

Director General's Environmental Assessment Requirements

Section 78A(8A) of the *Environmental Planning and Assessment Act 1979*

Application Number	SSD 5589 - 2012
Proposal Name	Construction and operation of a temporary Sydney International Convention and Exhibition Precinct
Location	Glebe Island, Sydney
Applicant	APP Corporation, on behalf of Infrastructure NSW
Date of Issue	11.10.12 (amended 19.10.12)
General Requirements	<p>The Environmental Impact Statement (EIS) must address the <i>Environmental Planning and Assessment Act 1979</i> and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the Environmental Planning and Assessment Regulation 2000.</p> <p>Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.</p> <p>Where relevant, the assessment of the key issues below, and any other significant issues identified in the assessment, must include:</p> <ul style="list-style-type: none"> • Adequate baseline data. • Consideration of potential cumulative impacts due to other development and other operations (including Port operations) in the vicinity. • Measures to avoid, minimise, and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.
Key issues	<p>The EIS must address the following specific matters:</p> <p>1. Relevant EPIs, Policies and Guidelines Demonstrate that the project will comply with the requirements set out in the following provisions:</p> <ul style="list-style-type: none"> • State Environmental Planning Policy (Major Development) 2005. • State Environmental Planning Policy (State & Regional Development) 2011. • State Environmental Planning Policy No.55 (Remediation of Land) 2005 • Sydney Regional Environmental Plan No.26- City West • Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and Foreshores and Waterways DCP. • Demonstrate that the project is consistent with NSW 2021, Metropolitan Plan for Sydney 2036 and the draft Inner West Subregional Strategy. • Glebe Island and White Bay Master Plan. • NSW 2021 2021 <p><i>Permissibility</i> Detail the nature and extent of any prohibitions that apply to the development.</p> <p><i>Development Standards</i> Identify the development standards applying to the site. Justify any development standards not being met.</p>

2. Built Form and Urban Design

- Address the height, bulk and scale of the proposed development in accordance with relevant development standards and the context of the locality including:
 - existing buildings and port operations on the site;
 - an assessment of the visual impact of the proposal including to and from heritage listed buildings;
 - design quality, with specific consideration of the overall site layout, setbacks, axis, vistas, and edges, primary elements, gateways, façade, rooftop, mechanical plant, massing, setbacks, building articulation, materials, choice of colours, landscaping, safety by design and compatibility with surrounding development, as relevant; and
 - details of publicly accessible areas associated with the use within the site including landscaping, lighting, furniture etc.

Relevant Policies and Guidelines:

- *Control of Obtrusive Effects of Outdoor Lighting (Standards Australia, AS 4282).*

3. Transport, Traffic and Accessibility Impacts

- Prepare a Traffic Impact Assessment (TIA) that:
 - evaluates daily and peak traffic movements likely to be generated by the development (construction & operation), including peak traffic movements during special events.
 - evaluates the cumulative impacts and potential conflict with traffic movements generated by existing port uses and the proposed White Bay Cruise Passenger terminal.
 - provides network modelling that captures dynamic and co-ordinated traffic light operations to assess the impact on the surrounding road network. This modelling should take into account the cumulative impacts of surrounding development on the road network. This modelling should include the interaction between pedestrian and vehicular traffic.
 - identifies upgrades to roads/intersections required to facilitate the proposal including with specific regard to:
 - Roberts Street intersection with Mullens Street, Victoria Road and Buchanan Street; and
 - James Craig Road intersection with the Crescent and Victoria Road.
 - identifies pedestrian/cycle connections required to service the precinct, taking into consideration connections to external networks.
 - details access arrangements for workers to/from the site, emergency vehicles and service vehicle movements.
 - details how visitors and the public (as relevant) will access and leave the site.
 - demonstrates how staff and visitors to the site will be able to make travel choices in order to minimise adverse traffic impacts.
- Include details on parking provision. An adequate level of parking for the proposed development must be provided having regard to the level of accessibility to the site via alternative forms of transport. This should include an assessment of parking demand (including for special events/major exhibitions); measures to discourage/provide alternatives to private car use; and management measures.

Relevant Policies and Guidelines:

- *Guide to Traffic Generating Developments (RTA); and*
- *Planning Guidelines for Walking and Cycling.*

4. Noise

- The application must include an assessment of noise and vibration impacts from all activities on the site including construction, operation and traffic. In addition, the application must include an assessment of the cumulative noise impacts from neighbouring sites including, Sydney Ports, The Cruise Passenger Terminal and the Sydney Superyacht Marina development. The assessment must identify and outline all reasonable and feasible mitigation measures and monitoring procedures to minimise noise impacts to sensitive noise receivers. The assessment should also consider the impact of external noise (ie. port operations) on the internal acoustic levels of the facility and make recommendations regarding relevant mitigation measures that can be adopted during the design phase.
- Identify noise generating special events and prepare a 'worst case' noise impact assessment on residential development nearby. The noise assessment should include a noise assessment from the operation of the facility during weekdays, weekends, evenings and night periods.

