



Planning &
Infrastructure

DEVELOPMENT ASSESSMENT – TEMPORARY CHANGE OF USE FOR PUBLIC CONCERTS

**Sommerville Road, GLEBE ISLAND
(DA 032-07-2011)**

Director-General's Assessment Report

Part 4 of the *Environmental Planning and
Assessment Act 1979*

November 2011

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November 2011
NSW Department of Planning & Infrastructure
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EXECUTIVE SUMMARY

Sydney Resolutions Pty Ltd has lodged a Development Application for two concert events, as one-off events, on Glebe Island off Sommersville Road, Glebe.

The application seeks approval for:

- Concert events as follows:
 - 31 December 2011 (2:00pm – 3:00am) for approximately 30,000 patrons; and
 - 3 January 2012 (2:00pm – midnight) for approximately 20,000 patrons.
- On site Market Village of 262 stalls which will operate until 1:30am on New Years Eve and 11pm on 3 January 2012.
- Erection of associated temporary structures, including stage, grandstand, toilet facilities and bar area.
- Bump-in (venue preparation) proposed on 17 December 2011 and bump-out (vacate site) is proposed for 10 January 2012 for a total site occupation period of 24 days.
- Provision of temporary wharf/pontoon facility on the waterway adjacent to the site, in Johnston's Bay, to service the ferries.
- Bus parking and patron queuing for transport from James Craig Road.

Glebe Island is located off Sommersville Road on the Balmain Peninsula and is situated within the Leichhardt Local Government Area. The site is zoned Port and Employment Zone under the Sydney Regional Environmental Policy No. 26 - City West (SREP - City West). The proposed event is consistent with the zone objectives and is permissible within the zone.

The application was exhibited between 10 August 2011 and 31 August 2011 (21 days). The Department received 43 public submissions and submissions from CASA, NSW Police, Department of Transport, Leichhardt Council, City of Sydney Council, Centennial Park & Moore Park Trust, Department of Environment and Heritage and NSW Maritime. The key issues raised in these submissions included how the events would safely and efficiently operate during the New Years Eve festive period, public safety, traffic management, transport planning, noise and patron behaviour.

In response to the issues raised, the applicant amended the proposal to restrict the event crowd capacities to 30,000 on 31 December, 2011 and 20,000 on 3 January 2012 and provided additional information in relation to transport and patron management. These reductions in crowds (from the original proposal of 44,000 and 44,500 respectively) has reduced the scale of likely adverse impacts on transport and patron management. Key government agencies, including NSW Police and Department of Transport have reviewed the amended proposal and now do not object, subject to conditions.

The Department is satisfied that, subject to conditions, the proposed events may be held as a one-off event, in a safe manner and with acceptable impacts for the nearby locality. The Department recommends that it be approved as a deferred commencement consent requiring:

- separate approval for the wharf/pontoon component of the development; and
- that appropriate and acceptable management plans are approved to address transport, public safety, security, noise and patron behaviour issues.

The Department further recommends conditions of consent to reduce the recommended noise level limits and to require that all management plans be approved/supported by relevant government agencies prior to the concert events being held.

The Minister for Planning and Infrastructure is the consent authority for the proposal. However, the Planning Assessment Commission may determine the application on the Minister's behalf under delegation dated 14 September 2011 as the proposal generated greater than 25 submissions and an objection from Leichhardt Council.

1. BACKGROUND

This is a report on development application (DA) 032-07-2011, seeking consent for a one-off, temporary use of land at Sommerville Road, Glebe Island for the staging of two music concerts. The applicant is Sydney Resolution Pty Ltd.

The Minister for Planning and Infrastructure is the consent authority under Clause 9A of the State Environmental Planning Policy (Major Development) 2005 (MD SEPP 2005). Despite the repeal of Part 3A of the Environmental Planning and Assessment Act, 1979, on the 1 October, 2011 the Major Development SEPP continues to operate for the purpose of identifying the Minister as the consent authority on the Glebe Island site.

2. SITE AND SURROUNDING DEVELOPMENT

The site is located off Sommerville Road, Glebe Island on the Balmain Peninsula (**Figure 1**) and is situated within the Leichhardt Local Government Area. It has an area of 11.4 hectares and is predominantly vacant apart from seven single storey buildings.

