Appendix E – Statements

E.1 G Martin

IN THE FEDERAL COURT OF AUSTRALIA
NEW SOUTH WALES
DISTRICT REGISTRY

NO NSD 1703 OF 2007

AUSTRALIAN COMPETITION AND CONSUMER COMMISSION
Applicant

PRK CORPORATION PTY LTD
First Respondent
and others

STATEMENT OF GREGORY JOSEPH MARTIN

Contents

On 28 October 2008, I, Gregory Joseph Martin of 33 Herbert Street, St Leonards in the State of New South Wales, Regional Director, state:

Employment History

1 I am currently the Regional Director of the Oceania Division of Wallenius Wilhelmsen Logistics AS (**WWL**), a global logistics company that provides shipping line services to Austral a I have been employed .n this position since October 2007

2 From around April 1996 to August 2007, I was employed as Chief Executive of the Sydney Ports Corporation (**SPC**)

3 From around 2002 to 2006, I was also Chairman of Sydney Pilot Service, a wholly owned subsidiary of SPC that provides pilotage service in the Sydney ports area The SPC acquired this business in around 2002

4 From around 1990 to April 1996, I was the Chief Executive Officer of the Port of Brisbane Corporation

Filed on behalf of the Applicant by:
Australian Government Solicitor
Level 42, MLC Centre
19 Martin Place
Sydney NSW 2000
DX444 Sydney

Contact: Danielle Gatehouse
File ref: 07200389
Telephone: 02 9581 7617
Facsimile: 02 9581 7413
E-mail: danielle.gatehouse@ags.gov.au

Definitions

5 In this statement, I use the following expressions in the following ways:

> "automotive terminal" means nfrastructure for the loading or unloading of motor vehicles onto or from a car carrying vessel and the temporary storage of those vehicles and which may also be used for the loading or unloading or other forms of cargo
>
> "terminal" means a location at a port with facilities for loading or unloading of cargo

Sydney Ports Corporation (SPC)

6 The SPC is a State-owned corporation established in 1995 under the *Ports & Maritime Administration Act 1995 (NSW)* (the Act), which is administered by NSW Maritime NSW Maritime is the State Government Authority responsible for marine safety, regulation of commercial and recreational boating and oversight of port operations

7 SPC's functions are set out in section 10 of the Act and include, amongst other things, establishing, managing and operating port facilities and services in SPC's ports

8 SPC is responsible for port management and operations within Sydney Harbour (Port Jackson) and Port Botany The SPC has a commercial arm, which is concerned with supplying terminal land and facilitating trade, and a marine operations arm, whose role is to ensure safe navigation of the port channels

9 SPC's annual revenue in 2006/2007 was approximately $177 million SPC's revenue is roughly split up in the following revenue streams: 60% container and cargo wharfage charges, 20% marine tonnage and berth hire charges and 20% from land rental

10 Automotive trade has accounted for approximately 4-5% of SPC's total annual revenue during the period 2001 to 2007 The majority of this was comprised of cargo charges, and a small percentage comprised land rental

11 In 2002, approximately 200,000 vehicles were handled through Sydney Harbour including terminals at Glebe Island and Darling Harbour This volume has gradually increased since 2002 and, in 2007, there were approximately 250-300,000 vehicles handled through Port Jackson

Port land owned by SPC

12 SPC owns freehold title in various parcels of land around Sydney Harbour and Port Botany. The land was transferred from the Maritime Services Board after the formation of the SPC in 1995 SPC subsequently acquired parcels of land at Port Botany and White Bay from the Ministerial Marine Holding Corporation

13 SPC owns all the wharves, road and rail on its land in Port Botany and Sydney Harbour In Sydney Harbour, it also owns sheds and silos on the land

14 Since at least 2001, the land owned by SPC at Glebe Island and White Bay in Port Jackson has been zoned as "Port and Employment" under the State Regional Environmental Plan 26 (**SREP**).

