

White Bay Cruise Passenger Terminal

Modification 6 to MP10_0069

November 2019

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1 Introduction

This Modification Application (MOD 6) is submitted to the Department of Planning, Industry and Environment (DPIE) in support of a proposed modification to the Major Project Approval MP10_0069 (Project Approval) granted by the Minister for Planning on 2 February 2011 for the construction and operation of a Cruise Passenger Terminal within the Glebe Island and White Bay Port Precinct on the Balmain Peninsula.

This report describes the proposed modification, summaries the stakeholder and community consultation undertaken and provides an assessment of the relevant planning issues. The report is accompanied by a Noise Impact Assessment (**Appendix B**) and an Assessment of Transport, Traffic and Parking Implications (**Appendix C**).

1.1 Background

Prior to the operation of the White Bay Cruise Terminal (WBCT), the former Darling Harbour 8 Cruise Terminal facility had capacity for some 3,500 persons for functions.

Operation of the WBCT commenced in mid-April 2013. It is owned and managed by Port Authority of New South Wales (Port Authority).

On cruise ship days, the WBCT is used for the processing of passengers embarking and disembarking cruise ships berthed at White Bay 5 (WB5) and associated activities. On non-cruise ship days, WBCT (**Figure 1**) is available for hire for a variety of “*functions such as exhibitions, community and/or corporate events, including the erection of temporary structures and signage*” as defined in the Project Approval.

The Project Approval has had five modifications between September 2011 (MOD 1) and April 2013 (MOD 5). The original Project Approval permitted functions up to 500 patrons at any one time, but also allowed for functions involving more than 500 patrons (up to 2,500), subject to the proponent submitting for the approval of the Director-General, a Major Events Report. The Major Events Report was to address the identification and scope of these functions, the type and number of such functions, traffic and transport impacts and noise impacts. This was all outlined in the original Condition A8, which was deleted as a consequence of MOD 1. The deletion was part of negotiated outcome between the then Sydney Ports Corporation, Leichhardt Council and the Department of Planning and Infrastructure on Project Approval conditions.

On 27 May 2019, the Project Approval under the former Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) transitioned to State Significant Infrastructure (SSI) provisions under Division 5.2 of the EP&A Act by order under Clause 5, Schedule 2 of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017*.



Figure 1 – Key Features of the WBCT

1.2 Purpose of the Modification

Port Authority seeks a modification to the Project Approval to optimise the usage and capacity of the WBCT for functions. The purpose of the modification is to allow:

- Functions involving up to 2,500 patrons at any one time to be held at the WBCT on non-cruise ship days, an increase from the current approved maximum 500 patrons at any one time (Condition A7).
- A maximum of 30 functions/events in any calendar year with more than 1,500 patrons on site at any one point in time. This is within the current limit to the number of functions at 50/year, as stated in the existing Operational Environmental Management Plan (OEMP). Port Authority is not seeking to change this commitment for the limitation to the total number of functions per year.
- Up to 200 cars to park at the existing White Bay 4 (WB4) for functions (Condition B5).
- Functions that are likely to generate an audible noise at any sensitive receiver to operate until midnight (12:00am) with patrons to vacate the site by 12:30am, a half hour extension over the current approved hours (Condition D6).
- A minor increase in permitted sound level for amplified outdoor background music up to 72 dBA at the southern side of the terminal building, an increase of 5 dBA (Condition D10).
- A minor change to indicate where outdoor activities do not include amusement rides or similar activities that noise monitoring is not required (Condition D12).
- Three changes to noise management under Condition D14 comprising: (a) reduction to the notification period from fourteen to seven days; (b) extending the time in line with the modification to Condition D6 described above; and (c) clarification that it relates to outdoor amusement rides or similar activities.

The modification does not relate to or change any of the requirements that apply to existing cruise ship operations under the Project Approval.

Refer to Section 4 for detailed description and justification for the respective components of the modification, Sections 5 and 8 for changes proposed to the Project Approval conditions and Statement of Commitments, respectively.

2 Existing Function Activities

2.1 Types and Frequency

On non-cruise ship days, the WBCT is available for hire for a variety of functions for up to 500 persons at any one time. As specified in Condition A9 of the Project Approval, functions are not permitted when a cruise ship is berthed at WB5, except in unforeseen circumstances, such as extreme weather or mechanical failure.

The types of functions that utilise the WBCT include but are not limited to:

- Community and corporate events.
- Exhibitions, conventions and forums.
- Food and beverage festivals.
- Filming and photo shoots.
- Media and product launches.
- Cocktail parties and dinners.
- Charity and fundraising functions.
- Public events (such as Sydney Bus Museum's Annual Open Day).
- Private events.
- Special uses (during city wide events).

Port Authority requires potential hirers to lodge an application at least 30 days prior to the proposed function. Each application is evaluated on its merits in accordance with the Port Authority's requirements. It is noted that applications are carefully considered in terms of their impact on:

- The amenity of nearby residential sensitive receivers.
- Public safety.
- The appropriateness of the application to the character of the local area.

Port Authority specifically does not allow raves and high population dance parties to occur at WBCT. It is also noted that there have been no reports of alcohol or violence issues in 6 years of functions at WBCT and no situations in which the Police have been called out. Port Authority fully expects this to continue given the types of functions and events that Port Authority accepts, and due to the Port Authority's continued active management of functions and events.

All preliminarily approved function and event applications are required to execute a Port Authority Venue Hire Agreement to ensure functions continue to be well managed without any public safety issues (including risks associated with excessive alcohol consumption).

A separate OEMP for Function and Event Operations at the WBCT was finalised in May 2013 by Port Authority. The OEMP provides detailed policies, performance criteria and procedures to minimise the physical, social and environmental impact of activities during function and event operations.

The current OEMP states that the number of functions are limited to 50 per year, and no more than 5 times per year can functions be held which include the operation of amusement rides. No functions have operated amusement rides to date. Port Authority is not seeking to change this commitment for the limitation to the total number of functions per year.

Areas external to the WBCT are able to be used for temporary structures associated with functions including but not limited to stalls, marquees, signage, temporary toilets and amusement rides. Amusement rides and

similar activities can be erected in front of the terminal building so as to provide effective noise shielding to surrounding residences in Balmain and Rozelle and other noise sensitive receivers.

Between April 2013 and June 2019, there have been 72 functions held at the WBCT with only seven functions receiving any complaints or enquiries (refer Section 2.4 below). **Table 1** below provides a summary of the number and types of functions held at the WBCT for the abovementioned time period. Further details of the individual events are contained in **Appendix A**.

Table 1 – Summary of the number and types of events (up to June 2019)

Year	No. Events	Type of Events					
		Filming / Photo Shoot	Dinner / Cocktail Party	Private Event	Public Event	Media Launch	Conference / Expo
2013	3	-	3	-	-	-	-
2014	7	1	3	-	1	-	2
2015	9	5	-	-	2	2	-
2016	15	11	2	1	1	-	-
2017	15	10	3	1	1	-	-
2018	16	6	-	7	2	1	-
2019	7	4	-	3	-	-	-
Total	72	37	11	12	7	3	2
	% of Total	51%	15%	17%	10%	4%	3%

It is noted the Noise Impact Assessment (**Appendix B**) utilises the function history data collected between April 2013 and June 2018, i.e. 56 functions and five complaints. This five years of data was considered adequate for the purposes of preparing the Noise Impact Assessment.

2.2 Hours of Operation

Current hours of operation of the WBCT on non-cruise ship days for functions are as follows:

- Setup, dismantling, delivery or removal of temporary structures and amusement rides that would generate an audible noise at any residential premises (Condition D5):
 - 7:00am to 6:00pm, Mondays to Fridays, inclusive
 - 8:00am to 1:00pm on Saturdays; and
 - At no time on Sundays or public holidays.
- Set-up and cleaning of internal areas of the facility could occur at any time if it is not audible at any sensitive receiver.
- Set-up and cleaning of external areas is to be undertaken between 7:00am – 12:00 midnight if it is audible at any sensitive receiver.
- Functions that are likely to generate an audible noise at any sensitive receiver shall be limited to the hours 7:00am to 11:30pm, 4 days in a week unless otherwise agreed by the Director-General (Condition D6). All patrons must vacate the site by 12:00 midnight (Condition D6).
- The operation of amusement rides and similar outdoor activities shall be undertaken between 7:00am and 10:00pm Monday to Saturday and 9:00am to 6:00pm Sundays or public holidays unless otherwise agreed by the Director-General (Condition D7).

2.3 Access, Transport and Servicing

Condition B5 requires that public vehicular access to the site during functions is only via James Craig Road, except for 'low impact' activities identified in the OEMP, with all servicing of the site and car parking during all function operations undertaken on site. Trucks and delivery vehicles servicing functions (i.e. bump-in and bump-out traffic) and staff associated with functions are permitted to use the access controlled Robert Street to access the WBCT. No change is being sought to these requirements and arrangements.

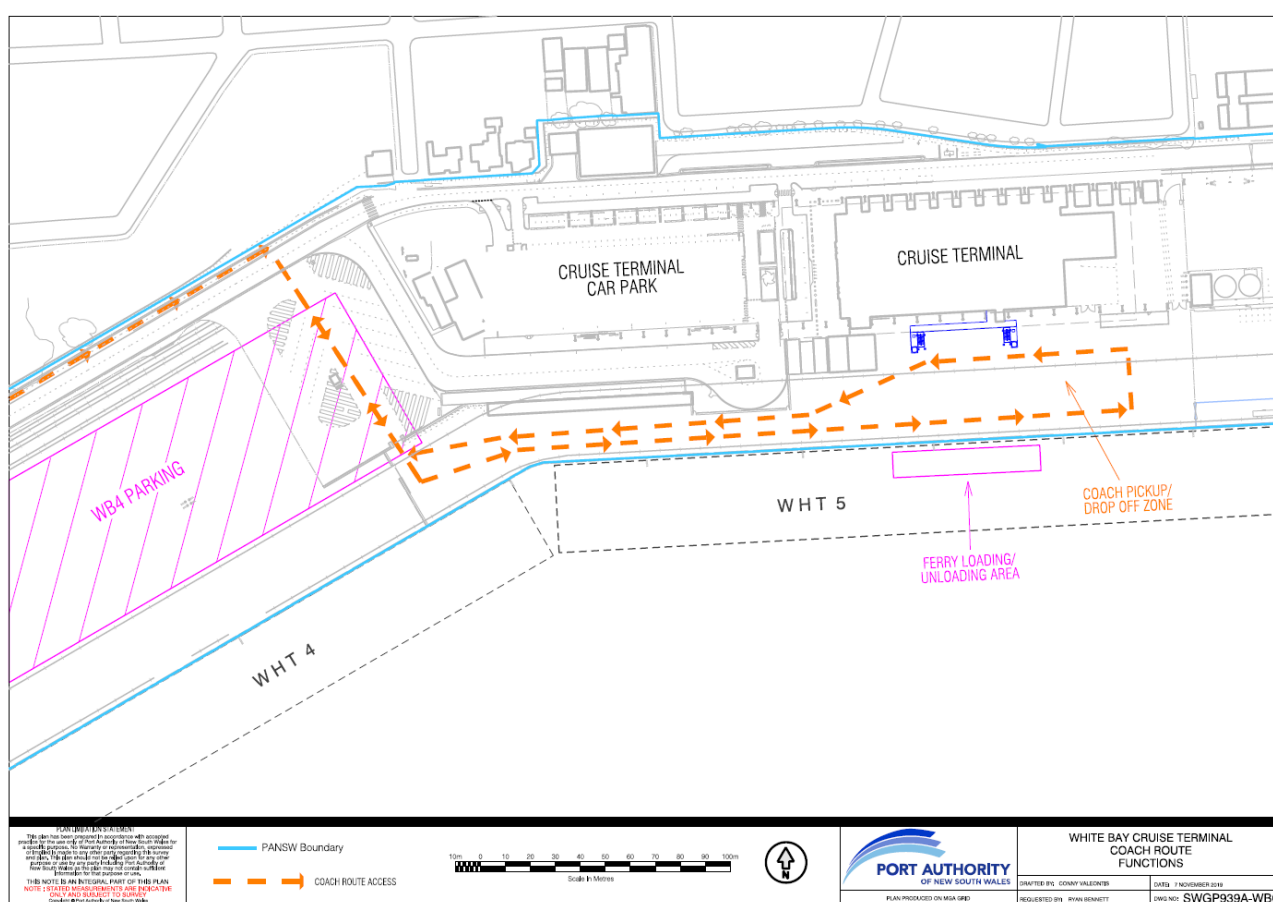
The short-term car park at WB5 with around 200 spaces is currently used for parking associated with WBCT, including for functions. Hardstand at WB4 provides additional space for vehicle parking and other cruise ship operational requirements, and can provide an additional 200 car parking spaces for functions.

The WBCT is well serviced for non-private vehicle transport options with a:

- “Holding area” for 11 large tour coaches.
- Mobile ferry pontoon facility (the “Beatrice Bush”) which can accommodate private vessels carrying up to 200 persons each trip.
- Taxi/hire car rank with substantial queuing capacity.

For larger functions, hirers are already encouraged by Port Authority to transport patrons via organised buses/coaches and ferries. The coach pickup/drop off zone is located to the southern side of the terminal building along with the ferry loading/unloading area as shown in **Figure 2**.

Waste disposal is undertaken by private contractors who are engaged for the removal of the waste generated at the WBCT. Site-generated waste is separated into recyclable and non-recyclable at a waste collection point.



2.4 Complaints Management Process and History

Port Authority has an established general process to manage any complaints made in relation to the Port Authority's operations (as published on the website) as summarised in **Figure 3**. Port Authority also has a specific process for WBCT in relation to cruise operations and functions, as described in **Table 2**. Following this process helps ensure any issues raised can be investigated immediately and preferably on-site whilst a function remains underway.

When a complaint is made to the Port Authority 24/7 community enquiry line, the nature of the call is relayed to the operations teams for investigation and mitigation in real-time where possible.

For any function-related complaints, the message is relayed to Port Authority's on-call Duty Venue Manager by Port Authority Enquiry Line staff during regular business hours and by Service NSW outside of regular business hours. The Duty Venue Manager is on site and in contact with the event organiser, and will work to address and mitigate any issue.

Should the Duty Venue Manager be unavailable at any given point, the message is relayed to the Port Authority's security provider (TechGuard Security) who are on site and will contact Port Authority operations teams to investigate and mitigate the issue.

Other than complaints related to fireworks that occurred for a function in November 2013 (Port Authority was not made aware that there would be fireworks and did not approve this activity), there have been only five individual noise related complaints over six years and 72 functions and events (up to June 2019). Two of those complaints related to bump-in noise and three related to music from inside the building, with one of those three complaints arising because a side door had been left open. A sixth complaint unrelated to noise was an enquiry from a local member post event regarding the event notification process.

There have been no complaints related to traffic impacts, vehicle noise, use of the car park or patron noise. For the latter, this includes where functions ran late into the evening (for example past 11:00pm) with use of the car park and people leaving the site late.

Complaints response procedure

The 24/7 contact number to lodge a complaint about port related activities or operations is **(02) 9296 4962**

Service NSW manages Port Authority's complaints and enquiries on a 24/7 basis. This ensures complaints are managed in real-time at any time of the day or night.

- 1** **Complaint is received** by Service NSW 24/7 and the nature of the call is identified. Please provide specific details where possible – date, time, vessel name, etc
- 2** **Verbal response is provided**, including an outline of how the call will be managed
- 3** **Action is taken** by Service NSW depending on the nature of the complaint. This may include contacting the onsite Duty Manager for real-time investigation and action required (such as contacting a ship and/or the ship's agent in the event of a noise complaint)
- 4** **Service NSW emails complaint**, inquiry and/or comment to enquiries@portauthoritynsw.com.au for Port Authority to formally respond to the complainant within 3 working days
- 5** Where a complaint results in action (eg ship's agent being contacted), Port Authority will provide **details on the outcome** in the response to the complainant
- 6** All complaints received by Port Authority are registered and allocated a reference number and **kept in a central database**

PORT AUTHORITY OF NSW CONTACT DETAILS

- | | | |
|--|--|--|
|  Switchboard
(02) 9296 4999
8.30am–5pm, Monday–Friday
Outside office hours the phone is diverted to Service NSW |  Postal
PO Box 25
Millers Point NSW 2000 |  Email
enquiries@portauthoritynsw.com.au |
|  Fax
(02) 9296 4742 |  Website
www.portauthoritynsw.com.au | |

In the event of an emergency call Triple Zero (000)

Emergency calls directed to Service NSW will be immediately forwarded through to the Port Authority Vessel Traffic Service (VTS) for immediate action

Figure 3 – Port Authority Complaints Response Procedure (on Port Authority's website)

Table 2 – Port Authority Complaints Management Process at WBCT

We will register your complaint and make contact with on the ground security to investigate immediately. You will receive a formal response of the outcome from the Port Authority in the coming days.	
Please specify person's name, description of complaint including time noise occurred, complainant's location, time of call and contact details.	
1.	Email 24/7 enquiries@portauthoritynsw.com.au and venue_enquiries@portauthoritynsw.com.au
2.	Call on-site Duty Venue Manager on 0458 55x xxx.
3.	If unable to contact, call TechGuard Security (TGS): OPT: 0407 72x xxx White Bay Gatehouse: 0437 25x xxx Patrol: 0427 04x xxx
4.	TGS will alert Duty Manager Cruise Operations or, Vessel Traffic Service after hours on 9296 4xxx.
5.	If TGS do not answer, escalate to General Manager Cruise on 0408 44x xxx.
On-site Duty Venue Manager to:	
1.	Investigate nature of complaint and contact the event/function manager.
2.	Email details of action taken and outcome to enquiries@portauthoritynsw.com.au and venue_enquiries@portauthoritynsw.com.au .

2.5 Temporary Glebe Island Exhibition Facility

Development consent to State Significant Development (SSD 5589) was granted by the Minister for Planning and Infrastructure on 3 May 2013 for the following development at Glebe Island and White Bay:

"The construction and use of a temporary exhibition facility for a maximum period of four (4) years comprising:

- *25,000sqm of exhibition space and associated facilities and services;*
- *Use of the site as an exhibition centre, function centre, and associated food and drink premises;*
- *Building signage and advertising signage;*
- *Delineation of vehicular access and associated car parking and servicing areas;*
- *Construction of a temporary wharf; and*
- *Dismantling of all structures associated with the use and operation of the temporary exhibition facility".*

The temporary facility operated whilst the new convention, exhibition and entertainment facilities (ICC Sydney) were constructed at Darling Harbour. The Environmental Impact Statement (APP Corporation, 2012) indicated that the facility would accommodate approximately 40 exhibition events per year or 120 over a three year operating period with majority of events lasting 2-3 days. The largest event being the Sydney International Boat Show (floor space requirement of 25,000m²) open to the public for 5 consecutive days and estimated total of 70,000 visitors.

Condition A5 allowed for exhibitions and/or functions to generally not exceed 12,200 patrons daily or 21,500 patrons on weekend days on the site.

The EIS noted that “One of the overriding principles for the proposed interim exhibition facility is to encourage visitors to arrive by public transport and to operate the interim exhibition facility with the least impact on the surrounding road network. The proposed development provides details on charter buses, shuttle buses and includes a private ferry service”. A copy of the Travel Strategy Plan is in **Figure 4**.

In terms of operational noise and traffic impacts, the Director-General's Environmental Assessment Report (April 2013) considered that:

- Appropriate conditions could be imposed to minimise the impacts of noise and lighting to surrounding receivers to acceptable levels.
- Infrequent scheduling of events in conjunction with a revised Transport Management Strategy would appropriately minimise potential for adverse traffic impacts over life of the facility (accepting that additional traffic volumes were expected).

The temporary facility operated until 30 September 2016. Port Authority, as the landowner and lessor for the temporary exhibition facility, is not aware of any significant impacts to the surrounding environment due to the operation of this facility, including traffic impacts from the larger events, such as the above-mentioned International Boat Show held annually at the site from 2014-2016.

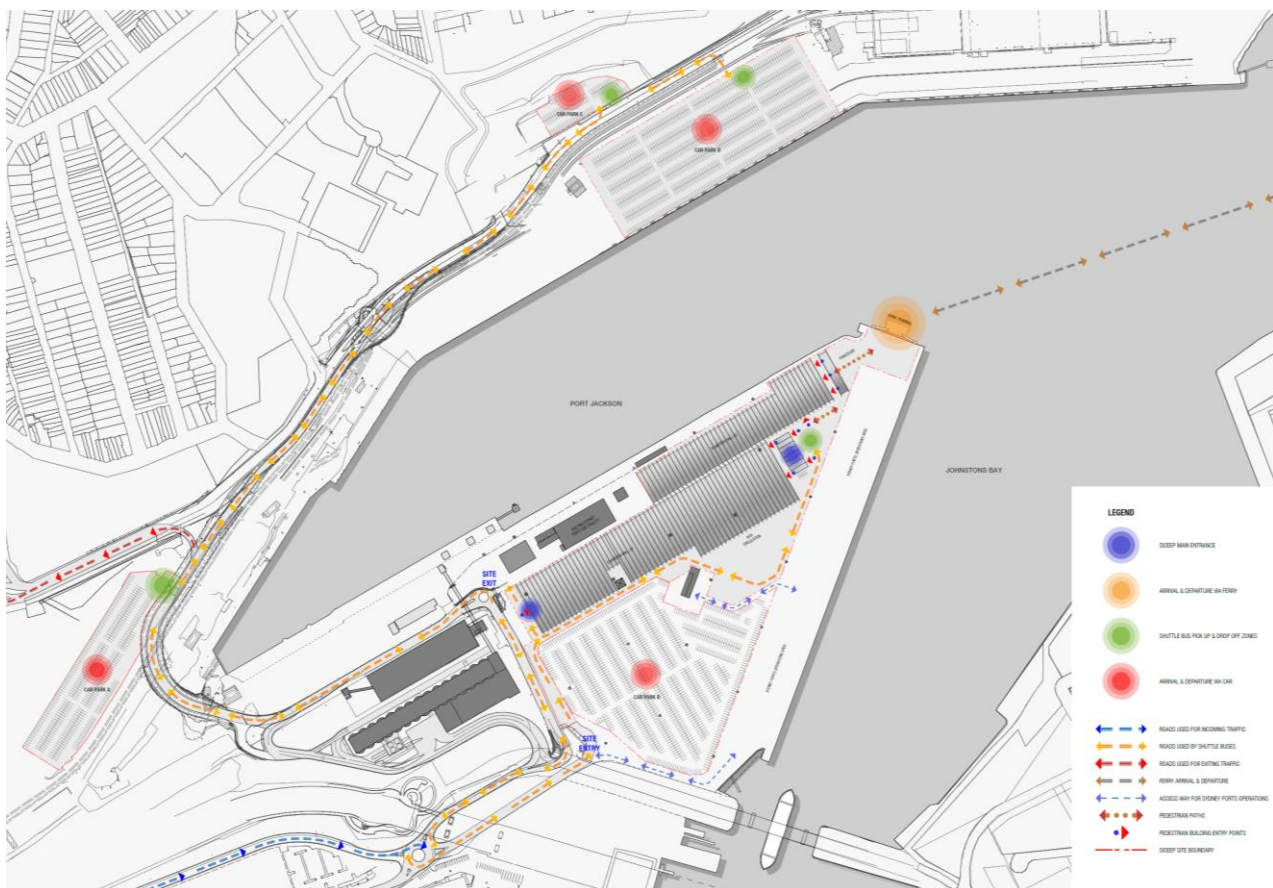


Figure 4 – Travel Strategy Plan (Source: Woods Bagot, 2013)

3 Consultation

3.1 Summary of Consultation Activities

A summary of consultation activities undertaken by the Port Authority during the pre-lodgement phase of the Modification Application is provided in **Table 3**.

Table 3 – Summary of consultation activities

Stakeholders	Consultation Activities
NSW Department of Planning and Environment (DP&E) ¹	- Email and telephone liaison regarding the process to transition from former Part 3A to SSI provisions. - Pre-lodgement Meeting on 15 May 2019 to discuss the proposed modification. - Scoping Meeting on 11 June 2019 to discuss scope and nature of the proposed modification, scale and nature of likely impacts, approach to stakeholder and community engagement and modification process. - Letter from DP&E dated 14 June 2019 documenting the matters to be addressed following Scoping Meeting.
Bays Precinct Cumulative Traffic Working Group (CTWG) ²	- Email liaison providing information on the proposed modification and findings of draft traffic assessment. - Meeting on 7 March 2019 to discuss potential cumulative traffic impacts with one of the CTWG's representatives. - Meeting on 3 April 2019 to discuss potential cumulative traffic impacts with two of the CTWG's representatives.
Transport for NSW / Roads and Maritime Services (RMS)	Email liaison providing information on the proposed modification, findings of draft traffic assessment and proposed response to comments raised.
Inner West Council	- Email and telephone liaison with an overview document provided for review and comment. - Meeting on 2 July 2019 to discuss the proposed modification.
Glebe Island/White Bay Community Liaison Group (CLG) ³	- Meeting on 18 June 2019 which included the proposed modification as an agenda item. - Overview document provided for review and comment by CLG members along with the draft meeting minutes. - One written submission received from a CLG member.
Local community	Eleven written public submissions received (that originated from information circulated via the CLG).

¹ As of 1 July 2019, name changed to Department of Planning, Industry and Environment (DPIE).

² Port Authority is a member of the CTWG as owner of the port area at White Bay and Glebe Island.

³ The current CLG was established by the Port Authority in 2006 and meets quarterly each year. The CLG membership was refreshed in April 2018 and now comprises an independent Chair, 11 community members (6 from Pyrmont and 5 from Balmain / Rozelle), businesses operating at the port, Inner West Council, City of Sydney and other relevant Government Agencies (on invited basis, as required).

3.2 Key Issues Raised by Stakeholders

The key issues raised by stakeholders and where the issue is addressed in this report is identified in **Table 4**.

Table 4 – Consultation issues and responses

Issues Raised	Response	Where Addressed / Additional Information
NSW Department of Planning and Environment (DPIE)		
The Department has considered the proposed approach to preparing a Modification Report and request the following matters be addressed in the Modification Report:		
Noise impacts – including an assessment of the potential noise impacts associated with larger functions with consideration of impacts to sensitive receivers; and demonstrate how the modified project would comply with the approval noise criteria	Section 7.1 and Appendix B	
Traffic and Transport impacts – including consideration of impacts to local and regional traffic, public transport and parking on-site and in the vicinity of the terminal. The assessment should be supported by a traffic management framework to identify mode share options to mitigate the impact of larger functions on the traffic and transport network	Section 7.2 and Appendix C	
Cumulative impacts – an assessment of the cumulative impacts of the proposed modification, taking into account traffic generated by existing and future major projects in the area	Section 7.2.4	
Consultation – details of the consultation undertaken with relevant agencies and the community, issues raised and how the proposal has responded to these	Section 3	
On 24 May 2019, the Department received correspondence from Inner West Council (Council) about the proposed modification to the White Bay Cruise Passenger Terminal function centre. Key matters raised by Council include:		
Potential cumulative noise impacts of the function centre on the local community including concern for sleep disturbance resulting	Sections 7.1.1, 7.1.2, 7.1.6	

Issues Raised	Response	Where Addressed / Additional Information
from larger events finishing at 12:30am and the close proximity to residential receivers.		
The impact of larger events on congested roads and intersections in the area.	Section 7.2.2, 7.2.4 and Appendix C	
Cumulative impact of the proposed modification and other major transport projects in the area including WestConnex, Sydney Metro and Western Harbour Tunnel.	Section 7.2.4	
The community is already experiencing difficulty in making noise complaints and there is concern that this will become a greater problem with larger functions as they are run by third-parties.	There have been only five individual noise related complaints over six years and 72 functions and events (up to June 2019), not including complaints related to fireworks that occurred for a function in November 2013 (Port Authority was not made aware that there would be fireworks and did not approve this activity) and an enquiry from a local member post event regarding the event notification process. Two of those complaints related to bump-in noise and three related to music from inside the building, with one of those three complaints arising because a side door had been left open. There have been no complaints related to traffic impacts, vehicle noise, use of the car park or patron noise. For the latter, this includes where functions ran late into the evening (for example past 11:00pm) with use of the car park and people leaving the site late. Port Authority considers that the very few numbers of complaints made about functions over 6 years have been well handled. The complaints process in relation to functions at WBCT will continue to include a direct line to the Duty Venue Manager and/or Security. All functions are 'run by third parties',	Section 2.4

Issues Raised	Response	Where Addressed / Additional Information
	regardless of size, unless Port Authority were to put on its own event at the Terminal.	
Bays Precinct CTWG		
Consideration of potential cumulative traffic impacts especially during weekday AM and PM peak periods with current and future major infrastructure projects in the Bays Precinct	Section 7.2.3 and 7.2.4 and Appendix C	
Transport for NSW / Roads and Maritime Services – email correspondence mid-June 2019		
Operation of the Bays Precinct due to infrastructure construction and land use changes	Port Authority notes the major transport infrastructure projects, both current and future that will be carried out in the Bays Precinct over the coming years and will continue to work with Transport for NSW / RMS in managing the operation of the surrounding road network. The internal port road at White Bay and Glebe Island which leads to James Craig Road is a road owned by the Port Authority and Port Authority coordinates its use for existing and future port tenants and uses, and for the transport infrastructure projects. In terms of potential traffic demand, the likelihood of an event or function occurring at WBCT for more than 1,500 persons would be extremely infrequent (having regard to the record of events and functions at the former Darling Harbour 8 facility and advice by Port Authority's internal Venue Manager) and any potential traffic movements would be significantly less than that of existing cruise ship visitations.	Section 7.2.4
Managing conflicts with construction activities of the major infrastructure projects	Port Authority will include a notification in its Venue Hire Contract to advise the hirer that construction activities associated with transport infrastructure projects are occurring in the Bays Precinct and on Port Authority owned lands and there may be delays on roads when accessing the WBCT.	Section 7.2.4

Issues Raised	Response	Where Addressed / Additional Information
	The intent of this notification is to ensure that hirers understand the existing environment and factor that information into their event planning process.	
Function planning and approval requirements	Port Authority is committed to requiring a Transport Management Plan (TMP) be submitted to it for approval for individual events for more than 500 persons at any one time. For the TMPs required for larger functions (i.e. between 1,000 to 2,500 persons) and that start or finish at network peak periods, the Port Authority will commit to consulting with Transport for NSW / RMS with a lead time of no later than 30 days before commencement of the function by providing a copy of the TMP for review and comment.	Section 7.2.4
Inner West Council – meeting 2 July 2019		
Intensification of use and quantify number of additional functions	The current OEMP states that the number of functions are limited to 50 per year, and no more than 5 times per year can functions be held which include the operation of amusement rides. No functions have operated amusement rides to date. Port Authority is not seeking to change this commitment for the limitation to the total number of functions per year.	Sections 4.1 and 8
Clarification on the nature and type of functions	Port Authority specifically does not allow raves and high population dance parties to occur at WBCT.	Section 2.1
Active transport management measures that would be implemented	Sections 7.2.1 and 7.2.3	
Noise management of functions	Section 7.1	
Cumulative traffic impacts in the Bays Precinct	Section 7.2.4	
Management of community concerns at WBCT	Port Authority is seeking a modification to the Project Approval to optimise the usage and capacity of the WBCT for functions.	Section 1.2 Error! Reference source not found.

