

**SECTION 96 MODIFICATION
SSD5589-2012**

**GLEBE ISLAND EXPO,
GLEBE ISLAND AND WHITE BAY**

September 2013

M|G Planning
URBAN PLANNERS

© MG Planning Pty Ltd Sept. 2013
ABN 48 098 191 443

All Rights Reserved. No material may be reproduced without prior permission.
While we have tried to ensure the accuracy of the information in this publication,
the Publisher accepts no responsibility or liability for any errors, omissions or
resultant consequences including any loss or damage arising from reliance in
information in this publication.

www.mgplanning.com.au

CONTENTS

1. INTRODUCTION	1
2. SITE DESCRIPTION	2
2.1 Site Location	2
2.2 Site Description and Ownership.....	3
3. APPROVED DEVELOPMENT	6
3.1 Background	6
3.2 Development Overview	7
4. proposed modifications	8
4.1 Reason for Modifications	8
4.2 Proposed Modifications	8
4.3 Section 96(1A) of the EP&A Act and Clause 115 of the EP&A Regulations.....	11
5. ENVIRONMENTAL ASSESSMENT	13
5.1 Compliance with relevant planning instruments.....	13
5.1.1 State Environmental Planning Policy (Major Development) 2005	13
5.1.2 State Environmental Planning Policy (State and Regional Development) 2011	13
5.1.3 State Environmental Planning Policy 55 – Remediation of Land	14
5.1.4 State Environmental Planning Policy No. 64 – Advertising and Signage	14
5.1.5 State Environmental Planning Policy (Temporary Structures) 2007.....	15
5.1.6 Sydney Regional Environmental Plan No. 26 – City West.....	16
5.1.7 Other plans and policies.....	17
5.2 Built Form and Urban Design	17
5.3 Traffic, Parking and Access.....	18
5.4 Noise Impacts.....	19
5.5 Accessibility	20
5.6 Site Suitability.....	20
5.7 Public Interest	20
6. CONCLUSION	21

APPENDICES

Appendix 1	Architectural Plans
Appendix 2	Urban Design Statement
Appendix 3	Traffic and Access Advice
Appendix 4	Acoustic Advice
Appendix 5	Accessibility Advice

1. INTRODUCTION

This report constitutes an application under section 96(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to modify the instrument of approval for State Significant Development Application SSD5589 which relates to the Glebe Island Expo at Glebe Island and White Bay. The proposed modifications provide for a reconfigured prefabricated hall layout and access and servicing arrangements for the interim exhibition facility. The interim facility has been approved and is intended to provide a temporary venue for exhibition facilities whilst new convention, exhibition and entertainment facilities are constructed at Darling Harbour. The proponent for the project is Infrastructure NSW.

The proposed modifications comprise amendments to the approved plans to provide for:

- Reconfiguration of, and alterations to, the proposed prefabricated pavilion style hall structures within the Glebe Island portion of the site including five interconnected structures (Exhibition Halls 01-05) and a separate administration building to the west of the access road adjacent to Hall 5
- Changes to improve the car parking, access and servicing arrangements, and
- Changes to service provision with proposal to be 100% power by generators for events and mains power limited to non-event days.

A detailed description of the proposed modifications can be found at Section 4 of this report.

The purpose of this report is to:

- describe the components of the proposed modifications;
- discuss the potential environmental effects of the proposed modifications;
- draw conclusions as to the significance of any impacts; and
- make a recommendation as to whether the modifications should be approved.

The proposed modifications have been assessed based on the characteristics of the site and locality, relevant State environmental planning policies as well as the requirements of section 79C of the EP&A Act.

This section 96(1A) modification report has been prepared by MG Planning Pty Limited on behalf of Infrastructure NSW. It should be read in conjunction with the following relevant accompanying material:

Appendix 1	Architectural Plans	Wood Bagot
Appendix 2	Urban Design Statement	Wood Bagot
Appendix 3	Traffic and Access Advice	AECOM
Appendix 4	Acoustic Advice	SLR Consulting
Appendix 5	Accessibility Advice	MGAC

2. SITE DESCRIPTION

2.1 Site Location

The subject site is located at Glebe Island and White Bay within the Leichhardt local government area approximately 2km to the west of the Sydney CBD. The site forms part of the 'Bays Precinct' which is a key part of the Sydney Harbour foreshore; and is bounded by the suburbs of Balmain, Rozelle, Lilyfield, Annandale, Glebe and Pyrmont. The area includes Glebe Island, White Bay, White Bay Power Station, Rozelle Bay, Rozelle Rail Yards, Blackwattle Bay, and included the Sydney Fish Market. The Bays Precinct was originally developed as maritime industrial lands, and is still used for commercial maritime activities.

The Glebe Island Expo site is in three parts with the main part to house the new interim facility being located at Glebe Island to the south of White Bay (also known as Port Jackson Bay) and to the north of James Craig Road, Rozelle. An area immediately to the south-west of the Robert Street and Sommerville Road intersection adjacent to the White Bay Power Station is proposed to be used for car parking associated with the facility. In addition a third component of the development is an area of land at White Bay Wharves 4 and 5 which is similarly proposed to be used for car parking associated with the facility.

Figures 1 and 2 show the site and its surrounding context.