15 Regulation 20C of the SREP provides that the only permissible land uses within this zoning are uses that are consistent with the following zone objectives:

15 1 to facilitate the continuation of commercial port uses,

15 2 to allow a range of commercial port facilities (such as buildings, structures, activities or operations and uses ancillary to these, associated with carrying goods from one port to another and associated with storage and handling and access to the port),

15 3 to encourage development on Glebe Island and land adjoining White Bay which requires close proximity to the port,

15.4 to encourage a mix of land uses which generate employment opportunities, particularly in relation to port and maritime uses,

15 5 to allow a mix of uses which generate employment opportunities in the White Bay Power Station site,

15 6 to provide for the ongoing rail access to the port and related activities,

15 7 to provide pedestrian and cyclist links with surrounding public access networks,

15 8 to encourage port-related uses which optimise use of existing rail facilities, and

15.9 to provide road and rail access to port activities

16. SPC owns the parcels of land on which the following terminals are located:

16 1 Up until the end of 2007, SPC owned approximately 5 berths at Darling Harbour, including berths that have handled bulk liquid, motor vehicles, general cargo and passengers As of early 2008, the only operating berth has been the passenger berth at berth 8 Motor vehicle trade ceased at in Darling Harbour in around August 2007, when WWL commenced calling directly to Port Kembla

16 2 Circular Quay – 1 berth for the overseas passenger terminal

16 3 10 berths at Glebe Island and White Bay, including berths that have handled motor vehicles, general cargo and dry bulk As of around November 2008, all motor vehicle shipping operations at Glebe Island will be relocated to Port Kembla as part of the NSW State Government's relocation of shipping operations from Port Jackson to Port Kembla

16 4 Approximately 6 container berths and one bulk liquid berth at Port Botany. SPC has also received planning approval to develop a second bulk liquid berth at Port Botany

17 Annexed to this statement and marked "**GJM-1**" is a map identifying the port facilities and tenants in Sydney Harbour as at 1 October 2007, prior to the closure of Darling Harbour. Since around 1995, SPC has owned freehold title to all of the land on which the terminals are located

18 SPC can to a limited extent develop the land it owns for port related activities, subject to the approval of its shareholders, including the NSW Treasurer, and subject to obtaining planning approval from the NSW Department of Planning, for more significant developments

19 In order to obtain planning approval when required, the development must generally comply with requirements under the NSW *Environmental Planning and Assessment Act 1979* (EPAA) As part of the planning approva process, certain proposed developments may also be required to comply with requirements under other

legislation including federal legislation such as the *Environment Protection and Biodiversity Conservation Act* (1999) (**EPBCA**)

20 SPC has recently obtained approval to develop 60 hectares of land in the Port Botany area to create 5 new container berths The development requires the investment of over $700 million to be contributed by SPC and the stevedores that will operate the area

21 The total Government and planning approval process for the Port Botany development took approximately 10 years SPC was also required to obtain a number of subsidiary approvals, as part of the planning approval process, for example approvals from the federal Department of Agriculture Fisheries and Forestry and AirServices Australia

22 It was generally not possible for SPC to acquire extra land for a terminal in the Sydney Harbour area due mainly to the general unavailability of suitable land sites Since around the 1970s, land for port activities within Port Jackson has contracted significantly, to make way for other developments including residential and commercial developments

23 In addition, even if SPC was able to acquire land within Port Jackson there would be difficulties for SPC in obtaining planning, environmental and other subsidiary approvals

24. Since around 2001, SPC has not considered acquiring any additional land at Port Jackson for use as an automotive terminal This has been largely due to the general unavailability of land in Port Jackson and as a result of the NSW State Government's decision in around October 2003 to relocate automotive shipping from Port Jackson to Port Kembla

25 The cost of developing land to create new terminals varies considerably with the physical conditions of the land such as the type of subsoil and whether dredging is required for the reclamation of land Where conditions are ideal (that is the soil is sandy and no dredging is required), I estimate it would cost a minimum of approximately $30-50 million to create a new berth, approximately 250 metres long, with a concrete wharf

SPC's Glebe Island and White Bay Master Plan

26 In around November 2000, the SPC released its Glebe Island and White Bay Master Plan (**Master Plan**) This was a requirement under the SREP, which provides that development consent for development in the Glebe Island and White Bay areas is subject to a master plan adopted by the Minister for Urban Affairs and Planning

27 The Master Plan was intended to control and direct the future development of port facilities in the Glebe Island and White Bay areas Under the SREP, the consent authority must take the Master Plan into account when determining a particular development application.