Issues Raised	Response	Where Addressed / Additional Information
	The modification does not relate to or change any of the requirements that apply to existing cruise ship operations under the Project Approval.	
Glebe Island/White Bay CLG – email received 8 July 2019		
Operation of Robert Street and James Craig Drive for functions	Condition B5 requires that public vehicular access to the site during functions is only via James Craig Road, except for ‘low impact’ activities identified in the OEMP, with all servicing of the site and car parking during all function operations undertaken on site. Trucks and delivery vehicles servicing functions (i.e. bump-in and bump-out traffic) and staff associated with functions are permitted to use the access controlled Robert Street to access the WBCT. No change is being sought to these requirements and arrangements.	Section 2.3
Application of cruise ship noise standards to functions	The Port Authority is not seeking to amend the operation noise limits for functions in Condition D4, which are entirely separate to the cruise ship noise standards.	Sections 4.4.1 and 7.1.1
Justification for extra half hour in operating hours	Section 4.3	
Local Community – emails received mid-July 2019		
Incompatible with residential nature of Balmain	Functions and events have been occurring at WBCT since it opened, generating an extremely small number of community complaints. Port Authority considers that the history of functions and events at WBCT, the outcomes of the assessment undertaken as part of this Modification Application and the commitments made to further minimise impacts demonstrate that there is no incompatibility.	Sections 4.1 and 7
Increased noise from number of patrons and extended operating hours	Section 7.1	

Issues Raised	Response	Where Addressed / Additional Information
Increased traffic to surrounding road network	Section 7.2	
Lack of car parking	Limited car parking on site will encourage the use of coaches and/or ferries as part of transport mode share for functions at WBCT. TMPs that will be required for larger functions will need to specify the proposed means to be adopted to ensure that there is no over demand for the available parking spaces at WBCT.	Section 7.2.1 and 7.2.3
Patron increase and related alcohol and violence issues	There have been no reports of alcohol or violence issues in 6 years of functions at WBCT and Port Authority fully expects this to continue given the types of functions and events that are accepted and the continued active management of functions and events.	Section 2.1
Impacts from cruise ship operations	Functions and events can only occur at WBCT on non-cruise ship days.	Sections 1.1 and 1.2

4 Description and Justification for Proposed Modification

4.1 Function Patron Capacity (Condition A7)

4.1.1 Description

It is proposed to increase the maximum patron capacity of the WBCT by modifying Condition A7 to allow for functions up to 2,500 patrons on site at any one time on non-ship days only (as per Condition A9).

Related to patron capacity, it is also proposed to increase the maximum of functions/events in any calendar year with more than 1,500 patrons on site at any one point in time, from the original commitment of 20 to 30 (noting the original commitment was not implemented due to Condition A7 that was modified by MOD1). This is within the current limit to the number of functions at 50/year, as stated in the existing OEMP. Port Authority is not seeking to change this commitment for the limitation to the total number of functions per year.

4.1.2 Justification

Since commencement of function operations, Port Authority routinely has had to turn away upwards of 20 requests for functions every year because of the 500 patron limit, particularly for functions up to 1,000 patrons. The WBCT is a large building that is capable of hosting functions up to 2,500 patrons. It provides an open and flexible space that can be opened up for larger functions and sectioned off for smaller functions, as has been the case up to now with the limit of 500 patrons. It is clear that the building is underutilised.

In this regard, it is not considered an optimal outcome for the Port Authority as a State Owned Corporation (SOC) and its obligation to meet the principal objectives of Section 8 of the *State Owned Corporations Act 1989*, which includes to be a “successful business” and to “maximise the net worth of the State’s investment in the SOC”, or in this case more specifically, in the construction and operation of the WBCT. Further, the Port Authority return dividends to the State, thus there is an ancillary public benefit to any revenues received over and above the costs of leasing.

The proposed increase in patron capacity does not require any change to external or internal areas as the existing facility (as originally built) can adequately accommodate functions within the proposed capacity limit. In terms of impacts, Port Authority is confident that larger functions up to 2,500 patrons on site at any one time can be managed efficiently and effectively with minimal impacts, as has been the case for the 70+ functions that have occurred at the facility since April 2013 (see **Appendix A** for more details). Potential impacts are discussed and assessed in Section 7 and in **Appendices B** (Noise Impact Assessment) **C** (Assessment of Transport, Traffic and Parking Implications).

It is stated in the NSW Cruise Development Plan (2018, p. 11) published by the then NSW Department of Industry for the cruise ship industry in Sydney that:

“As the popularity of cruise based travel increases, more Large and Mega Cruise Ships are being built. However, the dimensions of Large and Mega Cruise Ships limit their ability to dock at the WBCT, placing further strain on the OPT’s [Overseas Passenger Terminal] capacity.”

However, the Plan goes on to state that:

“It is predicted that demand for berths at the WBCT will continue in the luxury and expedition cruise markets. These cruises have fleets of Small Cruise Ships carrying less than 1,000 passengers that are able to pass under the Sydney Harbour Bridge. The future share of this market will depend on the demand for luxury and expedition cruises and regulatory barriers being reduced for regional and ports.”

An Action of the Plan is for the NSW Government to continue to maximise the utilisation of berths at WBCT.

Cruise ship numbers at WBCT were at their highest in 2017-18 at just over 120 but have reduced to less than 100 for 2018-19. Projections going forward have the number of cruise calls to WBCT fairly consistent and near 100.

Given the above, it is anticipated that cruise ship use of WBCT will continue to be strong. With the predicted changes occurring in the nature of the cruise ship industry, there will continue to be opportunities to utilise the WBCT on non-cruise ship days for a variety of functions, whether for public or private purposes, but potential function use will also continue to be naturally constrained due to cruise ship bookings, which are confirmed six months in advance.

4.2 Car Parking (Condition B5)

4.2.1 Description

It is proposed for up to 200 cars be permitted to park at WB4 for functions, as overflow (if required) to the existing WB5 car park. WB4 is located to the west of the WB5 car park. The intent is to confirm that car parking on-site in Condition B5 is inclusive of the proposed WB4 overflow parking.

4.2.2 Justification

WB4 is a hardstand area already used for vehicle parking and other cruise operations when a cruise ship is berthed at WB4 and is part of the approved site of the WBCT Major Project Approval. There is adequate space for up to 200 cars to use this area, if required, for functions. There have been no registered noise complaints related to patrons in the car park at WB5 from previous functions, nor from patrons arriving at or departing from functions at the Terminal.

4.3 Hours of Operation (Condition D6)

4.3.1 Description

A minor change in the hours of operation is proposed with functions that are likely to generate an audible noise at any sensitive receiver to operate until midnight with patrons to vacate the site by 12:30am. This represents a half hour extension over the current approved hours in Condition D6. No change is proposed to the current limit of functions that are likely to generate an audible noise at any sensitive receiver to 4 days in any week.

4.3.2 Justification

The implementation of the current operational management measures have been demonstrated to adequately control any impacts from patron noise. The two primary controls are:

1. The loading and unloading of coaches and taxis at the designated areas. For taxis this is at the drop off zone located within the public car park and to the west of the terminal building. For coaches, the preferred location is now to the south side of the terminal building to maximise acoustic shielding from Balmain residences as shown in **Figure 2**.
2. The allocation of at least two security personnel or staff in the car park area to ensure patrons depart quietly and in a timely way.

Section 5.1 of the Noise Impact Assessment (**Appendix B**) considered noise generated by patrons leaving events and concluded that as the *“background noise levels remain at the 40dB(A) level in the half hour after midnight, there are no risks associated with patron noise emergence above a quieter ambient environment. Therefore the key issue is controlling the movement and behaviour of a larger number of patrons”*. Refer to Section 6.1.2 for further discussion.

Port Authority notes that functions are permitted to occur at the Overseas Passenger Terminal at Circular Quay until midnight and the Temporary Glebe Island Exhibition Facility (SSD 5589) also had approval for functions to occur until midnight.

4.4 Noise Management (Conditions D10, D12 and D14)

4.4.1 Description

It is proposed to modify the following conditions (refer to Section 5 for proposed modified conditions):

- D10 – a minor increase (5 dBA) in permitted sound level for amplified outdoor background music at the southern side of the terminal building.
- D12 – a minor change to the condition to indicate where outdoor activities do not include amusement rides or similar activities, noise monitoring under this condition is not required.
- D14 – comprising three changes: (a) reducing the notification period from fourteen to seven days; (b) extending the time in line with the modification described in Section 4.3 above; and (c) clarification that it relates to outdoor amusement rides or similar activities.

The Port Authority is not seeking to amend the operation noise limits for functions in Condition D4.

4.4.2 Justification

Condition D10 is proposed to be modified to enable the outdoor area on the wharf directly in front of the terminal building be used in conjunction with the function occurring inside the terminal building. For instance, people moving between the building and the outside area during certain functions, with use of additional speakers (with some music to a specified sound level) outside to create ambiance.

Section 7 of the Noise Impact Assessment concludes that *“Noise levels are predicted to comply with the established noise criteria at the identified receivers and are also low enough that the cumulative noise levels from both the internal amplified music and this external background music together is still below the criteria.”*

Condition D12 represents a minor change in defining the ‘trigger’ for noise monitoring to apply only to functions involving ‘amusement rides or similar activities’ for the specified hours. This change reduces the need for monitoring to occur when current control measures are already in place to effectively manage noise within the existing noise criteria.

Condition D14 is a halving of the timeframe to notify surrounding residents, Inner West Council and the Police. Port Authority requires potential hirers to lodge applications with a minimum 30 days’ notice. It is considered that seven days maintains a reasonable timeframe to notify for those functions that are likely to be audible and involve outdoor amusement rides or similar activities between 6:00pm and 12:00am.

5 Conditions of Approval

MOD 6 if approved will require the following proposed changes to the Project Approval conditions. Words proposed to be deleted are shown in ~~bold strike~~ and words to be inserted are shown in ***bold italics***.

Condition	Existing Condition	Proposed Modified Condition
A7	The use of the project site for functions shall not exceed a total of 500 patrons on the site at any one time.	The use of the project site for functions shall not exceed a total of 500 <i>2,500</i> patrons on the site at any one time.
D6	Functions that are likely to generate an audible noise at any sensitive receiver shall be limited to 7:00am to 11:30pm, 4 days in any week, unless otherwise agreed by the Director-General. All patrons are to vacate the site by 12:00 midnight. The Proponent is to provide appropriate venue management staff to supervise patrons vacating the site to ensure that noise and disturbance is minimised.	Functions that are likely to generate an audible noise at any sensitive receiver shall be limited to 7:00am to 11:30pm <i>12:00am</i> , 4 days in any week, unless otherwise agreed by the Director-General <i>Secretary</i> . All patrons are to vacate the site by 12:00 midnight <i>12:30am</i> . The Proponent is to provide appropriate venue management staff to supervise patrons vacating the site to ensure that noise and disturbance is minimised.
D10	Amplified music other than background music must be confined to inside the terminal building with all doors and windows closed and the roof sealed. For the purpose of this condition, 'background music' is music that is less than 67 dBA at 10 metres from speakers.	Amplified music other than background music must be confined to inside the terminal building with all doors and windows closed and the roof sealed. For the purpose of this condition, 'background music' is music that is less than 67 dBA at 10 metres from speakers. <i>Amplified 'background music' is permitted outdoors as long as the speakers are located on the southern side of the terminal building, at a height no greater than 4m above the ground, and at a sound level no greater than 72 dBA at 10 metres from the speakers.</i>
D12	Noise monitoring shall be carried out for functions incorporating outside activities, from 6:00pm and up to 12:30am. The results of the monitoring shall be forwarded to the Department on a quarterly basis (with the report required by condition D13) and made available to the Police and Council upon request. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan.	Noise monitoring shall be carried out for functions incorporating outside activities <i>amusement rides or similar activities</i> , from 6:00pm and up to 12:30am. Where these outdoor activities occurred, the <i>Where these outdoor activities occurred, the</i> results of the monitoring shall be forwarded to the Department on a quarterly basis (with the report required by condition D13) and made available to the Police and Council upon request. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a

Condition	Existing Condition	Proposed Modified Condition
		commensurate method identified in the Operational Noise Management Plan. Where outdoor activities do not include amusement rides or similar activities, noise monitoring under this condition is not required to be carried out.
D14	The Proponent shall notify surrounding residents, Council and the Police fourteen days prior to functions that are likely to be audible and will involve outdoor activities between 6.00pm and 11.30pm, including when amusement rides are used on site. The notice shall include the following: (a) date and nature of the event; (b) the hours of operation for the event and expected numbers; (c) proposed outdoor activities; and (d) the name and contact number for an appropriate venue representative. The representative must be on site for the entire event.	The Proponent shall notify surrounding residents, Council and the Police fourteen seven days prior to functions that are likely to be audible and will involve outdoor involve outdoor amusement rides or similar activities between 6.00pm and 11.30pm 12:00am, including when amusement rides are used on site. The notice shall include the following: (a) date and nature of the event; (b) the hours of operation for the event and expected numbers; (c) proposed outdoor activities; and (d) the name and contact number for an appropriate venue representative. The representative must be on site for the entire event.

6 Statutory and Non-Statutory Requirements

6.1 Environmental Planning and Assessment Act 1979

In 2011, the NSW Government repealed Part 3A of the EP&A Act and replaced it with State significant development (SSD) and State significant infrastructure (SSI) assessment systems, which commenced on 1 October 2011. The transitional arrangements for former Part 3A projects have now ceased, and all future modifications to these projects will be assessed under either the SSD or SSI assessment pathway.

As noted in Section 1.1, the Project Approval transitioned to SSI provisions. Accordingly, this report supports the request to modify the Project Approval in accordance with Section 5.25 of the EP&A Act.

The Modification Application is consistent with the relevant Section 1.3 Objects of the EP&A Act, in particular 1.3(c), that is “to promote the orderly and economic use and development of land”. The proposed modification seeks to optimise the usage of the WBCT due to the terminal building being an underutilised asset.

6.2 Environmental Planning Instruments

The proposed modification does not affect the assessment of the approved project against the relevant environmental planning instruments that applied at that time. The proposed modification simply seeks an increase to allowable patron numbers and other associated minor changes to existing conditions of approval for an already approved use at this site. As such, for the following environmental instruments the assessment that was presented in the original Environmental Assessment Report (EAR) (JBA Planning, September 2010) remains unchanged:

- *State Environmental Planning Policy (Major Development) 2005* (now known as State Environmental Planning Policy (State Significant Precincts) 2005)
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No.55 – Remediation of Land*
- *Sydney Regional Environmental Plan No 26 – City West including Glebe Island/ White Bay Master Plan*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*

6.3 Strategic Plans

The proposed modification does not affect the approved project, including approved uses, which has been operational since April 2013. The original EAR assessed the approved project against the following strategic plans:

- *NSW State Plan*
- *Sydney Metropolitan Strategy and Inner-West Draft Subregional Strategy*
- *Sydney Metropolitan Transport Plan*
- *Action for Air*

It is noted that with the exception of *Action for Air*, the other strategic plans have been superseded with the following new plans:

- *NSW Premier's Priorities 2015-2019*
- *The Greater Sydney Region Plan and Eastern City District Plan (Greater Sydney Commission, 2018)*
- *Future Transport 2056 Strategy (Transport for NSW, 2018)*
- *State Infrastructure Strategy 2018-2038 (Infrastructure NSW, 2018)*

Relevant to this modification is Chapter 4 of the State Infrastructure Strategy 2018 which promotes the strategic objective to “Optimise the management, performance and use of the State’s assets”. WBCT is a State-owned asset and this modification aims to better utilise the asset on non-cruise ship days for functions.

The Bays Precinct Transformation Plan (October 2015) White Bay is identified as a “longer-term priority destinations”, which also include Rozelle Rail Yard and Glebe Island. The Transformation Plan highlights White Bay Cruise Terminal as Sydney’s second cruise terminal and does not propose anything contrary to the continued operation of the Terminal.

7 Assessment of Planning Issues

The Modification Application relates to function centre activities at the site. As such, the assessment of the environmental and planning issues has been limited to those matters which are relevant to the function use. That is, none of the issues relating to any other aspect of the approved project is affected.

7.1 Noise

A Noise Impact Assessment has been prepared by Renzo Tonin & Associates (**Appendix B**). The purpose of this assessment is to:

- Determine by noise testing, the maximum music noise levels permitted inside the Terminal such that the noise limits specified in the Project Approval are met.
- Recommend mitigation measures by which these music noise levels can be controlled.
- Advise on the best modes of transport for minimising noise impacts.
- Recommend additional noise management measures for patrons and transport where required so that the noise limits specified in the Project Approval will be met during a 2,500 patron function.

A discussion of the results of the noise assessment is provided below.

7.1.1 Noise Impacts for 2500 Patron Function

Noise testing was conducted at the WBCT by Renzo Tonin & Associates on the evening of Tuesday 12 September 2017. Public announcement equipment was set up inside the terminal building and operated at various noise levels whilst noise measurements were conducted outdoors at residential receiver locations at Grafton Street and Donnelly Street in Balmain and Jones Bay at Pyrmont. The purpose of this noise monitoring was to confirm that the building envelope is suitable for containing noise from a 2,500 patron function, and to determine the maximum allowable internal noise limit that would still achieve noise compliance externally at residential receivers in the surrounding community.

The results of the noise testing from amplified music confirms compliance for internal music noise levels up to 92dB(A) with the appropriate reasonable limitation of the bass levels.

There were two measurements conducted at Grafton Street (23:17:40 and 23:18:40) with a deliberately heavy bass track playing to test the acoustic limits of the building envelope at low frequencies. Minor exceedances were measured in some frequencies during these tests. It is noted that raves and high population dance parties are specifically not allowed at the WBCT, however this testing process was used to formulate the recommended mitigation measures (refer Section 8).

7.1.2 Noise Impacts during Extended Half Hour

Attended background noise measurement at Grafton Street was conducted on the evening of 12 September 2017 between 12.00am and 12.30am to confirm that the existing background noise level of 40dB(A) night is appropriate. As the background noise levels remain at the 40dB(A) level in the half hour after midnight, there are considered to be no risks associated with patron noise emergence above a quieter ambient environment. Therefore, the key issue is controlling the movement and behaviour of a larger number of patrons which will be managed via the OEMP control measures. As noted in Section 2.4, there have been no complaints received related to vehicle noise, use of the car park or patron noise.

7.1.3 WB4 Parking

Based on the separation distance of 90m from the WB4 car park to the nearest residences, and since vehicle noise from this area is already a normal part of functions and has not generated noise complaints from the WB5 parking area for all functions to date, it is expected that noise impacts from the WB4 overflow parking would not be an issue, as long as patron egress from the venue to the car park is well managed,

similar to the way current patron egress is managed for the WB5 parking area. It is proposed to increase the number of staff (minimum six) for functions over 1,500 patrons to be located in the existing car park and overflow car park (when in use) to supervise patrons vacating the site after 10:00pm (refer Section 8).

7.1.4 Vehicle Noise

Vehicle noise predictions were conducted assuming the worst-case scenario vehicle movements for a 2,500 patron event. These vehicle movements would allow adoption of the mode share proportions presented in the Assessment of Transport, Traffic and Parking Implications including a significant coach transport mode (refer to Section 7.2.1).

Vehicle noise is predicted to generally comply for a 2,500 patron function using the above referenced mode share. Whilst there is a potential 2dB(A) exceedance at Grafton Street when vehicle noise in the car park is added to vehicle noise on the Port Access Road (James Craig Road), this would typically never occur in practice as the vehicles would not be in both places at the same time.

Further, a typical large function would be 1,000 patrons, with 1,500+ patron functions potentially only occurring a few times a year. For a 1,000 patron function, vehicle numbers would be less than those modelled, and vehicle noise levels would be approximately 3dB lower, and would comply at all locations.

7.1.5 External Background Music

Noise modelling was carried out to determine whether a minor increase (5 dBA) in permitted sound level for amplified outdoor background music at the southern side of the terminal building would comply with the existing noise criteria.

The assessment assumed the following:

- Two speakers located along the southern façade of the terminal building at a height of 4m.
- The speakers are a minimum distance of 15m from the western and eastern edges of the terminal building.
- The speakers pointing in a southerly direction.
- An installed noise limit of 72 dB(A) at 10m from each speaker.

Noise levels are predicted to comply with the established noise criteria at the identified receivers and are also low enough that the cumulative noise levels from both the internal amplified music and this external background music together is still below the criteria.

7.1.6 Cumulative Impacts

There are no cumulative impacts anticipated from noise generated from functions, vehicles and patrons with the implementation of existing and new and/or modified mitigation measures to minimise impacts.

7.2 Traffic

An Assessment of Transport, Traffic and Parking Implications has been prepared by Transport and Traffic Planning Associates (TTPA) (**Appendix C**). The purpose of this assessment is to supplement the original Traffic Assessment Report by:

- Reviewing the nature and circumstances of occurring functions.
- Reviewing the current road network, transport and traffic circumstances.
- Reviewing the current traffic activity associated with a cruise ship berthing.
- Reviewing the potential nature of functions for up to 2,500 persons.
- Assessing the circumstances and potential implications of permitting functions for up to 2,500 persons.

A discussion of the results of the traffic assessment is provided below.

7.2.1 Travel Mode and Transport Management

The WBCT has now been in operation for just over 6 years and the “experience” to date has been that:

- Functions occur with significant use of Charter coaches, in fact some functions (typically corporate functions) solely utilised coaches for transport to and from the venue.
- Cruise ship visitations do not result in any significant increased traffic congestion when:
 - a ship might arrive/depart in a weekday road network peak period
 - there are two ships arriving and/or departing at similar times.

It is not realistic to specify a single “mode share goal” for the proposed increased patron capacity for functions because of the significant range in the types and durations of functions that can occur. However, from the experience with the venue, it is likely that the most common events will be a conference or product launch type event for 1,000 or less persons where attendance is relatively “controlled” and transport can be arranged and managed by the function organiser as required by the Port Authority through its Venue Hire Contract. The same management arrangements would also be applied to any public events, which likewise are required to enter into a Venue Hire Contract. A projected “mode share goal” for such events would be as follows:

	Persons	Mode %
Car (185 @ 2.0)*	370	37%
Coach and/or Ferry	500	50%
Taxi etc (40 @ 2.5)	100	10%
Bicycle	10	1%
Walk (incl. bus)	20	2%
Total:	1,000	100%

** Car occupancy for conference/product launch will be less than the 2.8 persons for a general access exhibition event*

The limiting factors in relation to private vehicle travel mode for major functions are the level of:

- Traffic generation particularly in the weekday network peak periods.
- Parking which will be available on the site.

In this regard, if there are up to only 400 parking spaces available and the average occupancy is 2.8 persons, then the total maximum persons travelling by car would be 1,120 and if the function is expected to be attended by 2,500 persons then charter coach and/or ferry travel will need to be provided for 1,130 persons with 250 persons travelling by taxi etc. The traffic generation for a single cruise ship visitation indicates that the peaks of concurrent ingress/egress vehicle movements is some 400-500 vehicles per hour (vph). As identified in Section 2.3, there is a mobile ferry pontoon facility (the “Beatrice Bush”) which can accommodate private vessels carrying up to 200 persons each trip. This pontoon has been used by private charter ferries many times for cruise passengers and has also been used to transport function patrons to / from WBCT.

It is therefore considered that the proposed limit of 400 parking spaces would generate ingress and egress movements which are significantly less than the level experienced with cruise ship visits with a total daily generation of some 2,400 vehicles trips per day (vtpd).

7.2.2 Traffic Impacts

The movement of vehicles associated with a cruise ship berthing at WBCT, being a relatively frequent event with around 100 ships berthing at WB5 and WB4 annually, is also significantly greater than that which would occur with increased function attendance. The requirement for Port Authority approval of a TMP for events in excess of the existing approved limit of 500 persons will act to ensure that travel mode by charter coach and ferry will be maximised (particularly for events of more than 1,000 persons) and the travel mode by car minimised. Based on the above the increased capacity is not expected to impact on the existing public transport services (buses) in the region.

Further, it also follows that the traffic impact of the proposal, being less than that of cruise ship visitation, will be satisfactory on the access intersections to the surrounding road network including James Craig Road and The Crescent.

7.2.3 Traffic Management Framework

It is proposed that any proposed function which will involve more than 500 persons will require a TMP to be prepared and submitted to and approved by Port Authority. It is proposed that the details to be contained in each TMP will be dependent on the scale, nature and start/finish time of the function.

A proposed framework for the content for two types of TMPs is outlined below.

TMP for 500 to 1,000 persons

- Specify the type and number of transport services to be provided.
- Specify projected profile of arrival and departure person movements times (in particular any clash with road network peaks).
- Specify what publicity will be given to function attendees in relation to transport services and parking limitations.
- Specify what supervision and control measures will be put in place, in particular to ensure that the demand for on-site car parking does not exceed the 400 available car parking spots.

TMP for 1,000 to 2,500 persons

- Specify the mode share goal and stipulate that mode share goal for events which will have arrival/departure occurring during the weekday afternoon road network peak period, prioritising coach / ferry transport and ensuring private vehicle use is limited by the availability of on-site parking.
- Specify the type and number of transport services which will be provided based on the mode share goal.
- Specify the projected profile of arrival and departure person movements and how the transport services proposed will accommodate the demand.
- Specify how the peak arrival and departure by car will be managed to minimise clashing with the road network peaks.
- Specify the proposed means to be adopted to ensure that there is no over demand for the available parking spaces.
- Specify what publicity will be given in relation to transport services and parking limitations.
- Specify what supervision and control measures will be put in place.

7.2.4 Cumulative Impacts

There are a number of significant current proposed activities/developments in the Port and immediate area. Due to the potential traffic and coordination implications, the State Government established a Cumulative Traffic Working Group (CTWG) involving representatives from the Sydney Coordination Office, Port

Authority, RMS, Transport for NSW and the major projects in and adjacent to the Bays Precinct to consider and advise on the cumulative traffic implications and measures to ameliorate them.

The activities which the CTWG was considering included:

- Port Authority's Glebe Island Multi User Facility (MUF);
- Hanson's proposed Glebe Island Concrete Batching Plant and Aggregate Handling Facility;
- WestConnex Stage 3B, including Rozelle Interchange works; and the associated RMS Licence Area within the Glebe Island and White Bay Port Precinct (ancillary site for construction activities);
- Sydney Metro West;
- Western Harbour Tunnel projects; and
- Existing Port related operational traffic from port tenants, licensees and the WBCT.

Port Authority met with representatives of the CTWG to discuss the proposal for WBCT and any requirements or concerns of CTWG. Key issues raised by the CTWG for this modification related mainly to the provision of measures to manage traffic for functions starting and finishing during road network peak periods. It is considered that the framework for the TMPs as outlined in Section 7.2.3 above provides an appropriate mechanism to manage any cumulative traffic impacts during peak periods.

Port Authority also consulted with RMS and responses in relation to the feedback provided with regard to the management of cumulative traffic impacts have been considered below:

Operation of the Bays Precinct

- Port Authority notes the major infrastructure projects, both current and future that will be carried out in the Bays Precinct over the coming years and will continue to work with Transport for NSW, RMS and the Sydney Coordination Office in managing the operation of the surrounding road network. The internal port road at White Bay and Glebe Island which leads to James Craig Road is a road owned by Port Authority and Port Authority coordinates its use for existing and future port tenants and uses, and for the transport infrastructure projects.
- In terms of potential traffic demand, as indicated in Section 4.1.2, the likelihood of a function occurring at WBCT for more than 1,500 persons would be extremely infrequent and any potential traffic movements, even for 2,500 person functions, would be significantly less than that of existing cruise ship visitations.

Managing conflicts with construction activities

- Port Authority will include a notification in its Venue Hire Contract to advise the hirer that construction activities associated with the transport infrastructure projects are occurring in the Bays Precinct and on Port Authority owned lands and there may be delays on roads when accessing the WBCT. The intent of this notification is to ensure that hirers understand the existing environment and factor that information into their function planning process.

Function planning and approval requirements

- As outlined in Section 7.2.3, Port Authority is committed to requiring TMPs be submitted for approval for individual functions for more than 500 persons at any one time. An additional commitment is proposed by Port Authority for when events of 1,000 to 2,500 persons commence or finish within the weekday road network peak period, that a condition be contained in the Venue Hire Contract to stipulate the relevant mode share goals.
- For the TMPs required for larger functions (i.e. between 1,000 to 2,500 persons) that start or finish at network peak periods, Port Authority will commit to consulting with RMS with a lead time of no later than 30 days before commencement of the function by providing a copy of the TMP for review and comment.

Port Authority has also convened a Bays West Traffic Management Working Group to enable the coordinated management of the road network within and connecting to the Bays West Precinct (Precinct) in association with the delivery of major infrastructure projects, the continuation of established port, cruise and working harbour uses, and new port uses within the Precinct. Membership of the Group includes Port Authority, WestConnex Stage 3B, Sydney Metro West, Western Harbour Tunnel, Infrastructure NSW and Sydney Coordination Office. This Group allows for a coordinated approach to the long-term planning and delivery of transport projects in the Bays Precinct to minimise impacts on existing Port operations, including cruise and functions at WBCT.

In terms of project status and timeframes, it is noted that:

- Western Harbour Tunnel project, which proposes to connect the WestConnex Rozelle Interchange with the Warringah Freeway and may include staging facilities and other activities at Glebe Island and White Bay, does not yet have an EIS on public exhibition.
- Sydney Metro West, which proposes a station in the Bays Precinct next to the White Bay Power Station, is commencing their statutory planning pathway and is some way away from lodging an EIS.
- For Sydney Super Yacht Marina at Rozelle Bay, the operational elements of this development and the multi-level carpark are completed, however there is no occupation of the envisaged Club and restaurant elements.
- Sydney Metro City and Southwest's temporary truck marshalling facility established near White Bay Power Station will only be operational until early 2020.
- Port Authority's MUF on Glebe Island was approved under Part 5 of the EP&A Act and construction is expected to start in mid-2020 with operations commencing late 2020 or early 2021.
- Hanson's proposed Concrete Batching Plant and Aggregate Handling Facility on Glebe Island, adjacent to the MUF, is currently going through a SSD planning process. Subject to approval, Hanson's proposed development is not expected to commence operations prior to late 2020 or early 2021.
- WestConnex Stage 3B (SSI 7485) works have commenced and are expected to be completed by mid-2023 (RMS, *Rozelle Interchange – Modification: The Crescent overpass and active transport links*, August 2019). Once completed, the WestConnex M4-M5 Link project is expected to provide improvements in traffic and intersection performance in the area.

Based on the status of the above infrastructure projects, there is potential for short term cumulative traffic impacts associated with the transport infrastructure and Port-related projects and operations in the Port precinct and Bays West area, which will require management and coordination between Port Authority, Port tenants and the different entities delivering the projects. As outlined above, there are already established frameworks in place with key State Government agencies, transport infrastructure projects and Port Authority to ensure coordinated traffic management.

Further, functions can only occur on non-cruise ship days, and the proposed increase to permitted function attendance would generate significantly less traffic than a typical cruise ship, which is already successfully managed and an established part of the Precinct's traffic.

8 Statement of Commitments

In accordance with the former Part 3A of the EP&A Act, commitments were made to manage and minimise potential impacts of the project. MOD 6 proposes changes to the following Environmental Management Measures - Operational with words proposed to be deleted are shown in ~~bold strike~~ and words to be inserted are shown in ***bold italics***.

It is noted that the OEMP (Function and Event Operations) will be updated by the Port Authority as a separate process following determination of MOD 6 incorporating the proposed changes below.