Relevant Policies and Guidelines:

- *NSW Industrial Noise Policy (EPA)*
- *Interim Construction Noise Guideline (DECC)*
- *Development near Rail Corridors and Busy Roads – Interim Guideline*
- *Relevant Australian Standards*

5. Visitor Access and associated works

- Provision of a Site Improvement Plan identifying all temporary works within the site.
- Details on the interface between the proposed uses and the remainder of the site relative to visitor access including the new ferry terminal and the proposed car parking facilities and co-location with existing port operations.
- Outline the provision of public access to and along the foreshore. If public access is not feasible provide justification
- Provide specific details of design features which are temporary and or permanent (as relevant), including but not limited to:
 - paths of travel including footpaths and pavements;
 - wharves/boardwalks etc;
 - materials and finishes;
 - furniture and fixtures;
 - lighting including pedestrian lighting and feature lighting;
 - edges, screens and fences; and
 - extent of temporary and permanent features to be clearly shown, including bicycle parking, furnishing or footings, finished surfaces, service and planting.

6. Marine Works and Water Transport

- Assess the geotechnical and contamination issues associated with the construction of the temporary wharf/pontoon including the contamination status of the sediments to be disturbed, the impacts associated with disturbance of sediment, and the management and mitigation measures to be employed during marine works.
- Assess the wind, wave and current regime and water depth suitability and impact on the safety of any moored vessel and any person using the proposed development.
- Outline how the navigable waters created by the application will be managed, including consideration of Roads and Maritime Services (RMS) role.
- Identify the proposed use of waters of Johnsons Bay and White Bay and any infrastructure necessary to accommodate such uses.
- Assess the proposed ferry movements/operations in relation to commercial shipping movements in and around Glebe Island and White Bay.
- Identify the demand and location for private charter vessel set-down and pick-up, and how these impacts will be managed.

7. Water, Drainage, Stormwater and Groundwater

- Address the potential impacts due to construction and operations on surface water and stormwater, marine vegetation and aquatic ecology from all works, both on-shore and off-shore and the identification of management and mitigation measures.
- Consider the drainage and stormwater management issues, including on-site detention of stormwater, and drainage infrastructure.
- Outline water supply sources, proposed end users of potable and non-potable water and any water conservation measures.

Relevant Policies and Guidelines:

- *Managing Urban Stormwater: Soils and Construction, Vol.1, 2A and 2D (Landcom); and*
- *Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC 2000)*

8. Remediation and Contamination

- The EIS must include a Phase 1 Preliminary Site Investigation. The report must be prepared in accordance with State Environmental Planning Policy No.55 (Remediation of Land) 2005 and the contaminated land planning guidelines under section 145C of the *Environmental Planning and Assessment Act 1979* and relevant guidelines produced or approved under section 105 of the Contaminated Land Management Act 1997.
- The Preliminary Site Investigation is to include an assessment of land and groundwater contamination in all areas where project associated construction works are to be undertaken.

Note:

- a. The current guidelines under section 145C of the *Environmental Planning and Assessment Act 1979* are the guidelines "Managing Land Contamination, Planning Guidelines, SEPP 55 – Remediation of Land" 1998.
- b. If the Phase 1 Report identifies that remediation is required, then the requirements of SEPP 55 must be addressed including the provision of a Remedial Action Plan.

9. Event Management

- Outline the Community Communications Strategy to provide mechanisms to facilitate communication between the Proponent (and its contractors) and key stakeholders regarding events during the operation of the site.
- For events that are outside the scope of those permitted to be undertaken as exempt or complying development in State Environmental Planning Policy (Temporary Structures) 2007, outline the type of events, their scale and frequency, and provide a framework for the management plans and policies including the following:
 - Structural drawings of temporary structures.
 - Security Management Plan.
 - Noise Management Plan.
 - Emergency Management and Incident Response Plan.
 - Security Risk Assessment Plan.
 - Alcohol Management Plan.
 - Waste Management Plan.
 - Food Management Plan
 - Occupational Health and Safety Policy Manual.
 - Water Based Traffic and Infrastructure Management Plan.

Note: Consideration and preparation of an Exempt and Complying Event Code could form part of the application to establish the types of events that can be undertaken as exempt and complying development in addition to those permitted under State Environmental Planning Policy (Temporary Structures) 2007.

	<p>10. Waste</p> <ul style="list-style-type: none"> The EIS shall identify the likely waste to be generated during the demolition, construction and operation of the development and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste in accordance with relevant guidelines. <p>11. Heritage</p> <ul style="list-style-type: none"> Address the impact of the proposal on the heritage significance of any heritage items and/ or conservation areas in accordance with the guidelines in the NSW Heritage Manual and relevant Council EPI's. Prepare an archaeological assessment (if relevant) of the likely impacts of the proposal on any Aboriginal cultural heritage, European cultural heritage and other archaeological items and outline proposed mitigation and conservation measures. <p>12. Infrastructure Provision</p> <ul style="list-style-type: none"> Detail the existing infrastructure on site and identify possible impacts on any such infrastructure from the proposal. Detail the proposed infrastructure that will service the development and demonstrate that the site can be suitably serviced. This is to include lighting details and measure to mitigate light spill and potential impacts to the amenity of neighbouring residential areas. Detail measures to mitigate the impacts of the proposal on any infrastructure items, including proposed relocation. <p>13. Ecologically Sustainable Development (ESD)</p> <ul style="list-style-type: none"> Identify how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development. <p>14. Environmental, Construction and Site Management Plan</p> <ul style="list-style-type: none"> The EIS shall provide an outline of the Environmental and Construction Management Plan for the proposed works, and is to include the following (as relevant): <ul style="list-style-type: none"> Community consultation, notification and complaints handling. Details of soils and water management, dust/ air pollutant management and waste management and recommended mitigation measures. Impacts of construction on adjoining development and proposed measures to mitigate construction impacts. Noise and vibration impacts on and off site. <p>15. Staging</p> <ul style="list-style-type: none"> Details regarding the staging of the proposed development, if relevant. <p>16 Economic Impacts</p> <ul style="list-style-type: none"> Identify the key economic benefits and disbenefits to the State of NSW likely to result from the proposal. <p>17. Consultation</p> <ul style="list-style-type: none"> Undertake an appropriate and justified level of consultation in accordance with the Department's Major Project Community Consultation Guidelines October 2007. Undertake an appropriate level of consultation with council and state government agencies. Provide details on the Community Engagement Framework to guide the public consultation process.
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Plans & Documents