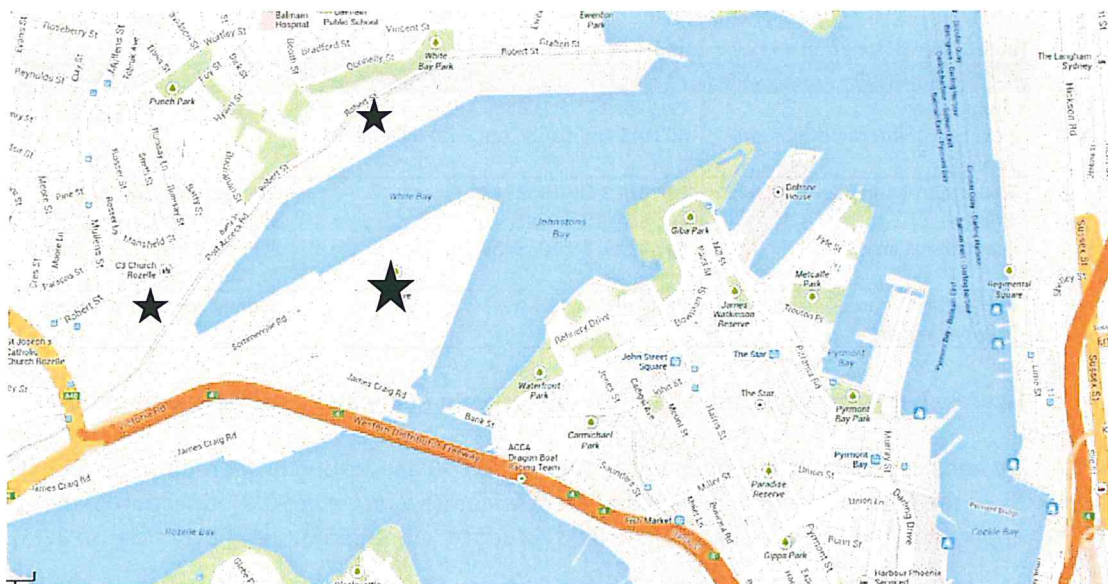


Figure 1: Site location (Source: Google Maps, 2013) – proposed development locations shown with stars

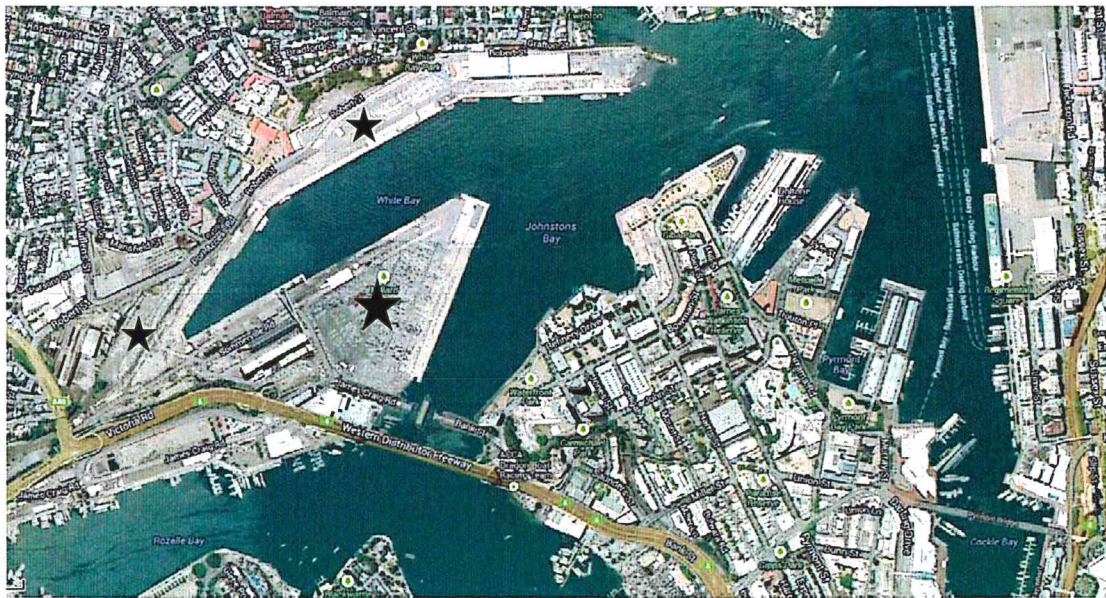


Figure 2: Aerial view (Source: Google Maps, 2013) – proposed development locations shown with stars

2.2 Site Description and Ownership

The three parts of the subject site including legal description and ownership are as set out in Table 1 below:

Table 1: Site description and ownership

Area	Legal Description	Owner
Glebe Island (location of interim exhibition facility)	Part Lot 10 DP 1065973, Lot 12 DP 603148 and Lots 2 and 3 DP 543648	Sydney Ports Corporation
Robert Street and Sommerville Road (car parking area)	Part Lot 1 DP 10633454 Lot 2 DP 10634345 Part Lot 6 DP 1063454	Sydney Ports Corporation Sydney Ports Corporation Sydney Harbour Foreshore Authority
White Bay Wharves 4 and 5 (car parking area)	Part Lot 1 DP 875201	Sydney Ports Corporation

Figure 3 below provides more detail of the three components to the development site.

Owner's consent to the lodgement of this section 96 application is not required under clause 8F of the *Environmental Planning and Assessment Regulation 2000*. Notification of the application has however been made in accordance with the requirements of clause 8F(3).

The Glebe Island and White Bay portions of the site are located within an existing working port area which provides for the unloading of dry bulk cargo ships (Glebe Island Wharves 1 and 2). Wharves 4 and 5 (to the north of the park site) are the subject of a recent approval for the construction of a new Cruise Passenger Terminal for Sydney.