Objective	Action
Environmental Management	
General	Hours of operation for the function facility are as follows: • Use of internal and external areas from 7am – 11:30pm <i>12:00am</i> (with all patrons to have vacated the site by 12:30am <i>midnight</i>); • Set-up and cleaning of internal areas of the facility could occur at any time. • Set-up and cleaning of external areas will be undertaken between 7am – 12 midnight. • Amusement rides operating from 7am-10pm. Amusement rides could operate between 10pm and 11pm but only if positioned between the building and wharf edge (i.e. on the southern side of the building). The ability to undertake functions outside these hours would require approval by the Secretary Director General of the Department of Planning, <i>Infrastructure and Environment</i>.
Traffic and Pedestrian Movement	
Minimise the impact of function and event operational traffic on the surrounding road network	A traffic impact assessment will be undertaken of potential event scenarios for functions with more than 500 attendees at any one point in time, and which are proposed to start or finish during the morning or evening peak traffic periods (i.e. 8am-9am or 5pm-6pm, Monday to Friday). A maximum of 20 <i>30</i> functions/events in any calendar year with more than 1500 attendees on site at any one point in time. An operational TMP for functions and events with over 500 attendees at any one point in time will be implemented as part of the OEMP to: • Ensure the efficient and orderly management of traffic and pedestrian activities at WB5; • Manage the parking arrangements which will need to be implemented prior to the operation of the CPT as a function facility; and Corporate functions would be encouraged to transport patrons via buses / coaches <i>and ferries</i>. <i>Any proposed event or function which will involve more than 500 persons will require a Transport Management Plan (TMP) to be prepared and submitted to, and approved by, Port Authority with the required content included as outlined in the Modification Report.</i> <i>Any event for more than 1,000 persons will be required to:</i> • <i>control access to the parking area by the issue of tickets or other acceptable mechanism, unless it can be clearly demonstrated that</i>

Objective	Action
	<i>guaranteed adequate and organised provision of charter coaches and ferries will be available.</i> <i>have a TMP which stipulates a Mode Share Goal for the circumstance of arrivals and departures during the weekday road network morning and afternoon peak periods.</i> <i>For the TMPs required for larger events (i.e. between 1,000 to 2,500 persons) and that start or finish at network peak periods, Port Authority will consult with Transport for NSW with a lead time of no later than 30 days before commencement of the event by providing a copy of the TMP for review and comment.</i> <i>Port Authority will include a notification in its Venue Hire Contract to advise the hirer that construction activities associated with transport infrastructure projects are occurring in the Bays Precinct and on Port Authority owned lands and there may be delays on roads when accessing the WBCT. The intent of this notification is to ensure that hirers understand the existing environment and factor that information into their function planning process.</i>
Noise and Vibration	
Minimise operational noise impact on surrounding residences.	A Noise Management Plan (NMP) for operations will be prepared and implemented as part of the OEMP and would detail methods available to mitigate noise during the use of the CPT and function facility. In particular the Plan will include: - Maintenance of all equipment to ensure correct working order; - Selection of quiet equipment and plant where practicable; - Use of quieter or alternative reversing alarms on mobile plant and equipment permanently on the site; - Appropriate training of all staff in relation to noise issues; - Maintenance of internal roads; - Community consultation program, including 24 hour hotline number for complaints; - Procedures for responding to complaints; and - Nominated responsibilities for noise control during operation, and response to complaints. No delivery, set up, dismantling or removal of the temporary terminal structure, amusement rides or other temporary structures will occur outside of the hours of: 7.00 am to 6.00 pm Monday to Friday, and 8.00 am to 1.00 pm Saturday. Other measures regarding management of noise from functions will include: - Incorporation of double doors (air lock) to limit noise breakout. - Doors in all facades of the Arrival Hall, and all doors in the north facade of the Baggage Hall and storage and amenities area will remain closed during amplified music events. - Amusement rides with potential to cause noise, including any likely to elicit screaming from riders, will only be installed in front of the terminal building so as to provide effective noise shielding to surrounding residences and other noise sensitive receivers.

Objective	Action
	• Amplified music other than background music will be confined to inside the terminal building with all doors and windows closed and the roof sealed. • During the first outdoor event with significant noise generation, noise monitoring will be conducted to confirm noise levels at residences. Noisy activities can be located strategically to minimise impacts. • <i>To suitably control internal amplified music levels, a noise limiter will be installed inside the venue, to be set in accordance with the 92 dB(A) level shown to not cause exceedances to the noise limits for functions (condition D4). Where music is provided by a DJ operator bringing their own PA equipment (not using the in house PA), then the appropriate limiter would need to be integrated into their equipment (e.g. a software-based noise limiter).</i> • <i>Functions having 1,500 patrons or more and finishing after 10:00pm shall have a minimum of six (6) staff located in the carpark to supervise patrons vacating the site to ensure that noise and disturbance is minimised. Where the overflow parking on WB4 is to be used, staff shall be located in both the main car park, and the overflow car park.</i> • <i>Loading of coaches and or ferries at the conclusion of an event shall occur on the south side of the terminal building to maximise the acoustic shielding available from the WBCT building. Sufficient staff will be provided to supervise patrons to ensure that noise and disturbance is minimised.</i> Noise impacts from night time traffic movements for events greater than 500 people will be addressed as part of the Operational Environmental Management Plan.

9 Conclusion

Port Authority seeks a modification to the Project Approval to optimise the usage and capacity of the WBCT for functions. Conditions A7, D6, D10, D12 and D14 as outlined in Section 5 are proposed to be modified to facilitate this objective.

The assessment of planning issues in Section 7 is limited to those matters which are relevant to the function use of the WBCT. These are potential noise and traffic impacts, including any cumulative impacts. The assessment has considered the issues raised by stakeholders as identified in Section 4.

The conclusions of the assessment are that:

- The WBCT can accommodate functions up to 2,500 patrons in compliance with existing noise criteria in conjunction with the implementation of additional noise mitigation measures to minimise impacts to sensitive receivers.
- The proposed modification will not result in any adverse transport, traffic or parking implications provided that TMPs are prepared and implemented for functions over 500 persons. It is proposed that larger functions (1,000 to 2,500 persons) will require a significant mode share of travel to be arranged by charter coach, and/or ferry (not private vehicles), especially where arrivals commence during the weekday morning and afternoon peak travel periods.
- No adverse cumulative impacts are expected.

Recommended mitigation measures that are proposed to be implemented are contained in the modified and new Statement of Commitments in Section 8.

Function Date	Day(s)	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor/ Both	Traffic Impacts	Complaints Received
2013								
29-Nov-13	Friday	McDonalds Executive Xmas Dinner	1830 hrs - 2330 hrs	Dinner	350 pax	Indoor	0	0
30-Nov-13	Saturday	Winnings Christmas Dinner	1800 hrs - 2330 hrs	Dinner including Fireworks display between 2100 hrs - 2115 hrs	300 pax	Indoor/Outdoor		9
14-Dec-13	Saturday	Wise Tech Global Christmas Drinks	1800 hrs - 2330 hrs	Cocktail Party	200 pax	Indoor	0	0
2014								
3-Mar-14	Monday	Lend Lease Conference	0900 hrs - 1800 hrs	Conference	350 pax	Indoor	0	0
24-25-May-2014	Friday & Saturday	Snow Travel Expo	0900 hrs - 1600 hrs	Expo	500 pax	Indoor/Outdoor	0	0
28-May-14	Tuesday	Design Awards	0000 hrs - 2300 hrs (including bump-in)	Dinner	500 pax	Indoor/Outdoor	0	1
3-4-Sept 2014	Wednesday & Thursday	Lend Lease, KOJO Events	1400 hrs - 1930 hrs	Cocktail Party	500 pax	Indoor/Outdoor	0	0
23-24 Oct 2014	Thursday & Friday	Two De Force Media Dinner	1800 hrs - 2330 hrs	Cocktail Party	500 pax	Indoor/Outdoor		
8-9 Nov 2014	Saturday & Sunday	GPJ Toyota, 86 Event	1000 hrs - 1500 hrs	Car Event	320 pax	Indoor/Outdoor	0	2
27-Nov-14	Thursday	Audi photo shoot	1700 hrs - 2000 hrs	Filming	7 pax	Indoor/Outdoor	0	0
2015								
23-Jan-15	Friday	BMW photo shoot	0600 hrs - 2130 hrs	Filming	25 pax	Indoor/Outdoor	0	0
26-Feb-15	Thursday	BMW car drop-off	0645 hrs - 1100 hrs	Filming	18 pax	Indoor/Outdoor	0	0
9-Mar-15	Monday	BMW car pick-up	1100 hrs - 1300 hrs	Filming	18 pax	Indoor/Outdoor	0	0
12-Apr-15	Sunday	Port Authority of NSW Community Day	1000 hrs - 1700hrs	Public event	500 pax	Outdoor	0	0
15-16-Apr-15	Wednesday & Thursday	Hyundai Car Commercial	0800 hrs - 1900 hrs each day	Filming	45 pax	Indoor/Outdoor	0	0
16-17-May-15	Saturday & Sunday	Snow Travel Expo	0900 hrs - 1700 hrs each day	Public event	Max 500 pax at any one time	Indoor/Outdoor	0	0
30-May-15	Thursday	ARDBEG Launch	0700 hrs - 1700 hrs	Media launch	180 pax	Indoor/Outdoor	0	0
28-Nov-15	Thursday	NRMA Commercial	1430 hrs - 1930 hrs	Filming	30 pax	Indoor/Outdoor	0	0
14-15-Dec-15	Saturday & Sunday	Volkswagon Media Drive Event	0800 hrs - 1600 hrs	Media launch	50 pax	Indoor/Outdoor	0	0

Function Date	Day(s)	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor/ Both	Traffic Impacts	Complaints Received
2016								
23-Jan-16	Saturday	Screentime Pty Ltd	0700 hrs - 2100 hrs	Filming	90 pax	Indoor/Outdoor	0	0
22-Mar-16	Tuesday	Lucky Jac Photo Shoot	1500 hrs - 2100 hrs	Filming	10 pax	Outdoor	0	0
12,13 & 17 May 2016	Sunday, Monday & Friday	Hide & Seek Pictures	0700 hrs - 2100 hrs each day	Filming	80 pax	Outdoor	0	0
29-May-16	Wednesday	Snow Travel Expo	0400 hrs - 2300 hrs	Public event	Max 500 pax at any one time	Indoor/Outdoor	0	0
29, 30 June & 1 July 2016	Wednesday, Thursday and Friday	Top of the Lake Filming	0400 hrs - 2300 hrs each day	Filming	120 pax	Indoor/Outdoor	0	0
29-30 July 2016	Friday & Saturday	YOUI TVC	0500 hrs- 1800 hrs each day	Filming	60 pax	Indoor/Outdoor	0	0
18-Aug-16	Sunday	Alcatel Lucent Client Event	0600 hrs -1800 hrs	3 Catered Events	30 pax at each	Indoor/Outdoor	0	0
20-Aug-16	Tuesday	Ella Bache	0800 hrs - 2330 hrs	Dinner	500 pax	Indoor	0	0
22-23-Sept-2016	Thursday & Friday	Here Come the Habibs	0500 hrs - 1800 hrs	Filming	45 pax	Indoor/Outdoor	0	0
27-Sep-16	Tuesday	Cleverman 2	1300 hrs- 2400 hrs	Filming	25 pax	Indoor/Outdoor	0	0
3-4 Nov 2016	Thursday & Friday	Audi TVC - Film Graphics Entertainment	1600 hrs - 2400 hrs 0000 hrs - 0530 hrs	Filming	60 pax	Outdoor	0	0
8-Nov-16	Tuesday	Cleverman 2	1200 hrs - 2200 hrs	Filming	45 pax	Outdoor	0	0
5-Dec-16	Monday	P&O NRL State of Origin filming	1400 hrs- 2200 hrs	Filming	30 pax	Outdoor	0	0
9-Dec-16	Friday	GPJ Drive Event	0600 hrs - 2200 hrs	Private client event	70 pax	Indoor/Outdoor	0	0
12-Dec-16	Monday	DEC Communications - Rolls Royce	1400 hrs - 2100 hrs	Filming	15 pax	Outdoor	0	0
2017								
25-Mar-17	Saturday	Aspect Eight - Media Product Launch	0400 hrs - 2330 hrs	Dinner	500 pax	Indoor/Outdoor	0	1
4-Apr-17	Tuesday	Chosen	0430 hrs - 1900 hrs	Filming	60 pax	Indoor	0	0
1-May-17	Monday	Playmaker - Love Child	0700 hrs - 1700 hrs	Filming	48 pax	Outdoor	0	0
19-May-17	Friday	Walkabout Filming - Nike TVC	0430 hrs - 1900 hrs	Filming	70 pax	Indoor/Outdoor	0	0
7-8 June 2017	Wednesday & Thursday	Foxtel Fight Season	0700 hrs - 1900hrs 1000 hrs - 2400 hrs	Filming	86 pax	Indoor/Outdoor	0	0
20-21 July 2017	Thursday & Friday	Chief Entertainment - Nasonex TVC	0600 hrs - 1800 hrs each day	Filming	170 pax	Indoor/Outdoor	0	0
31-Aug-17	Thursday	Red Door Production - Telstra TVC	1000 hrs - 2000 hrs	Filming	30 pax	Indoor/Outdoor	0	0
7-Sep-17	Thursday	Ecom Locations - K Pop Music Video Shoot	0900 hrs - 2300 hrs	Filming	90 pax	Outdoor	0	0
8-9 Sept-2017	Friday & Saturday	Wedding - Lam & Nguyen	0400 hrs - 2330 hrs	Dinner	320 pax	Indoor/Outdoor	0	0
12-Sep-17	Tuesday	WBCT Noise Testing	1600 hrs - 2400 hrs	Music test	6 pax	Indoor	0	0
17-Sep-17	Sunday	Sydney Bus Museum Photo Shoot	1600 hrs - 1900 hrs	Photo Shoot	85 pax	Outdoor	0	0
24-Oct-17	Tuesday	Nekro Production - Nekromancer Movie Shoot	0400 hr - 1900 hrs	Filming	66 pax	Outdoor	0	0
30-Oct-17	Monday	Truce Films	0700 hrs - 1600 hrs	Filming	30 pax	Indoor	0	0
18-Nov-17	Saturday	The Department - Bike Race	1000 hrs - 2100 hrs	Bicycle Race	450 pax	Outdoor	0	1
29-Nov-17	Wednesday	Port Authority of NSW CT&L Christmas Party	0900 hrs - 1700 hrs	Cocktail Party	45 pax	Indoor/Outdoor	0	0

Function Date	Day(s)	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor/ Both	Traffic Impacts	Complaints Received
2018								
21-Mar-18	Sunday	Thirteen & Co Westpac TVC	0800 hrs - 1800 hrs	Filming	80 pax	Indoor	0	0
23-Mar-18	Wednesday	Thirteen & Co Westpac TVC	0800 hrs - 2200 hrs	Filming	80 pax	Indoor	0	0
12-May-18	Saturday	YOUI TVC	0400 hrs - 1800 hrs	Filming	40 pax	Outdoor	0	0
23-May-18	Wednesday	Uber Driver Event	0700 hrs - 1900 hrs	Driver Event	500 pax	Outdoor	0	0
24 & 25 May 2018	Thursday & Friday	Art Gallery of NSW - Truck Turning Circle Event	1200 hrs - 1700 hrs 0900 hrs - 1700 hrs	Truck Exercise	30 pax	Outdoor	0	0
20-22 June 2018	Wednesday, Thursday and Friday	Vinnies CEO Sleepout	0600 hrs - 2000 hrs 0800 hrs - 2400 hrs 0001 hrs - 1200 hrs	CEO Charity Event	500 pax	Indoor/Outdoor	0	0
28 & 29 June 2018	Thursday & Friday	Woolworths Conference	0500 hrs - 1800 hrs 0500 hrs - 2400 hrs	Food demonstration event	350 pax	Indoor/Outdoor	0	0
14-19 August 2018	Tuesday to Sunday	Australian Antiques Fair	0700 hrs – 2000 hrs 0700 hrs - 2000 hrs 0700 hrs – 2100 hrs 1100 hrs – 1900 hrs 0900 hrs – 2300 hrs 0700 hrs – 2000 hrs	Public event	1900 pax over 4 days - less than 500 people on site at all times	Indoor	0	0
29-Aug-18	Wednesday	Decorative Events Showcase	0400 hrs - 2300hrs	Private events showcase	350 pax	Indoor	0	1
2-Sep-18	Sunday	Leichhardt Bus Museum	0900 hrs - 1600 hrs	Public event for Sydney buses	150 pax	Outdoor	0	0
6-Sep-18	Thursday	Big House Locations	0800 hrs - 1200 hrs	Private event filming	15 pax	Outdoor	0	0
19-Sep-18	Wednesday	Ford Driving Event Media Launch	0400 hrs - 1600 hrs	Private event media launch	50 pax	Outdoor - wharf	0	0
28-Sep-18	Friday	Sweet Shop	1000 hrs - 1900 hrs	Woolworths TVC	35 pax	Indoor	0	0
16-18 November 2018	Friday, Saturday & Sunday	The Department - Bike Race	0600 hrs - 2130 hrs 0930 hrs – 2400 hrs 0600hrs – 1400 hrs	National Criterium Bike Race	440 pax	Indoor/Outdoor	0	1
4-Dec-18	Tuesday	The Letdown 2	0400 hrs - 2300 hrs	TV Series Filming	60 pax	Indoor/Outdoor	0	0
15-Dec-18	Saturday	Samsung TVC	0400 hrs - 1700 hrs	Filming on Wharf only	40 pax	Outtdoor (wharf)	0	0
2019								
30 & 31 January 2019	Wednesday & Thursday	Custard - Woolworths	0600 hrs – 2000 hrs 0700 hrs – 2200 hrs	Woolworths Food Leaders Forum	350 pax	Indoor/Outdoor	0	0
12-Feb-19	Tuesday	Big House Locations	1200 hrs - 1600 hrs	Rio Tinto Photo Shoot	15 pax	Outdoor	0	0
15-Feb-19	Friday	Network 10	0500 hrs - 2000 hrs	News Team filming	80 pax	Indoor	0	0
28-Feb-19	Thursday	The Sweet Shop	1200 hrs - 1600 hrs	Filming	35 pax	Outdoor	0	0
21-May-19	Tuesday	Max Media Lab	1200 hrs - 1700 hrs	Skoda Stills Photo Shoot	4 pax	Outdoor	0	0
19-21 June 2019	Tuesday, Wednesday & Thursday	Vinnies CEO Sleepout	0900 hrs - 2000 hrs 0900 hrs - 2400 hrs 0001 hrs - 1000 hrs	CEO Charity Event	500 pax	Indoor/Outdoor	0	0
27 & 28 June 2019	Thursday & Friday	Custard - Woolworths	0700 hrs – 2000 hrs 0700 hrs – 1900 hrs	Woolworths Food Leaders Forum	350 pax	Indoor/Outdoor	0	0

WHITE BAY CRUISE PASSENGER TERMINAL

MOD 6 Noise Impact Assessment

27 August 2019

Port Authority of New South Wales

TG830-02F02 White Bay CPT MOD6 Acoustic Report r4

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This document is prepared for the particular requirements of our Client referred to above in the 'Document details' which are based on a specific brief with limitations as agreed to with the Client. It is not intended for and should not be relied upon by a third party and no responsibility is undertaken to any third party without prior consent provided by Renzo Tonin & Associates. The information herein should not be reproduced, presented or reviewed except in full. Prior to passing on to a third party, the Client is to fully inform the third party of the specific brief and limitations associated with the commission.

In preparing this report, we have relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, we have not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

We have derived data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination and re-evaluation of the data, findings, observations and conclusions expressed in this report.

We have prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

The information contained herein is for the purpose of acoustics only. No claims are made and no liability is accepted in respect of design and construction issues falling outside of the specialist field of acoustics engineering including and not limited to structural integrity, fire rating, architectural buildability and fit-for-purpose, waterproofing and the like.

Supplementary professional advice should be sought in respect of these issues.

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1 Introduction

1.1 Background

Major Project Approval MP10_0069 was granted by the Minister for Planning on 2 February 2011 for the construction and operation of a Cruise Passenger Terminal within the White Bay Port Precinct on the Balmain Peninsula. Operation of the White Bay Cruise Terminal (WBCT) commenced in mid-April 2013 and the Terminal is owned and managed by the Port Authority of NSW.

On cruise ship days, the WBCT is used for the processing of passengers embarking and disembarking cruise ships berthed at White Bay Wharf 5 (WB5) and associated activities. On non-cruise ship days, the facility is available for use for a variety of functions such as exhibitions and community and/or corporate events or for other port activities. Functions shall not exceed a total of 500 patrons on the site at any one time (as limited by Project Approval MP10_0069 Condition A7). Functions that are likely to generate an audible noise at any sensitive receiver are limited to 7:00am to 11:30pm, and all patrons are to vacate the site by 12:00 midnight (Condition D6).

The Project Approval has had five modifications between September 2011 (MOD 1) and April 2013 (MOD 5). The original approval allowed for functions up to 500 patrons, but also allowed for functions involving more than 500 patrons (up to 2500), subject to the proponent submitting for the approval of the Director-General, a Major Events Report. The Major Events Report was to address the identification and scope of these functions, the type and number of such functions, traffic and transport impacts and noise impacts. This was all outlined in Condition A8, which was deleted as a consequence of MOD1.

1.2 MOD 6 Proposal

The Port Authority of NSW is seeking a modification to Major Project Approval No. MP10_0069 (MOD6) in relation to increasing the limit of maximum patrons on site at any one time for a function at the White Bay Cruise Terminal. The purpose of the modification will be to:

- allow functions and events involving up to 2500 patrons to be held at the White Bay Cruise Terminal (WBCT) on non-ship days (as defined in the Project Approval) and,
- allow functions that are likely to generate an audible noise at any sensitive receiver to operate until midnight with everyone offsite by 12:30am, a half hour extension over the current approved hours.

MOD6 also seeks to allow up to 200 cars to park at White Bay 4 for functions and events. White Bay 4 has more than enough space for 200 vehicles and is currently used for cruise ship operations under MP10_0069. It is recommended that the current Operational Transport, Traffic and Access Management Plan for Functions and Event Operations be modified accordingly, pending approval of MOD6.

This report presents noise measurement data and noise predictions to support the MOD6 application. A traffic impact assessment by Transport and Traffic Planning Associates (report ref: 17035) has been undertaken for the proposed modification and provides an indicative breakdown of transport mode

share for events. Information within the traffic assessment has been used in considering the noise impacts related to traffic movements associated with functions.

Figure 1 shows the layout of White Bay wharfs, WBCT, car parks and coach route.



Figure 1 White Bay layout, WBCT, car parks and coach route

2 Existing function operations

2.1 History of functions events

The following summary history of function events has been provided by Port Authority of New South Wales. The detailed list of functions and complaints register is presented in APPENDIX B.

- There have been 56 functions and events held inside the terminal and in outdoor areas since the terminal opened in April 2013.
- Other than complaints related to fireworks that occurred for a function in November 2013 (Port Authority was not made aware that there would be fireworks), there have been only 4 noise related complaints over five years and 56 functions. 2 of those complaints related to bump-in noise and 2 related to music from inside the building.
- There have been no complaints related to vehicle noise or use of the car park.
- For events that ran late into the evening (for example past 11pm) with use of the car park and people leaving the site late, no complaints have been received related to patron noise.

2.2 Current noise management measures

The following existing noise management measures are currently employed at the site for each function event:

- The Port Authority's White Bay Venue Contract currently requires:

Due to an existing high residential area located behind the WBCT area, there are sound limits that are strictly enforced. There is no amplified music allowed in any external areas of the venue such as the wharf or car park areas. Inside the venue there is a sound level of 85db, which is monitored closely by the Venue Manager throughout the event. Please discuss ways to control and manage your sound levels and eliminate sound from escaping the venue, with your sound or AV technician.

- The approved OEMP for Functions and Event Operations includes an Operational Noise Management Plan which contains the following requirements.
 - I. *The octave band noise limits for functions (Condition D4) are not applied to vehicle and carpark noise. Suitable noise limits for function traffic on the private roads were given in the Concept Design Acoustic Report for Venue Operation (Renzo Tonin & Associates, September 2010) attached to the Environmental Assessment.*
 - II. *The Function Contract will specify that sufficient staff will be provided to supervise patrons vacating the site to ensure that noise and disturbance is minimised. As a minimum for functions that involve departing patrons after 10:00pm two (2) staff will be located in the car park area to ensure patrons depart quietly and in a timely way, unless otherwise specified in a function specific Function Plan approved by the Property Manager.*

Surrounding residents, Council and Police will be notified 14 days prior to events likely to be audible and will involve outdoor activities between 6.00pm and 11.30pm. Notification may be in the form of letter drops, advertisements in local papers, or on the Sydney Ports website. The residents to be notified are those on Grafton Street and Donnelly Street. Other residents outside this area may be notified following receipt of a request for notification or as a result of a noise complaint.

2.3 Purpose of this assessment

Based on the history of function events and the small number of issues that generated complaints, the purpose of this noise impact assessment is to:

- Determine by noise testing, the maximum music noise levels permitted inside the Terminal such that the noise limits specified in the Project Approval are met
- Recommend mitigation measures by which these music noise levels can be controlled
- Advise on the best modes of transport for minimising noise impacts
- Recommend additional noise management measures for patrons and transport where required so that the noise limits specified in the Project Approval will be met during a 2500 patron function.

3 Existing operational noise conditions for functions

The Project Approval contains the following Conditions that are relevant to function events at White Bay CPT. The proposed modified conditions based on the MOD 6 proposal are also shown, with proposed amendments in red.

Table 1 Existing and proposed modified conditions

Condition	Existing condition	Proposed modified condition
A7	The use of the project site for functions shall not exceed a total of 500 patrons on the site at any one time.	The use of the project site for functions shall not exceed a total of 2500 patrons on the site at any one time.
D4	The Proponent shall design, construct, operate and maintain the project to ensure that the LA10 noise emitted from Functions shall not exceed the background noise level in an Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) by more than 5db between 7.00am and 12:00 midnight at the boundary of any affected sensitive receiver. The Proponent shall ensure that the LA10 noise emitted from Functions shall not exceed the background noise level in an Octave Band Centre Frequency (31.5Hz – 8kHz inclusive) between 12:00 midnight and 7.00 am at the boundary of any affected sensitive receiver. For the purpose of this condition, the LA10 can be taken as the average maximum deflection of the noise emission from the site.	No change proposed
D5	The Proponent shall only undertake setup, dismantling, delivery or removal of temporary structures, and amusement rides associated with the project that would generate an audible noise at any residential premises during the following hours: (a) 7:00 am to 6:00 pm, Mondays to Fridays, inclusive; (b) 8:00 am to 1:00 pm on Saturdays; and (c) at no time on Sundays or public holidays.	No change proposed
D6	Functions that are likely to generate an audible noise at any sensitive receiver shall be limited to 7:00am to 11:30pm, 4 days in any week, unless otherwise agreed by the Director-General. All patrons are to vacate the site by 12:00 midnight. The Proponent is to provide appropriate venue management staff to supervise patrons vacating the site to ensure that noise and disturbance is minimised.	Functions that are likely to generate an audible noise at any sensitive receiver shall be limited to 7:00am to 12:00am , 4 days in any week, unless otherwise agreed by the Secretary . All patrons are to vacate the site by 12:30am . The Proponent is to provide appropriate venue management staff to supervise patrons vacating the site to ensure that noise and disturbance is minimised.
D7	The operation of amusement rides shall only occur 5 times a year. The operation of amusement rides and similar outdoor activities shall only be undertaken between 7:00am and 10:00pm Monday to Saturday and between 9:00am and 6:00pm Sundays or public holidays, unless otherwise agreed by the Director-General.	No change proposed
D8	Amusement rides and similar activities, shall only be erected in front of the terminal building so as to provide effective noise shielding to surrounding residences in Balmain and Rozelle and other noise sensitive receivers.	No change proposed

Condition	Existing condition	Proposed modified condition
D9	Amusement Rides and other equipment to be used outside for functions shall have a maximum sound power level of 106dBA.	No change proposed
D10	Amplified music other than background music must be confined to inside the terminal building with all doors and windows closed and the roof sealed. For the purpose of this condition, 'background music' is music that is less than 67 dBA at 10 metres from speakers.	Amplified music other than background music must be confined to inside the terminal building with all doors and windows closed and the roof sealed. Amplified 'background music' is permitted outdoors as long as the speakers are located on the southern side of the terminal building, at a height no greater than 4m above the ground, and at a sound level no greater than 72 dBA at 10 metres from the speakers.
D12	Noise monitoring shall be carried out for functions incorporating outside activities, from 6:00pm and up to 12:30am. The results of the monitoring shall be forwarded to the Department on a quarterly basis (with the report required by condition D13) and made available to the Police and Council upon request. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan.	Noise monitoring shall be carried out for functions incorporating outdoor amusement rides or similar activities , from 6:00pm and up to 12:30am. Where these outdoor activities occurred , the results of the monitoring shall be forwarded to the Department on a quarterly basis (with the report required by condition D13) and made available to the Police and Council upon request. Noise monitoring is to be undertaken in accordance with AS1055 for outdoor sound level measurements, or a commensurate method identified in the Operational Noise Management Plan. Where outdoor activities do not include amusement rides or similar activities, noise monitoring under this condition is not required to be carried out.
D14	The Proponent shall notify surrounding residents, Council and the Police fourteen days prior to functions that are likely to be audible and will involve outdoor activities between 6.00pm and 11.30pm, including when amusement rides are used on site. The notice shall include the following: (a) date and nature of the event; (b) the hours of operation for the event and expected numbers; (c) proposed outdoor activities; and (d) the name and contact number for an appropriate venue representative. The representative must be on site for the entire event.	The Proponent shall notify surrounding residents, Council and the Police seven days prior to functions that involve outdoor amusement rides or similar activities between 6.00pm and 12:00am . The notice shall include the following: (a) date and nature of the event; (b) the hours of operation for the event and expected numbers; (c) proposed outdoor activities; and (d) the name and contact number for an appropriate venue representative. The representative must be on site for the entire event.

4 Amplified music during 2500 patron event

Due to the proposed increase from 500 to 2500 patrons, it is likely that amplified music noise levels may increase inside the venue from what is typical for a 500 patron event. A suitable method of managing the music noise level must be determined so that the Condition D4 is met during a large event.

4.1 Noise testing procedure and results

Noise testing was conducted at White Bay CPT on the evening of Tuesday 12th September 2017. PA equipment was set up inside the terminal building and operated at various noise levels whilst noise measurements were conducted outdoors at the critical residential receiver locations. The purpose of this noise monitoring was to confirm that the building envelope is suitable for containing noise from a 2500 patron event, and to determine the maximum allowable internal noise limit that would still achieve noise compliance externally at residential receivers in the surrounding community.

Condition D4 of the current approval contains the operational noise limits for functions which are based on background noise levels. Noise criteria for functions have been established in previous noise studies and are also quoted in Section 3.2 of the White Bay Cruise Terminal Operational Noise Management Plan (NMP).

Table 2 presents the noise criteria, the measured external noise levels at residential receivers, and the corresponding internal noise levels inside the terminal building. The reported external noise levels are the music noise levels after subtracting the existing ambient noise. All doors and windows of the terminal building were closed during the noise testing.

External noise measurements were concentrated at Grafton Street, being the nearest residential receiver location, however measurements were also conducted at Donnelly Street and across Jones Bay at Pyrmont. Figure 2 shows the noise monitoring locations.

The noise from amplified music is shown to comply for internal music noise levels up to 92dB(A) with the appropriate reasonable limitation of the bass levels.

There were two measurements conducted at Grafton Street (23:17:40 and 23:18:40) with a deliberately heavy bass track playing to test the acoustic limits of the building envelope at low frequencies. Minor exceedances were measured in some frequencies during these tests.

The types of functions/events that make use of WBCT would not typically play loud bass-heavy music (e.g. community and corporate events; exhibitions and conventions; food and beverage festivals; film shoots; product launches; charity and fundraising functions; cultural events). Raves and high population dance parties are specifically not allowed at the WBCT. So while these tests are not particularly relevant to the normal operation of the WBCT, they will be useful in the future when setting the parameters of the electronic noise limiter recommended in Section 4.2 below.