28 Annexed to this statement and marked "**GJM-2**" is a copy of the Master Plan

29 Incorporated into the Master Plan was the State Environmental Planning Policy No. 61 (**SEPP**), made under the EPAA The SEPP provides a simpler approvals process for routine development proposals at Glebe Island and White Bay areas The SEPP also clarifies the extent of exempt and complying development on port land

30 Annexed to this statement and marked "**GJM-3**" is a copy of the SEPP

SPC designation of terminal usage

31 Throughout my time at SPC, the range of cargoes handled across Sydney Harbour and Port Botany included containers, automotive, general cargo, bulk liquids and bulk cargo such as grain, cement, sugar and gypsum Passenger ships were also handled at Darling Harbour and Circular Quay

32. Throughout that period, SPC determined which types of cargo were handled at the terminals within Sydney Harbour and Port Botany Generally, SPC designated a particular terminal for the handling of particular types of cargo or cargoes

33 SPC encouraged a balance of trades and made decisions to cater for the handling of a broad range of cargo required by industry Generally speaking, SPC took into account a number of considerations in selecting the types of cargoes to be handled in its ports, including:

33 1 SPC's objectives as specified under sections 9 and 10 of the Act respectively. These include operating a successful business, promoting and facilitating port trade and ensuring that SPC's port functions are carried out

33 2 For more significant developments, planning policies as determined by the NSW Department of Planning, with input from SPC's shareholders, including the NSW Treasurer

33 3 Environmental considerations, generally in line with the EPAA

33 4 SPC general policy in relation to port management and operation. For instance, it would not be ideal to have the dangerous cargo such as bulk liquids handled close to residential areas

34 During my time at SPC, I was not asked to consider and did not consider the possibility of an automotive terminal being established at Port Botany Based on my experience at SPC, in my view SPC would not consider putting an automotive terminal at Port Botany as the whole of this port has been designated for container and petrochemical cargoes, and the development of any new facilities at Port Botany would be required to cope with the strong growth in container trade

35 I am aware from my knowledge and experience that, in around the 1960s, the NSW State Government and SPC's predecessor designated the area at Port Botany for future container and petrochemical operations

36 During my time at SPC, I considered the motor vehicle trade to be an attractive trade for SPC at Sydney Harbour, and particularly at Glebe Island, for the following reasons:

36 1 Automotive operations are generally cleaner and have a relatively low impact on surrounding residential areas when compared to other types of cargo For example, it would not be suitable to berth large oil tankers at Glebe Island as this would involve potentially dangerous cargo near residential areas. Similarly, local residents have complained in the past about noise associated with container stevedoring operations at Glebe Island;

36 2 SPC had sufficient land to facilitate the automotive trade, and that the growth in automotive trade could have been accommodated at Glebe Island into the future, probably with the addition of a high rise car park;

36 3 SPC did not consider Port Botany suitable for automotive stevedoring as that area had been dedicated primarily to container operations; and

36 4 Port authorities including the SPC have traditionally received higher wharfage charges for motor vehicle cargoes than for other cargoes such as petrochemicals For example, motor vehicles have traditionally been charged at a set rate per cubic metre. As volumes have increased over the years, resultant revenues from motor vehicle wharfage charges have increased

37 SPC was disappointed with the NSW State Government's decision in October 2003 to relocate automotive operations from Glebe Island to Port Kembla SPC wanted to retain automotive operations at Glebe Island because it has traditionally been an efficiently run and lucrative trade

Access to terminals on land owned by SPC

38 Throughout my time at SPC, and since then, SPC has managed its port land identified in paragraph 16 above by either:

38 1 leasing the relevant land to a lessee to use for a particular purpose; or

38.2 Operating the relevant facilities as a "common user area"

39 In cases where SPC has granted a lease to a party to use port land, that party generally secures the land for its own exclusive use However, in around 2002, SPC granted a lease over the Glebe Island automotive terminal to Australian Amalgamated Terminals Pty Ltd (AAT), who operates the terminal on a multi-user basis – third party stevedores (who were not shareholders of AAT) were to be granted access to AAT's terminal on reasonable commercial terms

