



19 September 2012

The Director-General  
Department of Planning and Infrastructure  
GPO Box 39  
Sydney NSW 2000

Attention: Mr Chris Wilson

Dear Chris

**STATE SIGNIFICANT DEVELOPMENT  
SYDNEY INTERNATIONAL CONVENTION, EXHIBITION AND ENTERTAINMENT PRECINCT  
(SICEEP) – INTERIM FACILITY**

We are writing on behalf of Infrastructure NSW (the Proponent) in relation to a proposed Interim Facility associated with the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) to be developed at Sommerville Road, Glebe Island. The interim facility is required whilst redevelopment of Darling Harbour takes place to deliver the SICEEP facilities.

The interim SICEEP project is being procured and delivered by Infrastructure NSW to allow construction of the SICEEP facilities at Darling Harbour. It is important that Sydney remains 'open for business' and able to continue to host conferences, exhibitions, concerts and other forms of entertainment whilst the new facility is being constructed. As such, the provision of a suitable interim facility is an integral part of the SICEEP project.

Glebe Island was identified as the preferred interim facility site from alternate sites being considered due to the following:

- it provides a comprehensive flexible solution which is able to serve all known existing exhibition bookings and enabling the maximisation of incremental economic benefits;
- it was the only option that could cater for the Boat Show (one of Sydney's premier exhibition events);
- the majority of the site is currently vacant;
- the site is located in close proximity to the Sydney CBD (within 2 km);
- the site is able to accommodate the size requirements of the interim facilities, including car parking; and

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- the site is available for the full duration of construction of the SICEEP facilities.

The purpose of this letter is to request that the Director-General issue the Director-General's Requirements for the preparation of an Environmental Impact Statement (EIS) in relation to the abovementioned development.

The site is zoned Port and Employment zone under Sydney Regional Environmental Plan No. 26 – City West (SREP 26). SREP 26 is now a deemed State Environmental Planning Policy (SEPP) for the purpose of statutory consideration. In accordance with clause 20C of SREP 26, only uses which the consent authority is satisfied are generally consistent with one or more of the zone objectives are permissible within this zone.

The objectives of the Port and Employment zone are:

- *to facilitate the continuation of commercial port uses, and*
- *to allow a range of commercial port facilities (such as buildings, structures, activities or operations and uses ancillary to these, associated with carrying goods from one port to another and associated with storage and handling and access to the port), and*
- *to encourage development on Glebe Island and land adjoining White Bay which requires close proximity to the port, and*
- *to encourage a mix of land uses which generate employment opportunities, particularly in relation to port and maritime uses, and*
- *to allow a mix of uses which generate employment opportunities in the White Bay Power Station site, and*
- *to provide for the ongoing rail access to the port and related activities, and*
- *to provide pedestrian and cyclist links with surrounding public access networks, and*
- *to encourage port-related uses which optimise use of existing rail facilities, and*
- *to provide road and rail access to port activities.*

Notwithstanding this clause 22 of SREP 26 provides that while land is not being used for a purpose for which it is zoned, the consent authority may consent to its use for any other purpose, if the consent authority is satisfied that:

- *the use will not prejudice the eventual development of the land in accordance with the rest of this plan, and*
- *appropriate arrangements have been made for reinstatement of the site so that it may be used in accordance with the rest of this plan, and*
- *the use will not adversely affect residential amenity and permissible development in accordance with this plan on other sites in the locality.*

Before granting consent to development as permitted by this clause, the consent authority must be satisfied that the development will cease within such time as the consent authority may stipulate.

The proposed interim facility is permissible with development consent on the Glebe Island site under clause 22 of SREP 26. Approval for the interim facility is sought for a period of 4 years. It is anticipated that 4 years, will allow for the construction of the interim facility, its operational life (approximately 3 years) and time to allow the interim facility to be dismantled and the site returned to its original state.

In accordance with Clause 2 of Schedule 2 of (SEPP State and Regional Development) development with a capital investment value in excess of \$10 million within specified sites is considered state significant development. In relation to the interim facilities Glebe Island is located within the 'Bays Precinct' which is a specified site under this clause.

Please find attached a Request for Director-General's Requirements report outlining the existing site, scope of development and key environmental and planning issues associated with the development.

Should you have any queries in relation to this matter, please do not hesitate to contact the undersigned or Clare Brown on 9956 1295.