Plans and Documents	<p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Environmental Planning and Assessment Regulation 2000. Provide these as part of the EIS rather than as separate documents.</p> <p>In addition, the EIS must include the following:</p> <ol style="list-style-type: none"> 1. An existing site survey plan drawn at an appropriate scale illustrating: <ul style="list-style-type: none"> • the location of the land, boundary measurements, area (sq.m) and north point; • the existing levels of the land in relation to buildings and roads; • location and height of existing structures on the site; • location and height of adjacent buildings ; and • all levels to be to Australian Height Datum (AHD). 2. A locality/context plan drawn at an appropriate scale should be submitted indicating: <ul style="list-style-type: none"> • significant local features such as parks, community facilities and open space and heritage items; • the location and uses of existing buildings, shopping and employment areas; and • traffic and road patterns, pedestrian routes and public transport nodes. 3. Drawings at an appropriate scale illustrating: <ul style="list-style-type: none"> • the location of any existing building envelopes or structures on the land in relation to the boundaries of the land and any development on adjoining land; • detailed plans, sections and elevations of the development, including all temporary structures and site features; • the height (AHD) of the proposed development in relation to the land; and • any changes that will be made to the level of the land by excavation, filling or otherwise.
Documents to be submitted	<ul style="list-style-type: none"> • 1 hard copy and 1 electronic copy of all the documents and plans for review prior to exhibition; • 12 hard copies and 12 electronic copies of the documents and plans (once the application is considered acceptable); and • 1 copy of all the documentation and plans on CD-ROM (PDF format), not exceeding 5Mb in size.
Consultation	<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular, you must consult with:</p> <ul style="list-style-type: none"> • Leichhardt and City of Sydney Council. • Sydney Ports Corporation and The Harbour Master. • Roads and Maritime Services, with regard to maritime functions in particular the management of new navigable waters. • Local Aboriginal Land Council and stakeholders. • Local Heritage Group/s, if relevant. <p>The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>
Further consultation after 2 years	<p>If you do not lodge a development application and EIS for the development within 2 years of the issue date of these DGRs, you must consult further with the Director General in relation to the preparation of the EIS.</p>
References	<p>The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified. While not exhaustive, the following attachment contains a list of some of the guidelines, policies, and plans that may be relevant to the environmental assessment of this proposal.</p>



**Office of
Environment
& Heritage**

Our reference: Doc12/39847

Cameron Sargent
A/Director Metropolitan & Regional Project North
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

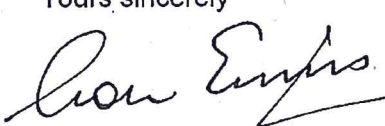
Attention: Sara Roach

Dear Mr Sargent

I refer to your letter dated 21 September 2012 requesting input into the Director-General's Requirements for the development of a temporary international convention, exhibition and entertainment facility at Sommersville Road, Glebe Island (SSD 5589-2012).

The Office of Environment and Heritage (OEH) has reviewed the proposal and has no comment to make and no future interest in the proposal. Please note that the Heritage Branch of OEH may provide comments in a separate letter. If you have any queries please contact Susan Harrison, Manager Planning Unit, on 9995 6864.

Yours sincerely

 4/10/12

LOU EWINS
Manager Planning & Aboriginal Heritage
Conservation and Regulation, Metropolitan
Office of Environment and Heritage



Your reference: SSD 5589-2012
Our reference: DOC12/40112
Contact: Sarah Deards, 9995 6816

Ms Sara Roach
Metropolitan and Regional Projects North
Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Dear Ms Roach

EPA Advice – Request for DGRs for development of a Temporary International Convention, Exhibition and Entertainment Facility at Sommersville Road, Glebe Island (SSD 5589-2012)

I refer to your letter dated 21 September 2012 seeking the Environment Protection Authority's (EPA) input to the Director General's Requirements (DGRs) for the proposal.

The EPA has reviewed the proposed DGRs for the project and associated application documentation.

The key environmental issues of concern to the EPA are noise during construction and operation; and management of surface water, stormwater and sediment. The EPA has made a number of recommended amendments and additions to the draft DGRs regarding these issues, as well as other more minor issues, which are outlined in Attachment 1.

If you wish to discuss any of the issues raised in this letter, please contact Sarah Deards on 9995 6816.

Yours sincerely

A handwritten signature in black ink, appearing to be 'F. Garofalo', followed by the date '28/9/12'.

