

provide an appropriate forum for the resolution of such issues. Additionally, the department considers it appropriate for the applicant to prepare a Compliance Summary Report to demonstrate ongoing compliance with the terms of this consent. This condition requires the applicant to monitor all events for the first two quarters of the first year of operation and to submit a report to the Director-General providing details of all functions and events held (including attendance numbers), identification of compliance issues and complaints resolution, and the results of noise and traffic monitoring. This report is to include reasonable and feasible mitigation measure which will be subsequently employed to address any identified operational issues.

Relevant matters in relation to noise and lighting are addressed separately below.

Noise

As identified above, potential noise impacts to surrounding residential premises as a result of the construction and operation of Glebe Island Expo has been raised as a common issue in submissions. Noise has been addressed in the Noise Impact Assessment (NIA) prepared by SLR Consulting Pty Ltd (SLR) and submitted with the proposal. Additionally, the applicant's RTS is supported by a supplementary submission from SLR.

In order to characterise the existing noise environment and to establish operational noise limits for Glebe Island Expo, the NIA includes the results of environmental noise monitoring at the potentially most affected noise-sensitive locations. For this purposes four loggers were located at the following residential locations:

- 1 Batty Street, Balmain;
- 17 Donnelly Street, Balmain;
- 22 Refinery Drive, Pyrmont; and
- 53 Leichhardt Street, Glebe.

Further to the above and in accordance with the Industrial Noise Policy (INP), noise amenity levels have been calculated for the project, based on an assessment of the cumulative noise impacts from Cruise Passenger Terminal, the existing Sydney Super Yacht Marina and existing Sydney Port activities. The calculated Noise Amenity Levels determined by the SLR are provided in **Table 9** below, as relevant to the monitoring locations.

Table 9: Cumulative Noise Impacts

Assessment Location	Cumulative Daytime LAeq (11hour) Noise Amenity Level	Cumulative Evening LAeq (4hour) Noise Amenity Level	Cumulative Night-time LAeq (9hour) Noise Amenity Level
1 Batty Street, Balmain	59	60	58
17 Donnelly Street, Balmain	55	55	54
22 Refinery Drive, Pyrmont	50	51	50
53 Leichhardt Street, Glebe	47	47	46

Based on the above results and in accordance with the INP, the Project Specific Intrusive Noise Levels and the Project Specific Operational Noise Limits for the project have been predicted and are shown in **Table 10** below.

Table 10: INP Project Specific Noise Amenity Assessment Criteria

Assessment Locations	Project Specific Amenity LAeq(period) Assessment Criteria		
	Day (0700-1800)	Evening (1800-2200)	Night (2200-0700)
1 Batty Street, Balmain	64	50	48
17 Donnelly Street, Balmain	65	47	44
22 Refinery Drive, Pyrmont	65	53	42
53 Leichhardt Street, Glebe	65	55	48

The results of the Project Specific Operational Noise Limits predicted by SLR have then been relevantly applied to the proposed construction and operation of the Glebe Island Expo. The results of SLR's assessment and the department's consideration of noise issues is detailed below.

Construction Noise

For the purposes of the construction noise assessment, SLR has advised that the works have broadly been restricted to the following:

- Installation of security fencing, gates, barriers and portable buildings (ie. guard houses, check points);
- Road and car park line markings;
- Installation of identification and business signage; and
- Installation of exhibition buildings on existing bitumen hardstand.

SLR has assumed that all construction works would be undertaken during normal construction hours (ie. Monday to Friday 7.00am to 6.00pm; Saturdays 8.00am to 1.00pm; and no works on Sundays or public holidays) and furthermore, that the worst case scenario for construction noise generation would be when two cranes, a generator and deliveries of materials occur on the site.

The noise levels from construction activities have been determined to comply with the project specific noise management levels. Generally, the noise levels during construction period estimate that the construction noise will be well within the established daytime noise management levels.

Having regard to the above, and in recognition of the limited construction works required, the department is satisfied that potential noise impacts resulting from construction activities on the site will be limited and will easily comply with the Noise Management Levels established for the site. In line with recommendations of Council and the EPA, it is considered appropriate that a Noise Management Plan be prepared as part of the Construction Environmental Management Plan. An appropriate condition of consent is recommended to address this matter.

Operational Noise

The modelling undertaken by SLR to predict the operational noise impacts has been based on a worst-case scenario described as following:

- Daytime: all exhibition space being utilised (ie. peak event);
- Evening: function; and
- Nighttime: dismantling of exhibitions in the halls (bump-in and bump-out). For the purpose of this modelling, 1 forklift, 5 hand tools have been modelled in each hall (5 halls), with 40 truck movements per hour. It has been predicted that this scenario represents the worst case between 10pm and 12 midnight, with the number of truck movements after midnight limited to 15 per hour.

The modelling has also taken into account prevailing site meteorological conditions which are characterised by prevailing westerly winds in winter; and periods of calm and easterly winds in summer.

Based on the above, SLR's assessment concludes the following:

- **Intrusive PSNL:** That compliance with the daytime, evening and night-time intrusive PSNL is achieved at all locations and under all meteorological conditions. The exception is at Balmain-Batty Street during the night-time (ie. when bump-in and bump-out of events is to occur) where noise levels are predicted to be above the intrusive night-time PSNL by 1 dBA under easterly winds (in summer); and
- **Amenity PSNL:** That compliance with daytime, evening and night-time amenity PSNL is achieved at all locations under all meteorological conditions. The exception is at Pyrmont-Refinery Drive where noise levels are predicted to be above the night-time amenity PSNL by 1dBA under calm conditions (in summer) and up to 5dBA under westerly winds (in winter).

Further to the above, SLR has also assessed the cumulative impacts of the concurrent activities being undertaken on neighbouring sites including the Cruise Passenger Terminal, Sydney Super Yacht Marina and Sydney Ports activities. This assessment was only undertaken based on calm conditions. In summary, the predicted cumulative LAeq(period) noise amenity levels with the Glebe Island Expo functioning, show that:

- The INP recommended acceptable daytime amenity criteria is met at all receivers under calm conditions;

- The INP recommended maximum evening amenity criteria is met at all receivers under all calm conditions. However, the INP recommended acceptable evening amenity criteria is exceeded at Batty Street Balmain by up to 5dBA. However, SLR advises that this is the existing case, with or without the operation of Glebe Island Expo. SLR has predicted that Glebe Island Expo's contributions to cumulative noise impacts are more than 10dBA below Sydney Ports activities. SLR therefore conclude that the Glebe Island Expo will have a negligible impact on noise levels in the area; and
- The INP recommended acceptable and maximum night-time amenity criteria are exceed by up to 9dBA and 4dBA at the receivers located in Batty Street Balmain, respectively. The recommended night-time amenity criteria are exceeded by up to 4dBA at the receivers located at Donnelly Street Balmain with Glebe Island Expo operating. SLR concludes that the INP recommended acceptable and maximum night-time amenity criteria are already exceeded by up to 8dBA and 3dBA at the receivers located in Batty Street Balmain respectively, and up to 4 dBA at the receivers located in Donnelly Street Balmain without the Glebe Island Expo. SLR also concludes that the predicted noise contributions from the Glebe Island Expo are more than 10dBA below the Sydney Ports noise contributions and therefore, have a negligible effect on the overall level at those locations.

Further to the above SLR has concluded that:

- The sleep disturbance events have been assessed against the NSW EPA's guidelines and comply with the screening levels; and
- The changes to traffic noise levels as a result of the proposal comply with the NSW EPA's Road Noise Policy (RNP) on access roads to and from the site. It has been estimated that the increase traffic noise will be less than 0.1 dBA on surrounding arterial roads to the site, which complies with the EPA's RNP 2 dBA 'increase' criteria.

As a result of the above findings, which demonstrate general compliance with the amenity criteria, SLR has recommended that the following noise mitigation measures be considered to minimise impacts during operation, particularly during the sensitive night-time period:

- The mandatory use of non-tonal broadband warning alarms for forklifts and other mobile plant (bump-in/bump-out);
- All trucks are to enter and leave the site in a forward direction (bump-in/bump-out);
- All trucks are to operate at the premises in a forward direction, where possible (bump-in/bump-out);
- Trucks to have parking brake (air release) silencers fitted (bump-in/bump-out);
- Control of amplified music and public address systems in the function hall to limit the reverberant noise level to 80dBA; and
- Noise monitoring should be conducted by a qualified acoustic consultant at the potentially affected residences to confirm compliance with the design criteria.

In its submission accompanying the RTS, SLR has also suggested that the night-time noise associated with dismantling major exhibitions could be spread over a number of nights in order to limit the exceedance of the amenity criteria (noise goals).

