Hospitality dated July 2011 includes measures relevant to the responsible service of alcohol and will supplement measures and practices that will be required to be implemented and complied with associated with the liquor licensing requirements of the Office of Liquor, Gaming and Racing.

Waste management

- 3.27 The proposal would be conducted with a view to minimising waste and preventing pollution of the site and waterways.
- 3.28 The proposal would adopt the following specific measures:
- All caterers and stall-holders are required to not sell drinks or take-away food products using packaging other than recycling classification numbers 1 – 5. Stall holders will not be permitted to provide plastic bags or polystyrene for retail goods;
 - Grey water drums will be provided by event management, to be pumped out by a sullage contractor post-event. Cooking oil will be the responsibility of caterers to remove;
 - All polystyrene to be removed by stall holders;
 - A two-bin system to be implemented to separate general waste from recyclables. Any waste not separated shall be sent to a suitable waste facility at which waste is separated;
 - Each waste station shall comprise 2x240 litre bins. There will be 60 waste stations distributed throughout the site. Those bins shall be regularly emptied by cleaning staff into bulk bins on site;
 - The event shall be run as a “Waste Wise” event, with information to be disseminated to patrons and other operators. Caterers and stall-holders will be required to agree to and comply with the Waste Wise event guidelines, including a list of materials that are acceptable and a list of materials that are not acceptable. In particular, disposable cutlery and plates will be required to be of compostable, sustainable materials, and

plastic foodware will be required to be avoided; and

- Toilets will be provided at a 1 in 80 ratio. The toilet systems will be pump-out type and provision has been made for pump-outs to be carried out during the events if required. Pump-outs will be carried out by licensed contractors.

4. Statutory controls

- 4.1 The subject site is within the Leichhardt Local Government Area, noting that the eastern entry point to the Glebe Island Bridge, which would be used for pedestrian access to the site, is within the City of Sydney.
- 4.2 The site is affected by the provisions of *Sydney Regional Environmental Plan No 26 – City West* (City West REP) which is deemed to be a State Environmental Planning Policy under the *NSW Environmental Planning and Assessment Act, 1979* (the Act).
- 4.3 The site is within the Port and Employment Zone under the City West REP. Uses within that zone are normally required to be in accordance with the zone objectives, which favour port-related activities. However, clause 22 of the City West REP allows with consent “temporary and interim uses”, whether or not those uses are in accordance with the zone objectives, subject to:
- The use is not to prejudice the eventual development of the site in accordance with the zone objectives;
 - Appropriate arrangements are to be made for reinstatement of the site such as to allow its future use in accordance with zone objectives; and
 - The use will not adversely affect residential amenity and permissible development in accordance with this plan on other sites in the locality.

Details of how the proposal satisfies those requirements is set out in Part 5 of this report.

- 4.4 The subject site is also affected by the provisions of *State Environmental Planning Policy (Major Development) 2005* (Major Projects SEPP). In particular, the subject site is referred to in clause 4 of Schedule 6 of the Major Projects SEPP. The effect of that provision is that the Minister for Planning is the consent authority for development on the subject site where that development does not have a capital investment value of more than \$5,000,000. The proposed development does not have a capital investment value of more than \$5,000,000 and therefore the Minister for Planning is the consent authority for the proposed development. The proposed development would nonetheless be considered under Part IV of the *NSW Environmental Planning and Assessment Act, 1979*.
- 4.5 The proposal is required to be assessed against the matters for consideration set out in Section 79C of the Act. Such as assessment is set out in Part 5 of this report.