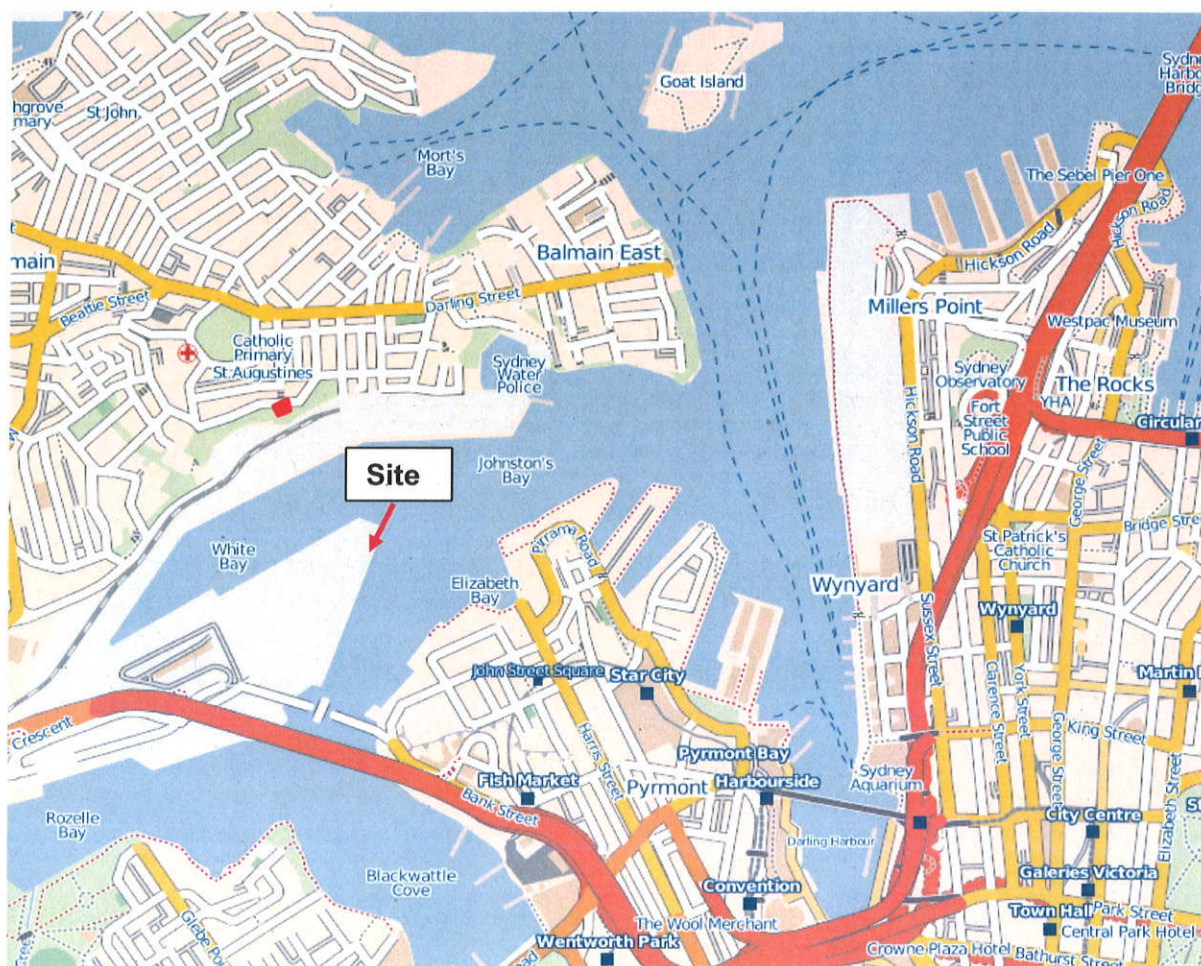


Figure 1: Site

The site forms a substantial proportion of the locality known as Glebe Island, which is part of the Bays Precinct ("Glebe Island" was historically an island but through reclamation work commencing in the 1890s it became a peninsula). The site is accommodated in the northern part of the peninsula and is 2 kilometres to the west of the Sydney CBD.

The site is bounded by waterways on three boundaries, apart from the southwest, and by the suburbs of Pyrmont to the east, Balmain to the north, Balmain East to the north-east, Rozelle Bay/Glebe to the south, and Rozelle to the west. The closest residential properties to the subject site are approximately 200 metres across Johnstons Bay adjacent to Elizabeth Bay in Pyrmont. The performance stage is to be orientated to the south towards the ANZAC Bridge and Rozelle Bay maritime area. The site is bounded by the waterways of White Bay to the north and west and Johnston's Bay to the southeast and east.

The subject land is part of an existing working port which currently provides for the unloading of cargo ships. During the Christmas and New Year period the Glebe Island facility will not be in use for shipping purposes.

The site is provided with vehicular access via Sommerville Road off Victoria Road from the south (**Figure 2**). The area is characterised by a mix of industrial uses, generally relating to the maritime industrial precinct and residential development to the east, west and north of the site. Directly to the south of the site is the Old Glebe Island Bridge and Anzac Bridge along with the maritime activities in Rozelle Bay. The site does not directly adjoin other development sites apart from land that accommodates Sydney Port activities.