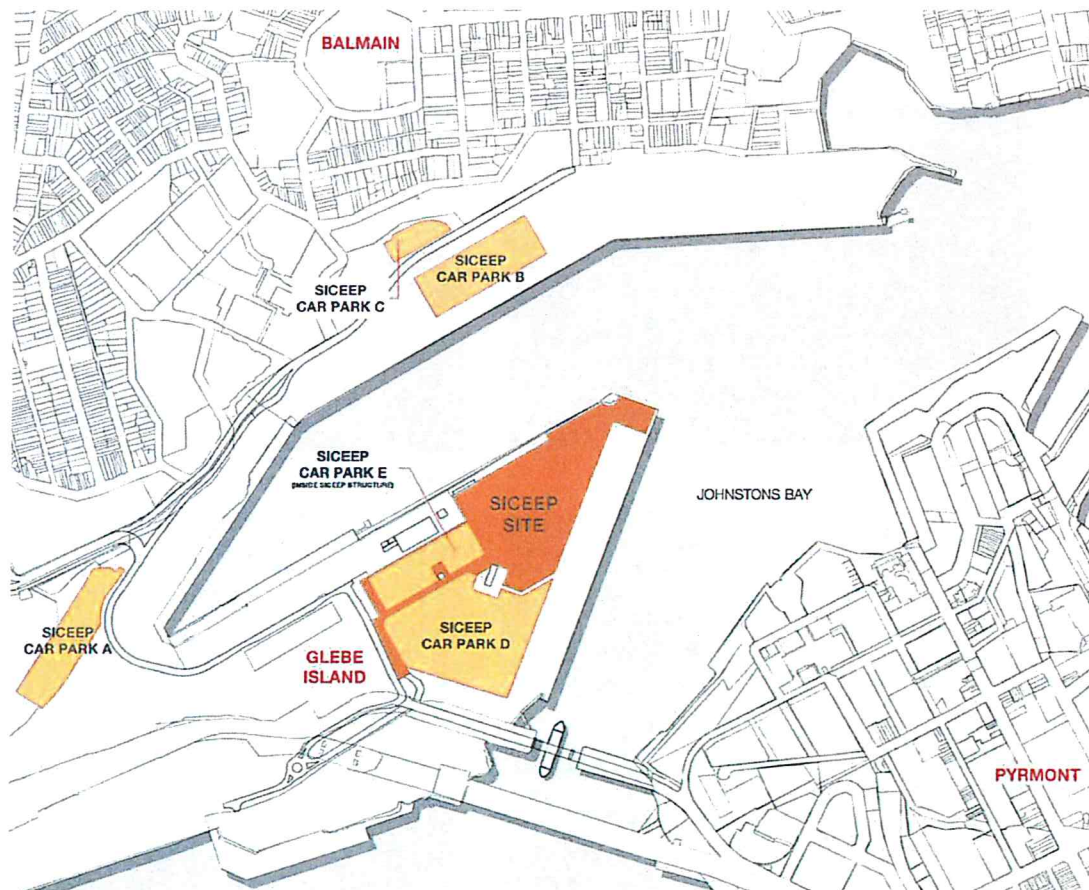


Figure 3: Detailed site location

The area surrounding the site is generally characterised by a mix of industrial uses generally relating to the existing wharves and maritime uses. In addition to existing industrial uses, residential development is located within the vicinity of the proposed development to the east across Johnston's Bay in Pyrmont and to the north west on the Balmain Peninsula.

Vehicular access to the Glebe Island site and the area to the south-west of the Roberts Street / Sommerville Road intersection is via James Craig Road and / or Sommerville Road. Vehicular access to the White Bay Wharves 4 and 5 part of the site is via an internal private road which connects to Roberts Street.



Photo 1: Heritage pumping station



Photo 2: Looking to Anzac Bridge



Photo 3: Site looking to Harbour Bridge



Photo 4: Site looking to Pyrmont



Photo 5: Site sheds and silos



Photo 6: Site entry

3. APPROVED DEVELOPMENT

3.1 Background

In April 2012, the NSW Government announced the proposed redevelopment of Darling Harbour and subsequent closure of the Sydney Convention and Exhibition Centre and the Sydney Entertainment Centre to allow for demolition and construction of new world class facilities, known as the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP).

The Government identified that during the demolition and construction phase of the SICEEP project it is important that Sydney remains “open for business” and is able to continue to house exhibition, conferences and other events. Whilst many functions and conventions can be held at other existing facilities in Sydney it was identified that there was no existing exhibition facility in close proximity to the CBD that has the capacity and availability to accommodate large exhibition events (>15,000m² in floor area). As such the provision of a suitable interim facility was identified as integral to the SICEEP project.

Following consideration of a range of options, it was determined that the Glebe Island and White Bay site was the preferred development site as:

- It provides a comprehensive flexible solution which is able to serve all known existing exhibition bookings, enabling the maximisation of incremental economic benefits;
- It was the only option that could cater for the Boat Show, one of Sydney’s premier events;
- The site is currently vacant;
- The site is located in proximity to Sydney CBD (2km) and in proximity to a number of hotels / facilities typically booked by the exhibition industry;
- The site is able to accommodate the size requirements of the interim exhibition facilities within a series of interconnected hall structures;
- The site is available for the full duration of construction of the new Darling Harbour facilities; and
- The planning determination process required for Glebe Island is considered to be less challenging than other sites due to the nature, impact and location of the site.

In November 2012 Infrastructure NSW lodged a State Significant development application with the Department of Planning and Infrastructure seeking approval for the construction of an interim exhibition facility at Glebe Island and White Bay. The temporary facility is proposed to operate for a maximum period of four years to allow for the construction of the new SICEEP facilities at Darling Harbour. Development consent for the facility was issued by the Minister for Planning on 3 May 2013.