FRANK GAROFALOW
Manager Metropolitan Infrastructure
Environment Protection Authority

Attachment 1: The EPA's recommended amendments and additions to the DGRs for development of a Temporary International Convention, Exhibition and Entertainment Facility at Sommersville Road, Glebe Island (SSD 5589-2012)

Attachment 1: The EPA's recommended amendments and additions to the DGRs for development of a Temporary International Convention, Exhibition and Entertainment Facility at Sommersville Road, Glebe Island (SSD 5589-2012)

Noise

The EPA recommends the DGRs regarding noise and vibration be amended as follows:

- (i) Noise and vibration impacts on sensitive receivers should be assessed 'from all activities and sources, both on- and off-site';
- (ii) The noise assessment for special events should explicitly assess noise impacts from the operation of the facility during weekdays; weekends; evenings; and night periods;
- (iii) Noise impacts associated with construction works should be assessed within and outside of standard construction hours (i.e. 7am – 6pm Monday to Friday and 8am to 1pm Saturday); and
- (iv) The noise assessment must 'identify and outline all reasonable and feasible mitigation measures to reduce noise impacts' instead of simply '*outline proposed noise mitigation measures...*'.

With regard to the 'Relevant Policies and Guidelines' section the EPA recommends that:

- (i) Reference to the Environmental Noise Control Manual should be removed as the manual no longer represents government policy. This reference should be replaced with the 'Industrial Noise Policy Application Notes (sleep disturbance) (EPA 2000);'
- (ii) 'Assessing Vibration: A Technical Guideline (DECC 2006)' is included; and
- (iii) 'NSW Road Noise Policy (DECCW 2011)' is included.

Water, Drainage, Stormwater and Groundwater

The EPA recommends the following amendments to the DGRs:

- (i) The reference to 'water' in the first bullet point be amended to 'surface water and stormwater;'
- (ii) The first bullet point be amended to include reference to 'all works, both on- and off-shore' as well as to require 'identification of management and mitigation measures;'
- (iii) A requirement for the proponent to have regard to the following relevant policies and guidelines:
 - Managing Urban Stormwater: Soils and Construction, Vol. 1, 2A and 2D (Landcom); and
 - Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC 2000).

Contamination and Remediation

The DGRs currently require preparation of a Remedial Action Plan (RAP). The EPA considers that the information contained within the application and supporting information does not support preparation of a RAP at this stage of the development. The EPA recommends that the DGRs instead require that a preliminary site contamination investigation be prepared in accordance with the guidelines made or approved under s.105 of the *Contaminated Land Management Act 1997*. The site contamination investigation should include an assessment of land and groundwater contamination in all areas where project-associated construction works are to be undertaken, including on land as well as offshore, and a discussion on the need for further work required to fully assess site contamination and to remediate any identified soil or groundwater contamination and the need for any ongoing site management requirements with regard to contamination.

Marine Works and Water Transport

The EPA considers that the DGRs in relation to marine works do not clearly set out requirements for assessment of the contamination status of sediments to be disturbed, the impacts associated with disturbance of sediment and management measures to be employed during marine works. The EPA

considers that this can be adequately captured by the recommended DGRs for the 'water, drainage, stormwater and groundwater' and 'contamination and remediation' sections outlined above.

Cumulative Impacts

The EPA considers that the cumulative impacts of construction and operation of the facility and surrounding existing operations (e.g. Sydney Ports loading/ unloading of materials from vessels) should be considered in the EIS. The EPA therefore recommends that the 'General Requirements' section of the DGRs require consideration of potential cumulative impacts from other operations in the vicinity of the project, as well as other 'development.'

Consultation

The EPA considers that the DGRs should include a requirement to detail ongoing community consultation activities with regard to events to be held at the site during operation of the facility.

Environmental, Construction and Site Management Plan

The EPA notes that Environmental Management Plans and associated sub-plans are generally prepared to satisfy conditions of approval for a development, rather than be included as part of the EIS, allowing the proponent to finalise the practical elements of the environmental management program once the project designs have been completed. The EPA therefore suggests this requirement is removed from the DGRs. However, if this requirement is to be retained, the EPA recommends that the requirements for the Plan are expanded, including consideration of (for example) soil and water management; dust management and waste management.

Air Quality

The EPA recommends that the DGRs require assessment of possible sources of air pollutants during construction and identification of mitigation and management measures.

8 October 2012

Sara Roach
Department of Planning and Infrastructure
23-33 Bridge Street,
SYDNEY NSW 2000

Dear Sara,

RE: Comments in relation to Draft DGRs – SICEEP Interim Facility, Glebe Island

Thank you for your correspondence dated 21 September 2012 regarding the Draft Director General's Environmental Assessment Requirements (DGRs) in relation to the proposed Sydney International Convention Exhibition and Entertainment Precinct (SICEEP) – Interim Facility at Sommersville Road, Glebe Island.

We have reviewed the draft DGRs and have the following comments for your consideration.