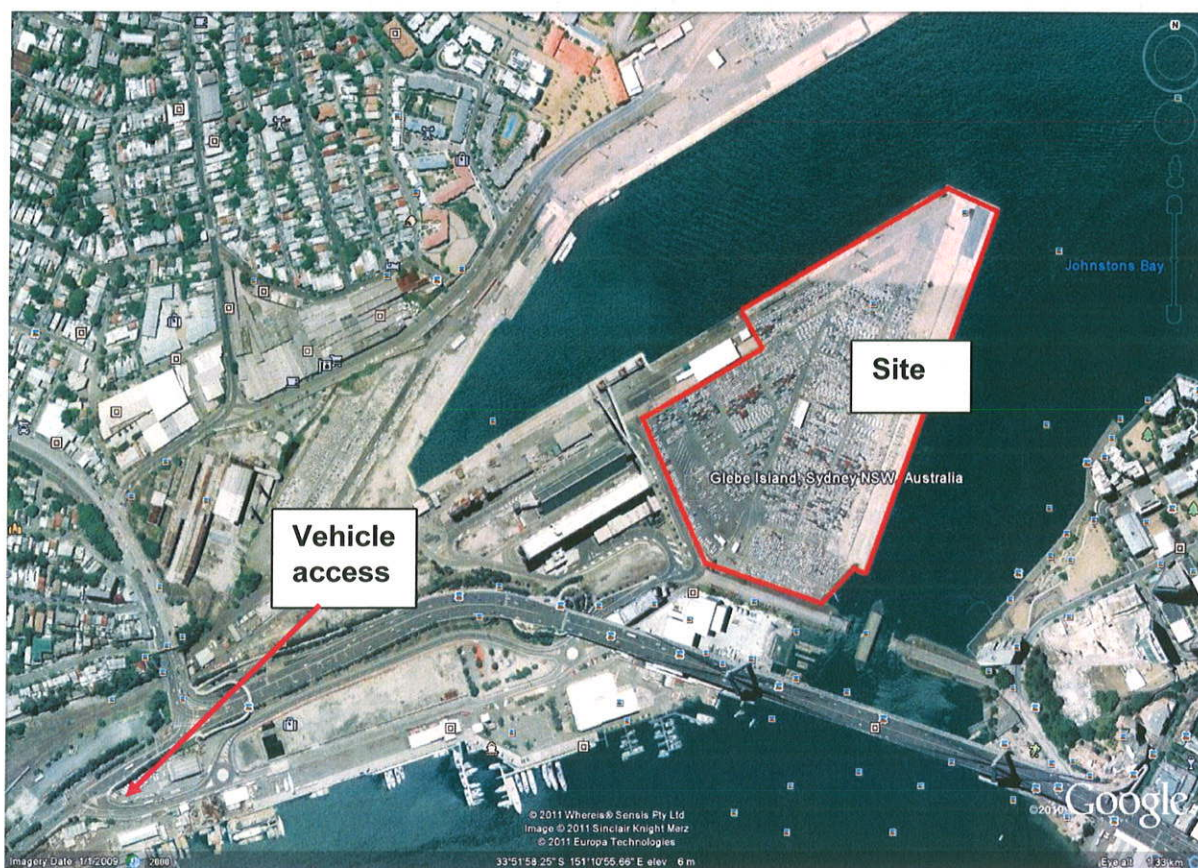


Figure 2: Aerial View

3. PROPOSED DEVELOPMENT

On 18 July 2011, a development application was submitted in accordance with the Environmental Planning and Assessment Act, 1979 (the Act) seeking approval to hold two, stand alone, concert events on the following dates:

- 31 December 2011 (2:00pm – 3:00am) with 44,000 patrons; and
- 3 January 2012 (2:00pm – 11:00pm) with 44,500 patrons.

This proposal included a transport management plan that provided a number of options for patrons to access the site, including park/shuttle from Moore Park, train/shuttle from Central Station, train/walk from Wynyard/Town Hall Stations, Kiss & Drop and limousine/taxi. The use of the Old Glebe Island Bridge for pedestrians was central to this access strategy.

However, a number of concerns were raised by relevant agencies with the proposed transport and patron access options. In particular, the use of the Old Glebe Island Bridge for pedestrian access; Moore Park; and the likely traffic congestion associated with crossing east-west through the Sydney CBD on New Years Eve.

The site layout for stages, grandstands, seating, village area and associated structures is illustrated at **Figure 3**.