3.2 Development Overview

Development consent (SSD 5589) issued on 3 May 2013 provides for:

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

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

The consent was issued subject to the following limitations.

- Condition A4 – the installation and use of the Facility as an interim exhibition facility is to cease by 20 April 2017, unless otherwise approved by the Director-General
- Condition A5 – the use of the facility at any one time for exhibitions and/or functions, as identified in Table 3 of the EIS, must generally not exceed 12,200 patrons daily (being the anticipated weekday attendance peak) or 21,500 patrons on weekend days (being the anticipated weekend day attendance peak) on the site. Any unscheduled event that exceeds the peak patrons number by ten percent or more will require the separate approval of the Director-General, prior to the event.

4. PROPOSED MODIFICATIONS

This section outlines the basis for the proposed modifications to development consent SSD5589 and provides a detailed description of the proposed modifications.

4.1 Reason for Modifications

The primary reason for the proposed modifications is a change to the proprietary prefabricated pavilion structures to be erected to house the interim exhibition facility. The original development application identified that the proposed structure would utilise indicative external materials and finishes comprising generally weather-proof modular structure, comprising of a steel and aluminium frame and polyester PVC coated white woven fabric canopy. However it further noted that....

the final form and finish of the proposed interim exhibition facility may change as a result of the procurement process and detailed design...(APP, EIS, November 2012)

At the time of determination Infrastructure NSW was in advanced negotiations with a proponent regarding a proprietary structure that is reflective of the approved layout. Since determination, a contract has been executed with an alternative supplier of prefabricated hall structures. Consequently the plans and elevations of the halls now require amendment to accommodate the dimensions and assembly configuration of the new supplier's available structures. The floor area of the facility is proposed to change marginally with a maximum GFA of 26,141m² comprising 24,856m² of exhibition floor space and 1,285m² of ancillary uses.

The change to the structure and layout of the proposed halls has also given rise to changed access and servicing arrangements, which also provided improved emergency services access.

4.2 Proposed Modifications

The proposed modifications comprise amendments to the approved hall layouts and associated plans to provide for:

- Reconfiguration of, and alterations to, the proposed prefabricated pavilion style hall structures within the Glebe Island portion of the site including five interconnected structures (Exhibition Halls 01-05) and a separate administration building to the west of the access road adjacent to Hall 5
- Changes to improve the car parking, access and servicing arrangements, and
- Changes to service provision with proposal to be 100% power by generators for events and mains power limited to non-event days.

In detail the proposed modifications include:

- **Reconfiguration of prefabricated hall structures** – the plans reconfigure the layout of the hall structures within the Glebe Island portion of the site to include five separate structures (Exhibition Halls 1-5) with their long axis oriented in a north south direction and three separate entrances. The approved scheme provided for two separate hall structures (Exhibition Hall 01 and Exhibition Hall 02) with their long axis oriented in an east-west direction and separate administration / reception building to the east of Exhibition Hall 02. Whilst the structures on the site as shown in the revised scheme have been reconfigured, they generally occupy the same building footprint and once constructed would be read and perceived from the public domain as an integrated building as opposed to five separate structures.
- **Separate Administration Building** – the plans provide for the location of separate administration building to the west of the access road adjacent to Hall 5.
- **Architectural Design Changes** – it is proposed to change the architectural form of the halls (including roof form) consistent with the proprietary structures to be erected.
- **Reduction in Maximum Building Height** – the amended plans reduce the height of the interim exhibition facility from a maximum approved height of 15m to a revised maximum height of approximately 10m for Halls 1-4. Hall 5 is yet to be procured but will be within the 15m limit.
- **Car parking amendments** – the amended plans reduce the number of car parking spaces to south of interim exhibition facility to provide for a Sydney Ports access road. Whilst the amended scheme reduces the number of spaces in the Glebe Island car park, no reduction is proposed in the overall number of car parking spaces.
- **Internal access** – proposed internal access arrangements have been changed to provide for one way loop system which circumnavigates the interim exhibition facility rather than providing for a two way system with a loop arrangement adjacent to the main hall access
- **Taxi and bus drop off arrangements** – separation of taxi and bus drop off areas as a result of altered internal access arrangements
- **Servicing** – servicing to be undertaken from north western side of building given one way loop system rather than previous design which provided for development to be serviced from eastern side. Given the amended site layout a new location is also proposed for the waste and external storage areas.
- **Services** - Changes to service provision with proposal to be 100% powered by generators rather than mains power. Generators are to be located on western side of building on a gantry structure with toilets below. They are also proposed to be located with sealed containers to ensure no acoustic impacts. The western façade of the facility (including the generator containers and toilets below are to be skinned with material consistent with remainder of structures to ensure no visual impacts.

The proposed modifications are shown on the modified Architectural Plans at Appendix 1 and outlined in detail in the urban design statement prepared by Woods Bagot at Appendix 2. Plan No. A9000 (Rev A, Overlay Plan, 17 Sept 2013) overlays the proposed modifications on the approved plans to enable clear identification of the areas of variation.

Specifically it is proposed that the description of the approved development in Schedule 1 and condition A2 of State significant development consent SSD5589 be amended as follows:

SCHEDULE 1

Application No.:	SSD 5589
Applicant:	Infrastructure NSW
Consent Authority:	Minister for Planning and Infrastructure
Land:	Glebe Island and White Bay, as defined.
Development:	<p>The construction and use of a temporary exhibition facility for a maximum period of four (4) years comprising:</p> <ul style="list-style-type: none"> • 25,000sqm 26,141sqm of exhibition space and associated facilities and services; • Use of the site as an exhibition centre, function centre, and associated food and drink premises; • Building signage and advertising signage; • Delineation of vehicle access and associated car parking and servicing areas; • Construction of a temporary wharf, and • Dismantling of all structures associated with the use and operation of the temporary exhibition facility.