- 4.6 The proposed development is affected by various other legislative requirements, including, but not necessarily limited to, the following:
- Noise control legislation and regulations;
 - Liquor licensing legislation;
 - Legislation relating to traffic management of the public road network and Regulations;
 - Waste management legislation and regulations;
 - Food safety legislation and regulations;
 - Occupational Health and Safety requirements; and
 - Legislation relevant to the management of major events in consultation with the NSW Police Force and other emergency response authorities.
- 4.8 The White Bay Power Station, which is 490 metres to the west of the subject site, is listed as a heritage item of State significance under the *NSW Heritage Act 1977* (Heritage Act). However, the proposed development is sufficiently distant from the White Bay Power Station and, given that the proposal is for temporary use and structures only, consideration of the proposal under the Heritage Act is not required.
- 4.9 There are four items listed on the Sydney Ports Authority's Heritage and Conservation Register for the purposes of Section 170 of the Heritage Act. Those items are in the vicinity of the subject site and include:
- A plaque commemorating the opening of the Glebe Island Container terminal;
 - Glebe Island Sandstone Quarry sample;
 - The adjacent silos; and
 - A WWII monument.

Those items are not within the area where the proposed concert would take place and would not be directly affected by the proposed development. It is noted that the Glebe Island locality, including the ANZAC bridge, generally has large numbers of people present for the New Years Eve Fireworks. The heritage items are located at the Glebe Island end of the pedestrian walkway from the ANZAC Bridge. The heritage items would normally be potentially affected by the behaviour of people celebrating New Years Eve. As part of the

present proposal the promoter will have security personnel present at or adjacent to each of the heritage items to prevent anyone from behaving in such a way as to diminish the significance of those items. In that regard the proposal would have a positive impact on the protection of those items and does not warrant referral to the NSW Heritage Office. It is noted that such referral is not required under the NSW Heritage Act given that the items are not directly affected by the proposal.

- 4.10 There are two heritage items in the vicinity of the site listed under the City West REP. Those items are the silos and a monument, both of which are not within the subject site. The proposal does not affect those items and the proposal is therefore acceptable in relation to the heritage provisions of the City West REP.
- 4.11 The Old Glebe Island Bridge is listed as a heritage item under the *Leichhardt Local Environmental Plan 2005* (Leichhardt LEP). However, Leichhardt LEP is not applicable to the subject site, notwithstanding that heritage listing, and that heritage listing is therefore not technically applicable. In any case, the proposed development, whilst involving temporary operation and use of the bridge, does not entail any impacts to its heritage significance.

5. Section 79C assessment

- 5.1 Consideration of the matters for consideration under Section 79C of the Act is as follows.

Section 79C(1)(a)(i) – The provisions of any Environmental Planning Instrument

Sydney Regional Environmental Plan No 26 – City West

- 5.2 The Environmental Planning Instrument of principal relevance to the proposed development is the City West REP. Clause 22 of the City West REP permits a temporary or interim use with the consent of Council.
- 5.3 Under clause 22, consideration is required of whether the proposal will prejudice development in accordance with zone objectives and of whether the site will be suitably reinstated to ensure that development in accordance with zone objectives will be able to occur.
- 5.4 The proposed development will have no significant lasting physical or administrative impact upon Glebe Island. The proposal does not involve the demolition of buildings or any other works that might compromise the future use of the site for port and employment-related uses. The proposal includes the dismantling of all proposed temporary structures and removal of all waste products associated with the event. As such, the proposal will not prejudice development in accordance with the zone objectives and will involve reinstating the site to a condition that will allow its future use for ports and employment-related purposes.
- 5.5 The proposed development will not impact upon the amenity of any other land-uses in the Glebe Island locality. Consideration of wider impacts of the proposed temporary use is set out elsewhere in this report.
- 5.6 The subject site is within the general vicinity of two heritage items listed within Schedule 4 of the City West REP. Those items are:
- Glebe Island Wheat Silos (specified components); and
 - Monument, Glebe Island.

As discussed in Part 4 of this report, those items are outside of the subject site and would not be affected, noting that the security presence associated with the proposal will assist with their protection from any impacts associated with people's behaviour around New Years Eve festivities.