Yours sincerely,

A handwritten signature in cursive script that reads "Elise Cramer".

Elise Cramer  
**Associate Planner**

# PRELIMINARY ENVIRONMENTAL ASSESSMENT INTERIM SICEEP FACILITY, GLEBE ISLAND

## 1.0 THE SITE AND LOCALITY

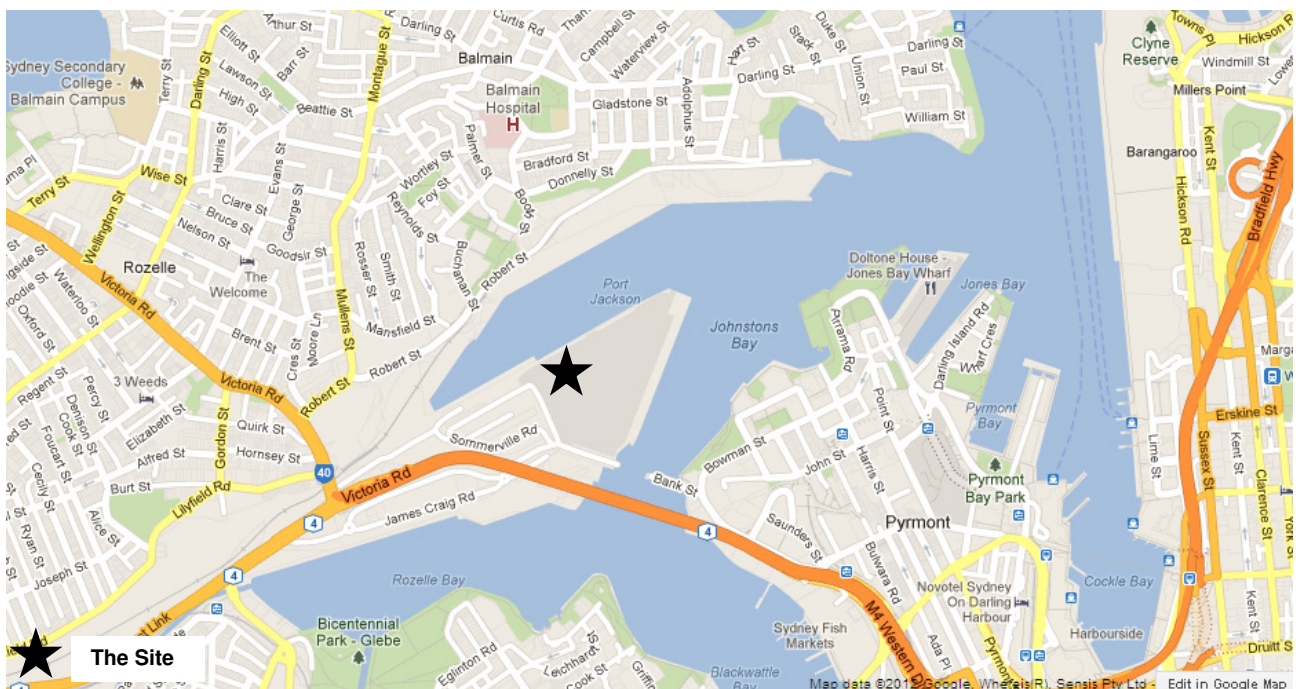
### 1.1 The Site

The site comprises an area of approximately 6.5 hectares and is located off Sommerville Road, Glebe Island on the Balmain peninsula. Glebe Island is approximately 2 km to the west of Sydney Central Business District (refer to Location Plan in **Figures 1** and **2**). With the exception of an existing Sydney Ports Depot along part of the site's northern boundary, the site is largely vacant.

The site forms part of an existing working port within Sydney Harbour which currently provides for the unloading of dry bulk cargo ships. The surrounding area is characterised by port related activities and water ways. The site is bound by Port Jackson Bay (White Bay) to the north and the future White Bay Cruise Passenger Terminal, Johnstons Bay to the east (and the residential area of Pymont further east), the Old Glebe Island Bridge and Anzac Bridge, and maritime activities in Rozelle Bay to the south, a bulk cement storage facility within the Glebe Island silos and other port related activities to the west.

The nearest residential properties are located in Pymont, approximately 200 m to the east of the site, on the opposite side of Johnstons Bay.