40 An example of a common user area operated by the SPC is the bulk liquid berth at Port Botany that handles gas and other inflammables SPC controls and maintains this terminal, including providing security and terminal access to importers who unload their own cargo Importers will usually pay SPC a site access charge to use the berth

41 In my experience, SPC generally prefers to lease port land for a designated purpose where a lessee is able to make sufficient use of the terminal rather than operate it as a common user area This enables the lessee to take responsibility for the operation and maintenance of the area. Common user facilities are generally used where cargo volumes are low, and where a number of users can properly share the facility

42 For instance, SPC operates its dry bulk terminal at White Bay berths 7 and 8 as a common user terminal The dry bulk cargo is unloaded directly from the vessels into hoppers or into the silos situated behind the wharf by way of conveyor belt This minimises the time in which cargo is controlled on the wharf, and therefore minimises the time that the importers require control of the berth. Accordingly SPC can schedule the usage of the berth and wharves for a number of users at the terminal

43 In comparison, SPC has chosen to lease the Glebe Island automotive terminal It has leased the terminal land to AAT since 2002. AAT were granted a 10 year lease with an option to extend the lease to 2017, subject to AAT agreeing to undertake certain capital works at the terminal, including the possible requirement to erect a high rise car park

44 Prior to that, SPC leased the Glebe Island automotive terminal to P&O since around 1992 I understand that P&O was granted a 5 year lease with a 5 year option to renew to 2002

45 SPC preferred to lease the automotive terminal at Glebe Island rather than operate it on a common user basis for a number of reasons, including:

45 1 Management of automotive terminal operations is not one of SPC's core businesses

45 2 If SPC was to operate the terminal on a common user basis, it would need to be managing the terminal at all times, including times when the terminal is idle It is more convenient and productive for SPC to allocate these functions to a dedicated terminal operator.

45 3 There were a number of experienced terminal operators who SPC considered might be willing to lease the site, including P&O and Patrick

45.4 There are two PDI operators located within the terminal adjacent to the wharf, and receiving and delivering cargo on the wharf therefore requires a high level of scheduling management This is best performed by a dedicated terminal operator

Automotive terminals in Sydney Harbour

46 During my time at SPC, automotive terminals were located at Darling Harbour and also at Glebe Island and White Bay berths

47 The Glebe Island terminal is approximately 11-12 hectares in area and can accommodate approximately 5000 vehicles at a time I understand that an average shipload of vehicles to be discharged at the automotive terminal in Glebe Island is between around 1500 and 2000 vehicles

48 Generally speaking, an automotive terminal requires the following characteristics:

48 1 A sufficiently large area to contain at least one vessel load of vehicles which, as stated above, is around 1500 to 2000 vehicles A larger area would be highly desirable to allow faster loading and unloading of vehicles and minimise ship waiting times This area is usually near the wharf where the vehicles are discharged However, the area may be located away from the wharf provided there are facilities to transport the vehicles, such as a road or a rail line;

48 2. A sealed pavement in the terminal area;

48 3 Security around the perimeter, including fences and gates;

48 4 A berth of around 300 metres in length to accommodate the larger car and truck carrier vessels; and

48 5 A sufficiently strong wharf to handle the ramps used by the vessels, which can weigh up to 400 tonnes

49 Some automotive terminals also allocate space for PDI operators to service vehicles However, I am also aware that some car importers use PDI operators with premises that are located away from the automotive terminal

50 Prior to around August 2001, when SPC released an invitation for expressions of interest for the lease of port land at Glebe Island and White Bay, I had informal discussions with the following parties regarding their interest in operating an automotive terminal at Glebe Island:

50 1 P&O

50 2 Patrick

50 3 Toll Holdings, however it did not subsequently submit any written expression of interest

50 4 WWL Whilst WWL did subsequently submit an expression of interest, they never proceeded to submit a formal proposal to lease all or part of the Glebe Island site I recall that WWL also wrote to SPC after the formal process had concluded requesting SPC to operate the Glebe Island automotive terminal on a common user basis