Development in Accordance with Plans and Documents

A2 The applicant shall carry out the project generally in accordance with the:

- Environmental Impact Statement as amended by the Response to Submissions and **Section 96 Modification Report (prepared by MG Planning, September 2013)** and
- The following drawings except for:
 - Any modifications which are Exempt or Complying Development;
 - Any modifications as may be necessary for the purposes of compliance with the BCA and any Australian Standards; and
 - Otherwise provided by the conditions of this consent.

Architectural (or Design) Drawings for the Glebe Island Expo prepared by Woods Bagot as follows:			
Drawing No.	Revision	Name of Plan	Date
A1000	C D	Location Plan	25-02-13 17-09-13
A1001	C D	Site Analysis	25-02-13 17-09-13
A1002	C D	Site Plan	25-02-13 17-09-13
A2200	D E	Floor Plan	25-02-13 17-09-13
A2700	C D	Carpark A Layout Plan	25-02-13 17-09-13
A2701	C D	Carpark B & C Layout Plan	25-02-13 17-09-13
A2702	C D	Carpark D & E Layout Plan	25-02-13 17-09-13
A3000	B C	Elevations	14-02-13 17-09-13
A3100	B C	Sections	14-02-13 17-09-13
A4500	D E	Travel Strategy Plan	25-02-13 17-09-13
A8000	B C	Landscape Plan	14-02-13 17-09-13

4.3 Section 96(1A) of the EP&A Act and Clause 115 of the EP&A Regulations

Under Section 96(1A) of the EP&A Act - Modifications of Minimal Environmental Impact, a consent authority may modify a consent if:

- (a) *it is satisfied that the proposed modification is of minimal environmental impact, and*
- (b) *it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and*
- (c) *it has notified the application in accordance with:*
 - (i) *the regulations, if the regulations so require, or*
 - (ii) *a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and*
- (d) *it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.*

With respect to (a) above, it is considered that the proposed modifications are of minimal environmental impact. The proposed changes to the approved development are minor only, will not result in any significant environmental impacts (refer section 5 below) and will result in an approved development that is essentially the same as that approved, albeit with a revised layout and access arrangements. The modifications are therefore of minimal environmental impact only.

In relation to (b) the proposed modifications relate to the layout and configuration of the proposal only and have resulted from a change to the prefabricated product (hall structures) to be used in the project. The area of the proposed development is largely the same as approved, materials and finishes consistent and height reduced. It is therefore considered that the modified development is essentially the same as the approved development. Other changes in terms of access, servicing and parking arrangements do not impact on the nature of the proposal.

With respect to (c) and (d) above, the Department of Planning and Infrastructure's Checklist for Applicants for State Significant Development (www.planning.nsw.gov.au, undated) notes that Section 96(1A) applications 'may' be publicly notified (minimum of 14 days). It is considered that the subject modifications are sufficiently minimal as to not warrant notification. The modified development is generally consistent with the approved development and will not result in any adverse environmental impacts. However should the Department determine to public notify the application, any submissions received within the period prescribed will then be considered by the Department.

The provisions of section 96(1), (2) and (5) do not apply to modifications under section 96(1A). Accordingly the requirements of Section 79(c) do not technically apply. Notwithstanding this an assessment of the environmental impact of the proposed modifications is provided at section 5 below.

Clause 115 of the *Environmental Planning and Assessment Regulation 2000* outlines information requirements for modification applications. The subject application is consistent with these requirements.

5. ENVIRONMENTAL ASSESSMENT

This section provides an assessment of the key planning issues associated with the proposed modifications.

5.1 Compliance with relevant planning instruments

5.1.1 State Environmental Planning Policy (Major Development) 2005

Relevant to the subject application, the Major Development SEPP identifies that the Minister is the consent authority for development on Port and Employment Related Lands within Sydney Harbour (including land within the area identified as Glebe Island, White Bay, Rozelle Bay and Blackwattle Bay on the Sydney Harbour Port and Related Employment Lands Map). Whilst the subject land is within the land so identified, the proposal has a value of greater than \$10 million and is therefore State significant development as identified under the State and Regional Development SEPP (refer section 5.1.2 below). Accordingly the SEPP does not apply.

5.1.2 State Environmental Planning Policy (State and Regional Development) 2011

The State and Regional Development SEPP declares certain types of development or development on certain land to be State Significant Development (SSD). Schedule 2 of the SEPP identifies that development with a capital investment value of greater than \$10 million on land within the Bays Precinct is SSD (refer Figure 4). The subject land is within the Bays Precinct as so identified.

The original development application for the Interim Exhibition Facility was a State significant development application in accordance with the SEPP. Section 96(1A) applies to State significant development as it applies to other Part 4 development. Accordingly development consent SSD5589 can be modified under section 96(1A). The Minister continues to be the consent authority for such applications.