Director General Requirement	Comment
3. Transport and Accessibility Impacts	
<ul style="list-style-type: none"> Prepare a Traffic Impact Assessment (TIA) that: 	
<ul style="list-style-type: none"> (points not reproduced) 	The cumulative impacts / potential conflict with traffic movements generated by existing port uses and the proposed White Bay Passenger Cruise Passenger terminal should be considered.
4. Noise	
<ul style="list-style-type: none"> The application must include an assessment of noise and vibration impacts, including construction, operation, traffic and cumulative noise. The assessment must also outline proposed noise mitigation and monitoring procedures. 	The noise assessment should also consider impact of external noise (ie port operations) on the internal acoustic levels of the interim SICEEP facility so that mitigation measures can be adopted in the building design phase.



Director General Requirement	Comment
5. Public Domain and Public Access	
<ul style="list-style-type: none"> Provision of a Public Domain Plan identifying all temporary and permanent works within the public domain. 	<p>All reference to Public Domain and Public Access should be deleted as the site is within a working port and the proposed use as a convention and exhibition centre is temporary only.</p>
<ul style="list-style-type: none"> Identify proposed open space and linkages with other public domain spaces. 	
<ul style="list-style-type: none"> Details on the interface between the proposed uses and public domain, including activation. 	<p>In addition to the existing port uses at Glebe Island (sugar, cement and gypsum), additional dry bulk trade tenants are planned to be operating on Glebe Island concurrently with the interim SICEEP facility. Once the SICEEP facility is removed, the remaining lots have also been earmarked for port tenant use.</p>
<ul style="list-style-type: none"> Address existing and future opportunities for public access to and along the foreshore. 	<p>Public foreshore access at Glebe Island is hence not consistent with the existing and future planned port uses.</p>
<ul style="list-style-type: none"> Provide specific details of design features, including but not limited to <ul style="list-style-type: none"> (points not reproduced) 	<p>If these DGRs are to remain, they should be re-worded to ensure that any assessment is undertaken in the context of a working port.</p>
6. Marine Works and Water Transport	
<ul style="list-style-type: none"> N/A 	<p>New point should be added to require assessment of proposed ferry movements / operations in relation to commercial shipping movements in and around Glebe Island and White Bay.</p>
8. Remediation and Contamination	
<ul style="list-style-type: none"> The EIS must include a Remedial Action Plan (RAP). The RAP must be prepared in accordance with the contaminated land planning guidelines under section 145C of the Environmental Planning and Assessment Act 1979 and relevant guidelines produced or approved under section 105 of the Contaminated Land Management Act 1997. 	<p>Noted in the Planning Focus Meeting that this DGR is to be replaced with the requirement for a Phase 1 investigation.</p>



Director General Requirement	Comment
Consultation	
<p>In particular you must consult with:</p> <ul style="list-style-type: none">• Leichhardt and City of Sydney Council.• Sydney Ports Corporation.• Roads and Maritime Services, with regard to maritime functions in particular the management of new navigable waters.• Local Aboriginal Land Council and stakeholders.• Local Heritage Group/s, if relevant.	<p>Add "and Harbour Master" after "Sydney Ports Corporation"</p>

Thank you for your consideration of the above.

Should you wish to discuss any issues further with Sydney Ports, please do not hesitate to contact me on 9296 4761.

Yours sincerely,

Catherine Blaine
Consultant Planner

Our Reference: SYD12/01159
Your Reference: SSD5589-2012
Contact: Xi Lin
Telephone: 8849-2906



Transport
Roads & Maritime
Services

A/Director
Metropolitan & Regional Project North
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Sara Roach

**TEMPORARY INTERNATIONAL CONVENTION, EXHIBITION AND ENTERTAINMENT
FACILITY AT SOMMERVILLE ROAD, GLEBE ISLAND- DIRECTOR GENERAL'S
REQUIREMENTS (DGR'S)**

Dear Mr Sargent,

I refer to Department's letter of 21 September 2012 (Ref: SSD5589-2012) requesting the Roads and Maritime Services (RMS) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Director General's Environmental Assessment (EA) requirements.

The RMS has reviewed the above request and would like the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections, including peak traffic movements during special events and the need / associated funding for upgrading or road improvement works (if required).
2. Identify and consider any impacts associated with proposed road works, including the closure of any internal roads and impacts on existing vehicle access arrangements (e.g. community transport vehicles, emergency vehicles and other vehicles), and measures to mitigate these impacts.
3. Details of service vehicle movements (including vehicle type and likely arrival and departure times).
4. In due course the provision of a Construction Traffic Management Plan (CTMP) will be required for all demolition / construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.

Roads and Maritime Services

Further enquiries on this matter can be directed to the nominated Assistant Planner Xi Lin on phone 8849 2906 or facsimile 8849 2918.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Pahee', with a long horizontal flourish extending to the right.

Pahee Sellathurai
A/Senior Land Use Planner
Transport Planning, Sydney Region
5 October 2012

City of Sydney

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council@cityofsydney.nsw.gov.au www.cityofsydney.nsw.gov.au



4 October 2012

Our Ref: 2012/304326

Your Ref: SSD 5589-2012

Cameron Sargent
A/Director, Metropolitan & Regional Projects South
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Sara Roach

Email: sara.roach@planning.nsw.gov.au

Dear Amy,

RE Request for DGR's for the development of a Temporary International Convention, Exhibition and Entertainment Facility at Sommersville Road, Glebe Island

I refer to your letter dated 21 September 2012 about Director-General's Requirements (DGRs) for the project and the follow-up email dated 28 September 2012 confirming that the proponent would not be seeking consent for use of the site as an 'entertainment' facility.