Vehicular access to the site is provided via James Craig Road to the south and Sommerville Road off Victoria Road to the north-west.



**Figure 1 – Location Plan**



Figure 2 – Aerial Photograph

## 1.2 Legal Description

The site is legally described as part Lot 10 in DP 1065973. The site is owned by Sydney Ports Corporation.

## 2.0 THE PROJECT

### 2.1 Overview

The proposed Interim SICEEP project will include:

- construction of a new purpose-built interim facility comprising:
  - 15,000m<sup>2</sup> of exhibition space (comprising three (3) x 5,000m<sup>2</sup> interconnected exhibition halls);
  - formal entrance and foyer area;
  - registration / reception area;
  - pre-function space;
  - public facilities including food and beverage outlets and bathroom amenities;
- supporting (not built upon) space of approximately 10,000m<sup>2</sup> adjacent to the interim facility to accommodate larger exhibitions through additional temporary structure (as required);
- use of the site as a ‘function centre’<sup>1</sup>, ‘entertainment facility’<sup>2</sup> and ‘food and drink premises’<sup>3</sup>;
- building signage and advertising structures;
- vehicular access;
- an internal access road and designated set down / pick up area to the south of the main exhibition hall;
- car parking for 1,000 vehicles;
- construction of a temporary wharf / pontoon structure within the waterway adjacent to the north-east corner of the site; and
- dismantling and removal of all structures.

It is proposed that construction on the interim SICEEP facility would commence in July 2013. The interim facility would be completely removed by April 2017.

A separate application for the provision of a temporary wharf / pontoon structure within the waterway adjacent to the Glebe Island site under Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 is to be prepared concurrently for approval by the Minister administering the *Ports and Administration Act 1995*.

### 2.2 Interim SICEEP facility

The proposed interim SICEEP facility will comprise a weather proof modular structure (anticipated to comprise an aluminium frame with stretched fabric and bolted to the existing slab) that will provide exhibition space of approximately 15,000m<sup>2</sup>, a formal entrance and foyer area as well as registration / reception area, administration area and public facilities such as food and beverage

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<sup>1</sup> **function centre** means a building or place used for the holding of events, functions, conferences and the like, and includes convention centres, exhibition centres and reception centres, but does not include an entertainment facility.

<sup>2</sup> **entertainment facility** means a theatre, cinema, music hall, concert hall, dance hall and the like, but does not include a pub or registered club.

<sup>3</sup> **food and drink premises** means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:

- (a) a restaurant or cafe,
- (b) take away food and drink premises,
- (c) a pub.

outlets. The interim facility will need to cater for up to 6,000 people (i.e. up to 2,000 people per 5,000m<sup>2</sup> exhibition hall). The interim facility is expected to be single storey with a minimum 6 m clear operational ceiling height.

### **2.3 Hours of Operation**

The interim facility will be required to operate 24 hours / 7 days a week, consistent with existing port related activities, to allow for 'move in' and 'move out' functions outside of normal operational hours. Exhibitions will typically be held between the hours of 10.00 am – 6.00 pm, 7 days a week.

Construction (and dismantling) take place between the hours of 7.00 am to 5.00 pm Monday to Saturday with no construction work occurring on Sunday or public holidays.

### **2.4 Vehicular Access**

Vehicular access to the interim facility will be provided from the existing road network and will be documented in the DA / EIS. The issue of traffic management and access to the interim facility when the Overseas Passenger Terminal is in operation will be resolved as part of design development and documented in the DA / EIS. It is noted that cruise ships generally arrive early morning, leave late afternoon and have a concentrated traffic pattern. Exhibition events will generally be held between 10.00 am to 6.00 pm and in terms and traffic flow is spread over the entire period.

### **2.5 Lighting**

Additional localised external lighting will be required on the site, for operational, security and work health and safety purposes (i.e. car parks, back of house etc). Existing lighting on the site will be maintained and used.

### **2.6 Signage**

The proposed development will include building identification signage and advertising structures (billboards). Details in relation to signage will be documented in the DA / EIS. At this stage it is expected that there will be approximately two (2) free standing advertising structures (approximately 3 m high x 8 m wide) adjacent to the proposed interim facility.

### **2.7 Employment**

The proposed interim facility will provide employment opportunities for approximately 30 permanent workers and up to 100 casual workers during operation.