4.2 Recommend mitigation measures

To suitably control internal amplified music level during a large 2500 patron function, we recommend the installation of a noise limiter inside the venue, to be set in accordance with the 92dB(A) limit. Where music is provided by a DJ operator bringing their own PA equipment (not using the in house PA), then the appropriate limiter would be a software-based noise limiter such as Symmetrix or software-controlled mixer/compressor/equalizer/limiter from Allen & Heath.

The noise monitoring results and the above recommended installation of a noise limiter support the proposed modification of Condition D6 to extend function times from 11.30pm to midnight.

Table 2 Measured music noise levels at residential receivers

Measurement start time	Internal L _{A10} sound pressure level @ 10m from speakers, dB(A)	Measured L _{A10} sound pressure levels at residential boundary										Comment
		Total dB(A)	31.5Hz	63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000HZ	8000HZ	
Grafton St, Balmain		45	67	58	52	46	43	41	31	18	17	D4 noise criteria up to 12 midnight
21:54:00	98	49	58	65	54	52	48	45	36	22	11	
22:01:30	93	48	56	64	53	50	47	45	36	20	11	
22:12:30	93	48	52	55	52	51	46	45	37	23	11	
22:19:00	93	49	62	70	59	51	46	43	36	25	18	
22:45:00	89	33	52	55	43	34	33	28	19	14	11	
22:57:30	88	42	52	49	43	44	40	39	29	14	11	
23:10:00	92	38	55	53	43	41	33	36	29	14	11	
23:12:55	91	33	52	49	43	34	33	28	19	14	11	
23:17:40	88	43	63	60	47	49	40	38	30	14	11	Bass heavy track for testing purposes only, not typical of WBCT operation
23:18:40	87	44	61	60	47	49	41	40	32	20	15	Bass heavy track for testing purposes only, not typical of WBCT operation
Donnelly St, Balmain		53	75	66	60	54	51	49	39	26	25	D4 noise criteria up to 12 midnight
21:31:05	92	51	65	64	60	53	50	46	38	27	19	Inaudible*
21:51:30	93	49	52	59	57	49	47	46	39	27	8	Inaudible*
Refinery Drive, Pyrmont		45	67	58	52	46	43	41	31	18	17	D4 noise criteria up to 12 midnight
23:00:10	93	35	52	48	44	39	37	35	29	22^	19	Inaudible
23:06:30	92	33	48	48	44	35	37	37	32	25^	19	Inaudible

Notes:

Red indicates exceedance of criteria.

* Function noise inaudible.

^ Static hum from another source. Not related to cruise terminal.



Figure 2 Noise monitoring locations

5 Patron noise during extended half hour

The complaints register information contained in Section 2.1 and APPENDIX B indicate that the current operational management measures currently being utilised during function events are suitable for controlling patron related noise at White Bay CPT. The primary controls that seem to currently work well in containing patron noise are:

1. The loading and unloading of coaches and taxis at the designated areas (for taxis, at the drop off zone located within the public car park and to the west of the terminal building; for coaches, at the coach set down area on the south side of the public car park), and
2. The allocation of at least two security personnel or staff in the car park area to ensure patrons depart quietly and in a timely way,

Therefore, it is proposed that as long as background noise levels in the area do not reduce significantly between 12 midnight and 12:30am (see 5.1 below), then the current patron management measures would also be broadly suitable for the proposed extended hours.

However, to further mitigate noise from patrons exiting the facility and boarding coaches, as shown in Figure 1 and described in section 5.3 below, loading of coaches (and/or ferries) at the conclusion of an event shall occur on the south side of the terminal building to maximise the acoustic shielding available from the CPT building. The Port Authority has advised that the coach route as shown in Figure 1 has been trialled successfully and is preferred for function and event organisers.

5.1 Background noise levels after 12 midnight

The setting of noise criteria for functions is based on a background noise level of 40dB(A) at night at Grafton Street. This was determined by long term noise monitoring as part of the environmental assessments for the WBCT, and is the basis for the noise criteria presented in Section 3.2 of the WBCT Operational Noise Management Plan.

Since the modification application proposed to extend the operating hour of the function up to 12:30am, an attended background measurement at Grafton Street was conducted on the evening of 12 September 2017 between 12.00am and 12.30am to confirm that the 40dB(A) background noise level is appropriate.

Noise measurements were conducted at the residential boundary (on the public footpath) and the following LA90 noise level was measured:

- Grafton Street $L_{A90} = 40.4 \text{ dB(A)}$

As the background noise levels remain at the 40dB(A) level in the half hour after midnight, there are no risks associated with patron noise emergence above a quieter ambient environment. Therefore the key issue is controlling the movement and behaviour of a larger number of patrons.

5.2 Patrons at WB4 overflow parking

The current project approval permits provision of 200 parking spaces on WB5 for event/function patrons and for other cars on cruise ship days. It is proposed to use WB4 as overflow parking for larger function events if required. WB4 is already used for vehicle parking and other cruise operations functions when a cruise ship is berthed at WB4 and there is plenty of space for this area to be used for overflow parking if required, when no cruise ship is at berth.

The WB5 car park is located adjacent to the terminal building to the west. There have been no registered noise complaints related to patrons in the car park at WB5 from existing function events. The nearest residential receivers to the WB5 car park are the three dwellings located between Stephen Street and Waite Avenue that overlook the site. These residences are setback approximately 15m from the nearest corner of the car park. Grafton Street residences are setback approximately 35m from the WB5 car park.

The WB4 overflow parking area is further removed from the above identified dwellings. Therefore noise levels from vehicles in the WB4 car park are expected to be less than those generated by the WB5 carpark.

The WB4 parking area is closer to Donnelly Street residences, however the setback is 90m which provides more separation than WB5. The Port Access Road (James Craig Road on Google Maps) and Birrung Park are between WB4 and Donnelly Street, and this road is currently used by cars and coaches to access the site during functions. Therefore the WB4 parking area does not introduce vehicle noise in a new location that is not already part of a function event.

Based on the separation distance of 90m from the WB4 car park to the nearest residences, and since vehicle noise from this area is already a normal part of a function event that has not generated noise complaints, we expect that noise impacts from the WB4 overflow parking would not be an issue, as long as patron egress from the venue to the car park was well managed, similar to the way current patron egress is managed for the WB5 parking area.

5.3 Recommend mitigation measures

To deal with the increase from 500 to 2500 patrons at the site, it is recommended to make the following changes/additions to the WBCT Noise Management Plan.

Existing Mitigation Measure	Modified mitigation measure
The Function Contract will specify that sufficient staff will be provided to supervise patrons vacating the site to ensure that noise and disturbance is minimised. As a minimum for functions that involve departing patrons after 10:00pm two (2) staff will be located in the car park area to ensure patrons depart quietly and in a timely way, unless otherwise specified in a function specific Function Plan approved by the Property Manager.	The Function Contract will specify that sufficient staff will be provided to supervise patrons vacating the site to ensure that noise and disturbance is minimised. As a minimum for functions that involve departing patrons after 10:00pm two (2) staff will be located in the car park area to ensure patrons depart quietly and in a timely way, unless otherwise specified in a function specific Function Plan approved by the Venue Manager. Events having 1500 patrons or more shall have a minimum of six (6) staff located in the carpark. Where the overflow parking on WB4 is to be used, staff shall be located in both the main car park, and the overflow car park.

Existing Mitigation Measure	Modified mitigation measure
Proposed new measure	Loading of coaches and or ferries at the conclusion of an event shall occur on the south side of the terminal building to maximise the acoustic shielding available from the CPT building. Sufficient staff will be provided to supervise patrons to ensure that noise and disturbance is minimised.

It is also recommended that the Port Authority update its White Bay Venue Contract to reflect the modified mitigation measures outlined in Sections 4.2 and 5.3 and the requirements of any approval of MOD6.

6 Vehicle noise

6.1 Vehicle movements

The traffic assessment conducted for this MOD6 proposal (Transport and Traffic Planning Associates, August 2019, Rev C) suggests that mode share for an event of 1000 patrons would be as shown in Table 3.

Table 3 Travel mode share

	Persons	Mode %
Car	370	37%
Coach and/or Ferry	500	50%
Taxi	100	10%
Bicycle	10	1%
Walk	20	2%
Total	1000	100%

For a 2500 person event, the maximum persons travelling by car would be 1,120 (based on 400 parking spaces and occupancy of 2.8 persons). Therefore charter coach and/or ferry travel will need to be provided for 1,130 persons with 250 persons travelling by taxi.

6.2 Vehicle noise criteria

Whilst vehicles are on the White Bay 5 or White Bay 4 wharf sites, including on James Craig Road once inside the security gate, vehicle noise is considered part of the site operational noise. Approval Condition D1 provides operational noise criteria for cruise ship days, which includes vehicle noise. The Noise Management Plan also nominates noise limits for traffic on private roads. We have adopted this.

The following LAeq,15minute criteria for vehicle noise during the night time period as vehicles depart the site at the conclusion of a function event have been adopted.

Grafton Street, Balmain 45dB(A)

Donnelly Street, Balmain 49dB(A)

Dockside Apartments 53dB(A)

6.3 Vehicle noise assessment

Vehicle noise predictions have been conducted assuming the following worst-case scenario vehicle movements for a 2500 patron event. These vehicle movements would allow adoption of the mode share proportions presented in the traffic assessment, including a significant coach transport mode.

- 400 cars or taxis exiting the site within half an hour, which equates to 200 cars in 15 minutes.

- 30 coach movements in half an hour, equating to 15 coaches in 15 minutes.

The predicted noise levels are shown in the Table 4. Vehicle noise is predicted to generally comply for a 2500 patron event using mode share that is consistent with that presented in the traffic assessment. Whilst there is a potential 2dB(A) exceedance at Grafton Street when vehicle noise in car park is added to vehicle noise on the Port Access Road (James Craig Road), this would typically never occur in practice as the vehicles would not be in both places at the same time.

Also, a typical large event would be 1000 patrons, with 2500 patron event only occurring a few times a year. For a 1000 patron event, vehicle numbers would be less than those modelled, and vehicle noise levels would be approximately 3dB lower than those shown, and would comply at all locations.

Table 4 Predicted vehicle noise for maximum 2500 patron event

Variant	Grafton Street	Donnelly Street	1 Buchanan Street (Dockside Apartments)
Operational noise criteria (Night)	45	49	53
Vehicles moving along James Craig Road to terminal at 40kph (cars + coaches)	43	43	51
Cars in WB5 and WB4 car parks	45	39	29
Total (Road + car park)	47	44	51

7 External background music

7.1 Methodology and noise source

Noise predictions were carried out using CadnaA noise modelling software, which takes into account sound radiation patterns, acoustic shielding and potential reflections from intervening elements, and noise attenuation due to distance.

The assessment has assumed the following:

- 2 speakers located along the southern façade of the terminal building at a height of 4m,
- the speakers are a minimum distance of 15 metres from the western and eastern edges of the terminal building,
- the speakers pointing in a southerly direction,
- an installed noise limit of 72 dB(A) @ 10m from each speaker. The source noise levels used for the predictions are presented in Table 5.

Table 5 Source noise levels for licensed premises assessment

Applicable noise source	Overall dB(A)	Octave band centre frequency - Hz (dBZ)								
		31.5	63	125	250	500	1k	2k	4k	8k
Background music @ 10m from speaker (L10)	72	79	84	80	67	70	67	62	59	55

7.2 Noise prediction results

Table 6 summarises the results of the noise assessment, presenting the predicted noise emission levels at the identified assessment locations against the established noise goals.

Noise levels are predicted to comply with the established noise criteria at the identified receivers and are also low enough that the cumulative noise levels from both the internal amplified music and this external background music together is still below the criteria.

Table 6 Predicted noise level assessment, octave band, L₁₀

Assessment ID	Description	Overall, dB(A)	Octave band centre frequency - Hz (dBZ)								
			31.5	63	125	250	500	1k	2k	4k	8k
Grafton St, Balmain	Predicted noise levels	31	48	50	43	27	29	17	3	0	0
	D4 noise criteria up to 12 midnight	45	67	58	52	46	43	41	31	18	17
Donnelly St, Balmain	Predicted noise levels	30	44	48	42	27	28	17	0	0	0
	D4 noise criteria up to 12 midnight	53	75	66	60	54	51	49	39	26	25
Refinery Drive, Pyrmont	Predicted noise levels	41	49	54	50	36	39	35	26	10	0
	D4 noise criteria up to 12 midnight	45	67	58	52	46	43	41	31	18	17



Figure 3 Permitted area for external amusement rides (D8, D9) and external background music speakers (D10)

8 Conclusion

The WBCT was constructed with the ability to accommodate events and functions for up to 2500 persons, however the Major Project Approval was modified to only permit events and functions with a maximum of 500 persons.

The MOD6 application proposes to:

- increase the permitted maximum number of event and function attendees to 2500 persons
- extend the permitted hours of operation to midnight for functions that are likely to generate an audible noise at any sensitive receiver
- allow up to 200 cars to park on WB4 for attendees

The existing noise conditions from the project approval, the Noise management plan for function events, and the noise complaint register have been reviewed. Noise measurements from amplified music have been conducted at the WBCT and noise predictions from function traffic has been conducted.

It is determined that the WBCT can operate functions up to 2500 patrons with the addition or modification of several of the noise mitigation measures nominated in the Noise Management Plan. The proposed modifications to the Noise Management Plan are described in Section 4.2 (amplified music) and Section 5.3 (patron noise) of this report.

References

1. "Major Project Approval MP10_0069", 2 February 2011, DP&I
2. "White Bay Cruise Terminal Operational Noise Management Plan, Functions and Event Operations", May 2013, Sydney Ports.
3. "White Bay Cruise Passenger Terminal, Proposed Events and Functions Modification, Assessment of Transport, Traffic and Parking Implications Rev C", August 2019, Transport and Traffic Planning Associates

APPENDIX A Glossary of terminology

The following is a brief description of the technical terms used to describe noise to assist in understanding the technical issues presented.

Adverse weather	Weather effects that enhance noise (that is, wind and temperature inversions) that occur at a site for a significant period of time (that is, wind occurring more than 30% of the time in any assessment period in any season and/or temperature inversions occurring more than 30% of the nights in winter).
Ambient noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Assessment period	The period in a day over which assessments are made.
Assessment point	A point at which noise measurements are taken or estimated. A point at which noise measurements are taken or estimated.
Background noise	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the L90 noise level (see below).
Decibel [dB]	The units that sound is measured in. The following are examples of the decibel readings of every day sounds: 0dB The faintest sound we can hear 30dB A quiet library or in a quiet location in the country 45dB Typical office space. Ambience in the city at night 60dB CBD mall at lunch time 70dB The sound of a car passing on the street 80dB Loud music played at home 90dB The sound of a truck passing on the street 100dB The sound of a rock band 115dB Limit of sound permitted in industry 120dB Deafening
dB(A)	A-weighted decibels. The A-weighting noise filter simulates the response of the human ear at relatively low levels, where the ear is not as effective in hearing low frequency sounds as it is in hearing high frequency sounds. That is, low frequency sounds of the same dB level are not heard as loud as high frequency sounds. The sound level meter replicates the human response of the ear by using an electronic filter which is called the "A" filter. A sound level measured with this filter switched on is denoted as dB(A). Practically all noise is measured using the A filter.
dB(C)	C-weighted decibels. The C-weighting noise filter simulates the response of the human ear at relatively high levels, where the human ear is nearly equally effective at hearing from mid-low frequency (63Hz) to mid-high frequency (4kHz), but is less effective outside these frequencies.
Frequency	Frequency is synonymous to pitch. Sounds have a pitch which is peculiar to the nature of the sound generator. For example, the sound of a tiny bell has a high pitch and the sound of a bass drum has a low pitch. Frequency or pitch can be measured on a scale in units of Hertz or Hz.
Impulsive noise	Having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.
Intermittent noise	The level suddenly drops to that of the background noise several times during the period of observation. The time during which the noise remains at levels different from that of the ambient is one second or more.
L _{Max}	The maximum sound pressure level measured over a given period.
L _{Min}	The minimum sound pressure level measured over a given period.

L ₁	The sound pressure level that is exceeded for 1% of the time for which the given sound is measured.
L ₁₀	The sound pressure level that is exceeded for 10% of the time for which the given sound is measured.
L ₉₀	The level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L90 noise level expressed in units of dB(A).
L _{eq}	The "equivalent noise level" is the summation of noise events and integrated over a selected period of time.
Reflection	Sound wave changed in direction of propagation due to a solid object obscuring its path.
SEL	Sound Exposure Level (SEL) is the constant sound level which, if maintained for a period of 1 second would have the same acoustic energy as the measured noise event. SEL noise measurements are useful as they can be converted to obtain L _{eq} sound levels over any period of time and can be used for predicting noise at various locations.
Sound	A fluctuation of air pressure which is propagated as a wave through air.
Sound absorption	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound level meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound pressure level	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone.
Sound power level	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Tonal noise	Containing a prominent frequency and characterised by a definite pitch.

APPENDIX B **Function history and complaints register**

Function Date	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor	Traffic Impacts	Complaints Received	Details of Complaint
29-Nov-13	McDonalds Executive Xmas Dinner	1830 hrs - 2330 hrs	Dinner	350 pax	Indoor	0	0	
30-Nov-13	Winnings Christmas Dinner	1800 hrs - 2330 hrs	Dinner including Fireworks display between 2100 hrs - 2115 hrs	300 pax	Indoor/Outdoor		9	1 phone call to Venue Manager's mobile. Venue Manager explained that the fireworks were via a barge sitting in the middle of the water ways between White Bay and Pyrmont and booked via Maritime – unfortunately it was out of the control on White Bay Venue Management as they do not manage or police the water ways and the event hirer did not notify venue management that they had done this. 8 complaints received by Sydney Ports in relation to the event on Sat 30th Nov. 7 due to fireworks and 1 due to lights being left on. Sydney Ports replied individually to all complaints received in relation to fireworks advising the complainant that neither Sydney Ports or the managing agent were advised by the corporate client that fireworks had been organised, but they independently applied to NSW Roads & RMS for an aquatic licence to conduct the fireworks. This highlighted a gap in our client booking process which Sydney Ports have now addressed to make sure the community is fully informed on the type and nature of events being held at the cruise terminal. Sydney Ports apologised for any inconvenience caused.
14-Dec-13	Wise Tech Global Christmas Drinks	1800 hrs - 2330 hrs	Cocktail Party	200 pax	Indoor	0	0	
3-Mar-14	Lend Lease Conference	0900 hrs - 1800 hrs	Conference	350 pax	Indoor	0	0	
24-25-May-2014	Snow Travel Expo	0900 hrs - 1600 hrs	Expo	500 pax	Indoor/Outdoor	0	0	
28-May-14	Design Awards	0000 hrs - 2300 hrs (including bump-in)	Dinner	500 pax	Indoor/Outdoor	0	1	One complaint was received regarding lights at the terminal from about 2am on 28th May. Sydney Ports responded that there was activity at the terminal that night in preparation for a function being held at the cruise terminal on Wednesday night. The activity was in accordance with the terminal's Operational Environmental Management Plan for Function and Event Operations. Sydney Ports apologised for any inconvenience caused by the event preparations and logged concerns on the complaints register
3-4-Sept 2014	Lend Lease, KOJO Events	1400 hrs - 1930 hrs	Cocktail Party	500 pax	Indoor/Outdoor	0	0	

Function Date	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor	Traffic Impacts	Complaints Received	Details of Complaint
23-24 Oct 2014	Two De Force Media Dinner	1800 hrs - 2330 hrs	Cocktail Party	500 pax	Indoor/Outdoor			Port Authority NSW received a call regarding "an extraordinary noise going on inside the Terminal" at White Bay on 23rd October. The complaint was referred to the Port Authority property team for investigation and caller advised that this was the case. The complainant was later advised that indicative noise readings carried out by the Venue Manager from the street above the Terminal on the night of 23rd October did not exceed the noise limit. The caller was also advised that should they experience noise disturbance from functions at the Terminal again to contact the Venue Manager directly (contact no. was provided).
8-9 Nov 2014	GPJ Toyota, 86 Event	1000 hrs - 1500 hrs	Car Event	320 pax	Indoor/Outdoor	0	2	2 Complaints were received by Port Authority of NSW on the night of 7th November regarding noise and banging on the wharf. Port Authority of NSW contacted the Venue Manager who explained that the equipment was delivered during the night for bump in on Saturday morning, as opposed to a weekend delivery. No work was supposed to commence until bump in time. Port Authority NSW apologised to both callers regarding the noise.
27-Nov-14	Audi photo shoot	1700 hrs - 2000 hrs	Filming	7 pax	Indoor/Outdoor	0	0	
23-Jan-15	BMW photo shoot	0600 hrs - 2130 hrs	Filming	25 pax	Indoor/Outdoor	0	0	
26-Feb-15	BMW car drop- off	0645 hrs - 1100 hrs	Filming	18 pax	Indoor/Outdoor	0	0	
9-Mar-15	BMW car pick- up	1100 hrs - 1300 hrs	Filming	18 pax	Indoor/Outdoor	0	0	
12-Apr-15	Port Authority of NSW Community Day	1000 hrs - 1700hrs	Public event	500 pax	Outdoor	0	0	
15-16-Apr-15	Hyundai Car Commercial	0800 hrs - 1900 hrs each day	Filming	45 pax	Indoor/Outdoor	0	0	
16-17-May-15	Snow Travel Expo	0900 hrs - 1700 hrs each day	Public event	Max 500 pax at any one time	Indoor/Outdoor	0	0	
30-May-15	ARDBEG Launch	0700 hrs - 1700 hrs	Media launch	180 pax	Indoor/Outdoor	0	0	
28-Nov-15	NRMA Commercial	1430 hrs - 1930 hrs	Filming	30 pax	Indoor/Outdoor	0	0	
14-15-Dec-15	Volkswagon Media Drive Event	0800 hrs - 1600 hrs	Media launch	50 pax	Indoor/Outdoor	0	0	

Function Date	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor	Traffic Impacts	Complaints Received	Details of Complaint
23-Jan-16	Screentime Pty Ltd	0700 hrs - 2100 hrs	Filming	90 pax	Indoor/Outdoor	0	0	
22-Mar-16	Lucky Jac Photo Shoot	1500 hrs - 2100 hrs	Filming	10 pax	Outdoor	0	0	
12,13 & 17 May 2016	Hide & Seek Pictures	0700 hrs - 2100 hrs each day	Filming	80 pax	Outdoor	0	0	
29-May-16	Snow Travel Expo	0400 hrs - 2300 hrs	Public event	Max 500 pax at any one time	Indoor/Outdoor	0	0	
29, 30 June & 1 July 2016	Top of the Lake Filming	0400 hrs - 2300 hrs each day	Filming	120 pax	Indoor/Outdoor	0	0	
29-30 July 2016	YOUI TVC	0500 hrs- 1800 hrs each day	Filming	60 pax	Indoor/Outdoor	0	0	
18-Aug-16	Alcatel Lucent Client Event	0600 hrs - 1800 hrs	3 Catered Events	30 pax at each	Indoor/Outdoor	0	0	
20-Aug-16	Ella Bache	0800 hrs - 2330 hrs	Dinner	500 pax	Indoor	0	0	
22-23-Sept-2016	Here Come the Habibs	0500 hrs - 1800 hrs	Filming	45 pax	Indoor/Outdoor	0	0	
27-Sep-16	Cleverman 2	1300 hrs- 2400 hrs	Filming	25 pax	Indoor/Outdoor	0	0	
3-4 Nov 2016	Audi TVC - Film Graphics Entertainment	1600 hrs - 2400 hrs 0000 hrs - 0530 hrs	Filming	60 pax	Outdoor	0	0	
8-Nov-16	Cleverman 2	1200 hrs - 2200 hrs	Filming	45 pax	Outdoor	0	0	
5-Dec-16	P&O NRL State of Origin filming	1400 hrs- 2200 hrs	Filming	30 pax	Outdoor	0	0	
9-Dec-16	GPJ Drive Event	0600 hrs - 2200 hrs	Private client event	70 pax	Indoor/Outdoor	0	0	
12-Dec-16	DEC Communication s - Rolls Royce	1400 hrs - 2100 hrs	Filming	15 pax	Outdoor	0	0	

Function Date	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor	Traffic Impacts	Complaints Received	Details of Complaint
25-Mar-17	Aspect Eight - Media Product Launch	0400 hrs - 2330 hrs	Dinner	500 pax	Indoor/Outdoor	0	1	Complaint direct to Venue Manager's mobile phone who was on-site from D at 8pm about bass vibrations. By the time the phone call was received, the laser show with bass vibrations was finished and the complainant could no longer feel the vibrations. The complainant was satisfied that the event would not adversely impact her from that point on. The sound was tested at 2100 hrs and was less than the required level at the specified test location.
4-Apr-17	Chosen	0430 hrs - 1900 hrs	Filming	60 pax	Indoor	0	0	
1-May-17	Playmaker - Love Child	0700 hrs - 1700 hrs	Filming	48 pax	Outdoor	0	0	
19-May-17	Walkabout Filming - Nike TVC	0430 hrs - 1900 hrs	Filming	70 pax	Indoor/Outdoor	0	0	
7-8 June 2017	Foxtel Fight Season	0700 hrs - 1900hrs 1000 hrs - 2400 hrs	Filming	86 pax	Indoor/Outdoor	0	0	
20-21 July 2017	Chief Entertainment - Nasonex TVC	0600 hrs - 1800 hrs each day	Filming	170 pax	Indoor/Outdoor	0	0	
31-Aug-17	Red Door Production - Telstra TVC	1000 hrs - 2000 hrs	Filming	30 pax	Indoor/Outdoor	0	0	
7-Sep-17	Ecom Locations - K Pop Music Video Shoot	0900 hrs - 2300 hrs	Filming	90 pax	Outdoor	0	0	
8- 9 Sept-2017	Wedding - Lam & Nguyen	0400 hrs - 2330 hrs	Dinner	320 pax	Indoor/Outdoor	0	0	
12-Sep-17	WBCT Noise Testing	1600 hrs - 2400 hrs	Music test	6 pax	Indoor	0	0	
17-Sep-17	Sydney Bus Museum Photo Shoot	1600 hrs - 1900 hrs	Photo Shoot	85 pax	Outdoor	0	0	
24-Oct-17	Nekro Production - Nekromancer Movie Shoot	0400 hr - 1900 hrs	Filming	66 pax	Outdoor	0	0	
30-Oct-17	Truce Films	0700 hrs - 1600 hrs	Filming	30 pax	Indoor	0	0	

Function Date	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor	Traffic Impacts	Complaints Received	Details of Complaint
18-Nov-17	The Department - Bike Race	1000 hrs - 2100 hrs	Bicycle Race	450 pax	Outdoor	0	1	Noise complaint about loud music around 2130 hrs - event was finished so music was determined to come from Party Boat in vicinity at that time.
29-Nov-17	Port Authority of NSW CT&L Christmas Party	0900 hrs - 1700 hrs	Cocktail Party	45 pax	Indoor/Outdoor	0	0	
21-Mar-18	Thirteen & Co Westpac TVC	0800 hrs - 1800 hrs	Filming	80 pax	Indoor	0	0	
23-Mar-18	Thirteen & Co Westpac TVC	0800 hrs - 2200 hrs	Filming	80 pax	Indoor	0	0	
12-May-18	YOUI TVC	0400 hrs - 1800 hrs	Filming	40 pax	Outdoor	0	0	
23-May-18	Uber Driver Event	0700 hrs - 1900 hrs	Driver Event	500 pax	Outdoor	0	0	
24 & 25 May 2018	Art Gallery of NSW - Truck Turning Circle Event	1200 hrs - 1700 hrs 0900 hrs - 1700 hrs	Truck Exercise	30 pax	Outdoor	0	0	
20-22 June 2018	Vinnies CEO Sleepout	0600 hrs - 2000 hrs 0800 hrs - 2400 hrs 0001 hrs - 1200 hrs	CEO Charity Event	500 pax	Indoor/Outdoor	0	0	
28 & 29 June 2018	Woolworths Conference	0500 hrs - 1800 hrs 0500 hrs - 2400 hrs	Food demonstration event	350 pax	Indoor/Outdoor	0	0	

PORT AUTHORITY OF NSW
WHITE BAY CRUISE PASSENGER TERMINAL
PROPOSED EVENTS AND FUNCTIONS MODIFICATION
*Assessment of Transport, Traffic and
Parking Implications*

August 2019
(Rev C)

Reference 17035

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 502, Level 5
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email: info@ttpa.com.au

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APPENDIX D	EVENTS SCHEDULE

LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
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FIGURE 4	TRAFFIC CONTROLS
FIGURE 5	PEAK TRAFFIC FLOWS

EXECUTIVE SUMMARY

Major Project Approval (MP10_0069) for the White Bay Cruise Passenger Terminal (WBCPT) has the following principal restrictive controls on the holding of events and functions:

- limited to “non-cruise ship” days
- maximum of 500 persons at any one time
- hours of 7.00am to 11.30pm

There are also other sundry secondary controls and restrictions.

The WBCPT was constructed to accommodate up to 2,500 attendees for events and functions and the Traffic Assessment for the Major Project Application considered this outcome, however a decision was made (through a modification) to limit the number of attendees to 500 persons at any one time. Numerous enquiries have been received seeking to hold events and functions for more than 500 persons and the removal of the former Glebe Island Interim Convention and Exhibition Facility (GIIF) has substantially reduced the current traffic demands on James Craig Road.

This report has been prepared to provide an assessment potential of transport, traffic and parking implications to accompany an Application for approval to:

- extend the permitted number of attendees to 2,500 persons
- extend the permitted hours of operation to midnight
- allow 200 parking spaces on WB4 to be used by attendees

The Application proposes that events and functions for more than 500 attendees be subject to the preparation and approval of a Transport Management Plan the requirements for which will depend on the proposed number of attendees (i.e. 500 to 1,000 persons and 1,000 to 2,500 persons). The ‘mode share’ goal for events of more than 1,000 persons will require a significant element of travel by charter coach and/or ferry as suggested in the following:

	Mode %
Car	37%
Coach and/or Ferry	50%
Taxi etc.	10%
Bicycle/Walk	3%

A commitment is proposed for events of 1,000 to 2,500 persons which commence or finish within the weekday road network peak period that there will be a condition contained in the Venue Hire Contract for the Transport Management Plan to stipulate the mode share goals that are to be implemented and outline how that mode share will be attained.

The record of events and functions at the former Darling Harbour 8 (DH8) Cruise Terminal facility which had a capacity for some 3,500 persons reveals only 3 occasions when there was an event or function with more than 1,000 persons and the maximum attendance was 1,500 persons. The DH8 cruise facility was replaced by the WBCPT to allow the construction of Barangaroo.

The record of events at the WBCPT reveal that during 2017 and 2018 there were only 3 occasions when there was an event or function with the maximum of 500 persons in attendance indicating that most functions and events at WBCPT are smaller in scale.

Based on this and the fact that no requests have been made over the years for larger functions (as advised by Port Authority of NSW Venue Manager), the likelihood for an event or function occurring at WBCPT for more than 1,500 persons would be extremely infrequent.

Assessment of the proposal has concluded that the potential traffic movement outcome would be:

- significantly less than that of a cruise ship visitation
- satisfactory in terms of the operational performance of the access intersections

1. INTRODUCTION

Transport and Traffic Planning Associates was commissioned by Port Authority of NSW (Port Authority) to undertake an assessment of the potential transport, traffic and parking implications of a proposal to increase the maximum permitted number of patrons for events and functions at the White Bay Cruise Passenger Terminal (WBCPT) to 2,500 persons and to permit functions to operate until midnight (i.e. 30 minute extension to the current approval).