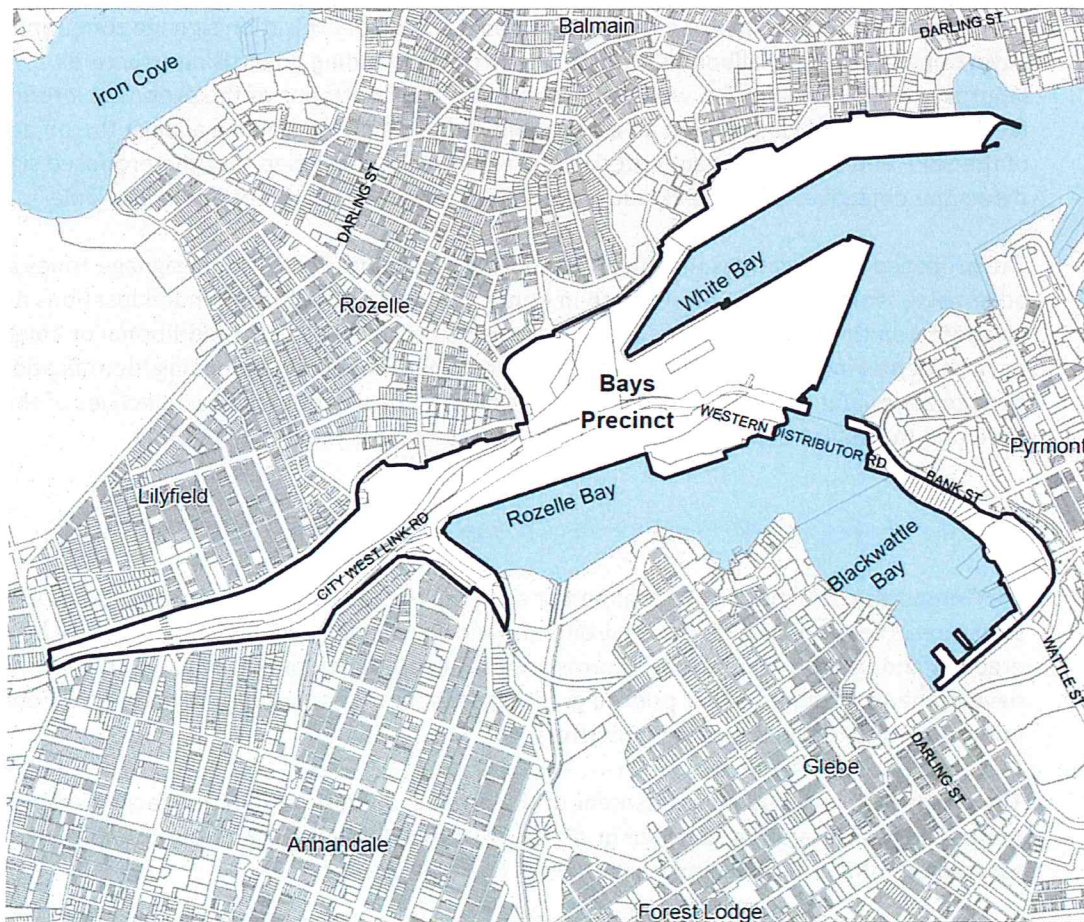


Figure 4: State and Regional Development SEPP - State Significant Sites Map

5.1.3 State Environmental Planning Policy 55 – Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) provides a State-wide planning approach to the remediation of contaminated land by consideration of whether the land is contaminated and, if it is contaminated, whether it can be made suitable for the proposed purpose.

The requirements of SEPP 55 were addressed in the original EIS for the Interim Exhibition Facility. The proposed modifications do not result in any changes which would affect contaminated land or the suitability of the subject land for the proposed development. Accordingly further assessment against the requirements of SEPP 55 is not required.

5.1.4 State Environmental Planning Policy No. 64 – Advertising and Signage

State Environmental Planning Policy No. 64 – Advertising and Signage applies to all signage that is visible from any public place or public reserve. It requires that a consent authority may not grant consent to signage unless it is satisfied that the proposed signs are consistent with the assessment criteria provided in Schedule 1.

The approved interim exhibition facility included building identification signage zones and advertising structures (billboards) comprising two free standing advertising structures (approximately 3m high x 8m wide) adjacent to the main entrance of the proposed interim facility. The original EIS included an assessment of the proposed signage against the objectives of the SEPP and the assessment criteria. The assessment concluded that the proposed signage meets the objectives of the SEPP and is consistent with the criteria set out in Schedule 1.

The proposed modifications maintain the approved building identification signage zones and advertising structures (billboards) both in number and size, albeit in amended locations as illustrated on the plans. The amended locations do not give rise to any additional or amended environmental impacts. It is therefore considered that the modified building identification signage zones and advertising structures are similarly consistent with the objectives of the SEPP and the assessment criteria. No further assessment is therefore required.

5.1.5 State Environmental Planning Policy (Temporary Structures) 2007

The Temporary Structures SEPP is aimed at ensuring the safety of persons using temporary structures, the protection of the environment and specifying circumstances in which the erection and use of temporary structures are complying development or exempt development. It requires that prior to granting consent to a temporary structure the consent authority must consider a range of matters.

The original EIS included an assessment of the proposed interim exhibition facility against the matters for consideration specified in clause 12 of the SEPP. Table 2 below provides an assessment of the modified proposal against these matters.

Table 2: Temporary Structures SEPP Matters for Consideration

Clause 12 Matters for consideration	Response
(a) whether the number of persons who may use the structure at any one time should be limited	Not required at DA stage – subject to BCA compliance
(b) any adverse impact on persons in the vicinity of any noise likely to be caused by the proposed erection or use of the structure and any proposed measures for limiting the impact,	No adverse impacts - refer section 5.4 below
(c) whether the hours during which the structure is used should be limited	No change from existing approval
(d) any parking or traffic impacts likely to be caused by the erection of the structure or its proposed use	No adverse impacts – refer section 5.3 below
(e) the principles for minimising crime risk set out in Part B of the Crime Prevention Guidelines	Safety and security has been considered in accordance with CPTED principles of surveillance, access territorial reinforcement and space management.
(f) whether the proposed location of the structure is satisfactory in terms of the following: (i) the proposed distance of the structure from public roads and property boundaries, (ii) the location of underground or overhead utilities, (iii) vehicular and pedestrian access,	Proposal is satisfactory in relation to relevant matters.