## **3.0 STATUTORY AND STRATEGIC PLANNING CONTEXT**

The following key state legislation and planning instruments currently apply to the site:

### **3.1 Relevant Planning Instruments and Controls**

The following planning instruments and policy documents are of key relevance to the proposed development:

- State Environmental Planning Policy (State and Regional Development) 2011 (State and Regional Development SEPP);
- State Environmental Planning Policy 55: Remediation of Land (SEPP 55);
- State Environmental Planning Policy (Temporary Structures) 2007 (SEPP Temporary Structures 2007);
- State Environmental Planning Policy (Infrastructure) 2007;

- Sydney Regional Environmental Plan No 26 – City West (SREP 26);
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;
- Glebe Island/ White Bay Master Plan;
- Sydney Ports Corporation Traffic Management Plan Guidelines 2007; and
- Sydney Ports Corporation Green Port Guidelines.

### **3.2 State and Regional Development SEPP and SREP 26**

The site is zoned Port and Employment zone under Sydney Regional Environmental Plan No. 26 – City West (SREP 26). SREP 26 is now a deemed State Environmental Planning Policy (SEPP) for the purpose of statutory consideration. In accordance with clause 20C of SREP 26, only uses which the consent authority is satisfied are generally consistent with one or more of the zone objectives are permissible within this zone.

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Clause 22 of SREP 26 provides that while land is not being used for a purpose for which it is zoned, the consent authority may consent to its use for any other purpose, if the consent authority is satisfied that:

- *the use will not prejudice the eventual development of the land in accordance with the rest of this plan, and*
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Before granting consent to development as permitted by this clause, the consent authority must be satisfied that the development will cease within such time as the consent authority may stipulate.

The proposed interim facility is permissible with development consent on the Glebe Island site under clause 22 of SREP 26. Approval for the interim facility is sought for a period of 4 years. It is anticipated that 4 years, will allow for the construction of the interim facility, its operational life (approximately 3 years) and time to allow the interim facility to be dismantled and the site returned to its original state.

In accordance with Clause 2 of Schedule 2 of (SEPP State and Regional Development) development with a capital investment value in excess of \$10 million within specified sites is considered state significant development. In relation to the interim facilities, Glebe Island is located within the 'Bays Precinct' which is a specified site under this clause.

The proposed interim facility is permissible with development consent on the Glebe Island site under clause 22 of SREP 26. It is anticipated that construction of the interim facility will commence in July 2013 with the interim facility being fully operation from December 2013 until December 2016. The interim facility will be dismantled and the site returned to its original state by April 2017.

Clause 8 of State Environmental Planning Policy (State and Regional Development) 2011 provides that development is declared to be State Significant development for the purposes of the Environmental Protection and Assessment Act, 1979 (EP&A Act) if, among other provisions, the development is specified in Schedule 1 or 2 of the State and Regional Development SEPP.

Clause 2 of Schedule 2 of the State and Regional Development SEPP relates to identified state significant sites and states:

*Development that has a capital investment value of more than \$10 million on land identified as being within any of the following sites on the State Significant Development Sites Map:*

- (a) Bays Precinct Site,*
- (b) Darling Harbour Site,*
- (c) Broadway (CUB) Site,*
- (d) Honeysuckle Site,*
- (e) Luna Park Site,*
- (f) Sydney Olympic Park Site,*
- (g) Redfern-Waterloo Sites,*
- (h) Taronga Zoo Site (emphasis added).*

The proposed interim facility has a Capital Investment Value (CIV) of approximately \$26 million and is located within the 'Bays Precinct Site' on the State Significant Site Map. The proposal satisfies the criteria in clause 2 in Schedule 2.

### **3.3 SEPP 55 – Remediation of Land**

State Environmental Planning Policy No. 55 requires the issue of contamination be considered whenever a planning authority considers a development where the new use may increase risk from contamination, if it is present. This means that the consent authority must routinely consider whether land is suitable for a proposed use in terms of the risk from contamination. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed.

### **3.4 SEPP Temporary Structures 2007**

The aim of SEPP Temporary Structures is to ensure that suitable provision has been made for ensuring the safety of persons using temporary structures and to encourage the protection of the environment at the location, and in the vicinity, of temporary structures by (among other things) managing noise, parking and traffic impacts and ensuring heritage protection. An assessment of the proposal in relation to the matters for consideration listed under clause 12 of the SEPP Temporary Structures 2007 will be detailed in the DA / EIS.