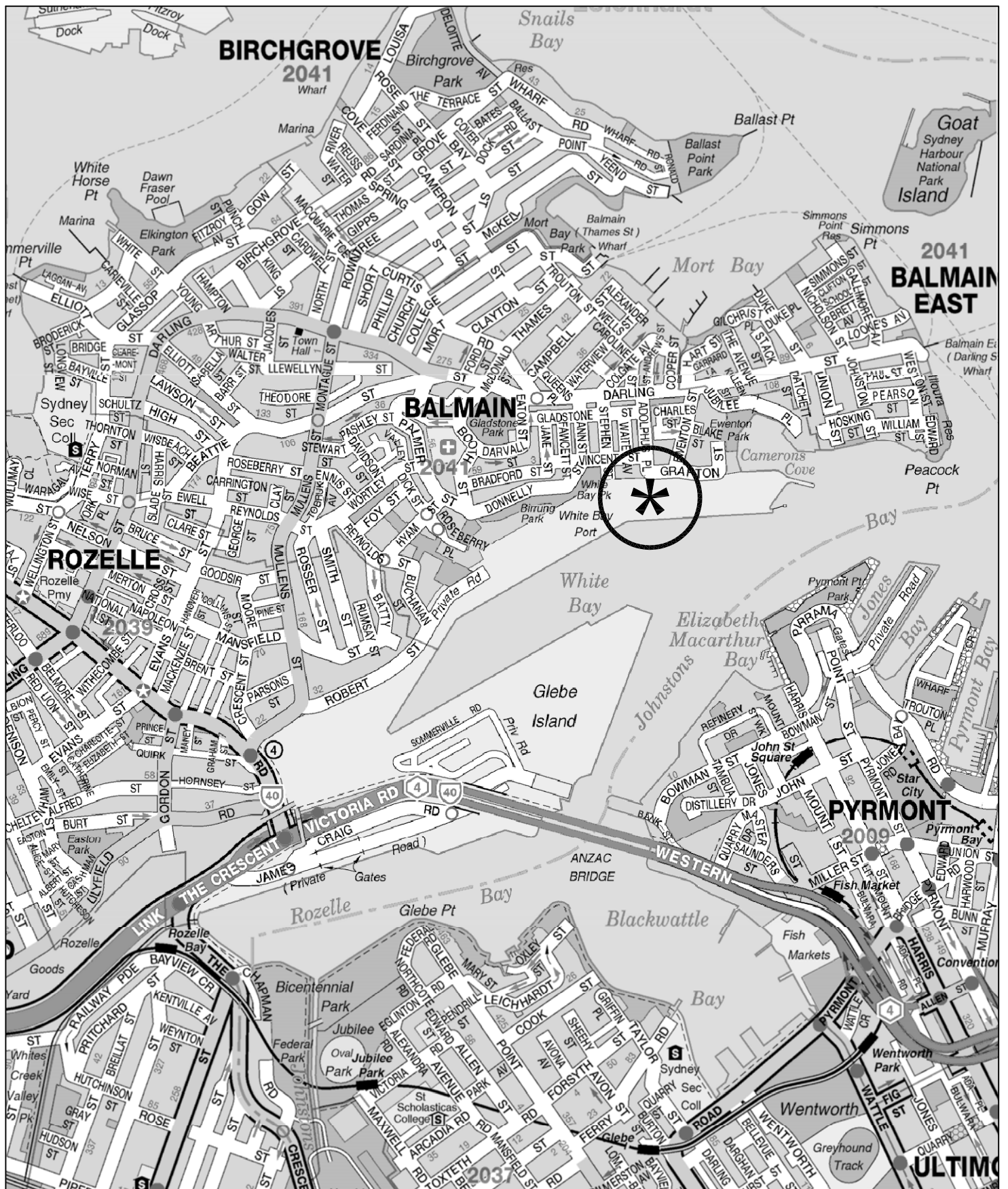
The existing approval and Operational Environmental Management Plan (Function and Event Operations) for WBCPT limits events and functions to 50 occasions per year on non-cruise ship days for a maximum of 500 persons on site at any one time

The WBCPT facility is capable of accommodating up to 2,500 persons and numerous enquiries have been received seeking to hold events and functions for more than 500 persons. The existing approval also contains conditions which specify:

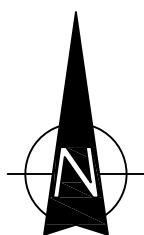
- the types of events and functions which are permitted
- the time of day which events and functions are permitted and also the hours in which set-up and cleaning of the facility can occur
- the preparation and implementation of an Operational Transport, Traffic and Access Management Plan incorporating a Workplace Travel Plan and Transport Access Guide

The purpose of this report is to supplement the original Traffic Assessment Report for the then proposed WBCPT by:

- * reviewing the nature and circumstances of occurring events and functions
- * reviewing the current road network, transport and traffic circumstances
- * reviewing the current traffic activity associated with a cruise ship berthing
- * reviewing the potential nature of events and functions for up to 2,500 persons
- * assessing the circumstances and potential implications of permitting events and functions for up to 2,500 persons.



LEGEND



LOCATION

FIG 1

2. EXISTING APPROVAL AND RELATED DOCUMENTS

Major Project Approval (MP10_0069) was granted in February 2011 for the construction and operation of a Cruise Passenger Terminal within the White Bay Port Precinct and the operation of WBCPT commenced in April 2013. On cruise ship days WBCPT provides for the processing of passengers embarking and disembarking cruise ships berthed at White Bay Wharf 5 (WB5). On infrequent occasions, there can be 2 cruise ships present and at these times the second ship is berthed at WB4. The approval permitted provision of 200 parking spaces on WB5 for event/function patrons and for other cars on cruise ship days whilst another 200 parking spaces are permitted at the rear of WB4 for long stay parking.

On non-cruise ship days, the WBCPT facility is available for a variety of events, functions, exhibitions, corporate and other port activities. Events are not permitted when a cruise ship is berthed at WB5 except in unforeseen circumstances (e.g. ship unable to leave due to extreme weather or mechanical failure). Events may be held after a cruise ship has departed. "Cruise ship days" are defined as any time when a cruise ship is docked or due to berth at either WB4 or WB5.

The maximum number of persons permitted is 500 at any one time and the number of functions involving the operation of amusement rides is limited to no more than 5 per year. The types of events/functions may include:

- community and/or corporate events
- exhibitions and conventions
- food and beverage festivals
- film shoots
- product launches
- charity and fundraising functions
- cultural events
- special uses (during city wide events)

It is also permitted to use external areas to the WBCPT building for temporary structures associated with events including but not limited to stalls, marquees, signage, temporary toilets and amusement rides. The WBCPT car park can be used for parking associated with events however corporate functions are encouraged to transport patrons via charter coaches and ferries.

The permitted hours of operation for events and functions at the WBCPT on non-cruise ship days as set by the Project Approval Operational Environmental Management Plan (Function and Event Operations) and are as follows:

- set-up, dismantling, delivery or removal of temporary structures and amusement rides that would generate an audible noise at any residential premises:
 - 7.00am to 6.00pm Monday to Fridays inclusive
 - 8.00am to 1.00pm Saturdays
 - At no time on Sundays or public holidays
- set-up and cleaning of internal areas of the facility can occur at any time if it is not audible at any sensitive receiver
- set-up and cleaning of external areas is undertaken between 7.00am and 12 midnight if it is audible at any sensitive receiver
- function time is limited to the hours 7.00am to 11.30pm, for functions that are likely to generate an audible noise at any sensitive receiver, unless otherwise agreed by the Director-General
- all patrons must vacate the site by 12 midnight
- functions that are likely to generate an audible noise at any sensitive receiver are limited to a total of four days in any week unless otherwise agreed by the Director-General
- the operation of amusement rides and similar outdoor activities are limited to 7.00am and 10.00pm Monday to Saturday and 9.00am to 6.00pm Sundays or public holidays unless otherwise agreed to by the Director-General

- special functions and event outside the above stated hours of operation (e.g. New Year's Eve, Australia Day, etc.) are subject to approval by the Director-General

The Project Approval also requires the preparation and implementation of an *Operational Environmental Management Plan (OEMP)* for use of WBCPT as a function centre. The approved OEMP includes a *Transport, Traffic and Access Management Plan* and outlines the approved operations and activities and describes access and parking arrangements for staff and delivery vehicles, and several transport options available to function patrons (private vehicles, taxis, buses, coaches, walking, cycling, etc.). The plan also provides a *Workplace Travel Plan* and Travel Access Guide.

3. EXISTING WBCPT FACILITY AND PROPOSED APPROVAL MODIFICATION

EXISTING WDCPT FACILITY

Details of the WBCPT are provided on Figure 2 (with a cruise ship berthed) and the Function and Outdoor Areas plan overleaf.

Apart from the WBCPT berthing, passenger processing facilities and event/function areas, the other elements include:

- tour coach parking area
- parking for some 200 cars plus staff car parking
- taxi and hire car set down and pick up
- service vehicle parking
- private access road for vehicles, pedestrian and cyclist access

All vehicle access for WBCPT is limited to the use of James Craig Road and its intersection with The Crescent except for the access controlled Robert Street intersection where ingress and egress is permitted for “authorised vehicles” including service vehicles and bump in/bump out vehicles associated with events and functions and traffic arising from ‘low impact events’ as identified in the approved “Operational Transport, Traffic and Access Management Plan” (OTTMP).

A mobile ferry pontoon facility the Beatrice Bush, which was not foreseen in the Major Project application, has been added to allow private ferries to transport event/function patrons and cruise passengers to WBCT. This facility allows ferries to berth and discharge or load passengers to the commercial wharf at White Bay. For cruise passengers ferries with an operating capacity of up to 200 persons have successfully used the Beatrice Bush (see details overleaf). Security fencing surrounds the site and the only land access points comprise the controlled private road connections to James Craig Road and Robert Street.

PROPOSED APPROVAL MODIFICATION

The proposal seeks consent to modify the existing approval to:

- increase the maximum permitted attendance at an event or function on non-cruise ship days to 2,500 persons
- extend the permitted hours of operation to midnight
- allow up to 200 cars to park on WB4 for patrons attending events and functions

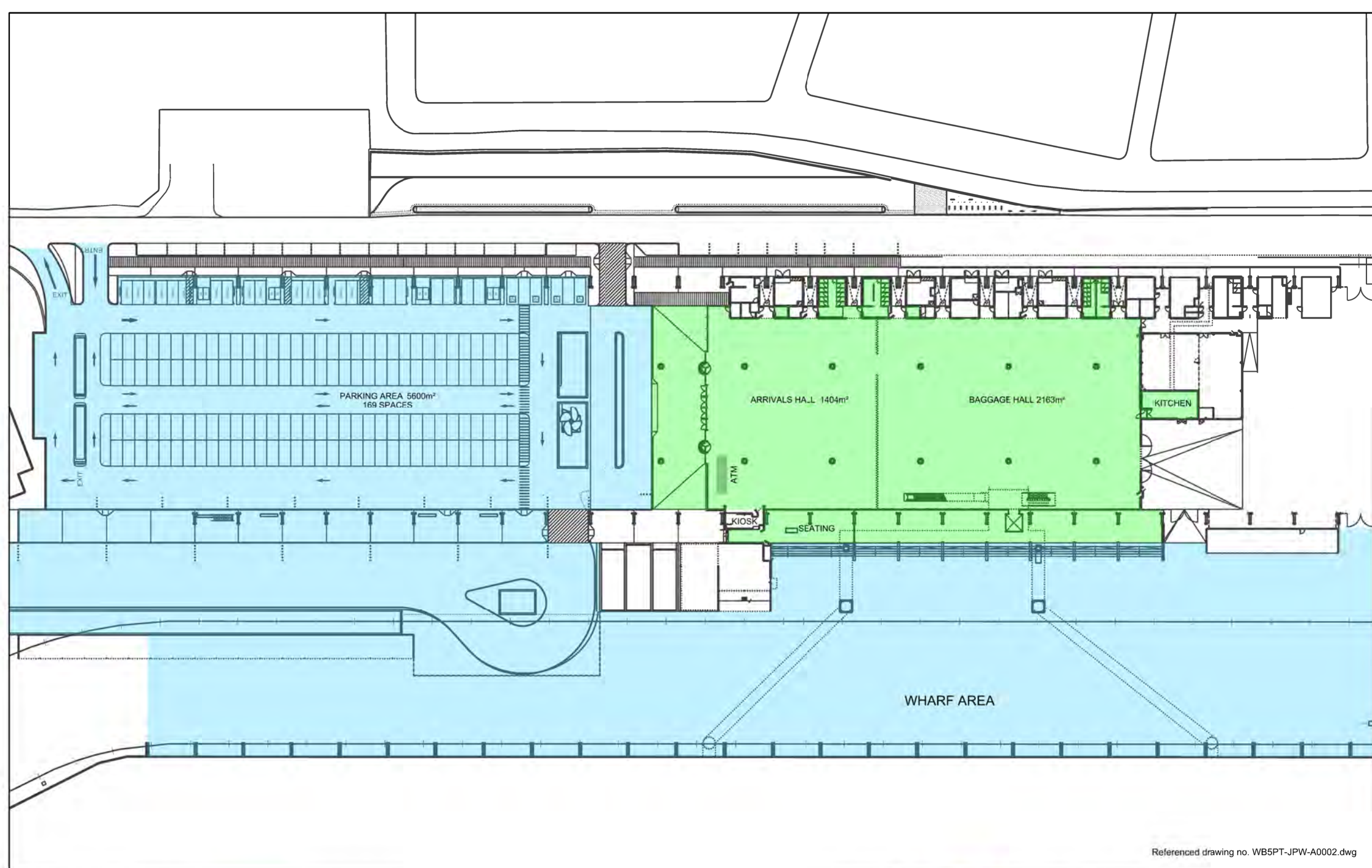


LEGEND



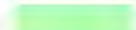
SITE

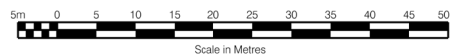
FIG 2



Referenced drawing no. WB5PT-JPW-A0002.dwg

PLAN LIMITATION STATEMENT
 This plan has been prepared in accordance with accepted practice for the use only of Port Authority of New South Wales for a specific purpose. No Warranty or representation, expressed or implied is made to any other party regarding this survey and plan. This plan should not be relied upon for any other purpose or use by any party including Port Authority of New South Wales as this plan may not contain sufficient information for that purpose or use.
THIS NOTE IS AN INTEGRAL PART OF THIS PLAN
NOTE: STATED MEASUREMENTS ARE INDICATIVE ONLY AND SUBJECT TO SURVEY
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 **FUNCTION AREAS**
 **OUTDOOR AREAS**



PLAN PRODUCED ON MGA (SRM)

WHITE BAY CRUISE TERMINAL
SHOWING FUNCTION
AND OUTDOOR AREAS

DRAFTED BY: A.K.

DATE: 17 July 2019

REQUESTED BY: C. Pooley

DWG NO: SWGP589B



The "Beatrice Bush"

LEGEND



MOBILE FERRY
PONTON FACILITY

4. EXISTING AND FUTURE ACTIVITIES

The Traffic Assessment Report for the WBCPT¹ application was undertaken in the light of developments which were proposed and envisaged at that time (2010) and there have been changes to the development outcomes in the area since that time. The traffic assessment was also undertaken with an assessment of 2,500 patron events and functions prior to the decision to limit (through a modification) the number of persons attending functions and events to 500. It was a conclusion to the assessment that any proposed event for more than 500 persons would require a separate Transport Management Plan to be prepared. The original approval allowed for functions involving more than 500 patrons on the site at any one time subject to the approval of the Director General of a Major Events Report.

Cruise Ship Activities

The Traffic Assessment Report for the WBCPT application stated that the terminal would eventually accommodate some 170 cruise ships per year with some infrequent use of WB4. The assessment also forecast the scheduled use for 2010/11 as 102 ships and 2011/12 as 118 ships.

The Port Authority Cruise Ship Schedule for WBCPT (Appendix C) reveals the following cruise ship visitations from April 2017 to April 2019:

1 Cruise Ship berthed	240 (av. 120 per year)
2 Cruise Ships berthed	34 (av. 17 per year)

In order to establish the traffic generating characteristics of a cruise ship berthing at WBCPT, RMS SCATS count data was obtained for days when there was no cruise ship berthed and for comparable days when there were 1 and 2 ships berthed.

¹ *Proposed White Bay Cruise Passenger Terminal
Transport Report
Halcrow, September 2010
(17035)*

The SCATS count data was for the sole access intersection of The Crescent and James Craig Road and a Sunday was chosen for a single ship berthing comparison as this minimised the amount of other traffic using James Craig Road. The results of the count data are provided in Appendix B and summarised on the diagram overleaf which reveals:

- peak 2-way volumes of some 400-500 vtpd
- ingress movements which were more “peaked” than egress movements
- a total of some 2,400 vtpd associated with a cruise ship visit.

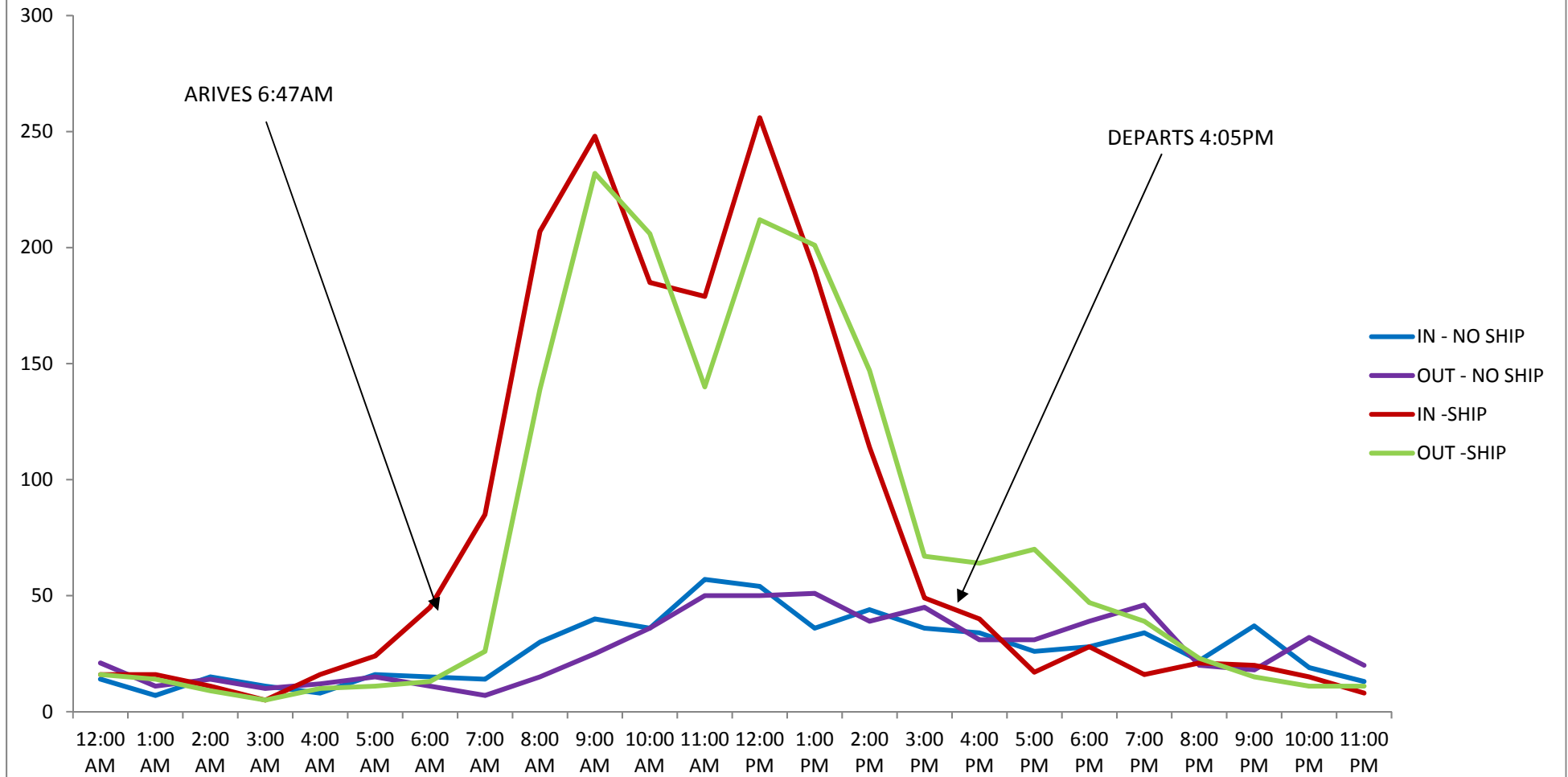
This outcome can be compared with data provided in the Traffic Assessment for the WBCPT application which was based on earlier surveys carried out at the former DH8 Cruise Passenger Terminal. The results of that survey (being the basis for the WBCPT assessment) are provided on the diagram overleaf and whilst the ingress and egress vehicle movements are combined. It is apparent that the recently recorded vehicle generation resultant to a cruise ship visitation is almost identical to that contained in the WBCPT traffic assessment (and projection).

In relation to the traffic impact on the “road network” peak periods this is very much a matter of when the ships actually arrive and depart in relation to those periods. The Port Authority Cruise Ship Schedule indicates that the majority of ships arrive in the 6.00am – 7.00am period and depart around 4.00pm although there are some infrequent mid-morning and night time arrivals and numerous night time departures.

A circumstance is shown on the SCATS Counts in Appendix B for 25.3.19 with 2 cruise ships arriving between 7 and 9am and departing between 5 and 6.40pm which can be compared with the volumes on 26.3.19 with no ships arriving or departing. The results which are reproduced overleaf reveal:

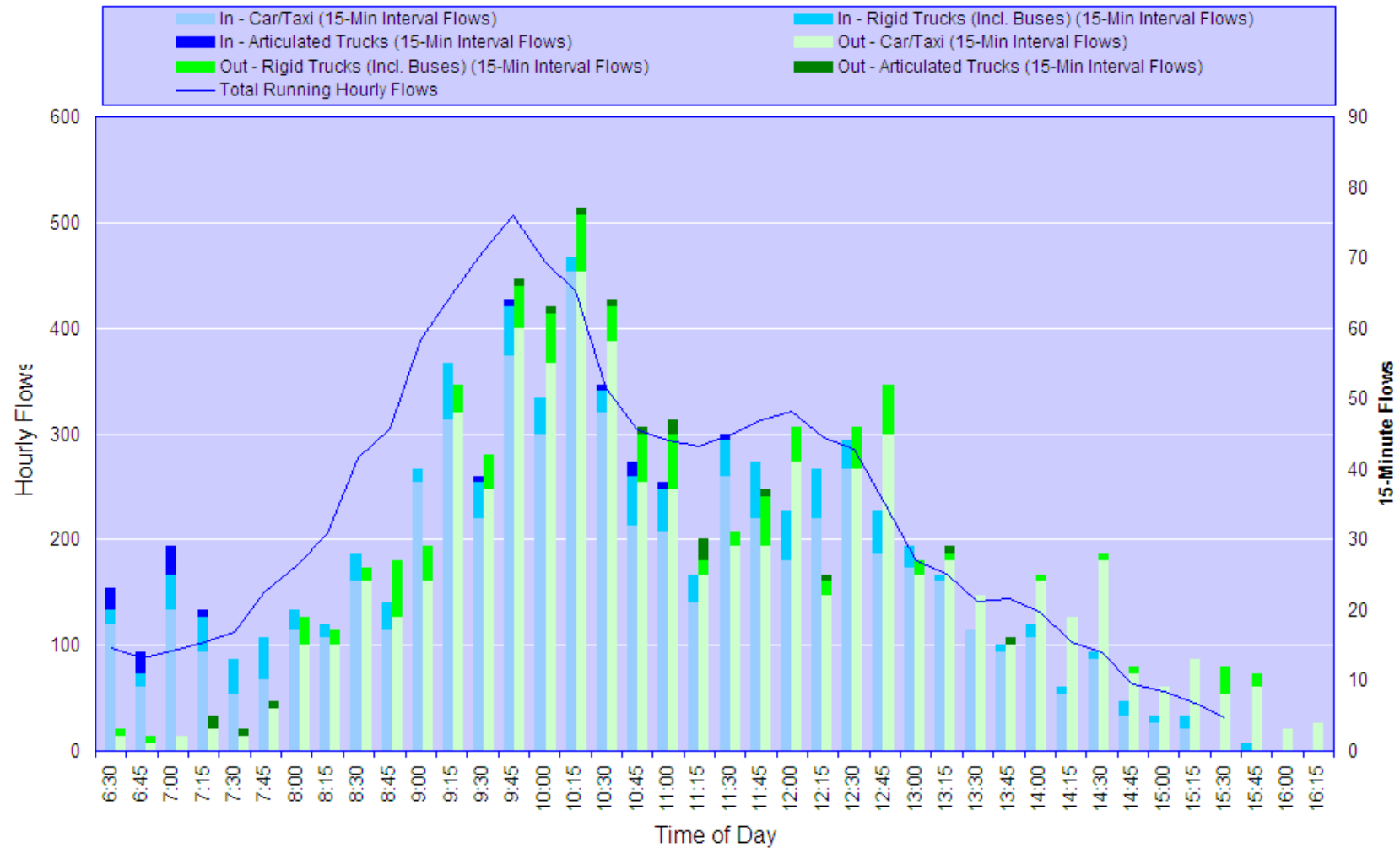
- an additional 2,136 vtpd, however it is noted that the 1st ship Europa is relatively small and the 2nd ship which is one of the larger ships berthing at WBCPT actually berthed on 24.3.19
- the “bulk” of the movements accrued between 10am and 3pm.

SUNDAY - SHIP V NO SHIP



DH8 TRAFFIC GENERATION SURVEY SUMMARY RESULTS

PROPOSED WHITE BAY CRUISE PASSENGER TERMINAL



Tuesday, 26 March 2019

	Approach	1	1	2	3	4	5	6	7	8	9	10	11	12	13	
01:00	Approach	1	162	252	105	4	85	104	8	29	4	2	2	3	0	760
02:00	Approach	1	53	180	73	1	78	71	7	13	4	3	1	2	2	488
03:00	Approach	1	61	149	45	7	63	57	2	15	10	4	3	2	0	418
04:00	Approach	1	60	133	50	6	130	84	7	8	7	7	15	0	1	508
05:00	Approach	1	95	166	63	17	196	242	11	36	5	18	19	10	5	883
06:00	Approach	1	279	303	141	47	635	858	32	127	14	24	31	12	7	2510
07:00	Approach	1	748	580	328	90	1251	1535	60	295	30	24	42	38	25	5046
08:00	Approach	1	992	763	471	121	1341	1464	69	407	16	32	38	42	19	5775
09:00	Approach	1	1074	684	437	125	1271	1389	79	391	29	22	42	40	23	5606
10:00	Approach	1	991	733	429	102	1097	1272	111	356	30	12	31	31	33	5228
11:00	Approach	1	996	716	409	70	1031	1128	179	378	36	35	27	33	30	5068
12:00	Approach	1	982	742	408	71	930	1014	160	367	29	20	17	49	37	4826
13:00	Approach	1	1092	768	470	83	861	980	172	393	35	10	14	29	45	4952
14:00	Approach	1	1009	818	537	59	851	937	156	369	41	15	26	38	48	4904
15:00	Approach	1	1160	879	633	74	853	958	164	449	41	5	18	32	52	5318
16:00	Approach	1	1202	873	667	64	834	964	243	466	53	DA	13	39	65	5483
17:00	Approach	1	1212	910	667	44	1031	1166	213	472	80	DA	10	41	55	5901
18:00	Approach	1	1233	937	685	29	1048	1226	245	512	48	9	10	33	39	6054
19:00	Approach	1	1279	938	692	25	1046	1156	248	506	32	3	6	25	26	5982
20:00	Approach	1	1014	814	566	37	693	753	141	343	31	6	10	13	19	4440
21:00	Approach	1	820	677	458	24	584	609	125	264	22	2	4	7	9	3605
22:00	Approach	1	749	642	414	11	567	592	103	267	14	5	5	7	10	3386
23:00	Approach	1	555	576	303	7	381	375	63	136	5	3	2	1	2	2409
24:00	Approach	1	317	397	198	14	208	180	16	61	16	4	2	3	2	1418

1132

633

653

1084

3502

Approach 1 AM peak 5809 07:35 - 08:35 PM peak 6175 17:20 - 18:20 Daily Total 88622

Monday, 25 March 2019

Approach detector(s)...

Approach	1	1	2	3	4	5	6	7	8	9	10	11	12	13
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01:00	Approach	1	191	309	121	9	153	120	10	39	6	1	0	9	5	973
02:00	Approach	1	90	197	70	11	87	75	4	19	3	1	0	6	3	566
03:00	Approach	1	68	159	44	4	75	62	6	14	4	0	2	2	2	442
04:00	Approach	1	57	160	43	9	129	93	4	13	1	7	9	3	0	528
05:00	Approach	1	91	176	72	19	199	262	4	32	8	18	15	11	4	911
06:00	Approach	1	234	251	152	61	670	862	39	134	12	28	35	23	9	2510
07:00	Approach	1	712	576	308	115	1175	1487	62	288	31	18	43	43	17	4875
08:00	Approach	1	922	686	444	107	1269	1365	68	394	26	23	51	19	13	5387
09:00	Approach	1	981	679	417	118	863	749	72	369	27	18	55	26	26	4400
10:00	Approach	1	922	707	405	265	965	1064	107	364	66	25	51	74	87	5102
11:00	Approach	1	955	723	401	239	1034	1133	164	326	117	50	48	118	125	5433
12:00	Approach	1	975	795	468	188	863	948	150	350	91	36	36	88	86	5074
13:00	Approach	1	1036	779	475	163	858	892	156	371	107	23	38	73	83	5054
14:00	Approach	1	1021	805	520	207	818	900	176	358	100	41	52	94	103	5195
15:00	Approach	1	1049	836	615	146	845	907	167	391	94	28	27	98	105	5308
16:00	Approach	1	1197	887	697	90	885	973	196	410	89	4	11	57	73	5569
17:00	Approach	1	1202	897	647	48	964	1079	212	460	95	14	10	55	63	5746
18:00	Approach	1	1254	956	705	29	1054	1171	241	494	71	6	7	45	55	6088
19:00	Approach	1	1275	670	609	37	804	910	189	399	26	2	6	15	21	4963
20:00	Approach	1	873	623	433	23	655	652	134	316	24	6	4	11	16	3770
21:00	Approach	1	662	571	363	11	494	473	86	214	12	8	3	8	9	2914
22:00	Approach	1	569	555	333	11	407	424	78	200	10	4	2	1	5	2599
23:00	Approach	1	373	472	218	11	302	306	46	105	8	2	5	4	9	1861
24:00	Approach	1	255	334	156	9	194	157	24	46	9	2	0	3	4	1193

1930

1037

872

1799

5638

+2136

Approach	1	AM peak	5593	09:35 - 10:35	PM peak	6098	17:05 - 18:05	Daily Total	86461
----------	---	---------	------	---------------	---------	------	---------------	-------------	-------

Functions and Events

Details of events held at WBCPT between November 2013 and February 2019 are provided on the schedule in Appendix D.

Particular features of this record of events and functions are:

- the very limited number of events for 300 to 500 persons
- the predominance of weekend events
- the very limited number of events of any magnitude which commenced/finished during the road network peak times.