Clause 12 Matters for consideration	Response
(g) whether it is necessary to provide toilets and washbasins in association with the use of the structure,	The proposal includes amenities.
(h) whether the structure is proposed to be erected on land that comprises, or on which there is: (i) an item of environmental heritage that is listed on the State Heritage Register, or that is subject to an interim heritage order, under the <i>Heritage Act 1977</i> , or (ii) a place, building, work, tree, relic or Aboriginal object that is described as an item of environmental heritage or as a heritage item in another environmental planning instrument, or (iii) land identified as a heritage conservation area, an archaeological site or a place of Aboriginal heritage significance in another environmental planning instrument,	Not applicable.
(i) the duration for which the structure should be permitted to remain on the land concerned	Existing consent provides for approval of structure for a period of 4 years to enable construction of permanent SICEEP facilities. No change to time limit proposed.
(j) whether any conditions should be imposed on the granting of consent in relation to the dismantling or removal of the structure in view of any safety issues.	Development consent has been issued for the dismantling and removal of the structure. In addition specific conditions of consent have been applied in relation to dismantling and removal (refer conditions F1-4 of development consent SSD5589).

Having regard to the above it is considered that the proposed modifications are consistent with relevant requirements of the Temporary Structures SEPP.

5.1.6 Sydney Regional Environmental Plan No. 26 – City West

The primary environmental planning instrument that applies to the Interim Exhibition Facility site is Sydney Regional Environmental Plan No. 26 – City West (SREP 26). The instrument is a 'deemed SEPP' and provides that the subject land is within the Port and Employment zone. Development in the subject zone is permissible with consent if it is consistent with the zone objectives. The original EIS identified that the proposal was not inconsistent with the zone objectives in that the proposed interim exhibition facility is only temporary and upon cessation of its operation, will be dismantled and the site returned to its port use.

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

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

Further the clause requires that before granting consent to such development, the consent authority must be satisfied that the development will cease within such time as the consent authority stipulates.

The proposed modifications provide for essentially the same development as previously approved albeit in an amended configuration and with altered internal access and servicing arrangements. The modification proposal will not prejudice the eventual development of the land for port and employment uses and arrangements have been included in the approval to ensure reinstatement of the site following the proposed temporary use. Further the modified development will not adversely affect residential amenity or other permissible development in the locality. A condition of consent has also been included in the current approval which requires that the use cease on 30 April 2007 (Condition A4) and it is not proposed that this condition be modified. Accordingly it is considered that the modifications do not impact on the permissibility of the development having regard to the requirements of Clause 22. The proposed modifications are permissible with consent.

There are no other provisions contained within SREP 26 relevant to the proposed modifications.

5.1.7 Other plans and policies

A number of other plans and policies technically apply to the subject land however are not relevant to the subject modifications. Accordingly it is considered that no further assessment in this regard is required.

5.2 Built Form and Urban Design

The proposed modifications will result in some minor changes to the built form and urban design impacts of the interim exhibition centre when compared to the approved design. In summary the modified proposal will result in a number of minor improvements including:

- Building height - reduction of overall built form heights to main structures by up to 3.5 metres
- Massing - minor change to the overall form of the building to allow for gable ended structures and space frame roof structures
- Bulk - consistent with previous approval and to remain horizontal in nature
- Views - consistent with previous approval and no additional impacts
- External Materials and Finishes – minor change to wall material with colour to remain as previously specified.

It is considered that although the layout and form of the proposed facility varies from that previously approved the changes will be largely imperceptible and will not result in any adverse impacts in terms of built form, bulk and scale or urban design. The scale and form of the development remains suitable for the site and the proposed use.

5.3 Traffic, Parking and Access

The proposed modifications maintain the existing approved external access arrangements to the site however provide for modifications to improve the internal road layout and servicing arrangements. AECOM prepared a detailed Transport Management Strategy for the original proposal (Nov 2012) which confirmed that the interim exhibition facility was acceptable in traffic terms subject to measures outlined in the Strategy which included travel demand management (including the preparation of transport management plans for individual events) and internal circulation works.

AECOM has reviewed the proposed modifications and provided advice (refer Appendix 3) which notes that the external access principles, trip generation and overarching transport strategy continue to adhere to the transport strategy submitted with the original application.

In relation to the proposed changes to the internal access arrangements the advice concludes as summarised in Table 3 below:

Table 3: Assessment of Internal Access Modifications

	Proposed Modification	Assessment	Impact
Service vehicle access	<ul style="list-style-type: none"> To circulate around the venue in anti-clockwise direction Loading zone along northern edge of halls 	Change to the agreed strategy however in principle the operation is the same. Anti-clockwise loop makes traffic management simpler	No impact. Access arrangement acceptable.
Private vehicle access	<ul style="list-style-type: none"> Parking and set down area provided Access via James Craig Road and egress via either James Craig Road or Roberts Street 16 accessible parking spaces within 20m of entrances to Halls 1 and 3 (exit around venue and via Sommerville Road) Parking layout changes but 1000 spaces remain 	This level of detail wasn't specified in the original plan. Design development has identified suitable locations for this activity.	No change to external access or egress points.
Taxi access	<ul style="list-style-type: none"> To enter via James Craig Road with designated taxi stand to south of Hall 3 Exit via right turn from Taxi stand along southern edge of Hall 5 then right turn at Sommerville Road roundabout. Exit is via James Craig Road or Roberts Road. 	Dedicated area for taxi operations away from buses and private vehicles.	No impact. Access arrangement acceptable.
Bus access	<ul style="list-style-type: none"> Buses to ensure via James Craig road and travel in anti-clockwise direction to proposed designated bus zone outside Hall 1 (capacity 1-2 buses and able to accommodate approx. 50 bus movements per hour) Buses to exit in anti-clockwise direction and exit venue at Somerville Road roundabout via Roberts Street link 	Bus circulation and standing areas have changed. New location provides better storage for buses, safer pedestrian access and is at the front door of the venue rather than the farthest corner.	No impact. Bus access can accommodate peak bus numbers and provides the same access points.