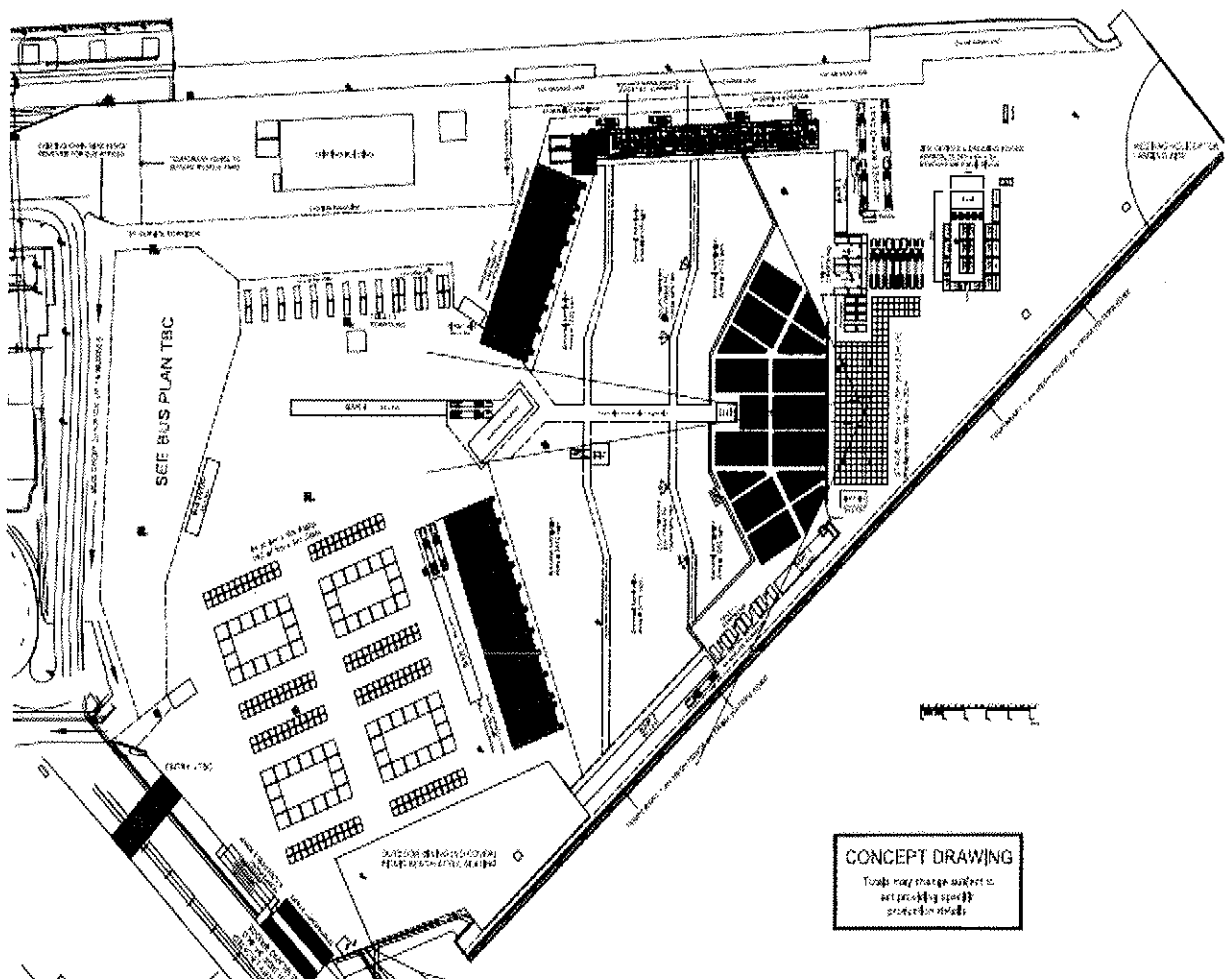


Figure 3 – Site development proposal – Indicative Layout Only.

The applicant has subsequently amended the proposal in response to concerns raised in the exhibition, namely relating to traffic, transport, public safety and noise. The amended application now seeks approval for the following:

Concert events as follows:

- 31 December 2011 (2:00pm – 3:00am) for approximately 30,000 patrons; and
- 3 January 2012 (2:00pm – midnight) for approximately 20,000 patrons.

- On site market village of 262 stalls which will operate until 1:30am on New Years Eve and 11pm on 3 January 2012.
- Erection of associated temporary structures, including stage, grandstand, toilet facilities and bar area.
- The proposed transport and access arrangements are as follows:
 - ferry transport on the basis of the following:
 - from Barangaroo on 31 December - 33% or approximately 10,000 patrons;
 - from King Street Wharf on 3 January - 37.5% or approximately 7,500 persons;
 - shuttle bus passengers from Central Station totalling:
 - 31 December 43% of patrons or approx 12,800 persons;
 - 3 January 37.5% or approximately 7,500 persons;
 - on-site parking for 1,200 persons (400 vehicles), being 4% approximately for 31 December; and
 - other, including light rail, local buses, kiss/drive and walking totalling:
 - 31 December 20% or approximately 6,000 persons; and
 - 3 January 25% or approximately 5,000 persons.
- Bump-in (venue preparation) proposed on 17 December 2011 and bump-out (vacate site) is proposed for 10 January 2012 for a total site occupation period of 24 days.
- Provision of temporary wharf/pontoon facility on the waterway adjacent to the site, in Johnston's Bay, to service the ferries.
- Bus parking and patron queuing for transport is to be off James Craig Road.

The application is supported by the following management plans:

- transport management plans, for the 31 December and 3 January events;
- security management plan and security risk assessment plan;
- sound management plan;
- emergency management and incident response plan, including evacuation plan; and
- health and safety policy manual.

This amended proposal forms the basis for the Department's assessment below.