- 5.7 There are no other provisions within the City West SREP of particular

relevance to the proposal.

State Environmental Planning Policy (Major Development) 2005

- 5.8 The subject site is included in clause 4 of Schedule 6 of the Major Development SEPP and the proposed development is therefore affected by clause 9A of that policy. The Minister for Planning is therefore the consent authority for the proposal.
- 5.9 There are no other provisions of the Major Development SEPP of particular relevance to the proposal.

State Environmental Planning Policy 55 – Remediation of Land

- 5.10 Clause 7(1) of *State Environmental Planning Policy 55 – Remediation of land* (SEPP 55) requires that the consent authority consider whether the subject site is contaminated and, if so, whether the site is suitable, or will become suitable after remediation, for the proposed use. If remediation is required, the consent authority has to be satisfied that the remediation will be carried out.
- 5.11 Clause 7(2)-(4) requires that a formal report under the contaminated land planning guidelines be carried out for specified uses on specified sites. The specified uses do not include the proposed use and therefore those provisions are not applicable.
- 5.12 In relation to clause 7(1), an Environmental Health and Safety Inspection Report has been prepared by Noel Arnold and Associates and is contained in Annexure H. That report also addresses site safety issues not related to site contamination. That report finds that the proposal is acceptable subject to implementation of the following measures prior to the commencement of the event:
- Low scale asbestos in buildings to be identified and treated in accordance with applicable Australian Standards and Occupational Health and Safety legislation;
 - Controls are to be implemented to minimise the potential health impacts of seagulls upon food-related areas of the site;
 - Repair to fallen barbed wire fencing within the site;
 - Addressing trip hazards on the ground surface;
 - All electrical switchboards to be secured;
 - Verify the location of a submarine cable under the Old Glebe Island

Bridge and ensure that it will not interfere with operation of the bridge;

- Prevention of access to ladders associated with existing lighting towers;
- Securing of fire-fighting equipment to ensure that it cannot be used in an unauthorised fashion; and
- Provision of fencing to ensure that access to the water's edge by patrons is avoided.

5.13 There are no other matters within SEPP 55 of relevance to the proposed use.

5.14 Having regard to the foregoing, the proposal is acceptable under SEPP 55 subject to implementation of the above measures, which will be carried out prior to any commencement of works associated with the proposed temporary use.

Section 79C(1)(a)(ii) – Draft Environmental Planning Instruments (as specified)

5.15 There are no Draft Environmental Planning Instruments of relevance to the proposal.

Section 79C(1)(a)(iii) – Any Development Control Plan

5.16 There are no Development Control Plans that are ancillary to the City West REP. There are no other Development Control Plans that relate to the subject site.

Section 79(1)(a)(iv) – The Regulations

5.17 There are no provisions within the *NSW Environmental Planning and Assessment Regulation 2000* of particular relevance to the proposed development.

Section 79(1)(b) – likely impacts of the development, including on both the natural and built environments, and social and economic impacts in the locality

5.18 The following considerations are relevant to the likely impacts of the development:

- Potential acoustic impacts to residents in within surrounding suburbs;
- Impacts upon human safety;

- Traffic and transport-related impacts; and
- Ecological impacts related to resource usage and waste generation.

Consideration of each of those matters is as follows.

Acoustic impacts

5.19 The acoustic impacts of the proposed development are detailed in the Acoustic prepared by The Acoustic Group (Annexure F).

5.20 The proposed development has the potential to impact upon residential developments labeled on older-style residential development, more recently constructed residential development and recently constructed mixed uses.