### **3.4 Sydney Harbour Catchment SREP 2005**

The Sydney Harbour Catchment SREP 2005 is now a deemed SEPP for the purposes of statutory consideration. It is proposed to construct a temporary wharf / pontoon structure within the waterway adjacent to the Glebe Island site under Sydney Harbour Catchment SREP 2005. Under the Sydney Harbour Catchment SREP 2005, the waterway is zoned W1- Maritime Waters within which a charter and tourism boating facility is a permissible activity. The proposed temporary wharf / pontoon structure connected to the north-east portion of the site is a permissible use within the water way. As discussed above, the Minister administering the Ports and Administration Act 1995 is the consent authority for this application. A separate application for a temporary wharf to Maritime Services will be prepared and lodged concurrently with this application.

### **3.5 Glebe Island and White Bay Master Plan**

In May 2000 the Glebe Island and White Bay Master Plan was adopted by the then Minister for Urban Affairs and Planning. The Master Plan, a requirement of SREP 26, controls and directs port development at Glebe Island and White Bay. The Master Plan provides for the continued use of Glebe Island and White Bay as a significant commercial port facility in Sydney Harbour. The Master Plan sets out the vision for the future development of Glebe Island and White Bay and a series of principles and actions in relation to land uses, road and rail infrastructure, views, building heights and building zones, built quality, environmental controls, landscaping, pedestrian and cycle links and heritage conservation. The relevant provisions of Glebe Island and White Bay Master Plan will be addressed in the DA.

## **4.0 PRELIMINARY ENVIRONMENTAL ASSESSMENT**

It is requested that the Director-General issue the environmental assessment requirements for the preparation of an EIS to accompany a DA for State Significant development for the proposed interim SICEEP facility. The information below has been prepared to assist the Director-General in identifying the general requirements and key environmental issues associated with the project.

The environmental considerations associated with the proposed development are as follows:

- Site suitability;
- Transport, access and parking;
- Services;
- Contaminated land;
- Built form and urban design;
- Public safety;
- Acoustic impact;
- Visual impact;
- Impacts on future Sydney Port development;
- Waste management;
- Energy efficiency;
- European heritage;
- Lighting;
- Site rectification;
- Cumulative impacts; and
- Feasible alternatives to not carrying out the proposed development.

### **4.1 Site Suitability**

The Glebe Island site is considered suitable for the proposed development in that:

- it is a well-recognised site that provides excellent exposure;

- the majority of the site is currently vacant;
- the site is located in close proximity to the Sydney CBD (within 2 km) maximising access;
- it is of a sufficient size and dimension to accommodate the proposed development including car parking areas;
- the site is available for the full duration of construction and commissioning period of the SICEEP facilities;
- it can cater for the annual Boat Show (one of Sydney's premier exhibition events);
- preliminary discussions with service providers has confirmed that existing utility services are available to service the demand generated by the proposal; and
- it does not contain any natural features that would impede the development.

#### **4.2 Transport, access and parking**

Vehicular access to the interim facility will be provided from the existing road network and will be documented in the DA / EIS. Preliminary discussions with Transport for NSW have been held in regard to transport options for the site including bus, ferry, private vehicles and taxis.

The application will be accompanied by a traffic impact study prepared in accordance with RTA Guide to Traffic Generating Developments, considering:

- traffic generation and the potential impacts on the surrounding road networks including any required road / intersection upgrades;
- vehicular access;
- loading dock(s) and servicing areas;
- car parking arrangement;
- measures to promote public transport usage;
- ferry and bus timetables for special events;
- pedestrian and bicycle linkages;
- management of traffic, access and operation of the site and parking during special events in particular when overseas passenger terminal is in use and during construction of the adjoining Sydney Ports development to the south-east of the interim facility.

Application of travel demand management initiatives, which can assist employees and visitors to access the site by public transport together with walking and cycling will also be pursued.

#### **4.3 Services**

Preliminary discussions with service providers has confirmed that existing utility services on the site are available to service the demand generated by the proposal. An assessment of available infrastructure, in terms of existing capacity, potential future capacity and any required upgrades will be undertaken and submitted to the Department of Planning and Infrastructure (DoPI) with the DA.