4. STATUTORY FRAMEWORK

4.1 Permissibility

The proposal incorporates both water and land based development and is therefore subject to separate zonings under the Sydney Regional Environmental Plan No.26 – City West and Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.

Sydney Regional Environmental Plan No.26 – City West

Glebe Island is located within the Port and Employment Zone pursuant to Clause 20(c), Part 3, Division 4 as identified by the Sydney Regional Environmental Policy No. 26 - City West (SREP - City West). The Department notes that the SREP is now a deemed SEPP for the purpose of statutory consideration. The proposed event is consistent with the zone objectives and is permissible within the zone by virtue of Clause 22 "*Temporary and interim uses*". The proposal seeks to use the site for a maximum of 24 days, including installation of event structure on the site, holding the events and dismantling the facilities, in order to return the site to its original state.

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The application seeks approval for the provision of a temporary wharf/pontoon structure within the waterway adjacent to the Glebe Island site in order to provide safe access/egress

to the site from ferries. The Department notes that the SREP is now a deemed SEPP for the purpose of statutory consideration.

Under the SREP, the waterway is zoned W1-Maritime Waters within which a charter and tourism boating facility is a permissible activity.

The Department considers that the proposed wharf/pontoon within the waterway is consistent with the definition for charter and tourism boating facility under SREP 2005 and is therefore a permissible use within the waterway. The Minister for Planning and Infrastructure is not the consent authority for this aspect of the proposal. However, it may be separately determined by the Minister administering the Ports and Administration Act, 1995, based upon the knowledge that the proposed activity is permissible and would be subject to a full merit assessment.

The Department considers that the proposal is consistent with the objectives as the proposed use is temporary, inclusive of any wharf/pontoon, and would not involve any long term boating conflicts in this locality.

4.2 Legislative Context

The proposed development is assessed under Part 4 of the EP&A Act in accordance with Section 76A of the Act. The proposal has been lodged under the provisions of Schedule 6, Clause 4 "*Ports and related employment lands*" of the State Environmental Planning Policy (Major Development) 2005 which identifies development of Ports and related Employment Lands with capital value investment of less than \$10 million. Despite the repeal of Part 3A on the 1 October, 2011 the Major Development SEPP continues to operate for the purpose of identifying the Minister as the consent authority on the Glebe Island site.

4.3 Consent Authority Roles

The Minister for Planning and Infrastructure is the consent authority under Clause 9A of the State Environmental Planning Policy (Major Development) 2005 (MD SEPP 2005). However, the Planning Assessment Commission may determine the application on the Minister's behalf under delegation dated 14 September 2011, as the proposal generated greater than 25 submissions and was the subject of objection by Leichhardt Council.

The proposal includes a temporary wharf/pontoon structure within the waterway to accommodate the ferry access/egress. The consent authority for this structure, being a "water-based development", is the Minister administering the Ports and Administration Act, 1995 through NSW Maritime pursuant to the Sydney Regional Environmental Plan 2005 (Sydney Harbour Catchment). The structures are also partly located below the Mean High Water Mark (MHWM). It is not within the Minister for Planning and Infrastructure's power to determine this aspect of the application.

In this regard, a separate development application is required to be lodged with NSW Maritime seeking approval for the proposed wharf/pontoon use. The approval of the wharf/pontoon facility off Glebe Island is an integral part of the overall development. The Department considers that it is appropriate in this instance to require that this approval be provided as a Deferred Commencement requirement should the Minister determine that all other aspects of the proposal are acceptable.

The Deferred Commencement consent approach is considered reasonable in this instance as there is reasonable certainty that consents would be issued by the relevant authorities for the outstanding matters as this use is permissible (see Section 4.1 of this Report) and based upon their involvement in the extensive consultation process undertaken in assessing the

subject application. This consent would only become operable should approval be granted for the wharf/pontoon facility and where all other requirements of the consent have been met.

4.4 Strategic Context

The proposal has been assessed against the principles of the NSW 2021 plan for growth in NSW. The subject proposal is considered to be consistent with the following Plan goals:

1. improve the performance of the NSW economy;
2. strengthen the NSW skill base; and
3. enhance cultural, creative, sporting and recreation opportunities.

The Department considers that the proposed development will create opportunity to promote Sydney Harbour and Australia as part of the New Years Eve Sydney harbour festivities. The proposed concert series is also considered to be a production that will have a wide economic and community benefit.

5. CONSULTATION AND SUBMISSIONS

5.1 Public Consultation

The application was exhibited between 10 August 2011 and 31 August 2011 (21 days), in accordance with the Regulations, the Glebe Bay and White Bay Master Plan (administered by the Sydney Ports Authority) and the Leichhardt Development Control Plan 36 - Notifications. The Statement of Environmental Effects (SEE) was placed on the Department's website, the Department's Information Centre and City of Sydney Council and Leichhardt Municipal Council offices. The Department also placed notices in the Inner West Courier, Sydney Central, the Daily Telegraph and the Sydney Morning Herald on 10 August 2011. A wide area of adjoining landholders and relevant State and local government authorities were individually notified by the Department.