50 5 Australian Amalgamated Terminals

Competition

51 During the period 2001 to 2007 there were other ports in NSW with land zoned for port purposes that, to my knowledge, would have permitted the loading and unloading of motor vehicles These ports included Port Kembla and the Port of Newcastle

52. However, to my knowledge Port Kembla did not have a suitable terminal with sufficient paved area capable of handling all of the automotive trade until AAT made a significant investment to develop its terminal at Port Kembla, and began servicing car carrier vessels in around October 2007

53 Similarly, the Port of Newcastle did not have a suitable automotive terminal with sufficient paved area to handle all of the automotive trade during the period 2001 to 2007 From my knowledge and experience, I consider that significant investment in terminal and berth improvements would be required at Newcastle to handle the motor vehicle trade

54 I do not consider that Port Kembla or Newcastle would have been attractive to car importers or car carriers during the period 2001 to 2007 These ports are located away from the market in Sydney, and car importers would incur additional transport costs (roughly $100-150 per vehicle) in moving their vehicles to the Sydney market

55 For these reasons, I do not consider that Port Kembla would have been able to compete with Sydney for automotive terminal operations if the NSW Government had not decided to relocate automotive shipping operations from Port Jackson to Port Kembla

Selection of tenants

56 When selecting a tenant to whom SPC would lease port land, in my experience SPC would routinely engage in due diligence in respect of the prospective tenant to ensure that they would use the land optimally

57 During my time at SPC, SPC leased land within Port Jackson to numerous parties including Patrick, P&O, Australian Cement Holdings, Sugar Australia and CSR

58 In my experience, SPC generally considers a number of factors when choosing tenants:

58 1 Whether the cargo to be handled by the prospective tenant is consistent with SPC's designation of usage The permitted use of the land for the handling of particular cargo will normally be specified in the lease and lease tender documents If SPC agrees, leases can also be varied to specify additional permitted cargo

58 2 Whether the prospective tenant has proven experience in the business or specifically in operating a similar terminal

58 3 Whether the prospective tenant is willing to undertake the necessary capital investment and development of the land The extent and cost of this development may impact on the length of the lease

58 4 Whether the prospective tenant has experience in dealing with and understands the legal requirements including industrial relations regulations. OH&S requirements and industrial relations issues

58 5 Whether the prospective tenant can guarantee a certain volume of trade at the terminal SPC has an interest to ensure that prospective tenants do not "land bank" by acquiring a lease without intending to use the land - for example to prevent competitors from acquiring the lease

58 6 Whether the prospective tenant can meet the base rental, or alternatively, the rent they are prepared to pay

Rental

59 During my time at SPC, SPC would generally specify the rental to be paid by a prospective tenant when tendering leases for port land Alternatively, SPC would invite interested parties to submit the rental that they were prepared to pay as occurred in the case of the Glebe Island in 2001

60 Where it needs to determine a rental rate for land, SPC will undertake a market valuation of the land, which is conducted independently by the Valuer General through an industrial land valuation process I understand this process involves an assessment of the value of industrial land located near the SPC land SPC will then consider between around 8% and 10% of the market valuation of the land as the basis for the rent to be charged, which I believe is consistent with the general market practice in many Australian ports for evaluating rent

61 However, in my experience, SPC and other ports have variations to the general market practice for some leases Whilst SPC will attempt to maximise its profit, including by charging as close as possible to commercial rent, in my experience SPC has also sought to encourage a balance of trades at the ports, including less lucrative trades

62 SPC reviews land rentals to its tenants every 2 to 3 years by conducting valuations by the Valuer General Rental review provisions are typically included in leases

2001 Glebe Island Proposals

63 In around August 2001, SPC released an invitation to submit expressions of interest for the lease of port land at Glebe Island and White Bay (**EOI**)

64 The EOI called for expressions of interest to lease various parcels of land, including an area of approximately 11-12 hectares where the present Glebe Island automotive terminal is located It also asked for expressions of interest in relation to other small parcels of land located in White Bay