The EPA initially advised that further assessment was required of the potential noise impacts in particular to ensure that night-time operations (bump-in/bump-out) could meet acceptable noise limits. In further discussions held with the EPA on 15 April 2013, it was agreed by the EPA that it would not be practicable to employ additional mitigation measures only during adverse meteorological conditions, as this would be impossible to predict in advance. Therefore, the EPA has agreed that all reasonable and feasible mitigation measures have been applied, and that the noise limits for the facility should be as illustrated in **Table 11**.

Table 11: Operational Noise Limits

Locality	Day		Evening		Night		
	L _{Aeq} (15 minute)	L _{Aeq} (11 hour)	L _{Aeq} (15 minute)	L _{Aeq} (4 hour)	L _{Aeq} (15 minute)	L _{Aeq} (9 hour)	L _{A1} (1 minute)
Balmain- Batty Street	48	43	48	43	48	43	54
Balmain- Donnelly Street	45	40	45	40	43	38	51
Pyrmont- Refinery Drive	52	46	52	46	52	47	59
Glebe- Leichhardt Street	42	37	41	36	40	35	48

In order to ensure compliance with the established operational noise limits, the department considers it appropriate for ongoing noise monitoring to occur during the operation of the facility. Accordingly, the results of the noise monitoring are required to form part of the Compliance Summary Report. In the event that the noise monitoring demonstrates non-compliance with the operational noise limits, then the Compliance Summary Report is required to include additional reasonable and feasible measures which will be employed to mitigate and manage noise impacts. The proponent is also required to consult with the EPA and the Director-General regarding these measures.

General Lighting

In order to ensure that the facility is appropriately illuminated during its operation, the application initially proposed that existing lights on the Port site would be utilised. This lighting comprises 24 lighting towers that have various orientations and levels of luminosity. The lighting towers were proposed to be supplemented by the use of portable flood lights, where necessary.

The Lighting Assessment Report prepared by WSP and submitted with the application included calculations for predicted obtrusive lighting. The results indicated that the existing lighting towers do not meet or control obtrusive effects to current standards. It was therefore concluded that the use of the existing lighting towers during exhibitions would result in additional obtrusive impacts to neighbouring residential areas (although, the precise impact and the extent of the affectation was not identified).

As detailed in section 3.0 of this report, concern has been raised by the City of Sydney, Leichhardt Council and the public in relation to obtrusive lighting impacts resulting from the proposal. This includes to residences in Pyrmont and Balmain. This concern is supported by the department.

In further consultation with the department, the applicant has agreed not to utilise the existing port lighting towers to illuminate the facility. It is proposed that all lighting will be project specific lighting and will be compliant with AS/NZ11158.3:1999 Pedestrian Area (Category P) Lighting and AS4284:1997 Control of Obtrusive Effects of Outdoor Lighting. This will mean that all lighting will need to be positioned to minimise light spill and glare to neighbouring residential areas and to ensure the safe navigation of the surrounding waterways by vessels.

The department is satisfied that compliance with these terms will suitably address concerns raised in public submissions and by both the City of Sydney and Leichhardt Council. Conditions are included in the consent to reflect these requirements.

It should be noted that should port operations coincide with the operation of the facility in the evening, the port lighting may be in use, but this is controlled by the Sydney Ports Corporation.

Signage Impacts

A number of submissions have also raised concerns regarding the illumination of advertising structures and the potential for adverse visual impacts. As detailed in Section 1.4 of this report, the proposal includes both building identification signage and two (2) billboards for advertising of events. The signage is proposed to be located at the main entry to the Glebe Island Expo, as illustrated in **Figure 9** below.

The department has considered the location of the signage (billboards and building identification signs), the comments of the Foreshores and Waterway Planning and Development Advisory Committee and submissions. Having regard to the provisions of SEPP 64- Advertising and Signage and relevant matters as prescribed in the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, the Sydney Harbour Foreshore & Waterways Area DCP, and Glebe Island and White Bay Master Plan, the department is satisfied that the signage is acceptable for the following reasons:

- The locations proposed are considered appropriate given the functional requirements of the facility including to identify the main entries for the exhibition halls;
- The signage is limited (number and size) and will not result in visual clutter;
- The signage is compatible with and appropriately integrated with the building design and the context of the site; and
- The signage will not result in obstruction of views to heritage items or landmarks (refer section 4.2.6).

Having regard to the above, and the temporary nature of the proposal, the department considers the signage to be acceptable. In order to reduce any impacts from the illumination of the signage, the applicant has agreed to restrict the hours of illumination. All illumination will be switched off between the hours of 1am and 7am daily. This requirement is appropriately reinforced by way of a condition of consent. A condition is also recommended to ensure that the billboards are designed and installed to

AS 4282-1997: Control of Obtrusive Effects of Outdoor Lighting. Subject to compliance with these requirements, the department is satisfied that the signage will not result in objectionable glare or amenity loss to surrounding residential areas.

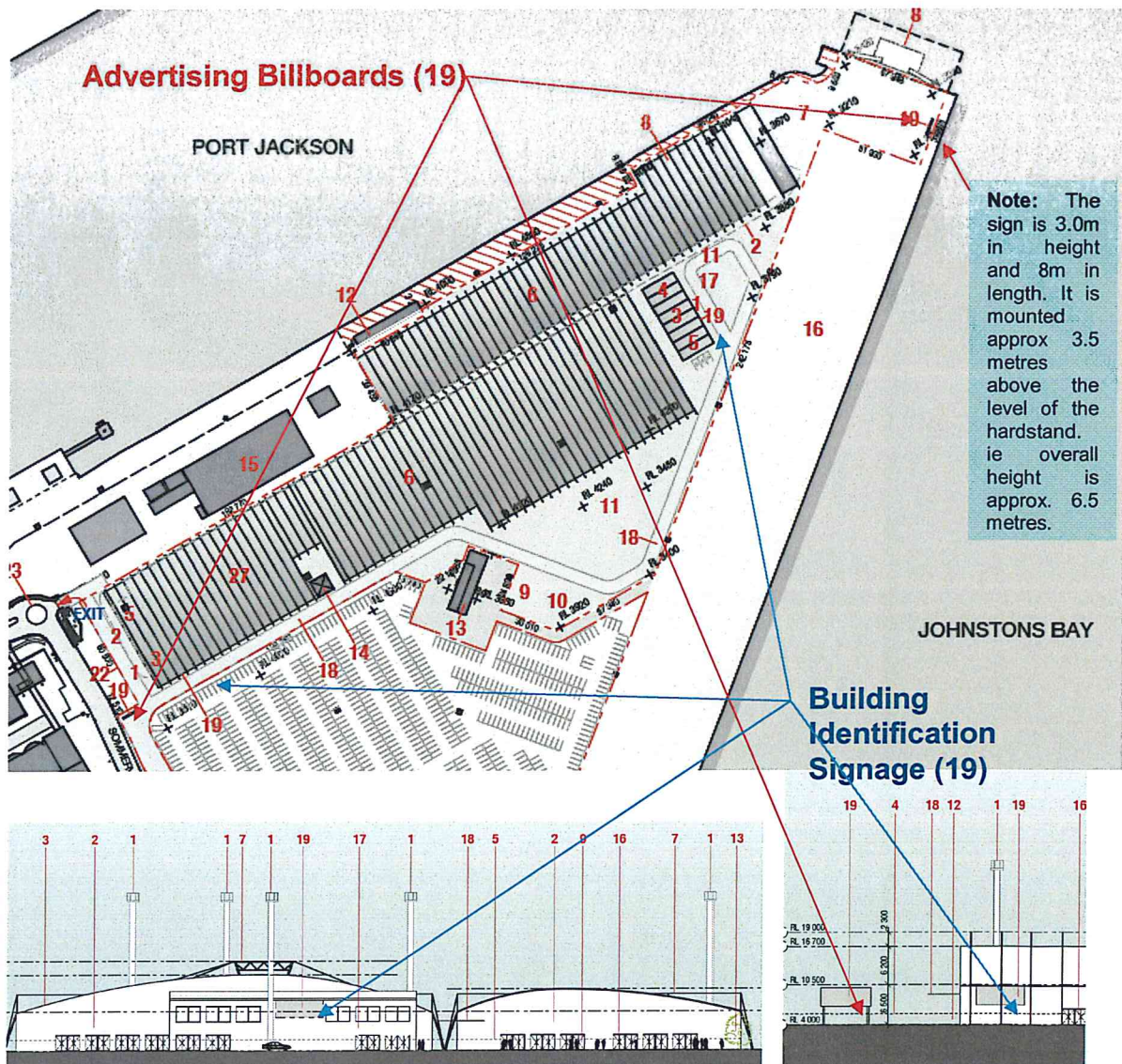


Figure 9: Proposed Advertising Signage

4.2.3 Traffic and parking

Transport Management Strategy

As outlined in the description of the proposal, a Transport Management Strategy been established for the proposal by AECOM based on the known profile of events which are currently held at Darling Harbour. The schedule of events proposed are summarised in **Table 12** below. However, the department notes that the actual number of scheduled events will vary based on market demand.