5.21 Of relevance to the acoustic impact of the proposed development is the distance of the potentially affected residential areas from the proposed temporary stage. Those distances are summarised as follows (Figure 1):

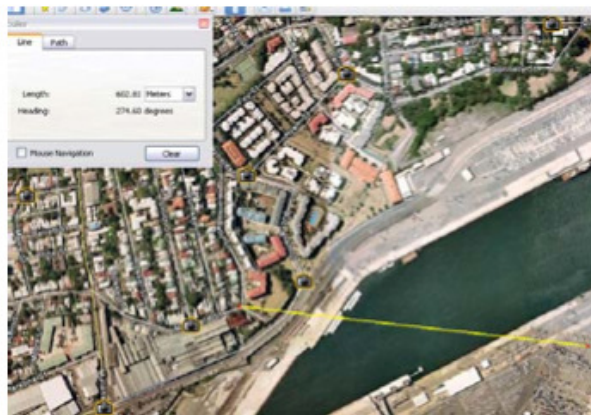
- 473 metres from Donnelly Street, Balmain
- 406 metres from Booth Street, Rozelle
- 603 metres from Mansfield Street, Rozelle;
- 326 metres from Refinery Drive, Pyrmont; and
- 770 metres from Glebe Point.



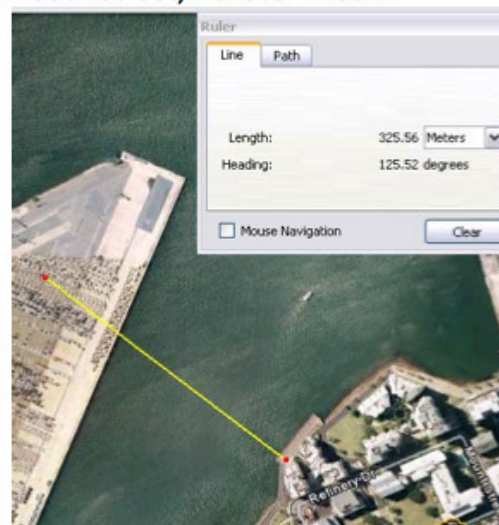
Stage to Donnelly Street, Balmain – 473 m



Stage to new residential development, Booth Street, Rozelle – 406 m



Stage to Mansfield Street, Rozelle – 603 m



Stage to new residential development, Refinery Drive, Pyrmont – 326 m

5.22 The concert will generate noise that will be audible from surrounding localities. The speakers will be oriented in an approximately south-west direction and therefore noise impacts will be principally be in that direction. However, there will also be some transmission of noise in other directions. Impacts of that noise will be reduced through use of an amplifier delay system which allows speakers located remotely from the stage to be used to deliver sound to the seats furthest from the stage. The use of that system allows the noise levels from the main amplifiers at the stage to be lowered whilst still maintaining acceptable quality for patrons.

5.23 The report by The Acoustic Group sets out the following key points:

- Noise control legislation in NSW does not establish a specific noise control framework for concerts;
- New residential developments on the northern side of White Bay and in Pyrmont were required to incorporate noise control measures to address

noise emitted from operational port facilities;

- In considering the acceptability of acoustic impacts of concerts in general, consideration is given to the number of concerts per year, with the exclusion of State Significant Events;
- The recommended control for the proposed concerts is LA10, 15mins 85dB(A) at residential boundaries supplemented by LC10, 15mins 100dB(C) at residential boundaries;
- Set up and dismantling of the equipment would not generate significant noise;
- Control measures are set out in relation to the use of helicopters in order to achieve remain within noise levels;
- In accordance with normal outdoor concert sound management, the sound stage system would be angled downwards with a controlled pattern to maximise concentration of noise to the audience seating area and to minimise the spillage of noise to the side;
- Based upon levels shown in the noise plot attached to the acoustic report which show the levels generated in the audience seating area, noise levels at the receivers shown in the acoustic report would coincide with the 85dB(A) limit.

5.25 The acoustic report contains the following comments regarding measures required to maintain the identified noise levels:

- Noise monitoring staff are to be employed to monitor noise levels and are to be in contact with the front of house controller;
- A person is to be stationed at the sound desk and is to have continual radio contact with external noise monitoring personnel to take action in the event that noise levels are approaching maximum limits; and
- The fold-back systems should use in-ear monitoring rather than speakers to reduce noise levels towards Pyrmont.