65 SPC had decided to call for expressions of interest rather than renew P&O's existing lease at Glebe Island because SPC was aware that there were other parties, including Patrick, that might be interested in securing a lease At the time, Patrick had a lease at Darling Harbour that was due to expire in 2006

66 At the time, SPC was willing to consider options ranging from leasing the site to a single occupier, to the use of the land by multiple users with the wharf being available on a common user basis In the event that more than one party bid for the lease, SPC also had the option of operating the Glebe Island berths on a common user basis and allocating specific areas of land behind the wharf to multiple operators

67 The EOI specified the permissible use under the lease as "Port or Port Related Activities" Parties were invited to submit expressions of interest either for the whole site, or part of the site with access to common user berth facilities, and to submit rental rates that they were willing to pay

68 Out of the parties who submitted an expression of interest in relation to the Glebe Island automotive terminal site, the only parties that sought to proceed to formal lease negotiations were Patrick, P&O and AAT Patrick, P&O and AAT each submitted a formal proposal to lease the entire Glebe Island automotive terminal site

69 The formal proposal submitted by AAT included a proposal to operate the Glebe Island terminal on a multi-user basis AAT's proposal also included a higher rental rate than the Patrick and P&O responses

70 SPC ultimately decided to grant the lease over Glebe Island to AAT for a number of reasons, including:

70 1 SPC considered that the multi-user model proposed by AAT was a more efficient use of the site SPC's intent was for AAT's multi-user model to ensure access for third party stevedores This was consistent with SPC's objective in facilitating and retaining the automotive trade at Glebe Island

70 2 During lease negotiations, AAT undertook to comply with the law of the land, including requirements under the *Trade Practices Act 1974*, and to allow third party stevedores to access its terminal on fair and reasonable terms

70 3 SPC preferred a single operator due to the layout of the Glebe Island terminal Due to the terminal's triangular shape and the positioning of its berths, it is more suitable for one operator having regard to space constraints and the need to allocate areas behind the wharf for storage and processing

70 4 Had SPC awarded the lease of the whole automotive terminal site at Glebe Island to either P&O or Patrick, it was possible that the unsuccessful party may have been excluded from the automotive import trade in Sydney after 2006 when it was expected that Patrick's lease at Darling Harbour would terminate

70 5 The pricing submitted by AAT was higher, and this was an important factor that SPC took into account, but not the predominant one

NSW Ports Growth Plan 2003

71 In October 2003, the NSW Government announced its Ports Growth Plan

72 I understand that the Ports Growth Plan outlines the following main policy objectives

72 1 Sydney Harbour would continue handling construction materials (eg cement, gypsum, soda ash), passenger cruises and oil cargo

72 2 General cargo and cars would be relocated progressively from Sydney Harbour to Port Kembla The deadline for the completion of this relocation is now around late 2008

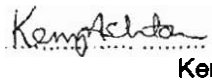
72 3 Port Botany would be expanded for container trade growth

72 4 Newcastle would be designated as an overflow port for container trade after Port Botany reaches capacity

73 SPC worked to implement the Ports Growth Plan after it became public policy in 2003 Prior to that, to my knowledge there were no other NSW Government state-wide ports plans during my time at SPC

Gregory Joseph Martin

Signed before me:



Kerry Ashton

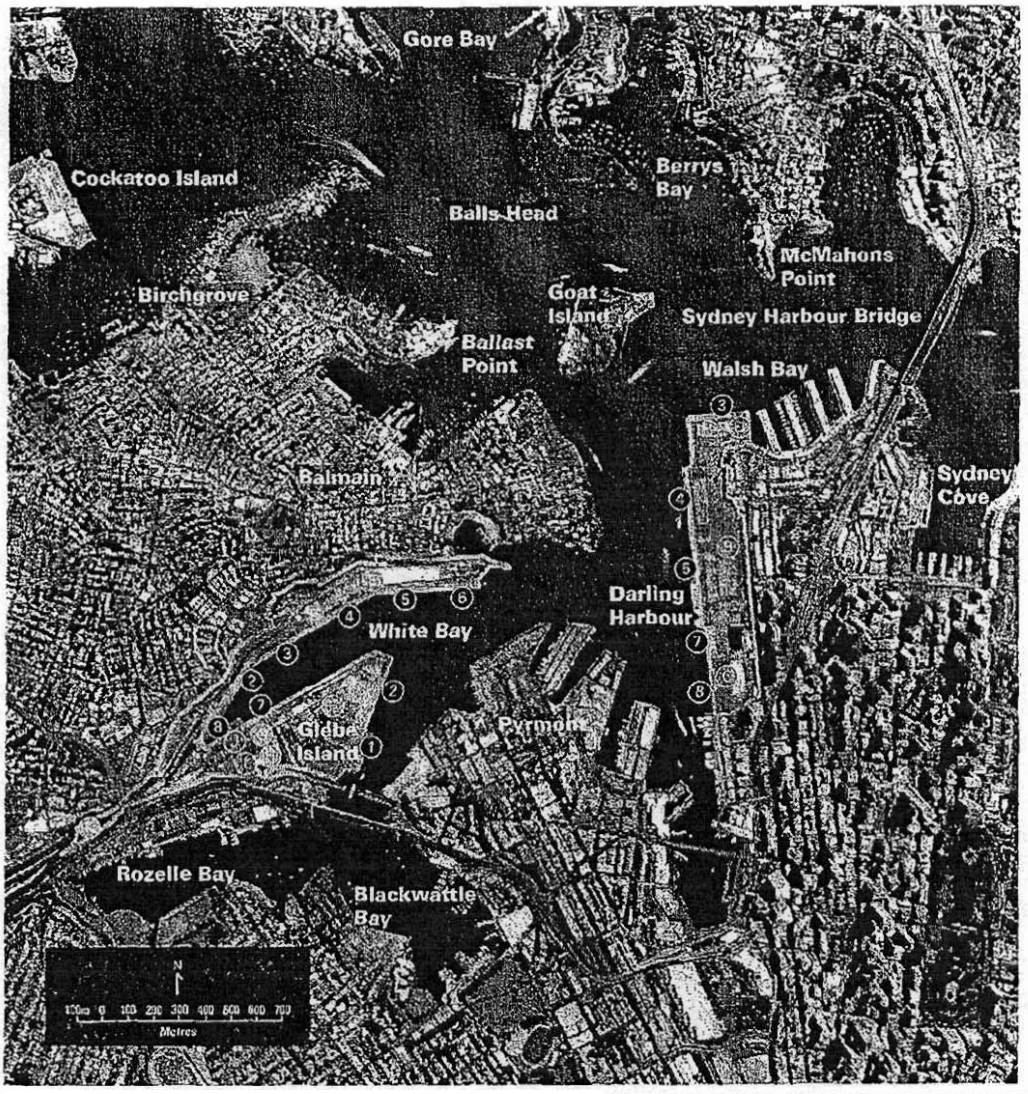
"GJM-1"