Table 12: Summary of Events and Predicted Attendance

Daily Attendance	Type of Event	Operational Day 2014 (Figure as a % of overall events)
Less than 5,000	Home Buyers Show, ADMA Forum, Snow Travel Expo	91 days (76%)
5,000 – 7,500	Sydney Home Show, The Baby and Toddler Show	6 days (5%)
7,500 – 10,000	CEBIT, Reed Gift Fair, Grand Designs Live	11 days (9%)
More than 10,000	Sydney International Boat Show	12 days (10%)
TOTAL		120 (100%)

Significantly, **Table 12** above demonstrates that for the known scheduled events, the interim exhibition centre will operate for 120 days each year. Of these 120 operational days, 76% of the event days will have a daily attendance of less than 5,000 people. Only 10% of the total operational days are expected to have daily attendances exceeding 10,000 people. The high end attendances are linked to peak events such as the Sydney International Boat Show will be held over 12 days per year. It is noted that 18 of the 41 known scheduled events for each calendar year are 'public' events, the remainder of the events are 'trade' events.

Based on the level of patronage, AECOM has estimated that the modal split for various transport options will be as shown in **Table 13** below. This distribution shows that the level of car usage and therefore, anticipated number of patrons arriving to the site by car remains constant at 2,000 per event. The Transport Management Strategy proposes that the remainder of the trips to the site will be a composite of charter bus and ferry services. The number of charter bus and ferry services to the site will be determined by the event size. The estimated number of services required for 'typical' events (less than 10,000 attendees per day) and 'peak' events (greater than 10,000 attendees per day) is illustrated in **Table 14** below.

Table 13: Origin and modal split for typical and peak events.

	Typical Event		Peak Event	
	Weekday	Weekend	Weekday	Weekend
Origin				
Sydney Trips	4,500	8,000	8,000	14,000
Interstate, intrastate and overseas trips	-	-	4,200	7,500
Total Trips	4,500	8,000	12,200	21,500
Mode Split				
Car patronage	2,000 (44%)	2,000 (25%)	2,000 (17%)	2,000 (9%)
Bus patronage (1)	1,450 (32%)	3,550 (44%)	5,650 (46%)	10,900 (51%)
Ferry patronage (2)	1,050 (24%)	2,450 (31%)	4,550 (37%)	8,600 (40%)
Total patronage	4,500	8,000	12,200	21,500

(1) Bus= charter bus

(2) Ferry= dedicated ferry trips from Darling Harbour or Circular Quay

Table 14: Ferry and Bus service demands

Peak Period	Event	Service demand	
		Bus	Ferry
Arrival			
Weekday Peak (11.00-12.00)	Typical	4	1
	Peak	15	4
Weekend Peak (10.00- 11.00)	Typical	8	2
	Peak	18	4
Departure			
Weekday Peak (16.00 – 17.00)	Typical	5	1
	Peak	24	6
Weekend Peak (13.00 – 14.00 & 14.00 – 15.00)	Typical	8	2
	Peak	24	6

The Transport Management Strategy proposes active travel demand management to influence the travel behaviour of visitors to the Glebe Island Expo. This approach will require the venue operator to actively promote the alternative transport means available to the site. This will include a ticketing system (which will include a travel component, similar to that used at other venues), parking pricing, and travel planning to provide for transport connections from key locations around the CBD. The department is satisfied that the applicant has comprehensively considered the feasibility of non-car based travel to the site, that the mode share targets are appropriate (based on best knowledge of scheduled events currently operating out of Darling Harbour) and furthermore, that a suitable management strategy has been devised.

The department submits that the success of the Transport Management Strategy will in part depend on reliable and regular transport services to the site (ferry and bus). In this regard, it is appropriate that the specific transport management needs for each event form part of an individual Transport Management Plan. These need to be prepared in consultation with the RMS and the Transport Management Centre (Transport for NSW). Conditions have been included in the consent with respect to the preparation of the Transport Management Plans. It is noted that such plans will be prepared having regard to the other planned activities in the vicinity at that time, including the operation of the

Cruise Passenger Terminal and any known construction activities (ie. at the Sydney Super Yacht Marina site). In accordance with the recommendations of the RMS, the applicant will also be required to demonstrate that there is sufficient capacity for ferries and buses to access various locations in the CBD, and to accommodate pick-up, set-down and layover/berthing, as appropriate.

Visitor Access

Further to the above, the department anticipates that during 'public' events, a considerable volume of visitors will also make their way to the site via alternative/ non-chartered forms of public transport such as local bus and light rail services. The department therefore considers it to be imperative that the Transport Management Plan for each public event include the opportunities for pedestrians to gain access to the site via the arranged means. A condition of consent has been recommended to address this matter. It is noted that Sydney Ports has required that there be no pedestrian or cycle access to the site. For public events, the department considers that pedestrians must be able to gain access to the site by foot from buses off Victoria Road or from the Lilyfield Light Rail Stop.

Traffic Impacts

Potential traffic impacts associated with the proposal have been identified in the majority of submissions as a key issue of concern.

The key traffic impacts associated with the operation of the facility are on James Craig Road and Robert Street and associated intersections. AECOM has utilised TRANSYT 14 modelling software to determine the level of service (LoS) and the average delay (Del) in seconds per vehicle at these key intersection. The results of the existing intersection performance and the proposed intersection performance are summarised in **Table 15** below.

Table 15: Operational Characteristics of Intersections (source: AECOM)

Intersection	Existing				With Interim Facility			
	Weekday AM		Weekday Midday		Weekday AM		Weekday Midday	
	Del	LoS	Del	LoS	Del	LoS	Del	LoS
Victoria Road/ Robert Street	30.4	C	27.0	B	30.6	C	29.6	C
Victoria Road/ The Crescent	42.2	C	24.5	B	51.7	D	31.6	C
The Crescent/ James Craig Road	12.6	A	9.3	A	12.1	A	17.8	B
The Crescent/ The City West	35.7	C	17.4	B	36.6	C	23.0	B
Intersection	Existing				With Interim Facility			
	Weekday PM		Saturday Midday		Weekday PM		Saturday Midday	
	Del	LoS	Del	LoS	Del	LoS	Del	LoS
Victoria Road /Robert Street	32.4	C	24.8	B	32.4	C	37.0	C
Victoria Road / The Crescent	36.6	C	30.3	C	36.4	C	36.2	C
The Crescent/ James Craig Road	12.3	A	4.4	A	9.5	A	8.8	A
The Crescent/ The City West	26.5	B	24.5	B	26.6	B	25.5	B

The results in **Table 15** indicate that:

- The key intersections will result in an increased average delay as a result of the development;
- During the AM peak the greatest impacts are limited to Victoria Road/The Crescent where there is a reduction in the Level of Service of C to D;
- The development trips will have minimal impact on the existing network performance during the PM peak; and
- The greatest increase in traffic generated will be at midday on Saturday with a corresponding worsening of the intersection performance.

As part of its review, the RMS commissioned GHD to evaluate the TRANSYT 14 Model developed by AECOM. In response to this review, the RMS concluded that the modelling undertaken by AECOM was acceptable and that the results confirmed the existing levels of congestion along sections of Victoria Road and The Crescent in peak periods. Notwithstanding this, the RMS concluded that the upgrade of the James Craig Road intersection (undertaken as part for the Cruise Passenger Terminal Development) will provide additional spare capacity for turning movements at this intersection.

Having considered the issues raised in submissions including the comments made by the RMS, an independent Traffic and Transport Review was commissioned by the department and undertaken by Gennaoui Consulting Pty Ltd (Gennaoui Consulting). The key findings of the review are as follows:

- The methodology adopted by the applicant to assess the transport requirements and traffic implications is considered reasonable;
- All access to Glebe Island should be restricted to James Craig Road, as the upgrade of the James Craig Road intersection and The Crescent will provide additional spare capacity for turning movements at this intersection; and
- A Transport Management Plan should be prepared for each event. Any disruption to the local road network resulting from large events can be managed through the development of a Transport Management Plan.