Overall, the draft DGRs appear to satisfactorily cover most requirements for a future application. The City requests that the Environmental Assessment (EA) also address the below-listed issues/requirements. Where a relevant heading already exists within the draft DGRs, the same heading has been used.

Light Spill

Consideration should be given for any lighting impacts resulting from the temporary convention centre on nearby residents at Pyrmont. Potential light spill may result from the use of existing and any additional lighting structures.

Drawings and certificates, prepared by a qualified lighting engineer, should be submitted that demonstrate compliance with the following:

- AS1158;
- AS4282 Control of Obtrusive light;
- City of Sydney Lights Design Code; and
- City of Sydney Exterior Lighting Strategy.

Consultation

The temporary convention centre has the potential to impact upon Pyrmont residents, in terms of noise and lighting. An appropriate level of community consultation should include Pyrmont residents.

If you would like to speak to a Council officer, please contact Emma Burke, Specialist Planner, on 9265 9900 or email at eburke@cityofsydney.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'GJahn', is positioned above a horizontal line.

Graham Jahn AM
Director
City Planning | Development | Transport

Contact: Roger Rankin
Phone: 9367 9174

5 October 2012

Cameron Sargent
A/Director Metropolitan and Regional Projects North
NSW Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Dear Mr Sargent

RE: Request for DGRs for development of a Temporary International Convention Exhibition Facility at Somerville Road, Glebe Island (SSD SS89-2012)

Thank you for inviting Leichhardt Council to provide comments on the Director-General's Requirements (DGRs) for this proposal.

Council's comments reflect that development consent is only being sought for the use of the site as a function centre and food and drink premises. There is a fear however that the facility could operate as a defacto entertainment location through activities that are ancillary to its use for functions and exhibitions. These might for example include convention dinner concerts or the celebrity chef theatre that is an integral part of the Good Food and Wine Show.

Consequently Council seeks confirmation that any consent issued will contain conditions that prohibit use of the site for ancillary activities that could have similar impacts to those from entertainment facilities.

Within this context Council would also like to see detailed definitions of what events would take place at the temporary facility as the distinction between types of events, functions, exhibitions and conventions in the proponent's request for DGR's lacks clarity. This should be supplemented with a calendar of events likely to relocate to the temporary facility and the expected attendance at these exhibitions and functions.

Overall the draft DGRs and preliminary environmental impact scope you sent to Council is relatively comprehensive. Council has a number of serious issues with elements of the proposal. The following comments outline these concerns and how these should be addressed by the final DGRs.

The comments are grouped under the headings used in the agenda for the technical planning focus group meeting you chaired on 2 October 2012.

1.0 Transport and Accessibility

1.1 Public and Active Transport

Council is concerned about the lack of detail on the possible public and active transport options for users of the proposed facility. The DGRs should stipulate that all possible public transport options should be thoroughly evaluated against appropriate data. These options should include:

- pedestrian and cycle access from surrounding suburbs, particularly from Pyrmont and the city across Glebe Island Bridge. A cost benefit analysis of the use of Glebe Island Bridge for access to the temporary exhibition centre should also be provided
- local bus and light rail services
- dedicated bus and ferry services
- access for facility and exhibition staff.

Council also wants to see a detailed analysis of access to and from the site. It is of particular concern that should people choose to catch a bus to the site the surrounding roads – Victoria Road, the City West Link and the Crescent are not intended for high volumes of pedestrian traffic which could create significant safety issues should large numbers of people need to cross these roads to get to the site after alighting from nearby bus stops.

1.2 Parking

Much more detail of the numbers of anticipated visitors to large exhibitions is required and how car parking will be provided for these people. The 15000m² interim facility is intended to cater for up to 6000 visitors per day. This ratio might generate another 4000 visitors on the adjacent space for the larger events, which could mean up to 10,000 visitors per day for some exhibitions.

The three major exhibitions referred to in Fact Sheet 6 for the proposed temporary exhibition centre create the following levels of usage:

- Sydney International Boat Show's record attendance was 93,500 over five days or an average of 18,700 per day and 300 plus exhibitors
- Good Food and Wine Show in June this year generated 30,433 visitors over three days or an average of 10,144 per day and 277 exhibitors
- Sydney Gift Fair occurs twice per year for five days and already have 1586 stands listed for the February 2013 event, which will be at Darling Harbour

Attendance will be spread across each day, but when around 130 temporary and permanent facility staff, exhibitors and visitors are taken into account the proposed 1000 car parking spaces seem inadequate.

This situation will be aggravated if public and active transport arrangements prove unsuccessful and a majority of visitors opt to travel by private car. This situation would tend to create overflow on-street parking in surrounding suburbs.

That tendency would be exacerbated by the possibility that a junction between Somerville Road and Robert Street would be created for traffic leaving the facility. A new junction here would remove existing on street parking spaces and compound the loss of on-street spaces in Robert Street arising from the Cruise Passenger Terminal Project.

Consequently the final DGRs should incorporate a detailed Parking Impact Study that collates suitable data, assesses options and puts forward well thought out mitigation measures. It should also identify:

- what on-site and off-site parking provision currently serves the existing Darling Harbour Convention and Exhibition Centre?
- what measures will be taken to discourage car usage to access the site?
- will the parking be free of charge, or will there be payment required?
- both lack of parking and charging for parking could result in an overflow of parking in surrounding suburbs, how will the proponent ensure this does not happen?