5. ROAD NETWORK AND TRAFFIC CONDITIONS

5.1 ROAD NETWORK

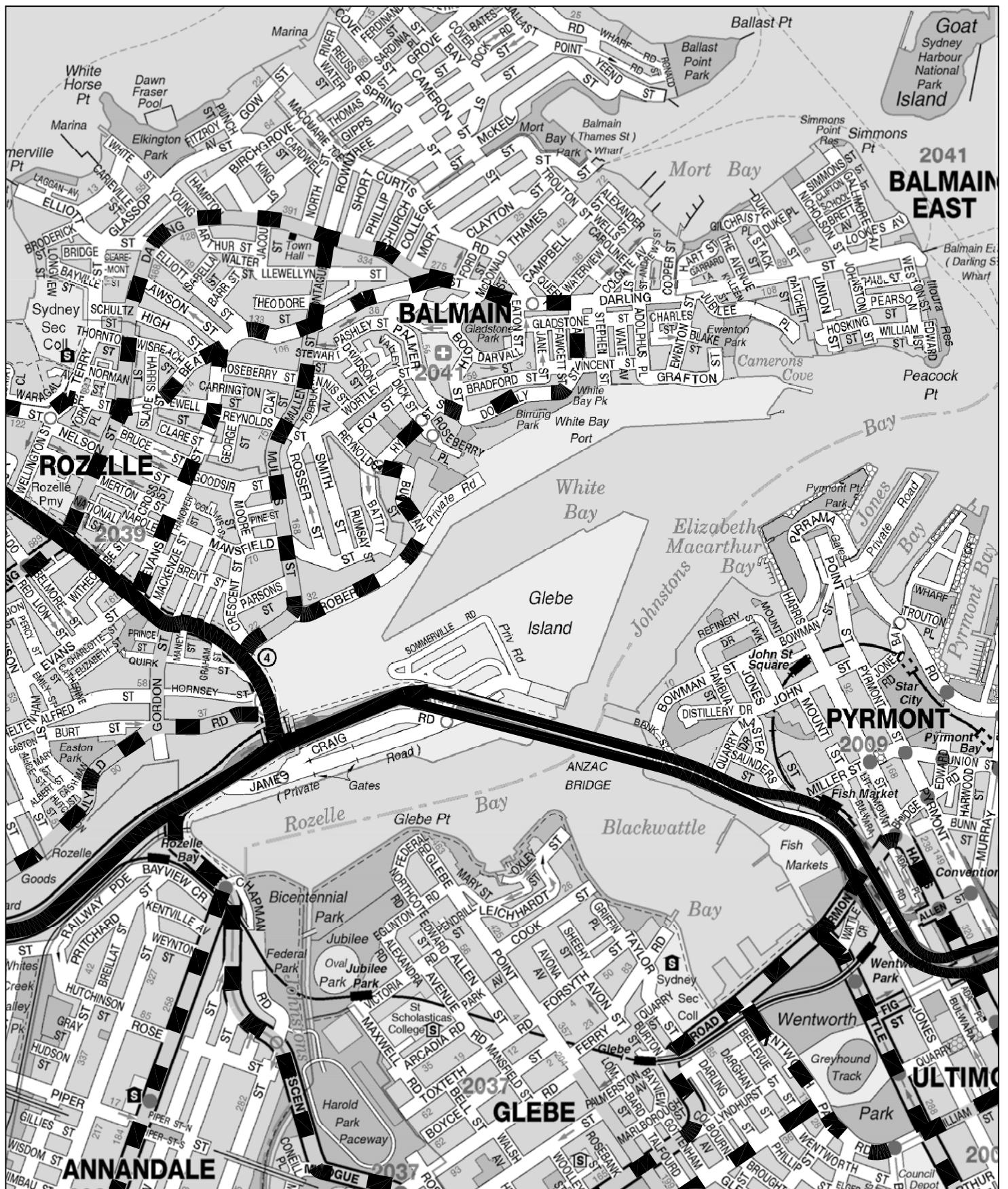
The road network serving the site (Figure 3) comprises:

- * *Victoria Road* – a State Road and arterial route which links between the City, the Anzac Bridge and Parramatta
- * *City West Link Road / The Crescent* – a State Road and arterial route linking between Victoria Road / the City and Parramatta Road / Westconnex
- * *Darling Street* – an important collector road running along the Balmain Peninsular
- * *Robert Street / Mullens Street* – a collector road route serving the Balmain Peninsula
- * *James Craig Road* – a local road providing access to sites on Rozelle Bay, Glebe Island and White Bay
- * *Robert Street (East), Buchanan Street and Hyam Street* – a minor collector road route

5.2 TRAFFIC CONTROLS

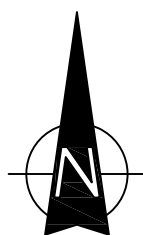
The principal traffic controls which have been applied to the road system (Figure 4) comprise:

- * the traffic control signals at the intersection of The Crescent and James Craig Road
- * the traffic control signals at the Victoria Road / The Crescent and Victoria Road / Robert Street intersections
- * the NO-RIGHT TURN restrictions in the morning peak for the turns from Robert Street to Victoria Road



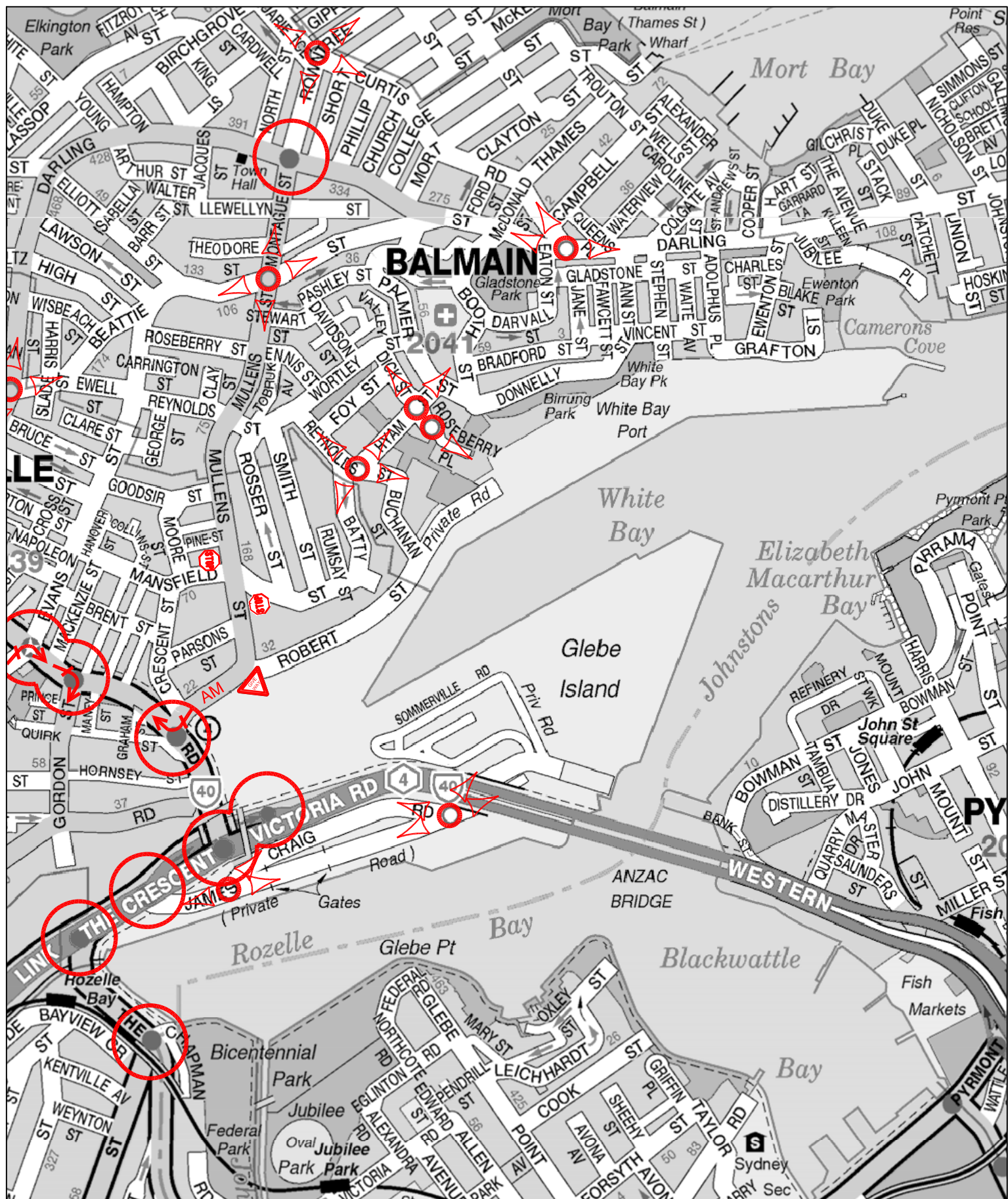
LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR



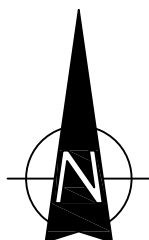
ROAD NETWORK

FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT
-  GIVE WAY
-  STOP



TRAFFIC CONTROLS

FIG 4

- * the GIVE WAY controls at the Robert Street/Mullens Street and Mullens Street / Mansfield Street intersections
- * the 40 kph speed restrictions on the road system in the Balmain Peninsular (60 kmph on Victoria Road)
- * the CLEAR WAY and NO STOPPING restrictions along Victoria Road and The Crescent and sections of NO STOPPING restrictions in James Craig Road
- * the AM peak NO PARKING restrictions along the eastern side of Mullens Street

5.3 TRAFFIC CONDITIONS

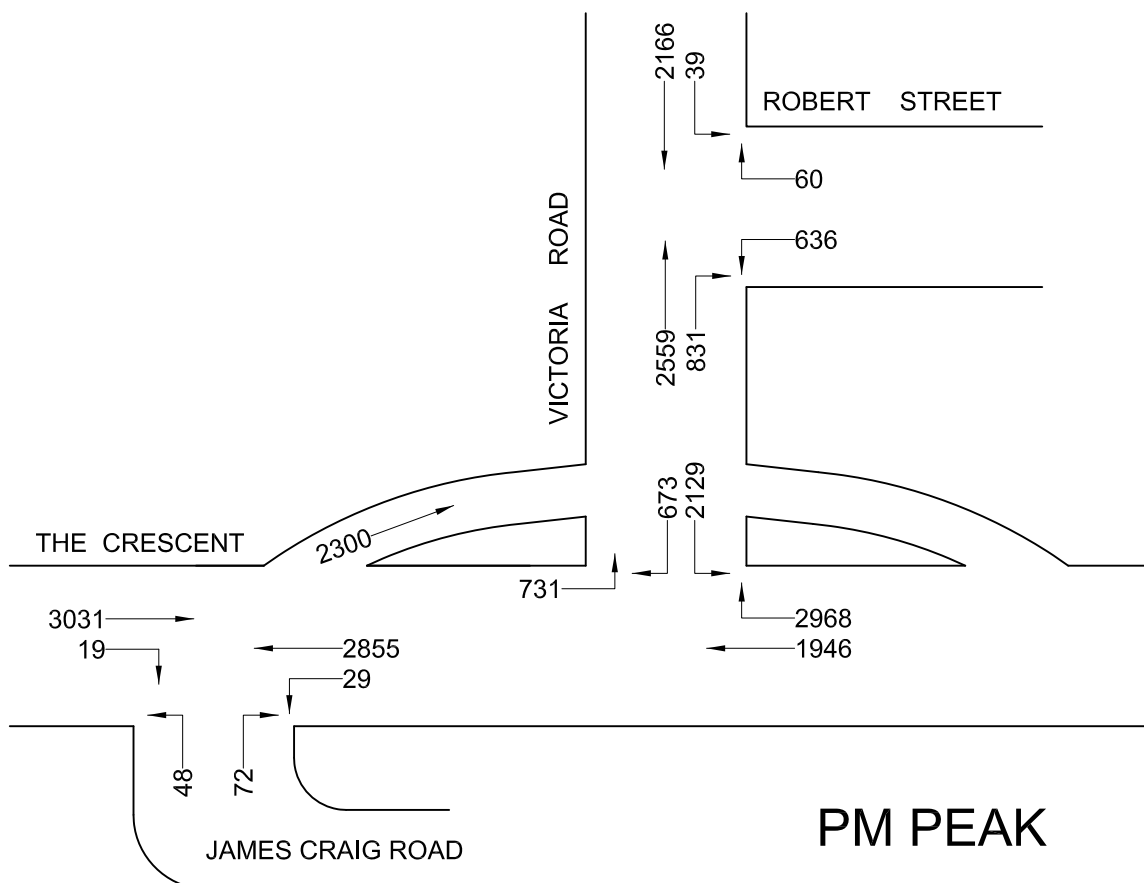
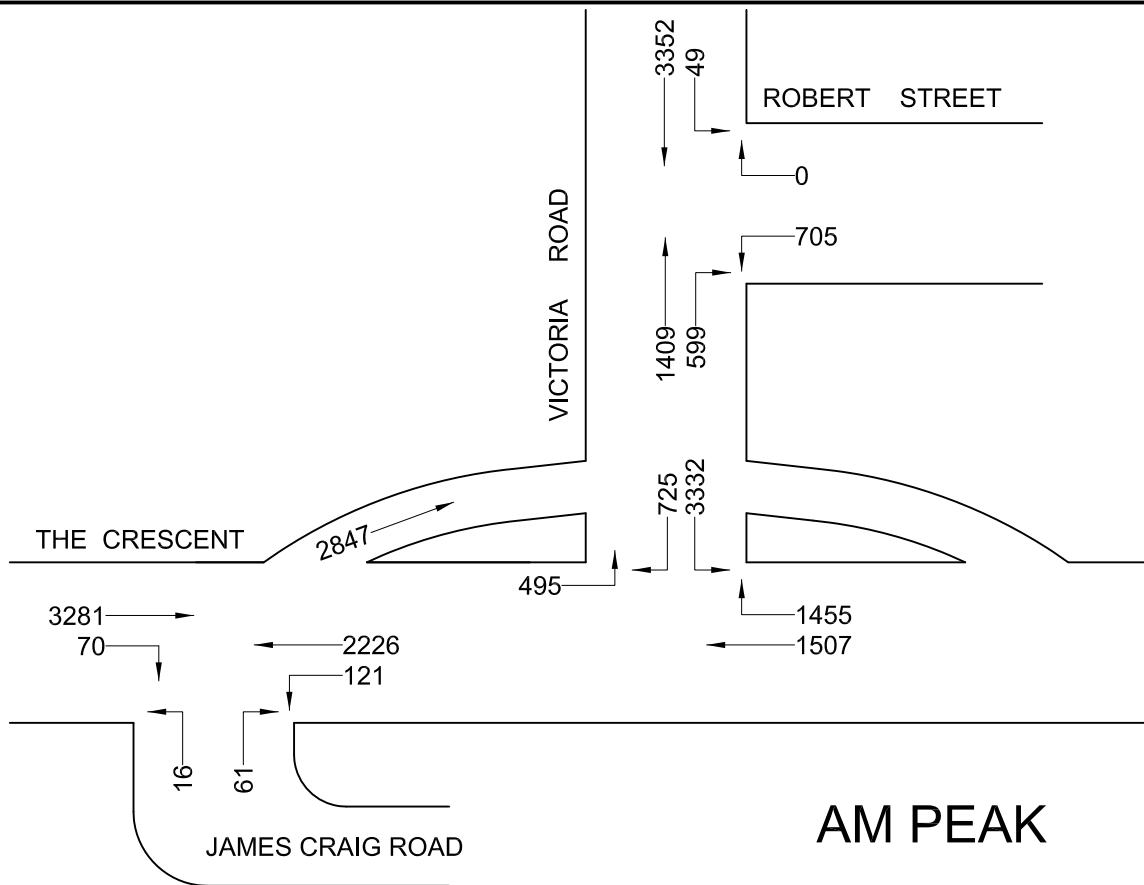
An indication of the traffic conditions in the area are provided by traffic volume data published by the RMS and traffic surveys undertaken as part of this study. The RMS data indicates average daily traffic volumes of some 80,000 on Victoria Road and some 22,000 on Robert Street (at Victoria Road).

The results of the traffic surveys undertaken in Feb/March 2019 (no cruise ship berthed) at intersections in the vicinity of the site during the weekday AM & PM peak periods are summarised in Figure 5. The operation of these intersections is dominated by the operation of the major intersections along Victoria Road (i.e. The Crescent, Robert Street and Darling Street) and the concentration of movements over the Anzac Bridge.

It is noted that the WBCPT was active at the time of the surveys and the general access for this facility is via James Craig Road and only very minor “official/service vehicle” movements are permitted through the Robert Street security gate.

5.4 TRANSPORT SERVICES

The WBCPT site is well located in respect of the availability of public transport for worker and visitor travel. Regular bus services (Routes 441 and 442) pass the site along Robert Street/Mullens Street to/from the City while ‘line haul’ services travel along Victoria Road within a relatively short walking distance (details of these services are provided on the diagram overleaf).



LEGEND

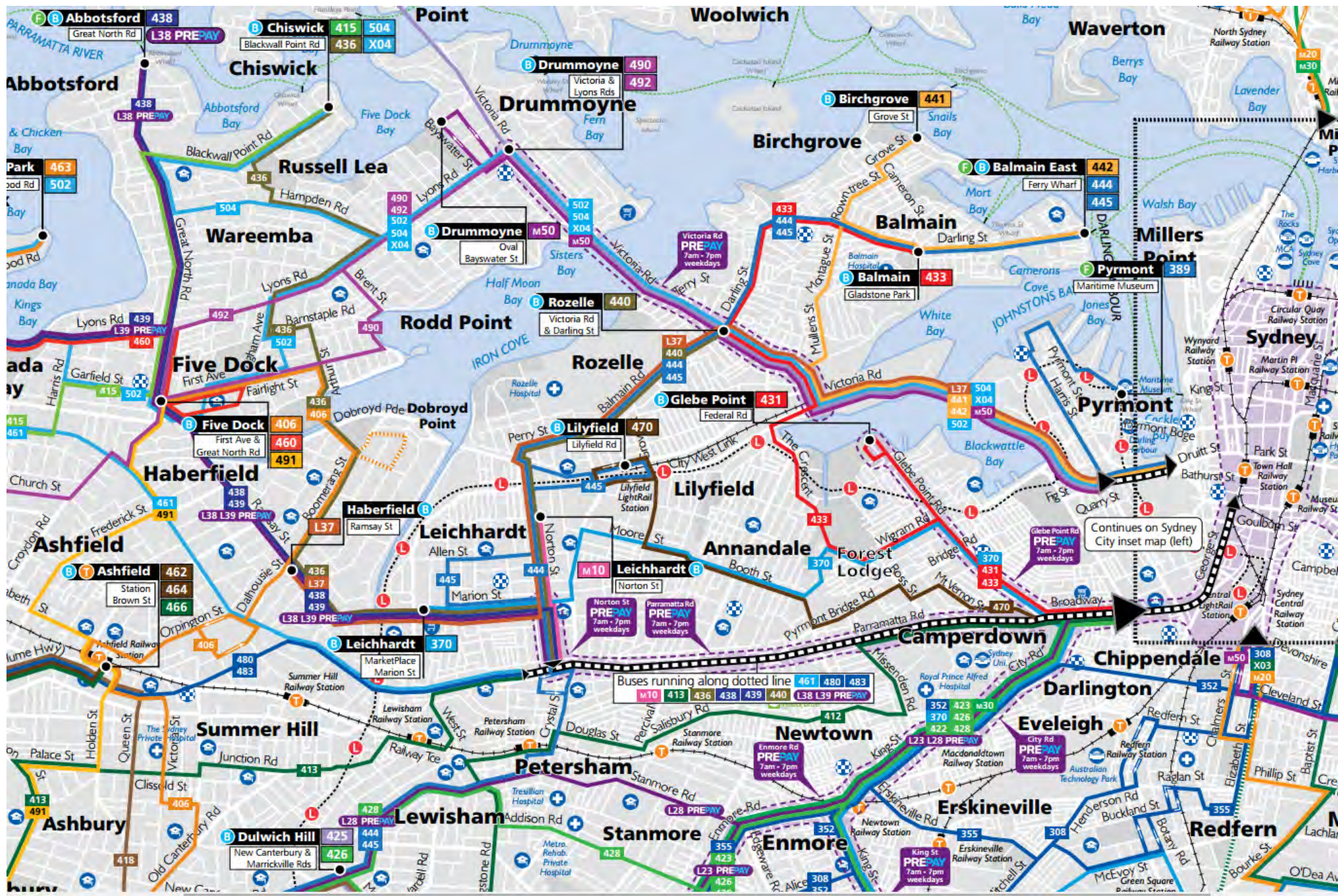


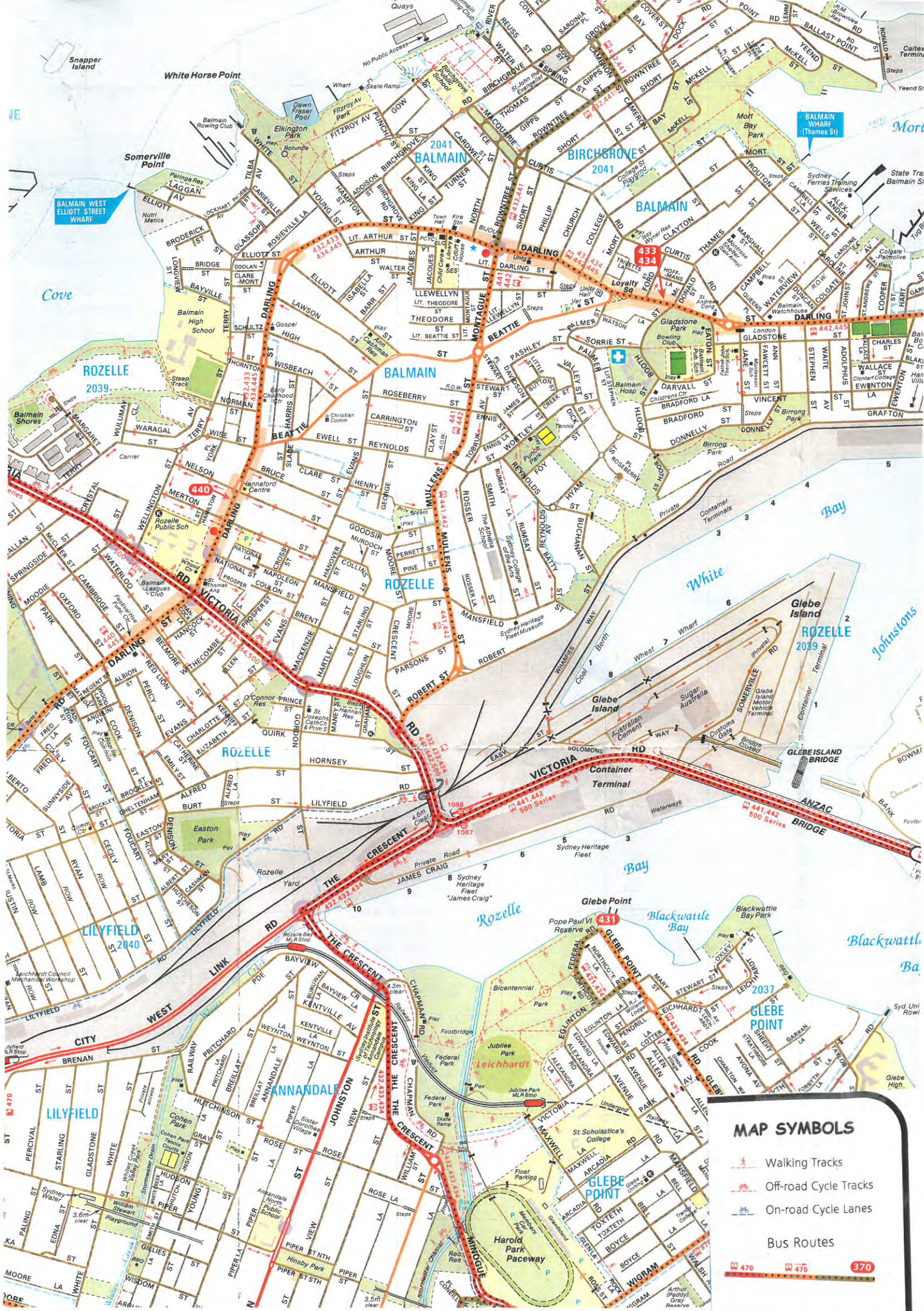
**EXISTING 2019 PEAK
TRAFFIC FLOWS
(NO CRUISE SHIPS)**

FIG 5

5.5 PEDESTRIANS AND CYCLISTS

The WBCPT site is conveniently located for pedestrians and cyclist access as indicated on the diagram overleaf with a segregated “regional” pedestrian and cyclist corridor over Anzac Bridge linking to the routes along Victoria Road, The Crescent and Robert Street. Although not indicated on the diagram there is also pedestrian and cyclist access along the private road to the WBCPT.





MAP SYMBOLS

- Walking Tracks
- Off-road Cycle Tracks
- On-road Cycle Lanes
- Bus Routes

470 470 370

6. OTHER DEVELOPMENTS

There are a number of significant current proposed activities/developments in the Rozelle/White Bay area. Due to the significant potential traffic and coordination implications, the State Government has established a Cumulative Traffic Working Group (CTWG) involving representatives from a number of agencies to assess the implications and measures to ameliorate them.

The activities which CTWG is assessing comprise (at the time of writing):

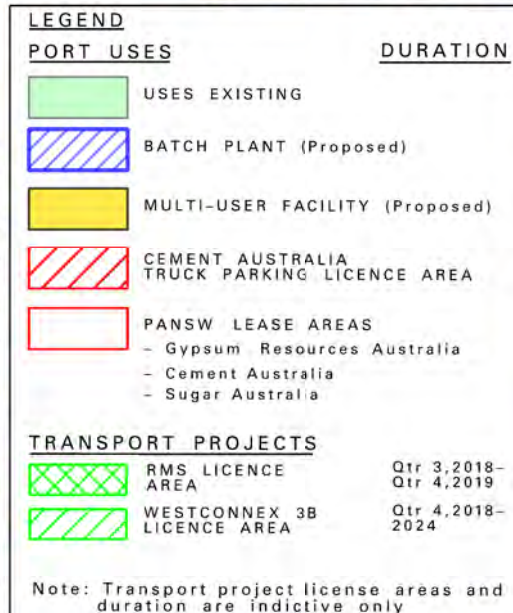
- Glebe Island Multi User Facility
- Glebe Island Concrete Batching Plant and Aggregate Handling Facility
- WestConnex Stage 3 B Works Area and RMS Licence Area

These new (underway as planned) activities together with the existing activities are shown on the diagram overleaf. Representatives of the Port Authority have met with the CTWG to discuss the proposal for WBCPT and any requirements or concerns of CTWG. Key issue raised by the CTWG for this modification related mainly to the provision of measures to manage traffic for function and events starting and finishing during road network peak periods.

Port Authority has also consulted with Roads and Maritime Services and feedback provided in relation to management of cumulative traffic impacts has been considered in the Modification Report.

In relation to the Sydney Super Yacht Marina, the operational elements of this development and the multi-level carpark are completed, however there is no occupation of the envisaged Club and restaurant elements.

 METRO-CITY SOUTH WEST Qtr 1, 2018- Qtr 2, 2020
 WESTCONNEX 3A LICENCE AREA Qtr 2, 2020 - 2022



PLAN LIMITATION STATEMENT

This plan has been prepared in accordance with accepted practice for the use of Port Authority of New South Wales for a specific purpose. No Warranty or representation, expressed or implied is made to any other party regarding this survey and plan. This plan should not be relied upon for any other purpose or use by any party including Port Authority of New South Wales as it does not contain sufficient information for that purpose or use.

THIS NOTE IS AN INTEGRAL PART OF THIS PLAN

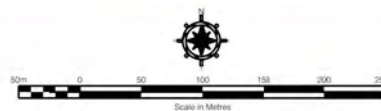
NOTE: STATED MEASUREMENTS ARE INDICATIVE ONLY AND SUBJECT TO SURVEY

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— PANSW BOUNDARY

— — — — — COACH ROUTE ACCESS

Date of Photography: 07/2017
nearmap.com



WHITE BAY / GLEBE ISLAND EXISTING LEASES AND CURRENT AND PROPOSED LICENCES

S DRAFTED BY: GH, AK

DATE: 1907/2017

REQUESTED BY: David Callaghan

DWG NO: SWGP1009A

7. TRAVEL MODE AND TRANSPORT MANAGEMENT

The WBCPT has now been in operation for just over 6 years and the “experience” to date has been that:

- events and functions occur with significant use of Charter coaches, in fact some functions (typically corporate functions) solely utilised coaches for transport to and from the venue
- Cruise ship visitations do not result in any significant increased traffic congestion when:
 - o a ship might arrive/depart in a weekday road network peak period
 - o there are 2 ships arriving and/or departing at similar times

It is not realistic to specify a single “mode share goal” for the proposed increased maximum permitted attendance at WBCPT events and functions because of the significant range in the types of events and functions and in particular:

- events that last all day with attendees coming and going
- events that are for a particular group and for a relatively short period of time
- events where it would be relatively easy to organise and ensure a high level of coach and ferry travel and events where it is not

From the experience with the venue, it is likely that the most common event taking advantage of the approval of the modification request will be a conference or product launch for 1,000 or less persons where attendance is relatively “controlled” and transport can be arranged and managed by the event organiser. A projected “mode share goal” for such events would be as indicated overleaf.

	Persons	Mode %
Car (185 @ 2.0)*	370	37%
Coach and/or Ferry	500	50%
Taxi etc (40 @ 2.5)	100	10%
Bicycle	10	1%
Walk (incl. bus)	20	2%
Total:	1,000	100%

** Car occupancy for conference/product launch will be less than the 2.8 persons for a general access exhibition event*

The limiting factors in relation to travel mode for major events and functions will and should be:

- the level of traffic generation particularly in the weekday network peak periods
- the level of parking which will be available on the site.

In this regard if there are 400 parking spaces available and the average occupancy is 2.8 persons (for functions and events) then the total persons travelling by car would be 1,120 and if the event is expected to be attended by 2,500 persons then charter coach and/or ferry travel will need to be provided for 1,130 persons with 250 persons travelling by taxi etc. The traffic generation graph in Section 4 for a single cruise ship visitation indicates that the peaks of concurrent ingress/egress vehicle movements is some 400-500 vph.

It is quite apparent that the proposed 400 parking spaces would generate ingress and egress movements which are significantly less than the level experienced with cruise ship visits with a total daily generation of some 2,400 vtpd.

The WBCPT already has:

- a "holding area" for 11 large tour coaches
- a mobile ferry pontoon which allows ferries to berth and discharge at the White Bay commercial wharf carrying up to 200 persons per trip (depending on the vessel used)
- a taxi/hire car rank with substantial queuing capacity

8. TRANSPORT MANAGEMENT PLANS

It is proposed that any proposed event or function which will involve more than 500 persons will require a Transport Management Plan to be prepared and submitted to and approved by the Port Authority. It is proposed that the detail of these plans will be dependent on the scale, nature and start/finish time of the event. Any event for more than 1,000 persons will be required to:

- control access to the parking area by the issue of tickets (or similar system) unless it can be clearly demonstrated that guaranteed adequate and organised provision of charter coaches and ferries will be available
- have a Mode Share Goal for the circumstance of arrivals and departures occurring during the weekday road network morning and afternoon peak periods emphasizing coach and ferry transport

The parking area access control will ensure that the demand for on-site parking does not exceed the available supply of 400 spaces. Whilst the application seeks approval for a maximum of 2,500 persons, the experience with the former DH8 venue, advice from Port Authoritys Venue Manager, and enquiries received for functions over 500 persons all indicate that the normal maximum attendance will be 1,000 – 1,500 persons. Events of 2,500 persons are expected to be extremely rare.

Events and functions within the maximum of 1,000 attendees will still be encouraged to provide charter coach and ferry transport however, the flexibility will be available to provide for 1,000 relying just on the proposed parking provision as well as taxis etc.