Use of Robert Street

The Transport Management Strategy for the site proposes that vehicles enter the site via James Craig Road and exit the site via James Craig Road during the morning peak (7am to 8.30am). At all other times, it is proposed that vehicles exit the site via a new Robert Street link road (**Figure 10**). The applicant has advised that this strategy has been devised in consultation with Sydney Ports and is fundamental to the continued safe and efficient port operations during the term of the facility. Sydney Ports has subsequently advised that some flexibility with these arrangements may be appropriate depending on nature of the event, parking locations and concurrent activities on Sydney Ports' land.

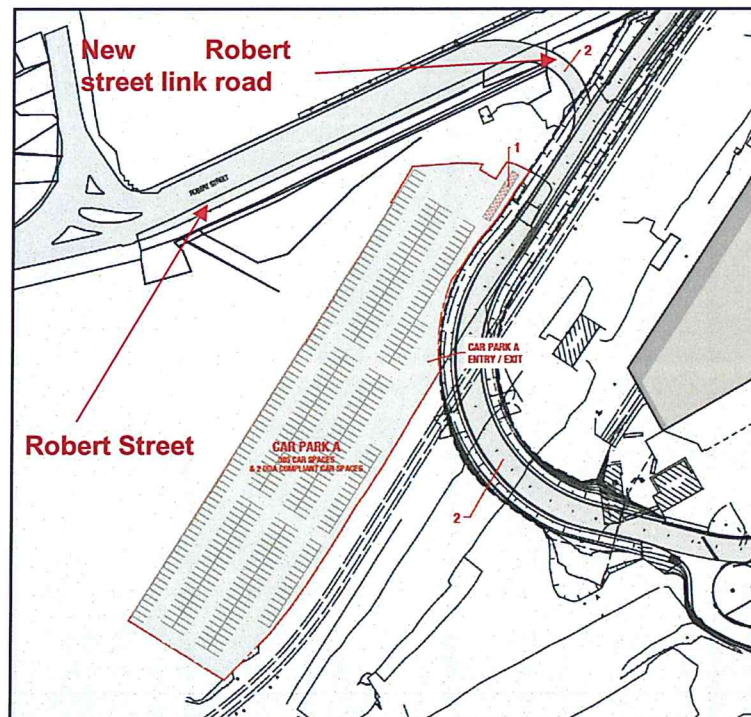


Figure 10: Proposed Robert Street link road

Gennaoui Consulting initially advised that the proposed link road to Robert Street not be approved in order to ensure that the adverse traffic impacts to the local road network are mitigated. Council also advised this. However, the applicant has revised its transport management strategy in consultation with the department and the RMS and now seeks approval to utilise both the Robert Street link road and James Craig Road to exit the site.

Additional traffic modelling has been provided by the applicant to assess the impact of the transport management strategy on the Robert Street intersection with Mullens Street and Victoria Road. The results of the SIDRA analysis have been considered by both the RMS and Gennaoui Consulting. Following this review the RMS has advised as follows:

RMS notes that the SIDRA Analysis undertaken by AECOM, indicates that the right turn movement into Robert Street and into Mullens Street will experience a Level of Service F during the afternoon peak period as a direct result of the proposed development. While RMS does not dispute this finding, the following advice is provided for your consideration of this particular issue:

- *Only a small portion of vehicles are likely to undertake this right turn movement as the majority of vehicles exiting Robert Street are expected to turn left in order to utilise the Victoria Road and Robert Street signalised intersection (where all turning movements are permitted to/from Victoria Road);*
- *The intersection of Robert and Mullens Street can be monitored during the trial events and associated Traffic Management Plan's and revised where necessary in consultation with relevant stakeholders;*
- *If right turn movements from Robert Street into Mullens Street does become a concern, consideration can be given to the implementing PM peak right turn prohibitions for this movement, subject to a Transport Management Plan being submitted and endorsed. This will force all vehicles exiting Robert Street (via the Sommerville Road extension) onto Robert Street to left turn movements only; and*
- *Left turn movements from Robert Street onto Robert Street will experience a Level of Service C in the PM peak with the development in place, indicating there is spare capacity for this movement.*

The department concurs with the advice of the RMS and furthermore, that level of service at key Robert Street intersections will be improved by the revised strategy which offers an alternative egress route from the site via James Craig Road (in addition to the Robert Street link road). Gennaoui Consulting has also confirmed that by providing a choice of exit, the provision of the road link is more acceptable. However, if provided, it is recommended that strict monitoring of traffic condition for exiting traffic on Robert Street at the intersection with Mullens Street and with Victoria Road should be carried out.

As detailed above, the department has recommended detailed monitoring of the traffic impacts. Based on the advice provided by the RMS and Gennaoui Consulting, the department is satisfied that traffic impacts associated with the proposal can be appropriately conditioned and monitored. Appropriate conditions are recommended to address these impacts. Conditions are also recommended to address the following, as recommended by the RMS:

- CCTV to be installed at the intersection of the Crescent and James Craig Road to enable the NSW Transport Management Centre to monitor traffic conditions at this intersection when events are held at Glebe Island Expo; and
- The provision of dynamic parking guidance information system to maximise the efficiency of the proposed car parks.

The department is also satisfied that the revised access strategy will have minimal impact on the operation of the Cruise Passenger Terminal, which will continue to utilise the new CPT access road. It is noted that Transport Management Plans are required to be prepared for the operation of the CPT and that this will enable the effective co-ordination of events at both locations to allow for the efficient and orderly management of traffic.

The department accepts that the Glebe Island Expo will result in additional traffic volumes on the key access roads and furthermore, that increased delays are likely to be encountered. However, the department is satisfied that the infrequent scheduling of events at the site in conjunction with revised Transport Management Strategy (as conditioned) will appropriately minimise the potential for adverse traffic impacts over the 4 year life of the facility. The department is also satisfied that the establishment of the Glebe Island Working Group will provide an appropriate forum for the resolution of any traffic and transport issues which arise during the operation of the Glebe Island Expo.

Parking

The parking proposal for Glebe Island Expo is limited to the provision of 1,000 car parking spaces for any one event. The location for the parking is identified across five (5) potential locations in the EIS, as illustrated in **Figure 11** below. Car park E includes the potential for vehicles to park within Exhibition Hall 1 when the full quantum of exhibition floor space is not required for an event.