#### **4.4 Contamination**

Preliminary investigations has revealed that there is unlikely to be significant contamination on the site. The interim facility is to be constructed in such a way as to minimise penetrations into existing slab. It is considered unlikely that there will be any significant soil and groundwater contamination issues as a result of the previous port related uses of the site. An assessment of contamination in accordance with SEPP 55 will be undertaken and detailed in the DA.

#### **4.5 Built Form and Urban Design**

The submitted DA will include detailed architectural plans, elevations and montages of the proposed interim facility. The plans will be supported by an urban design analysis of the site in its context.

#### **4.6 Public Safety**

In terms of public safety, it is anticipated that the principles of the existing policies / guidelines that are relevant to the existing facility at Darling Harbour (including Event Safety Guidelines) will apply to the proposed interim facility at Glebe Island. These will be documented in the submitted EIS. Additional documentation (including a site specific Security Management Plan) will be prepared and will be discussed in the EIS.

#### **4.7 Noise**

The EIS will be accompanied by an acoustic assessment that will identify the main noise generating sources and activities at all stages of construction and any noise source during operation, particularly in relation to surrounding residential development. It will also outline measures to minimise and mitigate the potential noise impacts on surrounding occupiers of land. The assessment will be prepared with regard to the NSW Industrial Noise Policy (EPA), the Interim Construction Noise Guideline (DECC) and Section 2.10.2 and Appendix 1 of the Glebe Island and White Bay Master Plan 2000. It will also be prepared in consultation with Sydney Ports.

Recommended mitigation measures from this assessment would be incorporated into the detailed design of the proposed interim facility.

#### **4.8 Visual**

The proposed interim facility is to be located on an iconic site within a working port that provides for high levels of exposure. An assessment of the proposed interim facility, in terms of its visual impacts from port areas, adjoining residential areas and key viewing areas from surrounding public domain will be documented in the DA / EIS.

#### **4.9 Impacts on future Sydney Ports development**

The impacts of the proposed interim facility on surrounding future and current port and industrial development (particularly to the south-east) will be assessed and documented in the DA / EIS. Mitigation measures (visual, hazards and fire, noise, vibration etc) will be incorporated into the detail design of the proposed interim facility to ensure impacts on future surrounding port related development are not unreasonably restricted.

#### **4.10 Waste Management**

An assessment of the requirement for waste management facilities will be undertaken and documented as part of the EIS.

#### **4.11 Ecologically Sustainable Development (ESD)**

The interim SICEEP facility will have regard to the principles of ESD in its design and operation. These principles will be addressed in the EIS.

#### **4.12 Heritage Issues**

An assessment will be undertaken to assess the heritage significance of the two heritage items identified under Schedule 4 of SREP 26 within the vicinity of the site (i.e. Glebe Island Silos and War Memorial). The assessment will also identify any potential impacts on heritage items within

the vicinity of the proposed interim facility including the Glebe Island Silos, War Memorial and the Old Glebe Island Bridge (listed item under Leichhardt Local Environmental Plan 2005). It is not expected that the proposed development will have a significant adverse impact on these items.

#### **4.13 Light Spill**

The proposed interim facility will require additional lighting. Whilst external lighting of interim SICEEP facility may add to the character of site at night and views of the city skyline, it is important that any lighting have regard to the amenity of nearby residents. External lighting and its impact (if any) on the amenity of residents in the locality and the impact on the night sky will be addressed in the EIS.

#### **4.14 Site rectification**

The proposed interim facility is to be constructed with minimal disturbance to the site. The temporary structure is proposed to be bolted to the existing slab. Details in relation to how the site will be returned to its original state will be documented in the DA / EIS.

#### **4.15 Cumulative Impacts**

Any cumulative impacts associated with the proposed interim facility on the Glebe Island site will be included in the traffic and general assessment of the proposal and documented in the DA / EIS.

#### **4.16 Alternatives to the carrying out of the proposed interim facility**

The DA / EIS will include an analysis of the feasible alternatives to carrying out of the development including the consequence of not carrying out the proposed development.

### **5.0 CONCLUSION**

The information contained in this preliminary assessment is to assist the Director-General in determining the level and scope of any requirements for an EIS to accompany the DA for the State Significant development under Part 4.1 of the EP&A Act.