Suggested TMP Content

TMP for 500 to 1,000 persons

- specify the type and number of transport services to be provided
- specify projected profile of arrival and departure person movements (in particular clash with road network peaks)
- specify what publicity will be given in relation to transport services and parking
- specify what supervision and control measures will be put in place, in particular to ensure that the demand for on-site car parking does not exceed the 400 available car parking spots

TMP for 1,000 to 2,500 persons

- specify the mode share goal stipulating that goal for events which will have arrival/departure occurring during the weekday afternoon road network peak period
- specify the type and number of transport services which will be provided based on the mode share goal
- specify the projected profile of arrival and departure person movements and how the transport services proposed will accommodate the demand
- specify how the peak arrival and departure by car will be managed to minimise clash with the road network peaks
- specify the proposed means to be adopted to ensure that there is no over demand for the available parking spaces
- specify what publicity will be given in relation to transport services and parking
- specify what supervision and control measures will be put in place.

9. TRAFFIC ASSESSMENT

The movement of vehicles associated with a cruise ship berthing at WBCPT, being a relatively frequent event, is also significantly greater than that which would occur with the proposal for increased event and function attendance. The requirement for Port Authority approval of Transport Management Plans for events in excess of the existing approved limit of 500 persons will act to ensure that travel mode by charter coach and ferry will be maximised (particularly for events of more than 1,000 persons) and the travel mode by car minimised. Based on the above the increased capacity is not expected to impact on the existing public transport services described in Section 5.4.

It follows that the traffic impact of the proposal, being less than that of cruise ship visitation, will be entirely satisfactory on the access intersections.

10. CONCLUSION

The WBCPT was constructed with the ability to accommodate events and functions for up to 2,500 persons, however as a consequence of MOD1 the Major Project Approval only permits events and functions with a maximum of 500 persons. The closure and removal of the GIIF which accommodated events for more than 10,000 persons and parking for more than 1,000 cars has removed a major traffic generator from Glebe Island with its vehicle access via James Craig Road.

The experience with cruise ships berthing at WBCPT is that ships generate some 2,400 vtpd and some 400-500 vtph, however this does not result in any perceptible increased traffic congestion on the arterial road system. It follows that functions at WBCPT will have an even lower impact as the related traffic generation is lower and is very largely limited to times which do not conflict with the on-street peak traffic periods.

The application proposes to:

- increase the permitted maximum number of event and function attendees to 2,500 persons
- extend the permitted hours of operation to midnight
- allow up to 200 cars to park on WB4 for attendees

It is apparent that the proposal will not result in any adverse transport, traffic or parking implications provided that Transport Management Plans are prepared and approved for events for 500 to 1,000 persons and 1,000 to 2,500 persons.

APPENDIX A

SCATS COUNT DATA (NO CRUISE SHIP)



Thursday, 31 January 2019

		Approach detector(s)...												
		Approach	1	1	2	3	4	5	6	7	8	9	10	11
01:00	Approach	1	198	351	141	182	84	0	31	40	25	29	6	1087
02:00	Approach	1	122	263	71	119	56	1	17	30	22	23	6	730
03:00	Approach	1	78	195	51	78	23	0	25	25	11	17	10	513
04:00	Approach	1	57	152	35	59	18	0	17	18	9	8	3	376
05:00	Approach	1	68	176	59	90	33	1	29	44	10	21	10	541
06:00	Approach	1	203	376	109	172	104	1	227	40	46	68	65	1411
07:00	Approach	1	452	574	343	411	335	2	618	113	103	141	130	3222
08:00	Approach	1	696	811	443	530	472	10	725	167	131	180	184	4349
09:00	Approach	1	668	790	397	516	461	10	633	337	139	181	186	4318
10:00	Approach	1	671	748	433	492	438	17	567	375	138	161	160	4200
11:00	Approach	1	711	815	414	555	509	6	322	346	161	196	180	4215
12:00	Approach	1	740	834	431	578	513	6	322	337	182	177	194	4314
13:00	Approach	1	839	916	519	665	590	6	322	342	182	168	194	4743
14:00	Approach	1	850	947	504	698	638	6	253	371	212	207	229	4915
15:00	Approach	1	931	1063	652	833	771	7	307	324	202	186	225	5501
16:00	Approach	1	933	1032	793	905	880	8	358	344	231	245	222	5951
17:00	Approach	1	933	1057	875	1060	942	14	363	358	223	227	238	6290
18:00	Approach	1	904	1042	941	1041	960	26	374	357	237	240	254	6376
19:00	Approach	1	712	977	713	1052	856	23	168	205	119	189	184	5198
20:00	Approach	1	820	1001	671	881	800	7	287	289	152	155	156	5219
21:00	Approach	1	692	893	466	589	502	3	194	269	122	129	140	3999
22:00	Approach	1	721	938	491	614	522	4	141	218	111	106	112	3978
23:00	Approach	1	578	746	427	522	440	0	88	141	69	86	72	3169
24:00	Approach	1	419	596	289	389	263	2	60	91	66	67	33	2275

Approach 1 AM peak 4413 07:30 - 08:30 PM peak 6388 16:20 - 17:20
Daily Total 86738

Friday, 01 February 2019

	Approach	1	1	2	3	4	5	6	7	8	9	10	11	
01:00	Approach	1	192	434	144	227	101	0	49	53	25	24	17	1266
02:00	Approach	1	111	343	70	128	51	1	23	24	14	21	10	796
03:00	Approach	1	82	240	59	111	33	0	10	20	7	9	6	577
04:00	Approach	1	77	210	35	87	26	0	15	27	14	8	4	503
05:00	Approach	1	88	206	51	98	30	0	32	41	12	18	15	591
06:00	Approach	1	172	353	138	143	105	1	216	49	46	51	63	1337
07:00	Approach	1	432	561	306	396	314	DA	591	98	103	132	121	3054
08:00	Approach	1	600	786	405	516	411	DA	655	140	124	182	160	3979
09:00	Approach	1	649	758	401	514	428	13	614	169	124	187	168	4025
10:00	Approach	1	766	809	459	619	560	14	559	289	181	197	198	4651
11:00	Approach	1	787	793	493	596	520	3	383	256	192	196	202	4421
12:00	Approach	1	780	882	503	633	595	3	340	357	198	194	220	4705
13:00	Approach	1	842	882	496	675	599	9	330	337	196	205	235	4806
14:00	Approach	1	847	903	585	737	661	4	351	347	210	213	222	5080
15:00	Approach	1	874	998	665	902	832	10	330	346	226	224	241	5648
16:00	Approach	1	815	943	793	984	889	11	389	375	203	228	249	5879
17:00	Approach	1	863	983	917	1049	963	16	389	383	225	242	259	6289



Thursday, 31 January 2019

		Approach detector(s)...													
		Approach	1	1	2	3	4	5	6	7	8	9	10	11	12
01:00 788	Approach	1	37	137	83	21	117	236	56	7	16	21	18	39	
02:00 509	Approach	1	22	88	68	11	66	149	26	8	13	14	12	32	
03:00 356	Approach	1	16	71	46	17	41	105	16	2	8	10	4	20	
04:00 343	Approach	1	19	111	48	10	30	77	11	2	12	8	4	11	
05:00 662	Approach	1	39	245	108	14	48	110	17	12	17	21	7	24	
06:00 2166	Approach	1	204	655	382	178	121	240	55	35	64	80	45	107	
07:00 5114	Approach	1	312	1215	1160	563	325	535	184	88	159	186	160	227	
08:00 6114	Approach	1	347	1167	1178	709	432	673	304	126	288	291	262	337	
09:00 5634	Approach	1	450	938	969	679	377	647	238	109	279	290	300	358	
10:00 5268	Approach	1	350	888	915	652	396	618	270	78	271	288	244	298	
11:00 4890	Approach	1	540	922	565	248	408	694	291	56	266	296	264	340	
12:00 4734	Approach	1	461	879	567	274	432	657	350	54	269	259	219	313	
13:00 4859	Approach	1	434	824	499	231	485	693	394	60	285	301	266	387	
14:00 4772	Approach	1	410	705	406	218	516	816	464	51	271	277	277	361	
15:00 5156	Approach	1	416	724	412	209	587	929	527	57	318	291	286	400	
16:00 5819	Approach	1	634	602	449	286	722	1077	663	60	339	283	297	407	
17:00 6058	Approach	1	639	743	476	278	743	1035	763	53	318	290	290	430	
18:00 6291	Approach	1	733	663	463	346	765	991	803	60	369	267	361	470	
19:00 6190	Approach	1	754	734	469	358	729	1059	747	61	317	196	342	424	
20:00 4865	Approach	1	430	682	416	182	596	956	545	47	196	200	260	355	
21:00 3701	Approach	1	330	600	367	128	434	722	304	45	173	155	166	277	
22:00 3504	Approach	1	302	604	317	91	445	716	325	36	130	133	167	238	
23:00 2837	Approach	1	259	480	239	50	354	601	286	37	121	94	121	195	
24:00 1883	Approach	1	156	318	148	26	284	472	170	12	67	46	66	118	

Site Graphics

TCS 3033

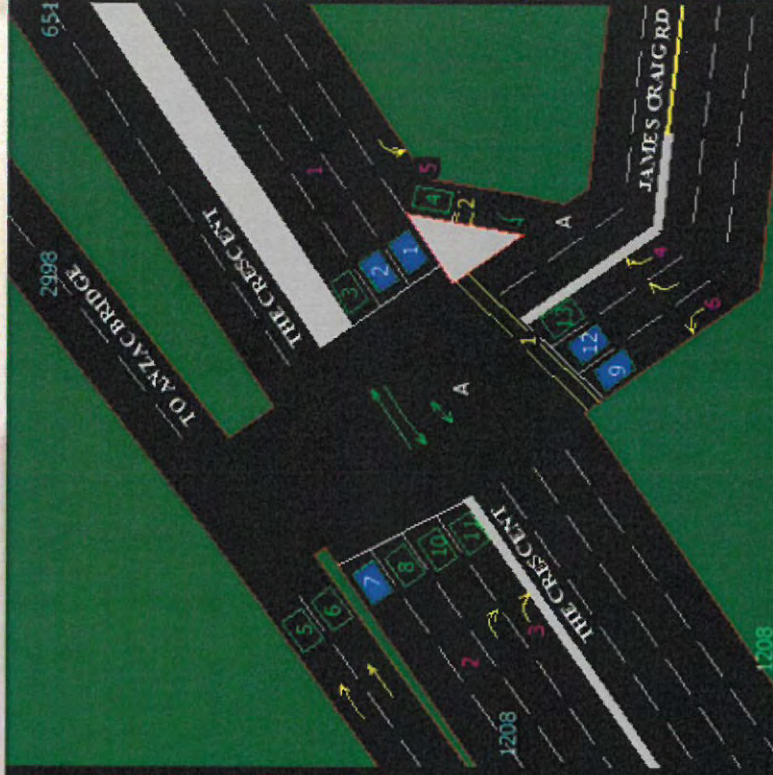
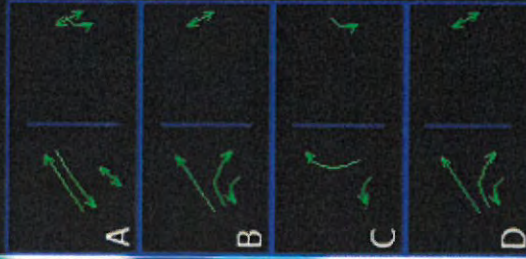
ROZELLE

1 JMS

ROZ

SS=2

4 PHASES



Tuesday, 26 March 2019

Approach	1	1	2	3	4	5	6	7	8	9	10	11	12	13
01:00 Approach	1	162	252	105	4	85	104	8	29	4	2	2	3	0
02:00 Approach	1	53	180	73	1	78	71	7	13	4	3	1	2	2
03:00 Approach	1	61	149	45	7	63	57	2	15	10	4	3	2	0
04:00 Approach	1	60	133	50	6	130	84	7	8	7	7	15	0	1
05:00 Approach	1	95	166	63	17	196	242	11	36	5	18	19	10	5
06:00 Approach	1	279	303	141	47	635	858	32	127	14	24	31	12	7
07:00 Approach	1	748	580	328	90	1251	1535	60	295	30	24	42	38	25
08:00 Approach	1	992	763	471	121	1341	1464	69	407	16	32	38	42	19
09:00 Approach	1	1074	684	437	125	1271	1389	79	391	29	22	42	40	23
10:00 Approach	1	991	733	429	102	1097	1272	111	356	30	12	31	31	33
11:00 Approach	1	996	716	409	70	1031	1128	179	378	36	35	27	33	30
12:00 Approach	1	982	742	408	71	930	1014	160	367	29	20	17	49	37
13:00 Approach	1	1092	768	470	83	861	980	172	393	35	10	14	29	45
14:00 Approach	1	1009	818	537	59	851	937	156	369	41	15	26	38	48
15:00 Approach	1	1160	879	633	74	853	958	164	449	41	5	18	32	52
16:00 Approach	1	1202	873	667	64	834	964	243	466	53	DA	13	39	65
17:00 Approach	1	1212	910	667	44	1031	1166	213	472	80	DA	10	41	55
18:00 Approach	1	1233	937	685	29	1048	1226	245	512	48	9	10	33	39
19:00 Approach	1	1279	938	692	25	1046	1156	248	506	32	3	6	25	26
20:00 Approach	1	1014	814	566	37	693	753	141	343	31	6	10	13	19
21:00 Approach	1	820	677	458	24	584	609	125	264	22	2	4	7	9
22:00 Approach	1	749	642	414	11	567	592	103	267	14	5	5	7	10
23:00 Approach	1	555	576	303	7	381	375	63	136	5	3	2	1	2
24:00 Approach	1	317	397	198	14	208	180	16	61	16	4	2	3	2

Approach 1 AM peak 5809 07:35 - 08:35 PM peak 6175 17:20 - 18:20 Daily Total 88622

APPENDIX B

SCATS COUNT DATA (2 CRUISE SHIPS)



TCS 3033 - SCATS Traffic Counts 25th

Monday, 25 March 2019

Approach		detector(s)....												
Approach	1	1	2	3	4	5	6	7	8	9	10	11	12	13
01:00 Approach	1	191	309	121	9	153	120	10	39	6	1	0	9	5
02:00 Approach	1	90	197	70	11	87	75	4	19	3	1	0	6	3
03:00 Approach	1	68	159	44	4	75	62	6	14	4	0	2	2	2
04:00 Approach	1	57	160	43	9	129	93	4	13	1	7	9	3	0
05:00 Approach	1	91	176	72	19	199	262	4	32	8	18	15	11	4
06:00 Approach	1	234	251	152	61	670	862	39	134	12	28	35	23	9
07:00 Approach	1	712	576	308	115	1175	1487	62	288	31	18	43	43	17
08:00 Approach	1	922	686	444	107	1269	1365	68	394	26	23	51	19	13
09:00 Approach	1	981	679	417	118	863	749	72	369	27	18	55	26	26
10:00 Approach	1	922	707	405	265	965	1064	107	364	66	25	51	74	87
11:00 Approach	1	955	723	401	239	1034	1133	164	326	117	50	48	118	125
12:00 Approach	1	975	795	468	188	863	948	150	350	91	36	36	88	86
13:00 Approach	1	1036	779	475	163	858	892	156	371	107	23	38	73	83
14:00 Approach	1	1021	805	520	207	818	900	176	358	100	41	52	94	103
15:00 Approach	1	1049	836	615	146	845	907	167	391	94	28	27	98	105
16:00 Approach	1	1197	887	697	90	885	973	196	410	89	4	11	57	73
17:00 Approach	1	1202	897	647	48	964	1079	212	460	95	14	10	55	63
18:00 Approach	1	1254	956	705	29	1054	1171	241	494	71	6	7	45	55
19:00 Approach	1	1275	670	609	37	804	910	189	399	26	2	6	15	21
20:00 Approach	1	873	623	433	23	655	652	134	316	24	6	4	11	16
21:00 Approach	1	662	571	363	11	494	473	86	214	12	8	3	8	9
22:00 Approach	1	569	555	333	11	407	424	78	200	10	4	2	1	5
23:00 Approach	1	373	472	218	11	302	306	46	105	8	2	5	4	9
24:00 Approach	1	255	334	156	9	194	157	24	46	9	2	0	3	4

Approach 1 AM peak 5593 09:35 - 10:35 PM peak 6098 17:05 - 18:05 Daily Total 86461



ROZ Traffic Flow Sunday 29 January 2017									
det_6	det_7	det_8	det_9	det_10	det_11	det_12	det_13	det_14	det_15
det_16	det_17	det_18	det_19	det_20	det_21	det_22	det_23	det_24	Total
12:00 AM		591	663	330	15	416	354	51	95
7	0	1	1	8	0	6	0	1	0
0	0	0	0	0	0	2539			
1:00 AM	573	683	329	12	328	317	42	67	7
2	2	2	5	0	0	0	0	0	0
0	0	0	0	0	2369				
2:00 AM	425	621	297	9	231	243	21	29	4
1	1	1	4	0	0	0	0	0	0
0	0	0	0	0	1887				
3:00 AM	381	572	246	4	239	193	11	31	2
0	1	2	1	0	0	0	0	0	0
0	0	0	0	0	1683				
4:00 AM	252	409	187	8	172	158	18	30	5
5	3	4	1	0	0	0	0	0	0
0	0	0	0	0	1252				
5:00 AM	144	279	96	12	215	259	11	34	5
2	10	2	4	0	0	0	0	0	0
0	0	0	0	0	1073				
6:00 AM	183	239	112	19	356	428	19	62	4
9	17	5	4	0	1	0	1	0	0
0	0	0	0	0	1459				
7:00 AM	243	280	124	55	398	467	27	89	9
12	18	10	7	0	8	0	1	0	0
0	0	0	0	0	1748				
8:00 AM	341	363	178	146	547	606	58	162	39
25	36	51	49	0	32	0	21	0	0
0	0	0	0	0	2654				
9:00 AM	614	535	290	188	810	924	88	273	66
22	38	95	71	0	74	0	26	0	0
0	0	0	0	0	4114				
10:00 AM		805	720	364	133	1043	1086	141	289
66	27	25	67	73	0	13	0	29	0
0	0	0	0	0	0	4881			
11:00 AM		897	749	438	139	1152	1208	174	355
44	26	14	54	42	0	26	0	32	0
0	0	0	0	0	0	5350			
12:00 PM		1043	858	466	207	1195	1289	176	373
78	26	23	70	64	0	41	0	20	0
0	0	0	0	0	0	5929			
1:00 PM	1047	817	480	154	1169	1258	179	375	59
16	20	70	72	0	21	0	17	0	0
0	0	0	0	0	5754				
2:00 PM	1070	845	524	91	1111	1181	167	361	57
8	15	45	45	0	0	0	17	0	0
0	0	0	0	0	5537				
3:00 PM	1236	919	557	39	917	1104	178	425	28
2	8	22	17	0	3	0	31	0	0
0	0	0	0	0	5486				
4:00 PM	1211	933	598	27	935	963	173	386	25
5	8	11	28	0	32	0	10	0	0
0	0	0	0	0	5345				
5:00 PM	1279	1006	580	15	1008	1064	178	361	24
0	2	12	34	0	21	0	8	0	0
0	0	0	0	0	5592				
6:00 PM	1162	940	552	22	957	908	125	294	19
1	5	13	15	0	12	0	13	0	0
0	0	0	0	0	5038				
7:00 PM	969	748	426	15	722	712	112	253	11
0	1	12	16	0	2	0	3	0	0
0	0	0	0	0	4002				
8:00 PM	699	653	366	17	534	522	96	200	10
2	2	4	9	0	22	0	1	0	0
0	0	0	0	0	3137				
9:00 PM	733	712	393	18	502	500	79	161	4
0	2	4	7	0	2	0	10	0	0

0	0	0	0	0	Untitled				
10:00 PM		656	692	377	3127	404	387	53	152
2	3	2	1	8	10	0	0	1	0
0	0	0	0	0	0	2748			
11:00 PM		455	553	252	6	285	252	40	76
3	1	1	4	4	0	0	0	0	0
0	0	0	0	0	0	1932			

ROZ Traffic Flow Sunday 05 March 2017									
det_6	det_7	det_8	det_9	det_10	det_11	det_12	det_13	det_14	det_15
det_16	det_17	det_18	det_19	det_20	det_21	det_22	det_23	det_24	Total
12:00 AM		580	594	273	11	372	354	62	106
5	3	0	8	8	0	0	0	0	0
0	0	0	0	0	0	2376			
1:00 AM	525	656	307	7	383	349	41	79	4
0	0	0	7	0	0	0	1	0	0
0	0	0	0	0	2359				
2:00 AM	489	589	291	12	262	269	26	72	6
2	1	3	5	0	0	0	0	0	0
0	0	0	0	0	2027				
3:00 AM	408	556	260	9	268	242	24	57	2
1	1	4	4	0	0	0	0	0	0
0	0	0	0	0	1836				
4:00 AM	278	424	192	6	189	189	12	37	5
1	1	2	5	0	0	0	0	0	0
0	0	0	0	0	1341				
5:00 AM	168	306	132	9	218	228	13	33	7
2	5	4	4	0	0	0	2	0	0
0	0	0	0	0	1131				
6:00 AM	179	259	127	13	306	391	13	60	4
0	2	3	4	0	1	0	1	0	0
0	0	0	0	0	1363				
7:00 AM	250	302	134	10	349	397	24	87	1
1	3	5	1	0	1	0	0	0	0
0	0	0	0	0	1565				
8:00 AM	397	374	162	19	496	587	52	154	4
2	9	8	3	0	6	0	9	0	0
0	0	0	0	0	2282				
9:00 AM	674	545	261	31	773	841	79	274	8
4	5	6	11	0	4	0	1	0	0
0	0	0	0	0	3517				
10:00 AM		906	705	294	28	931	951	133	328
18	3	5	5	13	0	2	0	7	0
0	0	0	0	0	0	4329			
11:00 AM		996	803	423	47	1002	1089	183	372
17	5	5	15	18	0	12	0	8	0
0	0	0	0	0	0	4995			
12:00 PM		1175	853	471	35	1077	1202	222	457
18	11	8	7	25	0	5	0	13	0
0	0	0	0	0	0	5579			
1:00 PM	1176	842	453	29	1060	1170	205	404	18
1	6	16	17	0	6	0	9	0	0
0	0	0	0	0	5412				
2:00 PM	1162	816	451	34	986	1083	194	402	9
6	4	9	21	0	10	0	9	0	0
0	0	0	0	0	5196				
3:00 PM	1219	904	572	22	937	950	196	403	10
5	9	15	20	0	21	0	12	0	0
0	0	0	0	0	5295				
4:00 PM	1212	947	542	25	891	955	189	384	9
4	5	6	16	0	3	0	3	0	0
0	0	0	0	0	5191				
5:00 PM	1206	921	526	18	947	1025	193	380	15
3	5	7	9	0	7	0	4	0	0
0	0	0	0	0	5266				
6:00 PM	1054	831	457	23	809	834	171	304	18
3	2	8	13	0	1	0	2	0	0
0	0	0	0	0	4530				
7:00 PM	802	650	368	23	630	662	107	248	16
8	3	9	21	0	10	0	0	0	0
0	0	0	0	0	3557				
8:00 PM	705	635	353	14	507	556	87	191	8
3	5	1	11	0	2	0	1	0	0
0	0	0	0	0	3079				
9:00 PM	706	656	371	27	500	515	85	188	3
3	7	7	8	0	0	0	1	0	0

0	0	0	0	0	Untitled				
10:00 PM	3	537	654	367	3077	408	421	57	131
5	0	5	20	7	11	0	0	0	0
0	0	0	0	0	0	2626			
11:00 PM	2	274	545	270	11	257	226	43	86
7	0	0	7	6	0	0	0	0	0
0	0	0	0	0	0	1734			

APPENDIX C

CRUISE SHIP VISITATION SCHEDULE



Berth	Vessel Name	GRT	Actual Secure	Actual Clear	Actual D/H/M at Berth
WHT5	PACIFIC JEWEL	70310	3/04/2017 6:51	3/04/2017 15:58	000/09/07
WHT5	SUN PRINCESS	77441	5/04/2017 6:48	5/04/2017 16:00	000/09/12
WHT5	PACIFIC JEWEL	70310	7/04/2017 7:49	7/04/2017 16:56	000/09/07
WHT5	SIRENA	30277	9/04/2017 6:41	9/04/2017 17:01	000/10/20
WHT5	PACIFIC JEWEL	70310	10/04/2017 6:52	10/04/2017 16:07	000/09/15
WHT5	PACIFIC JEWEL	70310	20/04/2017 7:42	20/04/2017 16:05	000/08/23
WHT5	PACIFIC JEWEL	70310	24/04/2017 7:39	24/04/2017 15:57	000/08/18
WHT5	SUN PRINCESS	77441	25/04/2017 6:53	25/04/2017 15:59	000/09/06
WHT5	PACIFIC JEWEL	70310	4/05/2017 6:32	4/05/2017 15:55	000/09/23
WHT5	PACIFIC JEWEL	70310	8/05/2017 7:42	8/05/2017 16:04	000/08/22
WHT5	SUN PRINCESS	77441	21/05/2017 6:43	21/05/2017 16:24	000/09/41
WHT5	PACIFIC JEWEL	70310	22/05/2017 8:50	22/05/2017 16:50	000/08/00
WHT5	PACIFIC JEWEL	70310	26/05/2017 7:46	26/05/2017 15:54	000/08/08
WHT5	PACIFIC JEWEL	70310	2/06/2017 9:59	2/06/2017 17:57	000/07/58
WHT5	PACIFIC JEWEL	70310	5/06/2017 6:46	5/06/2017 16:03	000/09/17
WHT5	PACIFIC JEWEL	70310	13/06/2017 6:41	13/06/2017 16:19	000/09/38
WHT4	PACIFIC EXPLORER	77441	19/06/2017 8:13	21/06/2017 6:42	001/22/29
WHT5	PACIFIC EXPLORER	77441	21/06/2017 7:21	21/06/2017 16:13	000/08/52
WHT5	PACIFIC EXPLORER	77441	22/06/2017 7:33	22/06/2017 16:14	000/08/41
WHT5	PACIFIC JEWEL	70310	29/06/2017 6:38	29/06/2017 16:13	000/09/35
WHT5	PACIFIC EXPLORER	77441	10/07/2017 6:56	10/07/2017 16:35	000/09/39
WHT5	PACIFIC JEWEL	70310	12/07/2017 7:54	12/07/2017 16:10	000/08/16
WHT5	PACIFIC JEWEL	70310	17/08/2017 7:01	17/08/2017 16:10	000/09/09
WHT5	SEA PRINCESS	77499	2/09/2017 6:49	2/09/2017 18:39	000/11/50
WHT5	PACIFIC EXPLORER	77441	17/09/2017 6:46	17/09/2017 15:57	000/09/11
WHT5	PACIFIC EXPLORER	77441	21/09/2017 7:43	21/09/2017 16:04	000/08/21
WHT5	SUN PRINCESS	77441	8/10/2017 6:53	8/10/2017 15:57	000/09/04
WHT5	PACIFIC EXPLORER	77441	12/10/2017 7:59	12/10/2017 16:16	000/08/17
WHT5	NOORDAM	82897	22/10/2017 6:57	22/10/2017 18:38	000/11/41
WHT5	PACIFIC EXPLORER	77441	28/10/2017 6:58	28/10/2017 16:10	000/09/12
WHT5	PACIFIC EXPLORER	77441	31/10/2017 6:58	31/10/2017 16:08	000/09/10
WHT5	PACIFIC JEWEL	70310	4/11/2017 6:54	4/11/2017 16:10	000/09/16
WHT5	SUN PRINCESS	77441	5/11/2017 6:37	5/11/2017 16:02	000/09/25
WHT4	PACIFIC EDEN	55819	10/11/2017 6:27	10/11/2017 19:03	000/12/36
WHT5	PACIFIC EXPLORER	77441	10/11/2017 8:00	10/11/2017 16:15	000/08/15
WHT5	SUN PRINCESS	77441	11/11/2017 6:51	11/11/2017 16:19	000/09/28
WHT4	PACIFIC EDEN	55819	13/11/2017 6:36	13/11/2017 19:00	000/12/24
WHT5	PACIFIC EXPLORER	77441	13/11/2017 7:12	13/11/2017 16:05	000/08/53
WHT5	PACIFIC JEWEL	70310	14/11/2017 7:50	14/11/2017 16:03	000/08/13
WHT5	PACIFIC EDEN	55819	16/11/2017 7:15	16/11/2017 16:01	000/08/46
WHT5	PACIFIC EXPLORER	77441	17/11/2017 8:09	17/11/2017 17:15	000/09/06
WHT5	PACIFIC EXPLORER	77441	20/11/2017 7:09	20/11/2017 16:10	000/09/01
WHT5	NOORDAM	82897	21/11/2017 7:00	21/11/2017 18:04	000/11/04
WHT5	MAASDAM	55575	22/11/2017 6:48	22/11/2017 18:32	000/11/44
WHT4	AMSTERDAM	62735	24/11/2017 7:54	25/11/2017 6:01	000/22/07
WHT5	PACIFIC EDEN	55819	24/11/2017 9:13	24/11/2017 17:08	000/07/55
WHT5	AMSTERDAM	62735	25/11/2017 6:25	25/11/2017 18:05	000/11/40
WHT5	SUN PRINCESS	77441	26/11/2017 7:00	26/11/2017 16:22	000/09/22
WHT5	PACIFIC EDEN	55819	27/11/2017 6:41	27/11/2017 15:08	000/08/27
WHT5	PACIFIC EXPLORER	77441	30/11/2017 7:12	30/11/2017 16:08	000/08/56
WHT4	ASTOR	20606	30/11/2017 7:47	30/11/2017 18:43	000/10/56
WHT5	PACIFIC EDEN	55819	1/12/2017 9:10	1/12/2017 17:59	000/08/49
WHT5	PACIFIC EXPLORER	77441	4/12/2017 7:50	4/12/2017 15:59	000/08/09
WHT5	SILVER SHADOW	28258	5/12/2017 7:29	5/12/2017 17:01	000/09/32
WHT5	PACIFIC EDEN	55819	7/12/2017 7:19	7/12/2017 15:59	000/08/40
WHT5	SUN PRINCESS	77441	9/12/2017 7:06	9/12/2017 16:45	000/09/39
WHT5	PACIFIC EDEN	55819	11/12/2017 6:58	11/12/2017 15:06	000/08/08