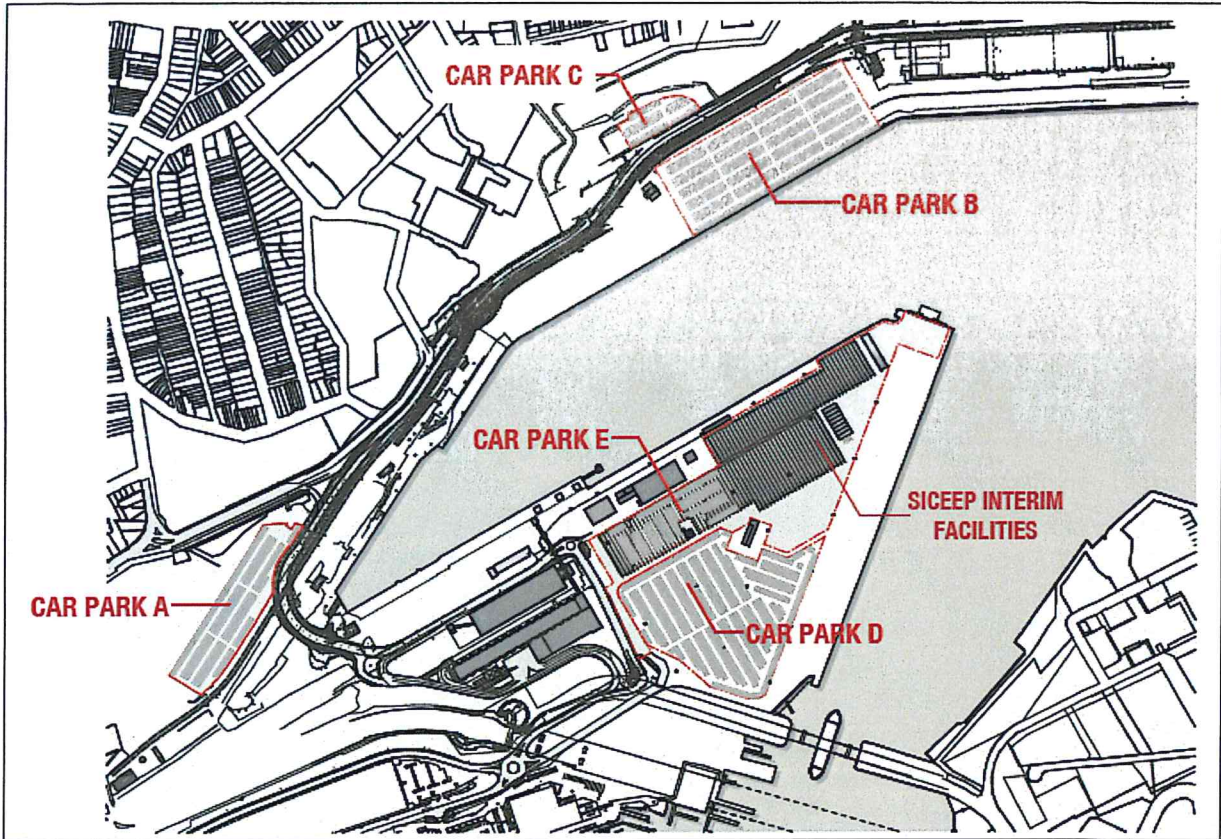


Figure 11: Proposed Car parking locations

AECOM has advised that the exact locations for the parking will be determined in consultation with Sydney Ports and RMS as part of the Transport Management Plan to be developed for each event. Port related activities being undertaken during an event, will be the principal determinant in the quantum and location of the parking to be made available. In total, the parking areas proposed provide for a total of 2,821 car spaces, of which no more than 1,000 spaces will be utilised for each event (Table 16). A shuttle bus service is proposed to transfer visitors from covered pick-up points within the parking area to the exhibition halls.

Table 16: Car parking areas

Car parking area	Number of spaces
Site A	385
Site B	100
Site C	268
Site D	1142
Site E	926
Total	2821*

Note: * No more than 1000 spaces will be used at any one time.

A number of submissions have raised concern regarding the lack of parking on the site and subsequent impact on the availability of parking in the surrounding areas. The department submits that while it is difficult to accurately predict and dictate travel behaviour, it is satisfied that the proposed ticketing and marketing associated with the implementation of the applicant's Transport Management Strategy, will appropriately incentivise and encourage visitors to the site to utilise non-car travel.

Conditions have been included in the consent with respect to the design and layout of the car parking. On the Glebe Island component of the site, requirements regarding the provision of disabled parking, delineation of taxi and bus queuing areas and service vehicle arrangements have also been addressed by way of condition. Subject to compliance with these requirements, the department finds this aspect of the proposal to be acceptable.

4.2.4 Public Access

The provision of public access to Glebe Island is a key issue raised by the community, Leichhardt Council and the City of Sydney in submissions. Specifically, the submissions identify the following issues:

- General pedestrian and cycle access should be provided to the site;
- The former Glebe Island Bridge should be re-opened for the duration events at the Glebe Island Expo site;
- The ferry service should be a fully integrated service and made available to the general public (i.e. for recreational and commuter use);
- Access to the site should be complemented by access to Glebe Island through the portals of the Victoria Road Bridge; and
- The extension of the light rail service to the site should be considered.

The department is mindful of the safety and security concerns raised by Sydney Ports and therefore, considers general public access to the site to be unviable whilst Glebe Island continues to function as a working port. The department also notes that public access to Glebe Island as a working port is regulated by the *Marine Transport and Offshore Facilities Securities Act 2003* and *Customs Act 1901*.

Matters in relation to ferry and bus services to the site have been suitably addressed in the transport management section of this report. Pedestrian access will be possible only for those visitors attending 'public' events at the site. This access will be provided via the existing network of footpaths to the site entry.

A number of public submissions received in relation to the proposal have questioned whether the Glebe Island Bridge can be reactivated to provide improved public access to the Glebe Island Expo site and the broader Bays Precinct. This position has also been supported in submissions made by the City of Sydney and Leichhardt Council.

Prior advice from NSW Transport with respect to the use of the Glebe Island Bridge for access to Glebe Island for the New Year's Eve concert events in December 2011/January 2012 confirmed that the structural and mechanical limitation of the bridge represented a real and unacceptable risk to potential users. Recent advice from the RMS has also confirmed that the Glebe Island Bridge is not available to provide any means of access, pedestrian or other, to service the Glebe Island Expo. The RMS has, however, indicated that the NSW Government via the Bays Precinct Working Taskforce is currently considering the future of the Glebe Island Bridge.

On the basis of the above, the department is satisfied that Glebe Island Bridge does not provide a viable short term solution to providing access to the site. The department considers that such a proposal is outside the scope of the current project and the cost implications of reactivating the bridge is not justified given the temporary nature of the facility. The department is of the view that the future of the Bridge is more appropriately considered as part of the comprehensive planning being undertaken to improve broader public access to the Bays Precinct.

4.2.5 Site contamination

The application is supported by an Environmental Site Assessment Report (ESAR) prepared by JBS Environmental. In regard to contamination, the ESAR advises that although there is the potential for contaminants to exist on site, the development will not disturb the existing ground surface. For the construction of the Robert Street link road, no subsurface works are required and works will be limited to the removal of surface material, the demolition of the kerb within the north-east corner of the overspill car park followed by the application of road base material and asphalt (i.e. the surface will effectively be capped and sealed).

Consequently, the ESAR concludes that due to the proposal being temporary and not requiring subsurface works, the potential for risks to human health and exposure to contamination is largely mitigated, subject to the existing surfaces being maintained.

In consideration of the above, the department is satisfied that the site is suitable for the proposed use. The department is also satisfied that the risk to public health or safety from contamination on the site is minimised by the fact that all works have been identified as being 'above' surface. The recommendations of the EPA and Office of Water with respect to the preparation of acid sulphate, contamination and groundwater management plans are included in the development consent.

Should contamination be encountered on the site, the department notes that separate development consent will be required to remediate the site pursuant to clause 9 of SEPP 55- Remediation of Land (SEPP 55). Should remediation be required in relation to the works, it is likely that the remediation

strategy would be to 'cap and contain' the contamination. A condition of consent is recommended to address this matter, requiring the applicant to stop work and contact the Director-General in the event that contamination is encountered.

4.2.6 Heritage

The subject site is located in the vicinity of a number of heritage items including the following:

- The Glebe Island Wheat Silos;
- White Bay Power Station;
- White Bay Station Canal;
- Glebe Island World War II Monument;
- Glebe Island Dyke Exposure;
- Glebe Island Bridge;
- White Bay Park; and
- Unilever Oil Mill group of Buildings.

These heritage items are listed in one or more of the following registers:

- NSW Agency Heritage Register (Sydney Ports Corporation);
- City West REP No.26;
- NSW State Heritage Register; and
- Leichhardt Local Environmental Plan 2000.
- Draft Leichhardt Local Environmental Plan 2012

The subject site itself is not listed in any known heritage register and is not located physically within a conservation area.

The applicant's EIS has considered the potential impact of the proposal on all listed heritage items and the conservation areas in the vicinity of the site. In all instances, it has concluded that the proposal will not have a significant or adverse heritage impact principally due to the significant physical separation between the item/conservation area and the proposal. Furthermore, it is considered that the visual impact of the proposal on significant views to these items and conservation areas is minimal. Given the limited extent of work proposed and the temporary nature of the facility, the department concurs with the findings of the applicant. The department is satisfied that due consideration has been given to the significance of Glebe Island Bridge in the assessment of the proposal (refer to further discussion in Section 4.2.4 above).

4.2.7 Construction impacts

The applicant has submitted an outline of a construction environmental management plan (CEMP) and has committed to the preparation of a detailed CEMP prior to the issue of a section 109R certificate for the construction of the development. The plan is proposed to address construction hours, traffic management, stormwater and waste management, noise management and aquatic ecology.

The proposal involves minimal construction works. The construction works are largely limited to the installation of the exhibition halls, which will be installed on the existing concrete and bituminous surface of Glebe Island. The applicant has advised that no construction works are proposed which will impact on the subsurface. Minor road works are associated with the delineation of access and parking within the Glebe Island site. This includes the construction of a round-about on Sommerville Road to facilitate egress from the Glebe Island site and the Robert Street road link.

The EPA has recommended that an erosion and sediment control plan be prepared where more than 250sqm of soil is disturbed. The Office of Water has also advised that any excavation and disturbance of the hardstand will require an assessment of potential impacts on groundwater. The department supports the recommendations of the EPA, Office of Water and the applicant's commitment to prepare a CEMP, and these requirements are appropriately reflected in the recommended conditions of consent.

Floating Pontoon Wharf Construction

With respect to the wharf construction, the department notes that Sydney Ports, as delegate of the Harbour Master for the Ports of Sydney Harbour and Botany Bay, has granted separate approval to INSW under clause 67 of the Management of Waterside Lands Regulation for works relating to the disturbance of the seabed associated with the construction of the wharf. This approval is subject to

terms relating to detailed engineering, construction and operation of the pontoon. The department is satisfied that these requirements adequately cover general construction activities relevant to the wharf construction.

