



26 February 2013

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

Attention: Sara Roach

Dear Sara

**GLEBE ISLAND EXPO (SSD 5589 – 2012)
ADDENDUM TO SUBMISSIONS REPORT**

Further to our Submissions Report dated 18 February 2013 and subsequent meeting on 19 February 2013, we wish to make the following amendments to the proposed development.

1.0 Types of Events

The primary purpose of the interim exhibition facility is to provide exhibition space whilst redevelopment of the permanent facility at Darling Harbour takes place. The proposed interim facility, as amended, will accommodate both trade and public exhibition events. The proposed interim facility will also be used as a function and reception centre in conjunction with or independently of an exhibition event. The proposed interim exhibition facility will not be used to host conventions

In relation to functions, the proposed interim exhibition may be used to accommodate a function independent of a public or trade exhibition. The largest function (and the worse case scenario) that could potentially be held at Glebe Island Expo is an Australia Day which is held in Exhibition Hall 5 at Darling Harbour each year. The Australia Day lunch has the following profile:

- 1250 attendees
- Majority of attendees are corporate and all are invited (we can provide good information about getting to Glebe Island via the contacts list).
- Arrivals commence 12 noon until 12.45pm for a 1pm start.
- Event concludes 2.30pm
- Leaving the venue is a filtered process and the guests remain in Darling Harbour post event.
- The Operator of Glebe Island will provide post function facilities to smooth the peak departure times.
- The majority of guests will use either ferry, bus or taxi.

Infrastructure NSW is in discussions with the Australia Day Council about Glebe Island mode of travel which will include the following:

- Private ferry from:
 - Circular Quay
 - Kings Street Wharf
 - Darling Harbour
- Shuttle bus from:
 - CBD - several locations
 - Taxi's (the Taxi Council are involved in the event, but would actively encourage ferry and shuttle bus).

In terms of ferry and bus numbers, two (2) ferries would bring in approximately 800 people and 3-4 buses would bring in another 300 people, leaving around 200 people to arrive by taxi.

The Australia Day lunch is 200 people higher than the peak arrival rate for an average weekday exhibition so the impact would be of a similar scale and is accommodated within the existing Transport Management Strategy. All functions will be invitation only (no walk ups) and as such there will be excellent opportunities to distribute travel information on how people can get to the site.

2.0 Lighting

As discussed previously, Infrastructure NSW has no control over the use of existing Sydney Ports lights on the site. The existing lights are owned and operated by Sydney Ports Corporation.

The proposed development, as amended, will not make use of existing Sydney Ports lights on the site. The proposed development will be reliant on supplementary lighting only. The supplementary lights will comply with the relevant standards. When Sydney Ports lights are being used, the use of supplementary lighting on the Glebe Island Expo portion of the site will also be reduced (there will be no double up in terms of use of lights). Supplementary lighting will be used only where necessary.

A lighting strategy for the interim exhibition facility will be prepared and submitted to the DoPI prior to the issue of a certificate under section 109R of the Act. The lighting strategy will include information and scale drawings of the location and type of any new lights and include a statement prepared by a qualified person confirming that the new lights comply with the relevant Australian Standards and City of Sydney Exterior Lighting Policy.

3.0 Traffic

In relation to the recently approved Superyacht Marina and cumulative traffic impact, Aecom have prepared the following supplementary response:

“The approved Superyacht Marina on James Craig Road was assessed by TTPA in November 2010. This report was based on traffic generation undertaken by MWT for the Rozelle Bay masterplan and traffic generation documented in the Halcrow (MWT) Cruise Passenger Terminal transport report. Both of these reports considered the traffic impact associated with the full development of Rozelle Bay and the CPT. The traffic generation assumed in this study peaks at approximately 300 vehicles in the AM and PM peak periods, with the intersection operation at James Craig Road and the Crescent reported to have spare capacity and a peak period Level of Service A.

The total traffic generation for the Rozelle Bay Masterplan is of a similar magnitude to the volume assessed in the Glebe Expo Transport Management Strategy, in which the additional development of Rozelle Bay was not assumed to have happened. The addition of the traffic generation estimated for the Superyacht marina would represent a 0.5% increase in total traffic passing through the intersection of the Crescent and James Craig Road, which is not deemed to be significant enough to warrant further analysis”

4.0 Car Parking

Development consent is sought for 1,000 vehicles. A total of 1,000 car parks will be provided within Sydney Ports' precinct by utilising the following locations:

- Hardstand area at the front of the White Bay Power Station (Car Park A, up to 385 spaces);
- Land to the north of White Bay Wharf No. 4 (known as the long term car park for the White Bay Cruise Passenger Terminal) (Car Park C up to 100 spaces); and
- Within Exhibition Hall 01 when not utilised for an exhibition event (Car Park E, up to 268 car spaces).

Additional overflow car parks in the following areas, the exact location depending on port requirements at the time:

- Additional Areas on Glebe Island (Car Park D, up to 1,038 car spaces) and / or
- Areas at White Bay (Car Park B, up to 446 spaces).

The proposed areas of car parking are shown on Architectural Drawing Nos. A2700-A2702 (Revision C) prepared by Woods Bagot and included at Appendix A.

The total number of car spaces to be used in any event will be no more than 1,000 car spaces. The location of those 1,000 car spaces will be determined on an event by event basis and documented in the Travel Management Plan to be prepared for each event.

5.0 Landowners Consent and Harbour Master Approval

A copy of Landowners Consent from Sydney Ports Corporation and Harbour Master Approval is also enclosed.

Should you have any queries in relation to this matter, please do not hesitate to contact me on 9956 1295.

Yours sincerely,



Elise Crameri
Associate Planner