The AECOM advice concludes that the revised access proposals improve circulation and provide a better solution for the management of transport within the precinct. It is therefore considered that the proposed modifications to internal access and servicing arrangements are acceptable and will not result in any adverse impacts. The modifications will not result in any change in external access arrangements or the suitability of the proposal in traffic and access terms.

5.4 Noise Impacts

The interim exhibition facility has the potential to result in noise impacts to the surrounding area including residential development in Pyrmont and on the Balmain Peninsula. To address this issue SLR prepared a Noise Impact Assessment as part of the original development application (Nov. 2012).

To protect the environmental amenity of the surrounding area the existing development consent includes operational noise limits (Condition E1), limits to hours of operation (Condition E2), limits to amplified music (Condition E3) and a requirement that an operational noise management plan be prepared (Condition D6(b)). In addition further conditions are also included in relation to construction noise and times.

In relation to the proposed modifications SLR has reviewed the amended plans and provided advice (refer Appendix 4) as follows:

The latest layout and floor plans for the Glebe Island SICEEP Interim Facilities, as delivered on the 16 September 2013, have been reviewed and there were no significant changes that will affect the noise modelling and predictions in the Noise Impact Assessment report (SLR Consulting report 610.11854; R1 Interim Exhibition Facility Glebe Island White Bay & Wharves 4 & 5 – Noise Impact Assessment, dated 7 November 2012). It is noted the mechanical plant layout has changed and this review is conditional on appropriate design, specification and mitigation for the mechanical plant being consistent with the conditions of consent.

Having regard to the above advice and in light of the existing noise conditions, that will continue to apply to the modified development, it is considered that the proposed modifications will not give rise to any additional noise impacts.

5.5 Accessibility

Morris-Goding Accessibility Consulting prepared an access report for the original applications for the interim exhibition facility (February 2012). The report assessed the proposal against relevant legislative requirements including the AS1428 series, BCA, City of Sydney Access DCP, Leichhardt Council DCP and the Commonwealth Disability Discrimination Act (DDA). The report considered whether ingress and egress, paths of travel and circulation areas comply with relevant statutory guidelines. In general the report found that the project had accessible paths of travel for people with disabilities and that it demonstrated an appropriate degree of accessibility. The report notes that the plans indicated compliance with statutory requirements and common area access facilities can be readily achieved. Recommendations were included for matters to be addressed prior to construction certification.

Further to its original report, Morris-Goding has reviewed the proposed modifications and provided advice (refer Appendix 5) that:

the amended application drawings have no additional impact on the achievement of accessibility compliance. MGAC is of the opinion that the current application drawings do not require any additional supporting information, analysis or commentary at this stage of the design.

Having regard to the above it is concluded that the modified design is acceptable and will provide appropriate access for people with disabilities.

5.6 Site Suitability

Having regard to the characteristics of the site and its location, the site is considered to be suitable for the modified interim exhibition facility as proposed as:

- it is within close proximity of the Sydney CBD, facilities that will support the exhibition use and public transport facilities
- it is of sufficient size and dimension to accommodate the proposed facility without resulting in any adverse impacts
- it is available for the duration of the required period
- existing utility services are available to service the development with the exception of power which can be generated on site without the creation of any adverse amenity impacts, and
- it does not contain any physical or natural features that would preclude the development.

5.7 Public Interest

It is considered that the modified interim exhibition facility as proposed is in the public interest. The proposal will provide for the continued operation of the exhibition industry while permanent facilities are under construction at Darling Harbour on a site that is available, readily accessible and can easily accommodate the proposed scale of development. The proposed modifications do not alter the compatibility of the approved proposal with the public interest.

6. CONCLUSION

This report constitutes a section 96(1A) application which seeks to modify development consent SSD5589 which relates to Glebe Island Expo at Glebe Island and White Bay. The proposed modifications comprise amendments to the approved plans to provide for:

- Reconfiguration of, and alterations to, the proposed prefabricated pavilion style hall structures within the Glebe Island portion of the site including five interconnected structures (Exhibition Halls 01-05) and a separate administration building to the west of the access road adjacent to Hall 5
- Changes to improve the car parking, access and servicing arrangements, and
- Changes to service provision with proposal to be 100% power by generators for events and mains power limited to non-event days.

The aim of this report has been to:

- describe the components of the proposed modifications;
- discuss the potential environmental effects of the proposed modifications;
- draw conclusions as to the significance of any impacts; and
- make a recommendation as to whether the modifications should be approved.

The proposed modifications are generally consistent with the existing approval and will only result in minimal environmental impact. The modified proposal is consistent with the zoning of the site and all relevant provisions contained in relevant environmental planning instruments.

Having regard to the above assessment, it is concluded that the proposed modifications are appropriate and that the modified interim exhibition facility is appropriate on the site and within the locality, and should therefore be approved by the Minister.