The applicant has submitted an Aquatic Ecology Assessment prepared by Marine Pollution Research Pty Ltd (MPR) with the proposal. This report provides an assessment of the potential impact on the marine environment as a result of the wharf construction and is supported by the results on an aquatic ecology survey. The report advises that the key potential construction impacts would be associated with the placement of locator and fender piles and the installation of the gantry ramps from the tarmac to the floating pontoon ferry wharf. However, as there is no marine vegetation in this area, the report concludes that the proposal will have minimal impact on marine ecology.

In order to minimise construction impacts to the aquatic environment, MPR has recommended a series of detailed and relevant requirements for incorporation into the Aquatic CEMP. The department supports these recommendations, including the requirement for the installation of a floating boom and silt curtain around the construction site. The department is satisfied that the installation of the floating boom and silt curtain, in conjunction with compliance with any requisite mitigation measures recommended by the EPA will be adequate to prevent the disturbance of contaminated sediment. An appropriate condition of consent is recommended to address this matter.

4.2.8 Other Issues

Management and Operation

A number of submissions have raised concerns regarding the management and operation of Glebe Island Expo. The submissions from Leichhardt Council and the City of Sydney have specifically identified the need for various management plans to be prepared to address issues such as security and patron safety, emergency management, waste management, and alcohol and food management.

The department concurs with the requirement for the preparation of these plans, as part of the standard operational and management requirements for such facility. Accordingly, the department has included a requirement for a comprehensive Operational Management Plan to be prepared in consultation with the NSW Police, RMS, Sydney Ports, Leichhardt Council and the City of Sydney which comprehensively addresses the following matters:

- o Operational transport, traffic and access;
- o Operation noise management;
- o Security and staff management (which specifies security patrol, surveillance and other security and response methods, and security management of the public and private domain within and surrounding the site);
- o Emergency management and incident response protocols;
- o Management of food and alcohol;
- o Occupational Health and Safety;
- o Operational waste management; and
- o Transport management (to address water and land based transport).

The applicant has committed to the preparation of this Plan. Subject to the satisfactory preparation and ongoing implementation of this Plan, the department is satisfied that the facility can be constructed and operated to acceptable amenity, environmental and safety standards.

Building Compliance:

The application is supported by a Preliminary BCA Assessment Report prepared by McKenzie Group Consulting. The Report assesses the compliance of the proposal against the provisions of the EP&A Act 1979, which requires that all buildings must be designed to comply with the Building Code Australia 2012 (BCA 2012).

The Report concludes that the proposal achieves general compliance with the BCA 2012. However, a number of areas will require assessment against the performance requirements of the BCA and subsequently, will need to be certified prior to the issue of the section 109 Certificate. Relevant conditions of consent are included to address these matters.

The department notes that the BCA Assessment identifies that the maximum occupancy of the exhibition halls at any one-time is as follows:

- Exhibition Hall 1 (including foyer): 4485 people
 - Exhibition Hall 2= 1620 people
- TOTAL 6105 people**

Community Consultation

The application is supported by a Stakeholder and Community Engagement Plan. A number of submissions have identified the need for ongoing community consultation during the construction and operation of the facility. The department concurs with this requirement and also considers it to be important that the community is informed on a regular basis regarding scheduled events and matters associated with the operation of the facility including environmental management.

An appropriate condition is included in the consent to require the implementation of a Community Communications Strategy in order to provide a mechanism for ongoing communication between the applicant, government agencies, Leichhardt Council, the City of Sydney and community stakeholders. The strategy is to include procedures and mechanisms for the regular dissemination of information and dispute resolution, and the establishment of a website which is to be regularly updated and is to contain relevant information pertinent to construction and operation of the facility.

In addition to the above, the applicant has committed to the establishment of a Glebe Island Working Group to address issues as they arise with respect to the operation and management of the facility. The Working Group is to be established with existing Sydney Ports tenants, the venue operator, event organisers, Sydney Ports Corporation and Infrastructure NSW. In order to provide a broader forum for resolution of operational issues including any complaints raised by the community, the department has recommended that representatives from the City of Sydney and Leichhardt Council also form part of the Working Group. It is recommended that the Working Group convene meetings on a monthly basis for the first 6 months and then on a quarterly basis for the term of the operation of the facility or an alternative agreed to by the Director-General.

Local Economic Benefits

Leichhardt Council has identified in its submission that the proposal provides for limited local economic benefits. In particular, its submission suggests that Glebe Island Expo provide an opportunity for local industries to showcase their work. The department considers that this suggestion has merit.

Accordingly, a condition has been included in the consent requiring the venue operator to explore opportunities with both the City of Sydney and the Leichhardt Council to promote local businesses, services and organisations that can complement the operation of Glebe Island Expo. The applicant has accepted this requirement.

Use of surrounding waterways

Leichhardt Council raised concerns regarding the proposed use of the waterway, including moorings in association with events such as the Sydney International Boat Show (SIBS). In response, the applicant has confirmed that, with the exception of the use of the ferry wharf for chartered ferry services, there will be no additional use of the waterways for water-based exhibitions. In respect to the SIBS, the applicant has confirmed that the water-based exhibits will continue to be held at Darling Harbour and a charter ferry service will provide transport between the two sites. Only the land based component of the SIBS will be held at Glebe Island.

Further to the above, the department notes that the terms issued by the Harbour Master include a requirement for the applicant to prepare a Marine Traffic Management Plan in consultation with the RMS. The plan is to address amongst other things, the operational use of the wharf and the movement of vessels to and from the wharf. The terms issued by the Harbour Master do not extend to the expanded use of the waterway in association with the operation of Glebe Island Expo. On this basis, the department is satisfied that the concern raised by Leichhardt Council has been adequately addressed by the applicant and that use of the waterway will be appropriately resolved by the Harbour Master in consultation with the RMS to ensure impacts to navigational waters are minimised.

5. CONCLUSION

The proposal comprises the construction of a temporary exhibition facility at Glebe Island in order to retain the event industry in NSW whilst Darling Harbour is being redeveloped. This will both maintain and provide significant economic benefits to the State. On this basis, the department considers the proposed development to be in the public interest.

The proposed development is not inconsistent with key objectives of State, local and regional planning strategies.

The department is satisfied that the proposed development satisfactorily responds to the issues raised in submissions and recommends that the SSD application for the proposed Glebe Island Expo be approved. The department's recommended conditions of approval will ensure that the construction and operation of the facility will maintain the environmental and residential amenity of the surrounding areas.

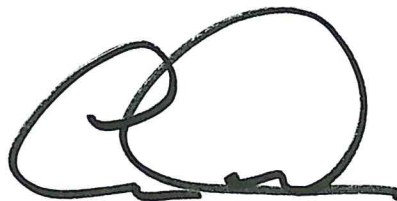
6. RECOMMENDATION

In accordance with section 89E of the *Environmental Planning and Assessment Act 1979*, it is recommended that the Minister for Planning and Infrastructure grants development consent for the temporary exhibition facility and associated works at Glebe Island and White Bay (SSD 5589_2012).

Approved by



**Director
Metropolitan and Regional Projects North**



2.5.13

**Executive Director
Development Assessment
Systems & Approvals**

APPENDIX A RELEVANT SUPPORTING INFORMATION

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Infrastructure website as follows.

1. Environmental Assessment

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5589

2. Submissions

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5589

3. Applicant's Response to Submissions

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5589

APPENDIX B CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENT(S) (INCLUDING DRAFT) AND DCP(S)

State Environmental Planning Policy (State and Regional Development) 2011

The proposal is for SSD in accordance with section 89C of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development with a capital investment value (CIV) in excess of \$10 million under Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011.

State Environmental Planning Policy No.55 – Remediation of Land

SEPP 55 aims to provide a state wide approach to the remediation of contaminated land. In particular, SEPP 55 aims to promote the remediation of contaminated land to reduce the risk of harm to human health and the environment by specifying under what circumstances consent is required, specifying certain considerations for consent to carry out remediation work and requiring that remediation works undertaken meet certain standards.

Matters relating to contamination have been addressed in **Section 4.2.4** of this report.

State Environmental Planning Policy (Infrastructure) 2007

The aim of the Infrastructure SEPP is to facilitate the effective state wide delivery of infrastructure by providing greater flexibility in the location of infrastructure and service facilities, allowing the development of surplus government land, identifying relevant environmental assessment categories for development and relevant matters to be considered and providing for consultation with relevant public authorities.