Those measures will be adopted for the concerts.

5.26 Subject to the identified noise levels being maintained, it is considered that the acoustic impacts of the proposed concerts to surrounding suburbs will be acceptable on the following grounds:

- The noise levels are consistent with those that are applied to Sydney

Olympic Park, which may reasonably be used as a guide given that the proposal is two concerts only and does not relate to the ongoing use of the site;

- The majority of residential development nearest to the site has been acoustically treated to be resilient to noise impacts from port activities, which will reduce the impact of the proposed concerts upon those dwellings; and
- The overall noise generation from the site is favourable in comparison to that generated by the previous port-related use of the site.

5.27 It is noted that recently constructed residential flat developments adjacent to White Bay that are designed to be resilient to noise impacts would have the effect of shielding older-style dwellings adjacent to those dwellings from noise impacts. Those dwellings would receive some impact, but that impact would be reduced by the shielding effect of those buildings.

5.28 Some older style dwellings in Balmain East would not be shielded from noise impacts by other buildings. However, those dwellings are in the opposite direction to the direction of noise from the concerts, which would significantly reduce their exposure to noise.

Human safety

5.29 Aspects of the proposal that are relevant to human safety are detailed in the Site Safety Plan prepared by Force Event, July 2011.

5.30 The proposal would involve a substantial deployment of security personnel, supplemented by the availability of crowd controllers, police and other emergency services personnel. There will be further liaison between the proponent and emergency services personnel many months prior to the concert, up until the time of the concert, and for the duration of the events to ensure the safety of patrons and other members of the public.

5.31 The Site Safety Plan includes food safety management measures to ensure that the food premises on the site will comply with all applicable food safety legislation.

5.32 The measures set out in the Environmental Health and Safety Inspection Report by Noel Arnold and Associates will be implemented to ensure that the site is in a safe and healthy condition prior to the commencement of any works.

5.33 All occupational health and safety laws will be complied with.

- 5.34 All temporary structures will be certified as to their safety and adequacy prior to the commencement of the events.

Traffic and transport-related impacts

- 5.35 The Traffic and Transport Management Plan prepared by Traffic Plan Professionals details the traffic and transport arrangements, which principally involve:

- Pedestrian access to the site via the Old Glebe Island Bridge;
- Bus/coach access to the site via Sommerville Road; and
- For the 3 January concert only there would be some use of car-parking stations within Pyrmont by patrons of the event.

- 5.36 There is typically a significant volume of pedestrian and vehicular traffic associated with the annual New Years Eve Fireworks. That traffic is concentrated in the period following the completion of the fireworks display.

- 5.37 Due to the availability of shops and refreshments within the site of the proposed concert; the proposed lower noise level concert after the main act on New Years Eve; and the provision of amenities; the majority of patrons are not considered to be likely to leave the site immediately. It is likely that as patrons depart they will observe the lengths of queues to exit the site so that some patrons will chose to remain on the site for some time after the concert. There will be liaison with NSW Police Force, both prior to and during the concert regarding suitable control measures to minimise the concentration of numbers of people departing the site.

- 5.38 Patrons leaving the concert will be likely to be met by a flow of people leaving the City and travelling in the opposite direction. There will be liaison with the NSW Police and RTA regarding measures to manage that movement of people. It is noted that the flow of patrons from the concert will dissipate as patrons either go to Metro Rail or Monorail Stations, or take various routes through Darling Harbour to the CBD.

- 5.39 Liaison with key transport agencies will be carried out prior to the events. Those agencies include:

- NSW Department of Transport
- NSW Police Force
- Roads and Traffic Authority

- Sydney Ports
- NSW Maritime
- Sydney Harbour Harbour Master
- Civil Aviation Safety Authority
- Leichhardt Council
- City of Sydney
- Sydney Ferries
- Sydney Busses
- Veolia Transport (operators of Light Rail and Monorail)
- City Rail.