1.3 Traffic

Although the proponent stated at the technical project focus group that the access, egress and circulation arrangements are not yet finalised, it is clear from the Indicative Site Plan that Robert Street is being considered as the egress option.

This possibility would raise critical issues for Council in terms of traffic impact on the Robert Street / Mullens Street, Robert Street / Buchanan Street and Robert Street / Victoria Road intersection. There is limited access and egress to the Balmain Peninsula and the Robert Street / Mullens Street intersection is already at capacity during peak hours. Any additional traffic generation at this intersection is likely to cause unacceptable impacts on the local traffic network.

Due to the construction of a new port road for the use of the new Cruise Passenger Terminal at White Bay there has been a significant loss of car parking spaces in Robert Street, Balmain which has caused a significant shortfall of parking in Robert Street. Any further reduction in parking in this area would not be sustainable. The potential cumulative impacts of major

developments and future projects in the area such as Harold Park, the White Bay Cruise Passenger Terminal and Balmain Leagues Club need to be taken into consideration, as each individually put significantly more pressure on the local road network.

Council considers that all traffic to the proposed exhibition facility should use James Craig Road exclusively for both access and egress.

The Final DGRs should therefore be extended to include:

- the cumulative impact from large approved and potential developments in the area
- specific and detailed attention to the Robert Street intersections with Mullens Street, Victoria Road and Buchanan Street
- the potential impact of private-vehicle borne visitors to the largest events such as those identified in section 1.2 above
- the capacity of James Craig Road and its junction with The Crescent to accommodate access and egress of all vehicles that would visit or service the exhibition centre and other existing or proposed land uses already accessed from James Craig Road.

2. Acoustic Impacts

Although consent for the site to be used for entertainment is not being sought There is a possibility that there could be noise impacts from construction and ancilliary uses and it would be best to apply a precautionary approach in relation to noise.

Therefore the noise impact assessment definition of "residential development nearby" should include:

- Robert Street, Balmain
- Grafton Street, Balmain
- Donnelly Street, Balmain
- Datchett Street, Balmain East
- Lilyfield Road, Rozelle.

3. Event Management

In addition to the management plans already proposed in the draft DGRs the Council would like to see a Food Management Plan provided.

If the proposal does proceed it is recommended that an event management protocol is established between the proponent, Leichhardt Council, the City of Sydney Council and the Department of Planning and Infrastructure to oversee operational, amenity and safety issues arising from major exhibitions and functions.

4. Marine Works and Water Transport

The relationship between proposed shuttle ferries and access to the site is addressed in section 1.1 above.

Council requests that consideration be given for the temporary ferry terminal and services to also be available for the use of local residents.

There is no detail in the draft DGRs as to how the Sydney International Boat Show might use White and Johnstons Bay. The Boat Show has taken up a very large area of Darling Harbour in recent years and is likely to have a similar requirement adjacent to the proposed facility.

The possible impact of this aspect of the proposal needs to be assessed in detail, looking at among other things disturbance of seabed contaminants, effects on other users of the harbour and the influence on and from tides and waves.

5. Consultation

The Leichhardt community has expressed a strong desire to be informed of, to provide information for, and be involved in planning and decision-making processes that affect it.

Leichhardt Council developed its Community Engagement Framework to guide consultation and engagement process and express Council's commitment to open, participatory and transparent governance that forms the foundations of democratic, responsible government.

Residents of Balmain, Rozelle, Lilyfield and Annandale will be concerned by the proposal. The extent and nature of consultation with the local community will be of the utmost importance. Council recommends that the exhibition and consultation process should follow the Council's Community Engagement Framework and including Letters/emails/sms information, Mayoral Columns, media releases, newspaper notices, website information and reports. Secondly, community engagement will be through Public Meetings and exhibitions and submissions from the public. Thirdly, the community will be involved through Focus groups and workshops, Council Meetings and Committees, Precinct meetings, personal briefings and Website interaction and online forums.

5.1 Development of consultation task & timeline

Consideration should be given to the following:

- publicising the Public Exhibition schedule, including opening and closing dates / times of venues where the relevant documents can be viewed
- setting out clearly defined purposes for each consultation, including identifying stakeholders, which are communicated to participants
- explaining the expected process and timeframe for when and how feedback on the outcomes of consultation will be provided to stakeholders and the community.

5.2 Implementation

In light of the proposed Glebe Island temporary exhibition facility and Leichhardt Council's commitment to community consultation and engagement it would be recommended that this matter be viewed as a Major Project, with its potential significant one-off and cumulative impacts on the current situation. Additionally, it has been identified in the Director-General's Environmental Assessment Requirements that specific planning matters may need involvement from identified stakeholders. It is therefore proposed that the Engagement Strategy for this Major Project address the requirements below.

5.2.1 Communicating Information to the community

The provision of timely, accurate and up to date information to the Council / community on the project.

Methods should include:

- information on the project and consultation process, including on relevant websites, particularly the Infrastructure NSW and NSW Department of Planning and Infrastructure websites.
- write a letter/email with accompanying fact sheets to relevant parties, in particular to Precinct Committees.
- letter box drop to surrounding businesses and residents.