In accordance with Schedule 3 of the Infrastructure SEPP, clause 104 Traffic-generating development applies to the proposed development. In this regard and in accordance with clause 104(3) of the Infrastructure SEPP, the RMS was given written notice of the SSD application and due consideration was given to its comments received. Subject to compliance with the conditions recommended by the RMS, the RMS has issued its concurrence under section 138 of the *Roads Act 1993*. As the roads authority, Council will be responsible for issuing a section 138 consent for works within the classified road reserve and ensuring that the works are designed and constructed in accordance with the relevant standards.

Sydney Regional Environmental Plan No.26 – City West

Consideration of the relevant clauses in SREP 26 are addressed in **Table 1** below:

Table 1: Consideration of SREP No.26 City West

SREP 26	Criteria	Department Comment / Assessment	Complies
Part 1, clause 1: Aims of the Plan	<ul style="list-style-type: none"> This plan aims to establish planning principles and controls and promote the orderly and economic use and development of land. 	<ul style="list-style-type: none"> The proposal will promote and improve the economic use of the land by utilising a site that is currently under utilised and will support the convention and exhibition industry in NSW whilst the redevelopment of Darling Harbour is occurring. 	YES
Part 3, clause 15 Planning principles	<ul style="list-style-type: none"> Development should reinforce the role of the precinct, mixture of uses, take advantage of its location, encourage rejuvenation, make efficient use of the land and encourage the conservation of heritage items. 	<ul style="list-style-type: none"> The proposal will further activate the precinct by introducing a temporary use not ordinarily associated with port related uses. Its location is ideal for the convention and exhibition centre as it can utilise its premier location which is close to the city, close to public transport and has waterfront location. The 	YES

		application does not propose works to any heritage items.	
Part 3, clause 20C Zoning	<ul style="list-style-type: none"> Development should be generally consistent with port and employment zone objectives. 	The development is not strictly consistent with the zone objectives (see clause 22 below).	NO
Part 3, clause 22 Temporary & interim uses	<ul style="list-style-type: none"> A consent authority may grant consent to a use for any purpose while it is not being used for a purpose for which it is zoned. The consent authority must be satisfied that the use will not prejudice the eventual development of the land; the land will be reinstated; the use will not adversely affect residential amenity; and the development will cease within a time stipulated by the consent authority. 	<ul style="list-style-type: none"> The use will only operate for 4 years after which the site will be returned to its original condition. The use will not prejudice the eventual redevelopment of the site and recommended conditions will ensure amenity is not detrimentally affected. 	YES
Part 3, clauses 28-31 Heritage conservation	<ul style="list-style-type: none"> Development must be compatible with the heritage item. The consent authority must consider the heritage item's significance, the impact of the development, measures to conserve the heritage significance of the item, and whether an archaeological site would be affected. 	<ul style="list-style-type: none"> There are no works proposed to any heritage items. While there are a number of key heritage items in the vicinity (i.e. White Bay Power Station and its Canal, Glebe Island Wheat Silos, Glebe Island plague and Glebe Island Bridge), the proposal will not have an impact, either directly or indirectly on these items. 	YES
Part 3, Division 8 Master Plans	<ul style="list-style-type: none"> The consent authority must consider the relevant Master Plan. 	<ul style="list-style-type: none"> The proposal is generally consistent with the Master Plan with the exception of height and setbacks which are considered minor departures. Detailed consideration of the Master Plan is found below. 	IN PART
Part 3, clause 49 Land decontamination	<ul style="list-style-type: none"> The consent authority must consider whether there's a risk to health and whether remediation is required. 	<ul style="list-style-type: none"> The proposal will not pose a risk to human health. Detailed consideration of contamination is found in the Section 4.2.5. 	YES
Part 3, clause 52 Views of other bodies about development in Precincts	<ul style="list-style-type: none"> The consent authority must, where appropriate, seek the views of relevant bodies. 	<ul style="list-style-type: none"> The department has consulted with Leichhardt Council, Sydney Ports, RMS, Sydney Water, EPA & DPI. Consideration of the issues raised is at Section 3.2 	YES

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Consideration of the relevant clauses in SREP (Sydney Harbour Catchment) 2005 are addressed in Table 2 below:

Table 2: Consideration of SREP (Sydney Harbour Catchment) 2005

SREP (Sydney Harbour Catchment) 2005	Criteria	Department Comment / Assessment	Complies
Part 3, clause 17 Zoning W1 Maritime Waters	<ul style="list-style-type: none"> Land is divided into a number of zones as shown on the Zoning map. The objectives of the zone are to protect waters required for effective movement of public water transport, allow development that is compatible with and will not affect public water transport and to promote equitable use of the waterway. 	<ul style="list-style-type: none"> The proposed location of the temporary wharf/pontoon structure is located in the W1 Maritime Waters zone. The proposal is considered consistent with the objectives of the zone as it will not affect shipping movements and the wharf's primary purpose is to service patrons using ferries to get to the site. 	YES
Part 3, clause 18 Development control	<ul style="list-style-type: none"> Development may only be carried out in the W1 Maritime Zone if it outlined in the Table. 	<ul style="list-style-type: none"> The proposed temporary wharf/pontoon structure is permissible in the W1 Maritime Waters zone. 	YES
Part 3, clause 20 Matters for Consideration	<ul style="list-style-type: none"> The matters referred to in Division 3 must be considered by the consent authority. 	<ul style="list-style-type: none"> The department has considered the relevant matters below. 	YES
Part 3, clause 21 Biodiversity, ecology & environmental protection	<ul style="list-style-type: none"> The consent authority must take into consideration biodiversity, ecology and environmental protection matters that are outlined in this clause. 	<ul style="list-style-type: none"> The proposed development will have a neutral effect on the quality of water entering the waterway as existing stormwater infrastructure on site will be utilised. During construction appropriate soil and water management measures will also be implemented. The seabed is highly disturbed at the site and no aquatic species, seagrasses etc will be affected by the wharf structure. No public access is proposed as it is located within a working port. In the long-term public access may be possible and this will be considered as part of the future planning of the Bays Precinct. The wharf will ensure the maintenance of a working harbour by being able to service ferries berthing at the site. The proposal will not have an adverse effect on the 	YES

		<p>waterway throughout its short-term operation.</p> <ul style="list-style-type: none"> The temporary facility is not considered out of scale within the locality and will maintain the scenic quality of the harbour. The proposed development will not have any adverse view impacts. 	
Part 3, clause 29 Foreshores & Waterways Development Advisory Committee	<ul style="list-style-type: none"> A consent authority must not grant consent to a DA unless it has referred and considered the views of the Advisory Committee. 	<ul style="list-style-type: none"> The application was referred to the Advisory Committee who made a submission requesting consideration of 3 matters. The department has considered these matters in its assessment of the application, including SREP 26 and DCP, environmental impacts, and consideration of Leichhardt Council's views. 	YES

State Environmental Planning Policy No 64. (Advertising & Signage)

Consideration of the relevant clauses in SEPP 64 are addressed in Table 3 below:

Table 3: Consideration of SEPP 64

SEPP 64	Criteria	Department Comment / Assessment	Complies
Part 1, clause 3 Aims, objectives	<ul style="list-style-type: none"> This policy aims to ensure advertising is compatible with the amenity and visual character of the area, provides effective communication, and is of a high quality design and finish. 	<ul style="list-style-type: none"> The two advertising structures (approx. 6.5m high by 8m in length) are compatible with the amenity of the area and visual character, particularly in the context of there already being large scale advertising on the Glebe Island Silos, adjacent to the site. 	YES
Part 2, clause 13 Matters for consideration	<ul style="list-style-type: none"> The Minister for planning must not grant consent to an application for an advertisement unless it is consistent with the objectives and has been assessed against Schedule 1 and the Guidelines. 	<ul style="list-style-type: none"> The advertisements are consistent with the objectives and the application has been assessed against Schedule 1 and the Guidelines (see below) 	YES
Schedule 1 Assessment Criteria	<ul style="list-style-type: none"> Character of the area Special areas 	<ul style="list-style-type: none"> The advertising will be compatible with the industrial character of the area, and is consistent with the theme of outdoor advertising present on the Glebe Island Silos. The advertising is temporary and will be a recessive element 	YES