5.40 Busses and coaches entering and exiting the site will do so via James Craig Drive and the signalised intersection onto the City West Link. Any limited queuing of busses is not likely to cause significant inconvenience to other property owners because no residential properties would be affected.

5.41 From the signalised intersection, busses and coaches will generally travel westwards along the City West Link, because people travelling from the concert eastwards towards the City will generally walk across the Old Glebe Island Bridge. Those busses and coaches will encounter traffic departing the New Years Eve Fireworks. However, that is not reasonably likely to flow at an unacceptably slow rate.

5.42 The New Years Eve Fireworks are conducted annually, with large numbers of people concentrated in foreshore areas and the Sydney Central Business District. The event is successfully conducted each year and there is no reasonable likelihood that the pedestrian and bus/coach traffic associated with the event will contribute to unacceptable impacts.

5.43 Having regard to the foregoing, there is no reasonable likelihood that the proposal will lead to unacceptable traffic or transport-related impacts subject to implementation of the Traffic and Transport Management Plan and the ongoing development of that plan in liaison with relevant agencies.

Ecological impacts

5.44 The potential ecological impacts of the proposal relate to energy consumption

and waste management. It is noted that the site is within the ports area where there is typically round the clock shipping activity, and that the sensitivity of marine life within the adjacent waterways to noise and lighting impacts is not a significant consideration.

- 5.45 The stage lighting and sound systems will be operated using generators powered by biodiesel. Biodiesel is an alternative source of energy that is generally considered to be more ecologically sound than fossil fuels.
- 5.46 Controls will be imposed to restrict the use of wastes such as polystyrene or plastic bags within the site to minimise the potential for those wastes to enter the waterways. Fencing around the site will virtually eliminate the potential for patrons to throw waste or other objects into the water.
- 5.47 Grey water associated with catering will be disposed of by licensed contractors. Toilet wastes will also be disposed of by licensed contractors.
- 5.48 The event will be run in accordance with “Waste Wise Event” practices, the main effect of which is to require the use of biodegradable materials for cutlery and plates. Those measures will reduce the amount of non-biodegradable waste associated with the event, as well as contributing to environmental education.
- 5.49 There are no other likely ecological impacts associated with the proposed development and the proposed development is therefore considered to be acceptable in relation to its ecological impacts subject to implementation of the measures in the Management Plan.

Section 79(1)(c) – The suitability of the site for the development

5.50 There are a limited number of venues in Sydney for the holding of large concerts. The main alternatives to the use of Glebe Island that have been considered are:

- Olympic Park;
- Sydney Football Stadium;
- The Domain; and
- Centennial Park and Moore Park.

The latter two venues are insufficient to accommodate the numbers of people that would wish to attend the events. The former two venues have a sufficient capacity but do not possess the characteristics that Glebe Island has in terms of creating a sense of occasion and promoting Sydney as a globally important

city, with the associated economic benefits.

5.51 Glebe Island possesses the following attributes that are favourable to the holding of the proposed concerts there:

- It comprises a very large, vacant area that is readily able to accommodate the numbers of people that would attend;
- It comprises a paved surface that will not be significantly damaged by the holding of a concert there;
- It is flat, and is therefore readily able to accommodate the required temporary structures and to allow people to view the concerts generally without obstruction;
- Whilst some works are required, much of the required infrastructure is in place, particularly the general lighting;
- The site itself is not subject to through traffic;
- The site can be accessed via a major arterial road corridor without traffic having to pass through residential or other sensitive areas. Furthermore, there are existing traffic signals at the intersection to the major arterial road;
- The site can be accessed for pedestrians via the Old Glebe Island Bridge, with pedestrians being separated from vehicular traffic;
- Major Sydney landmarks are visible from the site which will enhance the sense of occasion associated with the event. Furthermore, broadcasts of the event will allow Sydney to be readily identified and promoted, taking advantage of the fact that Sydney is the first major international city to see in the new year;
- The fireworks will be visible from the site, and the event will allow more people to enjoy those fireworks;
- The site is not immediately adjacent to land-uses that will be adversely impacted to any significant degree; and
- Noise impacts to surrounding suburbs are reduced by recently constructed developments being designed to be resilient to noise impacts associated with ports related uses in the locality, including those that have occurred at Glebe Island.