The Department received 43 public submissions and submissions from CASA, NSW Police, Department of Transport, Leichhardt Council, City of Sydney Council, Centennial Park & Moore Park Trust, Department of Environment and Heritage and NSW Maritime.

5.2 Agency Submissions

The issues raised by the Council's and government agencies are set out in detail in Appendix "A". In addition to the formal consultation process a number of meetings were held between the applicant, Leichhardt and City of Sydney Council's and government agencies in order to address/respond to issues of concern relating particularly to public safety, traffic/transport, patron behaviour control and noise. Specific issues raised by the Councils and key government agencies are as follows:

Leichhardt Council

Leichhardt Council indicated it opposed the proposal and raised the following concerns with the application:

- lack of consultation, information and detail;
- acoustics and noise;
- inadequacy of traffic and transport information;
- unreasonable closing hours at 3:00am, preferred at 2:30am;
- acknowledgement of the need for a review committee post the events; and
- New Years Eve festive period currently results in great congestion and the events would be more suitably held at a different time.

City of Sydney Council

City of Sydney Council did not object in principle but raised concern with the acoustic report accompanying the application on the basis that:

- the report relies on the noise level restrictions applicable to the Sydney Olympic Park events without suitable justification for adoption of those standards;
- it recommends that upper noise levels should be restricted to the levels imposed on the Sydney Cricket Ground and Royal Botanic Gardens for similar types of events;
- the failure of the acoustic report to recommend noise restriction levels for the event after midnight; and
- there should be a conditional requirement for a Noise Management Plan to be prepared and approved one month prior to event.

NSW Police

Initially the NSW Police raised major concern with public safety issues associated with the larger concert events that were proposed, in particular from a management perspective on New Years Eve when up to 1.2 million people will be in and around the Sydney waterfronts. These issues have been addressed with the reduction in scale of the concerts and further details provided in various management plans. The NSW Police now raise no objection to approval of the proposal subject to conditions including the following:

- creation of an Emergency Management Committee to meet regularly;
- preparation of a Police Operational Plan to identify adequate user charge for police;
- adoption of an acceptable Traffic and Transport Management Plan; and
- preparation of an acceptable Emergency Evacuation Plan.

The requirements of the NSW Police are recommended to be imposed as conditions of consent in order to ensure that the events occur in an orderly and safe manner.

Department of Transport (DoT)

Initially DoT raised major concern with traffic management issues associated with the larger concert events that were proposed, particularly with regard to traffic management as part of the NSW Government's holistic Sydney traffic plan approach for the New Years Eve period. These issues have generally been addressed with the reduction in scale of the concerts and the amendment to the transport management plan. DoT now raise no objection to approval of the proposal subject to conditions including the following :

- the preparation of an appropriate Traffic and Transport Management Plan, detailing:
 - a restriction on engaged ferry operators not operating on additional events between 2pm-3am on New Years Eve or 2pm-Midnight on 3 January;
 - ensuring that ferry operators/crew have adequate breaks from operations;
 - inclusion of a ferry management plan in the document;
 - confirmation that the appropriate buses and ferries and staff can be attained to service the events;
 - detailed design of a bus interchange facility to service Glebe Island;
 - identification of the role of monitors/marshalls to control traffic/pedestrians; and
 - preparation of an appropriate way finding sign plan for Glebe Island;
- application for, and approval for any necessary Road Occupancy Licence Applications;
- preparation of an appropriate Security Management Plan detailing provision for:
 - adequate security staff, and police presence, on site;
 - adequate security staff to control access onto Anzac Bridge; and
 - adequate security staff to control patron behaviour at external sites, including Anzac Bridge, Central Station, Barangaroo ferry terminal and ferry staff.

The requirements of DoT are recommended to be imposed conditionally in order to ensure that traffic is controlled and the event will not adversely impact on the existing New Years Eve festival events.

5.3 Public Submissions

A total of 43 public submissions were received. The points raised in the submissions are summarised in **Table 1**.

Table 1: Summary of Issues Raised in Public Submissions

Issue	No of submissions
Noise Impacts – generally, including set-up and rehearsals	33
Helicopter – inadequate justification/only use for emergency	16
Traffic management – access and pedestrian routes	13
Management of Patrons – behavioural and access/egress	11
Impact on Local Residents – enjoyment of NYE festivities	10
Security – licensing/bridge/routes/staffing	9
Boating – impact due to Bridge closure	8
Precedent – potential once event approved sets standards	7
Acoustic – monitoring/consultation/hotline contacts	6
Inadequacies – SEE and Reports generally	6
Finishing Time – 3am is too late	6
Second Concert - inadequate justification	5
Options – alternative date/site should be investigated	4
Reliability of the Old Glebe Island Bridge	4
Parking – inadequate to service event/impacts on locals	2
Out of Character with Local Development	1
Employee Health & Safety Concerns – OHS Report	1

It is noted that the original proposal sought to utilise the Old Glebe Island Bridge as a pedestrian thoroughfare for the concerts and also sought the use of a helipad on-site to service the events. However, the proposal was amended in response to concerns raised regarding the appropriateness of using the bridge and the need for the helipad. These amendments overcame concerns raised relating to the use of the bridge, impeding boating in the Bay and the use of the helipad. All public submissions have been considered, see Appendix “A”, and issues raised in submissions discussed in further detail in Section 6.