	<ul style="list-style-type: none"> • Views and Vistas • Streetscape, setting or landscape • Site and building • Associated devices • Illumination • Safety 	<p>compared to the large scale buildings on site. It will not be a detraction from the amenity of the area.</p> <ul style="list-style-type: none"> • The advertising will be integrated into the buildings whose scale will ensure views and vistas are not obscured or compromised. • The scale of the advertising structures are appropriate for the site's setting. Given the size of the site overall, it is considered that 2 signs will not clutter the landscape or be unsightly. The height of the structures at approx. 6.5m compared to the height of the buildings (10m-15m) ensure they will not protrude above their ridgelines. • The signs are an appropriate size and are in proportion with existing and proposed structures on the site. The signs will be innovative in that they will be integrated into the buildings. • The applicant has not advised that such devices are part of the design of the signs. • The illumination of the billboards will not result in adverse light spill or glare or detract from the amenity of the area, particularly given existing port lighting on the site and large-scale advertising on the top of the Glebe Island Silos. Illumination will be controlled to meet the requirements of AS/NZ1158 and AS4282 lighting standards. • The billboards are not located on any public roads. While the Anzac Bridge is to the east of the site, its significant distance and height above the site will ensure the billboards would not have a detrimental impact on road, pedestrian or bicycle safety. 	
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Transport Corridor Outdoor Advertising & Signage Guidelines	<ul style="list-style-type: none"> • Specific design criteria for advertisements in transport corridors must be considered 	<ul style="list-style-type: none"> • The site is not within a transport corridor. 	N/A
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State Environmental Planning Policy (Temporary Structures) 2007

Consideration of the relevant clauses in SEPP (Temporary Structures) 2007 are addressed in Table 4 below:

Table 4: Consideration of SEPP (Temporary Structures) 2007

SEPP 64	Criteria	Department Comment / Assessment	Complies
Part 1, clause 3 Aims, objectives	<ul style="list-style-type: none"> • This policy aims to ensure suitable provision is made to ensure the safety of patrons and the protection of the environment. 	<ul style="list-style-type: none"> • Recommended conditions of consent require the applicant to obtain a section 109R certificate to ensure the buildings comply with the State's building laws, and ensure the facility will not have a detrimental impact on the environment. Furthermore, the department's assessment of the temporary structures reveals the impacts associated with their construction and use would not have adverse environmental impacts. 	YES
Part 2, clause 12 Matters for consideration	<ul style="list-style-type: none"> • Whether number of persons should be restricted. • Adverse noise impacts. • Limitation on hours of operation • Parking impacts • Principles for minimising crime risk • Satisfactory location 	<ul style="list-style-type: none"> • This matter will be determined by the BCA requirements. • Appropriate conditions of consent will ensure noise impacts are appropriately controlled. • The department has restricted the hours of operation from 7am to 12 midnight, daily. • All parking will be accommodated on site and no more than 1000 parking spaces will be used at any one time. This ensures there will no parking impacts to nearby residential streets. • The application includes an identifiable main entrance, CCTV cameras, perimeter lighting, signage, car park attendants and security. These measures are expected to minimise the risk of crime. • The location is suitable in terms of its distance from roads, property 	N/A

	<ul style="list-style-type: none"> Toilets Whether it is located on land that comprises a State heritage item, an item of environmental heritage (Aboriginal objects etc) or is in a heritage conservation area or a place of significant Aboriginal significance. Duration of consent Conditions relating to dismantling or removal of the structure 	<p>boundaries, utilities and access.</p> <ul style="list-style-type: none"> Amenities are included and will be provided in accordance with BCA requirements. There are heritage items on surrounding land, however no works will be done to any of these items. Development consent will be limited to 4 years. Recommended conditions of consent require the structures to be dismantled within 6 months of the use ceasing. 	
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Local Environmental Plan(s)

No local environmental plans apply to the site.

Development Control Plans

Consideration of the Sydney Harbour Foreshores & Waterways DCP is provided in **Table 5** below.

Table 5: Consideration of the Foreshores & Waterways Area DCP

DCP	Key controls	Compliance
Ecological assessment	<ul style="list-style-type: none"> Determination of conservation status, statement of intent and performance criteria. 	N/A. The site contains no terrestrial or aquatic ecological communities as identified in the DCP.
Landscape assessment	<ul style="list-style-type: none"> Consideration of landscape character types and performance criteria. 	N/A. The site contains no landscape characters as identified in the DCP.
Design Guidelines (General & Land/Water based)	<ul style="list-style-type: none"> General requirements Foreshore access Waterway conflicts Siting of buildings & structures Built form Signage 	<ul style="list-style-type: none"> Yes. Public access to the site is not currently available due to port operations and public access will not be provided in the short-term. In the long-term, when the site is redeveloped for permanent uses, public access opportunities will be explored. The proposal will not result in conflicts on the waterway nor will it interfere with navigation, and the wharf will not obstruct the flow of tides. The development will not dominate the landscape and the siting of the structures are appropriate (i.e. >2.5m). The built form of the structures are commensurate with other large scale structures in the area, and will only be there on a temporary basis. Signage will not be obtrusive and is consistent with the commercial nature of the facility. Illumination of the signs will not pose a navigational hazard and will not intrude on the skyline.

Table 4: Consideration of Glebe Island & White Bay Master Plan.

DCP	Key Control	Comment from department/ Compliance
Clause 2.3 Road & Rail	<ul style="list-style-type: none"> Establish efficient road movements and provide new road corridor 	<ul style="list-style-type: none"> YES. Access to and from the site will be from Robert Street and James Craig Road. A new internal road has also been built which will service other port related uses, specifically the Overseas Passenger Terminal.
Clause 2.4 Views, building heights and building zones	<ul style="list-style-type: none"> Maintain general views of the skyline and to landmarks. Maximum height of 12m and 25m. Setback buildings 25m. Building zones 	<ul style="list-style-type: none"> YES/PARTIAL. The structures are only temporary and will maintain general views of the skyline and to landmarks. Only the central and eastern sections of Exhibition hall 1 exceed the 12m height limit by 3m. As the structure is temporary and given large scale structures in the area, this is considered acceptable. The location of the exhibition halls is dictated by the lease boundary determined by Sydney Ports. Hall 1 does not comply with the 25m setback requirement and will attain setbacks ranging from approx. 7-18 metres to the western boundary (Port Jackson). As the structure is temporary, the non-compliance with the setback is considered reasonable. The halls are outside of the building zones but as they are temporary and will be completely removed after 4 years, the departure with this control is considered reasonable.
Clause 2.5 Built quality	<ul style="list-style-type: none"> Improve the appearance of the port, ensure a high standard of urban design, provide urban design principles with particular attention to noise control measures. 	<ul style="list-style-type: none"> YES. The design of the structures are contemporary (despite being temporary) and will improve the visual quality and character of the site. Recommended conditions of consent restrict noise limits and require the use and operation of the facility not to have a detrimental impact on the amenity of surrounding residential receivers.
Section 2.6 Advertising	<ul style="list-style-type: none"> Signage shall not obstruct views to heritage items, adversely affect the public domain, is to be integrated and compatible with the design of the buildings. 	<ul style="list-style-type: none"> YES. The advertising structures will not affect views to heritage items and will not detrimentally impact the public domain. The signs will be integrated with the buildings and their scale (6.5m in height x 8m in width) is not considered excessive.
Section 2.7 Landscaping	<ul style="list-style-type: none"> Soften the appearance of the port. 	<ul style="list-style-type: none"> YES. Given the temporary nature of the facility comprehensive landscaping is not considered necessary. Small scale landscaping is proposed to soften the facility.
Section 2.8 Pedestrian & Cycle links	<ul style="list-style-type: none"> Encourage public transport. Recognise public access cannot be improved in the port area due to safety issues. Encourage the use of cycles. 	<ul style="list-style-type: none"> YES. Public transport (ferries & buses) will transport people to and from the site. Public access to the foreshore cannot be provided due to port activities. This is not possible due to safety concerns.

<p>Section 2.9 Heritage conservation</p>	<ul style="list-style-type: none"> • Encourage conservation of heritage items and ensure activities do not detract from the heritage values of the items. 	<ul style="list-style-type: none"> • YES. No works are proposed on any heritage items and the facility will not detract from the significance of any items in the vicinity of the site.
<p>Section 2.10 Environment</p>	<ul style="list-style-type: none"> • Minimise the impact of activities on the marine environment. • Minimise the impact of activities on urban environments. • Ensure new development is in accordance with ESD principles. 	<ul style="list-style-type: none"> • YES. Recommended conditions of consent (floating booms, silt curtains etc) will ensure the construction of the wharf will have a temporary and minimal impact on the marine environment. • Recommended conditions of consent will regulate noise impacts and traffic impacts. • YES. The development includes provision for rainwater tanks, the use of energy efficient building services and appliances, and the use of durable materials with low embodied energy. Additionally, the development will promote the use of public transport access to the site. On this basis, the development has achieved a satisfactory level of compliance with the ESD principles.