5.52 Having regard to the foregoing, it is considered that the subject site is suitable

for the proposed temporary use.

Section 79(1)(d) – Any submissions made

5.53 Submissions will be considered by the consent authority during the assessment.

Section 79(1)(e) – The public interest

5.54 The concerts will provide two major public benefits, being:

- Economic benefits to NSW; and
- The opportunity for many people to enjoy the concerts, which will be unique and special occasions.

5.55 The economic benefits to NSW will comprise both short-term and long-term benefits.

5.56 Short-term economic benefits will include:

- Bringing tourists into Sydney. The New Years Eve Event would mostly attract Sydney residents, although some interstate visitors and visitors from regional NSW would be expected to attend.
- The employment of workers involved with constructing and staging the event; and
- The opportunity for stallholders and caterers to do business.

5.57 Long-term benefits would be associated with the promotion of Sydney as an important global city through broadcasting of the event to an international audience. The broadcasting of the event would expose Sydney to people viewing the concert as well as to people viewing excerpts from the concert as part of news coverage of New Years Eve festivities around the world. The benefits of such exposure include a greater awareness of Sydney, which will assist with attracting investment and/or with companies considering the use of Sydney as a base for their operations.

5.58 Whilst it is recognised that there will be some environmental impacts associated with the concerts, those impacts can be acceptably managed and are considered to be acceptable given the temporary nature of the use. It is considered that the public interest benefits of the proposed temporary use would far outweigh those impacts.

Conclusion of Section 79C Assessment

5.59 The proposed temporary use has been assessed under Section 79C of the *NSW Environmental Planning and Assessment Act, 1979*. Subject to consideration by the consent authority of any submissions that may be received, and subject to implementation of measures set out in this report and in the documentation accompanying the application, the impacts of the proposed development would be acceptable.

6. Conclusion

- 6.1 The proposed temporary use would utilise the site at Glebe Island for two concerts, one on New Years Eve and the other on 3 January 2012.
- 6.2 The concerts would be special occasions which would promote Sydney as a global city and which would generate major economic benefits to NSW.
- 6.3 The proposed concerts are permissible as a temporary use under the Sydney Regional Environmental Plan 26 – City West. The proposed use will not give rise to any impacts on the potential of the site to be used for ports and employment-related purposes.
- 6.4 The proposal is in accordance with all applicable statutory controls. The concerts will be conducted in accordance with the measures set out in this report and associated documents.
- 6.5 Measures to ensure the security of patrons and the general public will be implemented. A comprehensive assessment of risks and of measures to minimise and address those risks has been carried out and is included in the management plan.
- 6.6 The proposal incorporates pedestrian and bus/coach transport arrangements that will be implemented to ensure that people can arrive at and depart from the locality in a safe and efficient manner. Whilst there will be some traffic impacts associated with the New Years Eve event in particular, those will be within reasonable expectations associated with New Years Eve.
- 6.7 The proposed acoustic measures will control noise to within reasonable limits for a major event in accordance with the submitted acoustic report. The nearest residential properties have been required to be constructed to be resilient to noise impacts associated with the operation of Glebe Island and White Bay as a port. Acoustic impacts will be acceptable for a major event occurring on a temporary basis.
- 6.8 It is considered that the proposal should be approved subject to implementation of the measures set out in this report and accompanying documents.



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11 July 2011