The issue of the proposal setting a precedent for this form of development has been raised. It is noted that the landowner, Sydney Ports Corporation, has issued a time limited consent for the application of six months and it is recommended that the development application consent remain valid only until March 2012 to accommodate this specific and unique proposal. The subject proposal is currently only accommodated on the Glebe Island site as its primary maritime activities have momentarily ceased upon the land. Hence, approval of this one-off concert event proposal is unlikely to create a precedent situation for similar forms of development in the future due to the unique situation that has occurred with this site.

6. ASSESSMENT

6.1 The Environmental Planning & Assessment Act- Section 79C

The likely impacts of the development, the suitability of the site for the proposed development and the public interest have been considered in accordance with Section 79C as follows.

6.1.1 Section 79C(1)(a) the provisions of: (i) any environmental planning instrument, and

The Department has identified the following environmental planning instruments as being applicable to the assessment of the proposal:

- State Environmental Planning Policy (Major Development) 2005
- Sydney Regional Environmental Policy No. 26- City West
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- State Environmental Planning Policy No.55 – Remediation of Land
- State Environmental Planning Policy (Temporary Structures) 2007
- State Environmental Planning Policy (Infrastructure) 2007

The application has been assessed against the provisions of these environmental planning instruments and is considered to be consistent with the aims, objectives and provisions of the instruments. A detailed assessment of the application against the documents is available at Appendix E. On this basis the application is considered to be acceptable against the provisions of these documents subject to conditions of consent.

6.1.2 Section 79C(1)(a)(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

The Glebe Island and White Bay Master Plan 2001

The Glebe Island and White Bay Master Plan 2001 was prepared to provide guidance to operators and authorities on the type, scale and form of appropriate development, to enable development to proceed efficiently, to assist the public in understanding the character of the area and to guide consent authorities when considering developments. It provides land use principles in relation to

- protection of maritime activities;
- improvement of port efficiency and competitiveness;
- enhancement of environmental performance;
- improvement of the appearance of the port; and
- accommodation of forecast trade growth.

The Department considers that the proposed temporary use of Glebe Island to stage two concerts in two days, over a 24 day period, is consistent with the above principles as it will not detract from the existing commercial port facility operations and will provide for a temporary economic use of the land.

Regarding noise and noise related impacts of future development the Master Plan provides criteria for the assessment of any use of the area. This includes consideration of:

- increase in noise levels for nearby residential areas;
- implementation of the Noise Management Plan adopted for the Glebe Island and White bay facility; and

- *provisions of the Environmental Protection Authority's NSW Industrial Noise Policy.*

In this instance the proposal would not comply with these principles/provisions as the concerts will increase noise levels for nearby residential areas and will exceed the noise policy requirements. These standards however, contemplate shipping noise generation and the like. The Department considers that it is not reasonable to expect that a one-off event of two concerts should be required to comply with these guidelines, which primarily are designed to control on-going uses.

Noise and acoustic impacts are discussed in detail at Section 6.1.8 of this report.

No other provisions of the Master Plan are considered to directly relate to the subject proposal.

6.1.3 Section 79C(1)(a)(iii) any development control plan, and

The Department has identified the following development control plans as being applicable to the assessment of the proposal:

- Leichhardt Council Development Control Plan; and
- Sydney Harbour Foreshores and Waterways Area Development Control Plan.

The application has been assessed against the provisions of these development control plans and is considered to be consistent with the aims, objectives and provisions of the instruments. A detailed assessment of the application against the documents is available at Appendix E. On this basis the application is considered to be acceptable against the provisions of these documents subject to appropriate conditions of consent.

6.1.4 Section 79C(1)(a)(iia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and

No Planning Agreement has been lodged by the Applicant and no agreement has been sought pursuant to section 93F.

6.1.5 Section 79C(1)(a)(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and

There are no specific provisions within the Regulations which require consideration as part of the subject application.

6.1.6 Section 79C(1)(a)(v) any coastal zone management plan (within the meaning of the [Coastal Protection Act 1979](#)), that apply to the land to which the development application relates,

The subject site is not affected by any coastal zone management plan.

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

The Department considers that the key issues are as follows:

- public safety;
- transport management;
- noise and acoustics;
- security and patron control; and
- waste management.

Public Safety

The original application included substantially larger crowds, 44,000, attending the subject venues including an undisclosed number of patrons whom would find their own way to the site rather than using public transport. This proposed transport modal split, including a large portion of pedestrian access, raised serious concerns for the management of crowd behaviour, public safety, pedestrian access/egress routes and patron noise as they entered and left the site. The initial proposal, involving significantly more patrons was not supported by the NSW Police on grounds of public safety. NSW DoT also raised significant concern at the ability to safely and efficiently move patrons to and from the site on New Years Eve.