WHT5	PACIFIC EXPLORER	77441	14/12/2017 6:59	14/12/2017 16:04	000/09/05
WHT5	PACIFIC EDEN	55819	15/12/2017 9:23	15/12/2017 17:04	000/07/41
WHT5	PACIFIC EXPLORER	77441	17/12/2017 7:10	17/12/2017 16:00	000/08/50
WHT5	PACIFIC EDEN	55819	18/12/2017 7:06	18/12/2017 15:59	000/08/53
WHT5	REGATTA	30277	20/12/2017 6:12	21/12/2017 3:35	000/21/23
WHT4	AIDACARA	38557	20/12/2017 7:20	21/12/2017 22:04	001/14/44
WHT5	NOORDAM	82897	21/12/2017 7:03	21/12/2017 18:51	000/11/48
WHT5	SUN PRINCESS	77441	22/12/2017 6:49	22/12/2017 16:14	000/09/25
WHT5	MAASDAM	55575	23/12/2017 6:57	23/12/2017 18:30	000/11/33
WHT5	PACIFIC EXPLORER	77441	27/12/2017 6:53	27/12/2017 16:06	000/09/13
WHT5	PACIFIC EDEN	55819	28/12/2017 6:54	28/12/2017 16:00	000/09/06
WHT5	PACIFIC EXPLORER	77441	30/12/2017 3:59	30/12/2017 16:05	000/12/06
WHT5	SILVER SHADOW	28258	3/01/2018 7:54	3/01/2018 19:01	000/11/07
WHT4	SILVER SHADOW	28258	3/01/2018 19:26	4/01/2018 16:35	000/21/09
WHT5	SUN PRINCESS	77441	4/01/2018 7:01	4/01/2018 16:22	000/09/21
WHT5	NOORDAM	82897	5/01/2018 7:06	5/01/2018 19:05	000/11/59
WHT5	PACIFIC EXPLORER	77441	8/01/2018 6:47	8/01/2018 16:20	000/09/33
WHT5	PACIFIC EDEN	55819	13/01/2018 6:58	13/01/2018 15:37	000/08/39
WHT5	PACIFIC EXPLORER	77441	16/01/2018 8:53	17/01/2018 5:28	000/20/35
WHT5	PACIFIC EDEN	55819	17/01/2018 15:20	17/01/2018 23:00	000/07/40
WHT5	SUN PRINCESS	77441	18/01/2018 6:10	18/01/2018 17:14	000/11/04
WHT5	PACIFIC EXPLORER	77441	19/01/2018 7:05	19/01/2018 16:01	000/08/56
WHT5	NOORDAM	82897	20/01/2018 6:58	20/01/2018 18:16	000/11/18
WHT5	SEABOURN ENCORE	41865	21/01/2018 7:40	21/01/2018 19:07	000/11/27
WHT5	PACIFIC EDEN	55819	22/01/2018 8:00	22/01/2018 16:20	000/08/20
WHT5	REGATTA	30277	23/01/2018 7:32	23/01/2018 17:01	000/09/29
WHT5	PACIFIC EXPLORER	77441	24/01/2018 7:47	24/01/2018 16:00	000/08/13
WHT5	PACIFIC EDEN	55819	25/01/2018 6:54	25/01/2018 16:35	000/09/41
WHT4	L'AUSTRAL	10944	25/01/2018 7:28	25/01/2018 17:43	000/10/15
WHT5	PACIFIC ARIA	55877	26/01/2018 8:08	26/01/2018 17:30	000/09/22
WHT5	PACIFIC EXPLORER	77441	27/01/2018 6:56	27/01/2018 15:56	000/09/00
WHT5	PACIFIC EDEN	55819	28/01/2018 6:57	28/01/2018 16:01	000/09/04
WHT5	SUN PRINCESS	77441	30/01/2018 9:10	30/01/2018 17:00	000/07/50
WHT5	NOORDAM	82897	1/02/2018 7:01	1/02/2018 18:24	000/11/23
WHT5	PACIFIC EXPLORER	77441	2/02/2018 6:43	2/02/2018 16:07	000/09/24
WHT5	PACIFIC EXPLORER	77441	5/02/2018 6:49	5/02/2018 16:00	000/09/11
WHT4	OCEAN DREAM	35265	5/02/2018 7:16	6/02/2018 23:03	001/15/47
WHT5	PACIFIC EDEN	55819	6/02/2018 6:50	6/02/2018 16:03	000/09/13
WHT5	AZAMARA JOURNEY	30277	7/02/2018 14:18	8/02/2018 17:58	001/03/40
WHT5	PACIFIC EXPLORER	77441	9/02/2018 8:48	9/02/2018 17:04	000/08/16
WHT4	VIKING SUN	47842	10/02/2018 6:56	10/02/2018 17:05	000/10/09
WHT5	AMSTERDAM	62735	10/02/2018 7:45	11/02/2018 17:56	001/10/11
WHT4	VIKING SUN	47842	11/02/2018 5:16	11/02/2018 18:05	000/12/49
WHT5	PACIFIC EXPLORER	77441	12/02/2018 6:38	12/02/2018 16:02	000/09/24
WHT4	ASUKA II	50142	12/02/2018 8:51	13/02/2018 19:06	001/10/15
WHT5	SUN PRINCESS	77441	13/02/2018 6:44	13/02/2018 20:42	000/13/58
WHT5	REGATTA	30277	14/02/2018 7:34	14/02/2018 23:50	000/16/16
WHT5	SEVEN SEAS NAVIGATOR	28803	15/02/2018 7:17	15/02/2018 18:11	000/10/54
WHT5	CRYSTAL SYMPHONY	51044	17/02/2018 6:39	18/02/2018 17:09	001/10/30
WHT4	SILVER WHISPER	28258	19/02/2018 8:13	20/02/2018 18:15	001/10/02
WHT5	SEVEN SEAS VOYAGER	42363	20/02/2018 7:31	20/02/2018 18:09	000/10/38
WHT4	ARTANIA	44588	21/02/2018 7:48	23/02/2018 19:59	002/12/11
WHT5	PACIFIC EXPLORER	77441	22/02/2018 6:41	22/02/2018 15:54	000/09/13
WHT5	COLUMBUS	63786	23/02/2018 8:45	24/02/2018 19:02	001/10/17
WHT5	PACIFIC EXPLORER	77441	26/02/2018 7:59	26/02/2018 16:02	000/08/03
WHT5	BLACK WATCH	28670	27/02/2018 6:57	28/02/2018 17:00	001/10/03
WHT5	NOORDAM	82897	1/03/2018 6:25	1/03/2018 18:07	000/11/42
WHT5	PACIFIC EXPLORER	77441	2/03/2018 8:41	2/03/2018 17:00	000/08/19
WHT5	SUN PRINCESS	77441	4/03/2018 8:40	4/03/2018 19:47	000/11/07

WHT5	PACIFIC EXPLORER	77441	5/03/2018 6:41	5/03/2018 15:57	000/09/16
WHT5	L'AUSTRAL	10944	6/03/2018 7:12	6/03/2018 20:02	000/12/50
WHT5	PACIFIC JEWEL	70310	7/03/2018 6:38	7/03/2018 13:21	000/06/43
WHT5	SEVEN SEAS VOYAGER	42363	10/03/2018 17:40	11/03/2018 18:00	001/00/20
WHT5	SEA PRINCESS	77499	14/03/2018 6:59	14/03/2018 16:20	000/09/21
WHT5	PACIFIC EXPLORER	77441	15/03/2018 6:43	15/03/2018 16:23	000/09/40
WHT4	PACIFIC JEWEL	70310	17/03/2018 7:00	17/03/2018 16:45	000/09/45
WHT5	SUN PRINCESS	77441	17/03/2018 7:17	17/03/2018 16:29	000/09/12
WHT5	PACIFIC EXPLORER	77441	18/03/2018 6:47	18/03/2018 16:14	000/09/27
WHT5	PACIFIC EXPLORER	77441	22/03/2018 7:53	22/03/2018 16:00	000/08/07
WHT5	SEA PRINCESS	77499	24/03/2018 7:03	24/03/2018 16:11	000/09/08
WHT5	PACIFIC EXPLORER	77441	26/03/2018 7:53	26/03/2018 15:59	000/08/06
WHT5	NOORDAM	82897	28/03/2018 5:01	28/03/2018 17:55	000/12/54
WHT5	SUN PRINCESS	77441	30/03/2018 6:50	30/03/2018 16:02	000/09/12
WHT5	PACIFIC EXPLORER	77441	3/04/2018 6:47	3/04/2018 16:00	000/09/13
WHT5	SUN PRINCESS	77441	12/04/2018 12:54	12/04/2018 19:45	000/06/51
WHT5	NOORDAM	82897	13/04/2018 5:27	13/04/2018 20:32	000/15/05
WHT4	PACIFIC EDEN	55819	13/04/2018 9:20	13/04/2018 16:58	000/07/38
WHT4	PACIFIC EDEN	55819	16/04/2018 5:36	16/04/2018 16:10	000/10/34
WHT5	PACIFIC EXPLORER	77441	16/04/2018 6:49	16/04/2018 16:00	000/09/11
WHT5	SEA PRINCESS	77499	21/04/2018 7:00	21/04/2018 16:46	000/09/46
WHT5	PACIFIC EXPLORER	77441	26/04/2018 10:55	27/04/2018 10:05	000/23/10
WHT5	PACIFIC EDEN	55819	15/05/2018 11:52	15/05/2018 23:40	000/11/48
WHT5	PACIFIC EDEN	55819	19/05/2018 9:05	19/05/2018 16:58	000/07/53
WHT5	PACIFIC EXPLORER	77441	1/06/2018 12:40	1/06/2018 15:58	000/03/18
WHT4	PACIFIC EXPLORER	77441	1/06/2018 16:35	2/06/2018 13:15	000/20/40
WHT5	PACIFIC EDEN	55819	1/06/2018 18:25	2/06/2018 12:03	000/17/38
WHT5	PACIFIC EXPLORER	77441	4/06/2018 6:47	4/06/2018 16:11	000/09/24
WHT5	SEA PRINCESS	77499	5/06/2018 7:04	5/06/2018 18:03	000/10/59
WHT5	PACIFIC EXPLORER	77441	8/06/2018 12:17	8/06/2018 20:02	000/07/45
WHT5	PACIFIC EDEN	55819	16/07/2018 6:57	16/07/2018 16:15	000/09/18
WHT5	PACIFIC EDEN	55819	23/07/2018 6:56	23/07/2018 16:11	000/09/15
WHT5	PACIFIC EXPLORER	77441	2/08/2018 6:51	2/08/2018 16:06	000/09/15
WHT5	PACIFIC EXPLORER	77441	21/08/2018 16:39	21/08/2018 22:14	000/05/35
WHT5	PACIFIC EDEN	55819	10/09/2018 8:15	10/09/2018 16:57	000/08/42
WHT5	PACIFIC EDEN	55819	14/09/2018 7:52	14/09/2018 16:31	000/08/39
WHT5	PACIFIC EXPLORER	77441	21/09/2018 6:45	21/09/2018 16:05	000/09/20
WHT5	PACIFIC EDEN	55819	10/10/2018 10:18	10/10/2018 17:03	000/06/45
WHT5	PACIFIC EXPLORER	77441	18/10/2018 9:22	18/10/2018 17:50	000/08/28
WHT5	PACIFIC EDEN	55819	19/10/2018 13:30	19/10/2018 22:02	000/08/32
WHT5	PACIFIC EDEN	55819	22/10/2018 6:37	22/10/2018 16:55	000/10/18
WHT5	PACIFIC EDEN	55819	26/10/2018 8:32	26/10/2018 16:21	000/07/49
WHT5	SEA PRINCESS	77499	28/10/2018 6:53	28/10/2018 16:10	000/09/17
WHT5	PACIFIC EDEN	55819	3/11/2018 7:03	3/11/2018 16:29	000/09/26
WHT5	PACIFIC EDEN	55819	9/11/2018 7:00	9/11/2018 16:00	000/09/00
WHT5	SEA PRINCESS	77499	10/11/2018 6:47	10/11/2018 12:52	000/06/05
WHT5	PACIFIC EDEN	55819	13/11/2018 8:06	13/11/2018 16:23	000/08/17
WHT5	PACIFIC EDEN	55819	23/11/2018 7:10	23/11/2018 21:03	000/13/53
WHT5	PACIFIC EXPLORER	77441	24/11/2018 7:18	24/11/2018 15:28	000/08/10
WHT5	AMSTERDAM	62735	27/11/2018 7:42	28/11/2018 17:57	001/10/15
WHT5	ASTOR	20606	1/12/2018 9:44	1/12/2018 19:03	000/09/19
WHT4	PACIFIC EXPLORER	77441	7/12/2018 6:10	7/12/2018 19:01	000/12/51
WHT5	NOORDAM	82897	7/12/2018 6:47	7/12/2018 18:16	000/11/29
WHT5	PACIFIC EDEN	55819	9/12/2018 7:49	9/12/2018 16:39	000/08/50
WHT5	PACIFIC EXPLORER	77441	10/12/2018 6:38	10/12/2018 16:18	000/09/40
WHT5	SEABOURN SOJOURN	32346	10/12/2018 17:42	11/12/2018 18:12	001/00/30
WHT5	AIDAAURA	42289	12/12/2018 11:37	12/12/2018 22:40	000/11/03
WHT4	AIDAAURA	42289	12/12/2018 23:15	13/12/2018 18:42	000/19/27
WHT5	REGATTA	30277	13/12/2018 6:32	13/12/2018 18:15	000/11/43

WHT5	PACIFIC EDEN	55819	14/12/2018 8:01	14/12/2018 16:24	000/08/23
WHT5	VIKING ORION	47861	16/12/2018 6:14	17/12/2018 4:27	000/22/13
WHT4	VIKING ORION	47861	17/12/2018 5:01	17/12/2018 18:08	000/13/07
WHT5	PACIFIC EDEN	55819	17/12/2018 6:54	17/12/2018 16:22	000/09/28
WHT5	PACIFIC EXPLORER	77441	18/12/2018 8:06	18/12/2018 16:05	000/07/59
WHT5	SEABOURN ENCORE	41865	20/12/2018 16:28	20/12/2018 23:09	000/06/41
WHT4	SEABOURN ENCORE	41865	20/12/2018 23:48	21/12/2018 19:10	000/19/22
WHT5	MAASDAM	55575	21/12/2018 6:48	21/12/2018 18:43	000/11/55
WHT5	NOORDAM	82897	22/12/2018 6:17	22/12/2018 18:45	000/12/28
WHT5	SUN PRINCESS	77441	23/12/2018 6:54	23/12/2018 16:02	000/09/08
WHT5	PACIFIC EDEN	55819	27/12/2018 6:57	27/12/2018 16:14	000/09/17
WHT5	PACIFIC EXPLORER	77441	28/12/2018 6:53	28/12/2018 16:12	000/09/19
WHT5	PACIFIC EDEN	55819	30/12/2018 7:16	30/12/2018 16:03	000/08/47
WHT4	BLACK WATCH	28670	31/12/2018 6:06	2/01/2019 18:39	002/12/33
WHT5	AZAMARA QUEST	30277	31/12/2018 7:52	2/01/2019 14:59	002/07/07
WHT5	NOORDAM	82897	4/01/2019 5:47	4/01/2019 17:59	000/12/12
WHT5	SUN PRINCESS	77441	5/01/2019 7:11	5/01/2019 15:53	000/08/42
WHT5	SILVER MUSE	40791	6/01/2019 8:02	7/01/2019 17:50	001/09/48
WHT5	PACIFIC EDEN	55819	8/01/2019 6:52	8/01/2019 16:07	000/09/15
WHT5	PACIFIC EXPLORER	77441	9/01/2019 6:50	9/01/2019 16:05	000/09/15
WHT5	VIKING ORION	47861	12/01/2019 11:23	13/01/2019 21:15	001/09/52
WHT4	VIKING ORION	47861	13/01/2019 21:53	14/01/2019 18:17	000/20/24
WHT5	NOORDAM	82897	14/01/2019 6:58	14/01/2019 18:08	000/11/10
WHT5	PACIFIC EDEN	55819	15/01/2019 7:00	15/01/2019 16:08	000/09/08
WHT5	REGATTA	30277	16/01/2019 6:41	16/01/2019 16:55	000/10/14
WHT5	PACIFIC EXPLORER	77441	17/01/2019 6:43	17/01/2019 16:08	000/09/25
WHT5	SEVEN SEAS MARINER	48075	20/01/2019 6:38	20/01/2019 17:54	000/11/16
WHT5	PACIFIC EDEN	55819	24/01/2019 7:55	24/01/2019 16:12	000/08/17
WHT5	PACIFIC EXPLORER	77441	25/01/2019 8:49	25/01/2019 17:05	000/08/16
WHT5	PACIFIC ARIA	55877	26/01/2019 7:53	26/01/2019 17:59	000/10/06
WHT5	PACIFIC EXPLORER	77441	28/01/2019 6:42	28/01/2019 15:54	000/09/12
WHT5	PACIFIC EXPLORER	77441	1/02/2019 8:39	1/02/2019 17:00	000/08/21
WHT4	SILVER WHISPER	28258	2/02/2019 8:02	3/02/2019 17:52	001/09/50
WHT5	SILVER MUSE	40791	2/02/2019 8:06	2/02/2019 18:00	000/09/54
WHT5	REGATTA	30277	3/02/2019 9:38	4/02/2019 16:02	001/06/24
WHT5	AZAMARA QUEST	30277	6/02/2019 8:30	7/02/2019 17:02	001/08/32
WHT5	PACIFIC EXPLORER	77441	8/02/2019 8:46	8/02/2019 16:58	000/08/12
WHT5	VIKING ORION	47861	9/02/2019 11:20	10/02/2019 21:15	001/09/55
WHT4	VIKING ORION	47861	10/02/2019 21:37	11/02/2019 18:31	000/20/54
WHT5	PACIFIC EXPLORER	77441	11/02/2019 6:44	11/02/2019 16:03	000/09/19
WHT5	ALBATROS	28518	17/02/2019 8:03	18/02/2019 18:00	001/09/57
WHT5	PACIFIC EXPLORER	77441	21/02/2019 6:53	21/02/2019 16:05	000/09/12
WHT4	AMADEA	28856	21/02/2019 9:25	23/02/2019 18:17	002/08/52
WHT5	SUN PRINCESS	77441	23/02/2019 6:55	23/02/2019 19:01	000/12/06
WHT5	COLUMBUS	63786	24/02/2019 6:57	24/02/2019 22:15	000/15/18
WHT5	PACIFIC EXPLORER	77441	25/02/2019 7:49	25/02/2019 16:00	000/08/11
WHT4	AZAMARA QUEST	30277	1/03/2019 7:41	1/03/2019 22:49	000/15/08
WHT5	REGATTA	30277	1/03/2019 8:18	1/03/2019 18:00	000/09/42
WHT5	INSIGNIA	30277	3/03/2019 16:11	4/03/2019 17:53	001/01/42
WHT4	PACIFIC EXPLORER	77441	4/03/2019 6:13	4/03/2019 18:19	000/12/06
WHT4	AMSTERDAM	62735	5/03/2019 6:22	5/03/2019 18:23	000/12/01
WHT5	SUN PRINCESS	77441	5/03/2019 7:10	5/03/2019 16:00	000/08/50
WHT5	AMSTERDAM	62735	5/03/2019 18:59	6/03/2019 18:30	000/23/31
WHT5	PACIFIC EXPLORER	77441	8/03/2019 7:42	8/03/2019 16:06	000/08/24
WHT5	VIKING ORION	47861	9/03/2019 12:33	10/03/2019 22:55	001/10/22
WHT5	SEA PRINCESS	77499	12/03/2019 6:56	12/03/2019 17:04	000/10/08
WHT5	VIKING SUN	47842	15/03/2019 6:42	17/03/2019 15:06	002/08/24
WHT5	PACIFIC EXPLORER	77441	21/03/2019 6:59	21/03/2019 16:10	000/09/11
WHT5	EUROPA 2	42830	24/03/2019 6:04	25/03/2019 7:09	001/01/05

WHT4	EUROPA 2	42830	25/03/2019 7:38	25/03/2019 18:38	000/11/00
WHT5	PACIFIC EXPLORER	77441	25/03/2019 8:41	25/03/2019 17:11	000/08/30
WHT5	SEABOURN ENCORE	41865	27/03/2019 6:47	27/03/2019 19:18	000/12/31
WHT5	PACIFIC EXPLORER	77441	29/03/2019 6:49	29/03/2019 16:05	000/09/16
WHT5	PACIFIC EXPLORER	77441	1/04/2019 7:20	1/04/2019 15:59	000/08/39
WHT5	PACIFIC EXPLORER	77441	5/04/2019 7:57	5/04/2019 16:07	000/08/10
WHT5	NOORDAM	82897	7/04/2019 4:46	7/04/2019 17:11	000/12/25
WHT4	CRYSTAL SYMPHONY	51044	7/04/2019 8:14	7/04/2019 23:50	000/15/36
WHT5	CRYSTAL SYMPHONY	51044	8/04/2019 0:15	8/04/2019 22:14	000/21/59
WHT5	SEA PRINCESS	77499	9/04/2019 6:17	9/04/2019 16:21	000/10/04

APPENDIX D

EVENTS SCHEDULE

Function Date	Day(s)	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor/ Both	Traffic Impacts	Complaints Received
2013								
29-Nov-13	Friday	McDonalds Executive Xmas Dinner	1830 hrs - 2330 hrs	Dinner	350 pax	Indoor	0	0
30-Nov-13	Saturday	Winnings Christmas Dinner	1800 hrs - 2330 hrs	Dinner including Fireworks display between 2100 hrs - 2115 hrs	300 pax	Indoor/Outdoor		9
14-Dec-13	Saturday	Wise Tech Global Christmas Drinks	1800 hrs - 2330 hrs	Cocktail Party	200 pax	Indoor	0	0
2014								
3-Mar-14	Monday	Lend Lease Conference	0900 hrs - 1800 hrs	Conference	350 pax	Indoor	0	0
24-25-May-2014	Friday & Saturday	Snow Travel Expo	0900 hrs - 1600 hrs	Expo	500 pax	Indoor/Outdoor	0	0
28-May-14	Tuesday	Design Awards	0000 hrs - 2300 hrs (including bump-in)	Dinner	500 pax	Indoor/Outdoor	0	1
3-4-Sept 2014	Wednesday & Thursday	Lend Lease, KOJO Events	1400 hrs - 1930 hrs	Cocktail Party	500 pax	Indoor/Outdoor	0	0
23-24 Oct 2014	Thursday & Friday	Two De Force Media Dinner	1800 hrs - 2330 hrs	Cocktail Party	500 pax	Indoor/Outdoor		
8-9 Nov 2014	Saturday & Sunday	GPJ Toyota, 86 Event	1000 hrs - 1500 hrs	Car Event	320 pax	Indoor/Outdoor	0	2
27-Nov-14	Thursday	Audi photo shoot	1700 hrs - 2000 hrs	Filming	7 pax	Indoor/Outdoor	0	0
2015								
23-Jan-15	Friday	BMW photo shoot	0600 hrs - 2130 hrs	Filming	25 pax	Indoor/Outdoor	0	0
26-Feb-15	Thursday	BMW car drop-off	0645 hrs - 1100 hrs	Filming	18 pax	Indoor/Outdoor	0	0
9-Mar-15	Monday	BMW car pick-up	1100 hrs - 1300 hrs	Filming	18 pax	Indoor/Outdoor	0	0
12-Apr-15	Sunday	Port Authority of NSW Community Day	1000 hrs - 1700hrs	Public event	500 pax	Outdoor	0	0
15-16-Apr-15	Wednesday & Thursday	Hyundai Car Commercial	0800 hrs - 1900 hrs each day	Filming	45 pax	Indoor/Outdoor	0	0
16-17-May-15	Saturday & Sunday	Snow Travel Expo	0900 hrs - 1700 hrs each day	Public event	Max 500 pax at any one time	Indoor/Outdoor	0	0
30-May-15	Thursday	ARDBEG Launch	0700 hrs - 1700 hrs	Media launch	180 pax	Indoor/Outdoor	0	0
28-Nov-15	Thursday	NRMA Commercial	1430 hrs - 1930 hrs	Filming	30 pax	Indoor/Outdoor	0	0
14-15-Dec-15	Saturday & Sunday	Volkswagon Media Drive Event	0800 hrs - 1600 hrs	Media launch	50 pax	Indoor/Outdoor	0	0
2016								
23-Jan-16	Saturday	Screentime Pty Ltd	0700 hrs - 2100 hrs	Filming	90 pax	Indoor/Outdoor	0	0
22-Mar-16	Tuesday	Lucky Jac Photo Shoot	1500 hrs - 2100 hrs	Filming	10 pax	Outdoor	0	0
12,13 & 17 May 2016	Sunday, Monday & Friday	Hide & Seek Pictures	0700 hrs - 2100 hrs each day	Filming	80 pax	Outdoor	0	0
29-May-16	Wednesday	Snow Travel Expo	0400 hrs - 2300 hrs	Public event	Max 500 pax at any one time	Indoor/Outdoor	0	0
29, 30 June & 1 July 2016	Wednesday, Thursday and Friday	Top of the Lake Filming	0400 hrs - 2300 hrs each day	Filming	120 pax	Indoor/Outdoor	0	0
29-30 July 2016	Friday & Saturday	YOU! TVC	0500 hrs- 1800 hrs each day	Filming	60 pax	Indoor/Outdoor	0	0
18-Aug-16	Sunday	Alcatel Lucent Client Event	0600 hrs -1800 hrs	3 Catered Events	30 pax at each	Indoor/Outdoor	0	0
20-Aug-16	Tuesday	Ella Bache	0800 hrs - 2330 hrs	Dinner	500 pax	Indoor	0	0
22-23-Sept-2016	Thursday & Friday	Here Come the Habibs	0500 hrs - 1800 hrs	Filming	45 pax	Indoor/Outdoor	0	0
27-Sep-16	Tuesday	Cleverman 2	1300 hrs- 2400 hrs	Filming	25 pax	Indoor/Outdoor	0	0

Function Date	Day(s)	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor/ Both	Traffic Impacts	Complaints Received
3-4 Nov 2016	Thursday & Friday	Audi TVC - Film Graphics Entertainment	1600 hrs - 2400 hrs 0000 hrs - 0530 hrs	Filming	60 pax	Outdoor	0	0
8-Nov-16	Tuesday	Cleverman 2	1200 hrs - 2200 hrs	Filming	45 pax	Outdoor	0	0
5-Dec-16	Monday	P&O NRL State of Origin filming	1400 hrs- 2200 hrs	Filming	30 pax	Outdoor	0	0
9-Dec-16	Friday	GPJ Drive Event	0600 hrs - 2200 hrs	Private client event	70 pax	Indoor/Outdoor	0	0
12-Dec-16	Monday	DEC Communications - Rolls Royce	1400 hrs - 2100 hrs	Filming	15 pax	Outdoor	0	0
2017								
25-Mar-17	Saturday	Aspect Eight - Media Product Launch	0400 hrs - 2330 hrs	Dinner	500 pax	Indoor/Outdoor	0	1
4-Apr-17	Tuesday	Chosen	0430 hrs - 1900 hrs	Filming	60 pax	Indoor	0	0
1-May-17	Monday	Playmaker - Love Child	0700 hrs - 1700 hrs	Filming	48 pax	Outdoor	0	0
19-May-17	Friday	Walkabout Filming - Nike TVC	0430 hrs - 1900 hrs	Filming	70 pax	Indoor/Outdoor	0	0
7-8 June 2017	Wednesday & Thursday	Foxtel Fight Season	0700 hrs - 1900hrs 1000 hrs - 2400 hrs	Filming	86 pax	Indoor/Outdoor	0	0
20-21 July 2017	Thursday & Friday	Chief Entertainment - Nasonex TVC	0600 hrs - 1800 hrs each day	Filming	170 pax	Indoor/Outdoor	0	0
31-Aug-17	Thursday	Red Door Production - Telstra TVC	1000 hrs - 2000 hrs	Filming	30 pax	Indoor/Outdoor	0	0
7-Sep-17	Thursday	Ecom Locations - K Pop Music Video Shoot	0900 hrs - 2300 hrs	Filming	90 pax	Outdoor	0	0
8-9 Sept-2017	Friday & Saturday	Wedding - Lam & Nguyen	0400 hrs - 2330 hrs	Dinner	320 pax	Indoor/Outdoor	0	0
12-Sep-17	Tuesday	WBCT Noise Testing	1600 hrs - 2400 hrs	Music test	6 pax	Indoor	0	0
17-Sep-17	Sunday	Sydney Bus Museum Photo Shoot	1600 hrs - 1900 hrs	Photo Shoot	85 pax	Outdoor	0	0
24-Oct-17	Tuesday	Nekro Production - Nekromancer Movie Shoot	0400 hr - 1900 hrs	Filming	66 pax	Outdoor	0	0
30-Oct-17	Monday	Truce Films	0700 hrs - 1600 hrs	Filming	30 pax	Indoor	0	0
18-Nov-17	Saturday	The Department - Bike Race	1000 hrs - 2100 hrs	Bicycle Race	450 pax	Outdoor	0	1
29-Nov-17	Wednesday	Port Authority of NSW CT&L Christmas Party	0900 hrs - 1700 hrs	Cocktail Party	45 pax	Indoor/Outdoor	0	0
2018								
21-Mar-18	Sunday	Thirteen & Co Westpac TVC	0800 hrs - 1800 hrs	Filming	80 pax	Indoor	0	0
23-Mar-18	Wednesday	Thirteen & Co Westpac TVC	0800 hrs - 2200 hrs	Filming	80 pax	Indoor	0	0
12-May-18	Saturday	YOU! TVC	0400 hrs - 1800 hrs	Filming	40 pax	Outdoor	0	0
23-May-18	Wednesday	Uber Driver Event	0700 hrs - 1900 hrs	Driver Event	500 pax	Outdoor	0	0
24 & 25 May 2018	Thursday & Friday	Art Gallery of NSW - Truck Turning Circle Event	1200 hrs - 1700 hrs 0900 hrs - 1700 hrs	Truck Exercise	30 pax	Outdoor	0	0
20-22 June 2018	Wednesday, Thursday and Friday	Vinnies CEO Sleepout	0600 hrs - 2000 hrs 0800 hrs - 2400 hrs 0001 hrs - 1200 hrs	CEO Charity Event	500 pax	Indoor/Outdoor	0	0
28 & 29 June 2018	Thursday & Friday	Woolworths Conference	0500 hrs - 1800 hrs 0500 hrs - 2400 hrs	Food demonstration event	350 pax	Indoor/Outdoor	0	0
14-19 August 2018	Tuesday to Sunday	Australian Antiques Fair	0700 hrs – 2000 hrs 0700 hrs - 2000 hrs 0700 hrs – 2100 hrs 1100 hrs – 1900 hrs 0900 hrs – 2300 hrs 0700 hrs – 2000 hrs	Public event	1900 pax over 4 days - less than 500 people on site at all times	Indoor	0	0
29-Aug-18	Wednesday	Decorative Events Showcase	0400 hrs - 2300hrs	Private events showcase	350 pax	Indoor	0	1

Function Date	Day(s)	Function Name	Time of Event (start – finish)	Type of Event	Number of Attendees	Indoor/ Outdoor/ Both	Traffic Impacts	Complaints Received
2-Sep-18	Sunday	Leichhardt Bus Museum	0900 hrs - 1600 hrs	Public event for Sydney buses	150 pax	Outdoor	0	0
6-Sep-18	Thursday	Big House Locations	0800 hrs - 1200 hrs	Private event filming	15 pax	Outdoor	0	0
19-Sep-18	Wednesday	Ford Driving Event Media Launch	0400 hrs - 1600 hrs	Private event media launch	50 pax	Outdoor - wharf	0	0
28-Sep-18	Friday	Sweet Shop	1000 hrs - 1900 hrs	Woolworths TVC	35 pax	Indoor	0	0
16-18 November 2018	Friday, Saturday & Sunday	The Department - Bike Race	0600 hrs - 2130 hrs 0930 hrs – 2400 hrs 0600hrs – 1400 hrs	National Criterium Bike Race	440 pax	Indoor/Outdoor	0	1
4-Dec-18	Tuesday	The Letdown 2	0400 hrs - 2300 hrs	TV Series Filming	60 pax	Indoor/Outdoor	0	0
15-Dec-18	Saturday	Samsung TVC	0400 hrs - 1700 hrs	Filming on Wharf only	40 pax	Outdoor (wharf)	0	0
2019								
30 & 31 January 2019	Wednesday & Thursday	Custard - Woolworths	0600 hrs – 2000 hrs 0700 hrs – 2200 hrs	Woolworths Food Leaders Forum	350 pax	Indoor/Outdoor	0	0
12-Feb-19	Tuesday	Big House Locations	1200 hrs - 1600 hrs	Rio Tinto Photo Shoot	15 pax	Outdoor	0	0
15-Feb-19	Friday	Network 10	0500 hrs - 2000 hrs	News Team filming	80 pax	Indoor	0	0

Port Authority of NSW

PO Box 25

Millers Point NSW 2000

E enquiries@portauthoritynsw.com.au

W portauthoritynsw.com.au

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