5.2.2 Seeking Information from the community

The community will be encouraged to comment on the project.

Methods should include:

- public meeting to allow the community to ask questions and be fully informed about the proposal.
- public exhibition & submissions

- email / correspondence.

5.2.3 Involving relevant stakeholders

Specific planning matters may need involvement from identified stakeholder organisations and individuals.

Methods should include:

- meeting by invitation
- website interaction for example through an online forum.

6. Relevant EPIs, Policies and Guidelines

Council's long standing position in relation to the Bays Precinct is that there should be a moratorium on all developments until a new Master Plan is developed for the area taking into consideration all the development proposals in the area such as the Cruise Passenger Terminal.

In late 2011 the State Government re-convened the Bays Precinct Taskforce. The final report of the Taskforce was submitted to the Minister for Planning and Infrastructure in August 2012.

The report makes a number of recommendations that are applicable to the site in question. The report and associated recommendations need to be addressed in the course of determining this application.

The Final DGRs should include the provision of a composite plan of the area controlled by Sydney Ports that shows the footprints of existing and proposed land uses around the application site. This will help facilitate assessment of the cumulative impacts of projects on and around Glebe Island.

7. Built Form and Urban Design

The draft DGRs should be supplemented to incorporate visual impact assessment of views from Balmain and the harbour, with particular reference to view loss.

8. Ecological Sustainable Development (ESD)

Assessment of how the proposal will achieve ESD principles should consider issues such as embedded energy in temporary structures, mitigation of the impacts of the proposal and life-cycle analysis. The Green Building Council of Australia has developed an infrastructure design tool that could be used in this assessment.

9. Heritage

The draft DGRs on heritage should be extended to consider any impacts on the Conservation Areas that include parts of Balmain, Rozelle and Lilyfield close to the proposed facility.

10. Remediation and Contamination

Council acknowledges that the nature of the temporary structures proposed may not damage the existing concrete slab and disturb contamination below the slab.

There could, however, be other elements of construction such as roads and temporary pontoons in the harbour, that might disturb contaminants. Council considers a risk assessment should be carried out that demonstrates that use of the site for the proposed purpose will not expose visitors and workers to any unacceptable health and safety hazards associated with subsurface soil or water contaminants.

11. Environmental, Construction and Site Management Plan

The draft DGRs should be augmented with the provision of a Construction Traffic Management Plan.

12. Economic Impact

The draft DGRs make no reference to Economic Impact Assessment although the proponent stated at the technical focus group meeting that information on these aspects of the project will be provided.

Council would like the final DGRs to include an Economic Impact Assessment that covers the following issues:

- what contribution this business sector makes to the NSW and Leichhardt economies, especially in Balmain and Rozelle. This should incorporate information on gross per capita incomes, gross domestic product, employment, services and tourism
- the implications of closing the Darling Harbour facility without replacing it with a temporary exhibition centre in terms of potential loss of exhibitions and convention to other Australian states and overseas
- the feasibility of redeveloping the existing Darling Harbour centre in a staged investment fashion that would enable the exhibition and convention uses to continue while new additional facilities are created without the need for a temporary facility.

13. Social Impact

Requirements to consider social impacts of developments major projects and policies are guided by legislation and Council policy. The legislative framework ranges from general requirements to specific obligations and includes:

- The *Environment Planning and Assessment Act 1979* Sec 79C(1) specifying the matters Council should take into consideration when assessing Development Applications: *"The likely impacts of that development, including environmental impacts on both the natural and built environments and social and economic impacts in the locality."* (Sec 79C(1)(b).)
- The *Liquor Act 2007* which specifies the circumstances under which an application for a new liquor licence, extended trading hours, or variation of a liquor licence require the applicant to lodge a Community Impact Statement (CIS) with the Office of Liquor Gaming and Racing (OLGR) and notify their local council.

Leichhardt Council's Social Impact Assessment Policy and Guidelines have been developed as a practical guide and support consistent and transparent considerations of social impacts. These are available through the following link to the Council website:

<http://www.leichhardt.nsw.gov.au/ignitionSuite/uploads/docs/Social%20Impact%20Assessment%20Policy.pdf>

Despite the temporary nature of the proposal and indeed partly because of its semi-permanent characteristics, the project could have significant social impacts on surrounding communities, the staff of the existing Darling Harbour Convention and Exhibition Centre and the prospective staff of a relocated temporary facility.

Consequently the final DGRs should incorporate a Social Impact Assessment that examines:

- the interaction of activities at the proposed temporary facility with existing community life and amenity in the surrounding area, especially in relation to safety of patrons attending events and community safety, for example, in terms of alcohol related or anti-social behaviour
- the safety of workers at the temporary facility, particularly with regard to access to public transport late at night
- the implications for employees of decommissioning the Darling Harbour facility, commissioning and subsequently decommissioning the Glebe Island centre and eventually re-commissioning the new Darling Harbour centre

- consideration of the probable combined impact on public access to the Cruise Passenger Terminal foreshore of cruise liners in dock and events at the proposed Glebe Island temporary convention centre.
- mitigation of negative impacts from the construction phase and events on the local community.

If you would like to discuss these comments further please contact Roger Rankin, Team Leader Strategic Planning on 9367 9174.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P. Head', with a stylized flourish at the end.

Peter Head
General Manager