The reduction in the crowd numbers has created a more manageable event for the applicant, NSW Police and DoT. The amended application is supported by a Security Management Plan, a Security Risk Assessment Plan and a Health & Safety Policy Manual which provide practice procedures to be implemented by the Applicant to protect all patrons and employees from a variety of potential risk situations as well as general operational safety procedures.

The NSW Police and DoT have reviewed the plans and are supportive of the proposed event subject to suitable conditions dealing with the finalising of the supporting management plans, in particular to clarify in relation to patron mode of travel and patron behaviour.

The proposal is accommodated on an exposed relatively flat concrete apron surrounded on three sides by water. Access to the site is now proposed to be predominantly by both bus and ferry. There exists some potential that on the day of the concert events that, due to extreme weather conditions, that ferries may not be able to operate and a contingency plan would be required to accommodate any patrons unable to use their preferred choice of transport to the site. This situation is required to be assessed as part of the revised transport management plan and emergency management and incident response plan in order to ensure the safe undertaking of the event for patrons and employees.

On the basis of the conditional support of NSW Police and DoT, it is considered that the event will provide a safe and effective environment for both the patrons and employees. In accordance with the conditions recommended by these agencies the Department recommends that further details be provided on:

- transport management plan with regard to modal splits, bus/ferry availability and desirable routes;
- security management plan dealing with safety precautions on and off Glebe Island and general patron behaviour control measures; and
- emergency management and incident response plan which will detail the precautionary actions to be taken in the case of a major occurrence and the marshalling of patrons.

The Department recommends that this information be approved by NSW Police and DoT as deferred commencement conditions which will also have regard to ticketing information on patron transport mode preferences.

Transport Management

The original application included substantially larger crowds attending the subject venues including an undisclosed number of patrons who would find their own way to the site rather than using public transport. This proposed modal transport split, including pedestrian access over the Old Glebe Island Bridge, raised serious concerns for the management of traffic, public safety and noise as patrons could enter and leave the site via a wide variety of transport modes that would be difficult to police and manage. The reduction in the crowd numbers has created a more manageable situation for the applicant, NSW Police and DoT.

The amended application has been supported by Traffic & Transport Management Plans prepared by Who Dares Pty Ltd. These plans provide the following transport strategy for the proposed events:

- use of Central Railway Station as the main site for public transport to the venue;
- use of buses to transport up to 12,800 patrons on NYE and 7,500 on the 3 January to the venue;
- use of ferries to transport up to 10,000 patrons on NYE and 7,500 on 3 January to the venue;
- the remainder of patrons, 7,200 for NYE and 5,000 for 3 January, will access the site via alternative arrangements, including 1200 by private vehicle, taxi arrivals, Kiss/Drive drop-offs, as identified in the Plan;
- adoption of a Pedestrian Management Plan;
- a safe site for bus parking during concert events and area for pedestrian queuing after events are completes; and
- reliance on an adopted Emergency Evacuation Plan ensuring that emergency vehicles have unimpeded access to the site, which will be required conditionally.

These arrangements have been agreed to in principle (and will be finalised prior to the holding of the events) by the NSW Police and DoT as part of the consultation process. However, these agencies have sought further details within these plans and have agreed that this can be resolved conditionally and through appropriate modified management plans in accordance with the issues raised above. The Department considers that, due to the transport matters being a key issue in the success of the events that this matter must be resolved prior to the event occurring and thus the information is required to be submitted as part of a deferred commencement condition.

In addition, the applicant proposed a specific coded ticketing arrangement to allocate the patrons mode of transport to the site, principally either by bus or ferry, and that this information would then be factored into the transport management plan. This would enable the applicant to clearly define the transport modal splits for patrons and thus finalise servicing arrangements for this, including security, toilets, bus/ferry quantities and other services.

Bus and ferry providers have indicated that adequate buses and ferries may be provided. The Department recommends that the availability of the required buses and ferries be confirmed as part of the final traffic management plan.

A carparking area is identified in White Bay and is accessed off the rear of Sommerville Road within walking distance of the venue. This area will accommodate 400 carparking spaces and is considered acceptable for events of this scale and is unlikely to adversely impact the existing traffic management in this locality considering the temporary nature of the proposal.

Buses are proposed to be parked off-road on land adjacent to James Craig Road, owned by NSW Maritime, during the concert performance period of the events (see **Figure 4**). NSW Maritime has provided land owner's consent for all area to be utilised for the purpose of carparking during the staging of the event. At the completion of the concert performance periods the buses will vacate this parking area and it would then accommodate the patron queuing area to board the buses.

In conclusion the Department considers that the amended proposal is acceptable in relation to transport management subject to a deferred commencement conditional requirement for submission, and approval, of a final Transport Management Plan.