Sydney Harbour port facilities

Sydney Harbour tenants as at 1 October 2007

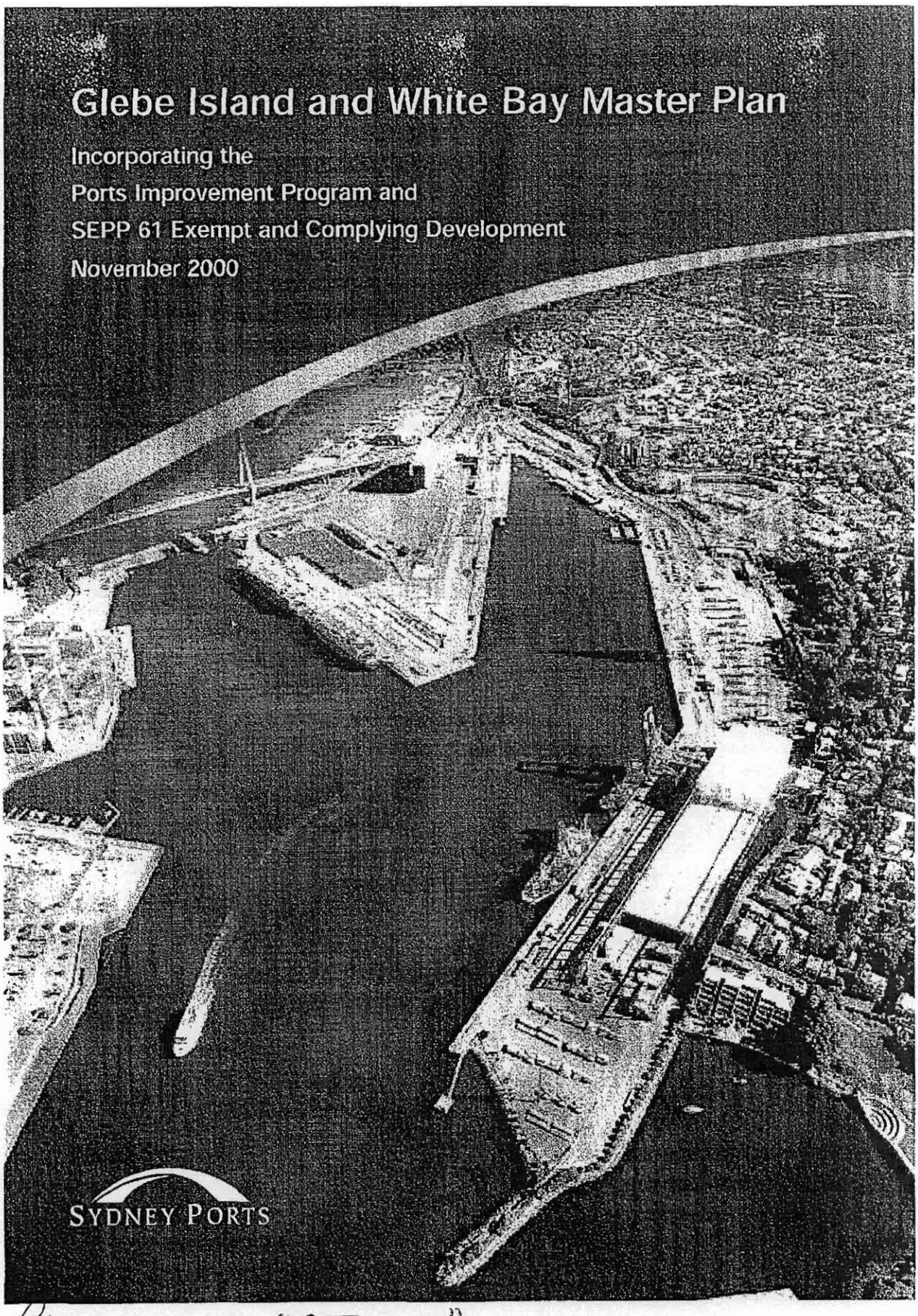
- A Overseas Passenger Terminal
- B Patrick Stevedores
- C Wharf 8 Passenger Terminal
- D Moores Wharf – SPC Marine Operations
- E Patrick Autocare
- F Australian Amalgamated Terminals
- G Gypsum Resources Australia
- H Sugar Australia
- I Cement Australia
- J Penrice Soda Products
- K Marr Contracting

❶ Berth numbers



Glebe Island and White Bay Master Plan

Incorporating the
Ports Improvement Program and
SEPP 61 Exempt and Complying Development
November 2000



SYDNEY PORTS

"GJM-2"

Introduction

Glebe Island and White Bay form part of the area covered by State Regional Environmental Plan 26 (SREP 26) The State Government is committed to Sydney Harbour continuing to be a working harbour Under the provisions of the SREP the site is zoned for "Port and Employment" uses SREP 26 provides that development consent for development in the Glebe Island and White Bay Port Area is subject to a Master Plan adopted by the Minister for Urban Affairs and Planning.

The Glebe Island and White Bay Master Plan will control and direct the future development of the Port facilities The consent authority must take the Master Plan into consideration when determining a development application

The Master Plan requires a Ports Improvement Program to be established. The Ports Improvement Program includes guidelines that will enhance the appearance of the port through landscaping, signage and selected colour schemes and provide standards against which development will be assessed.

This document is divided into two parts:

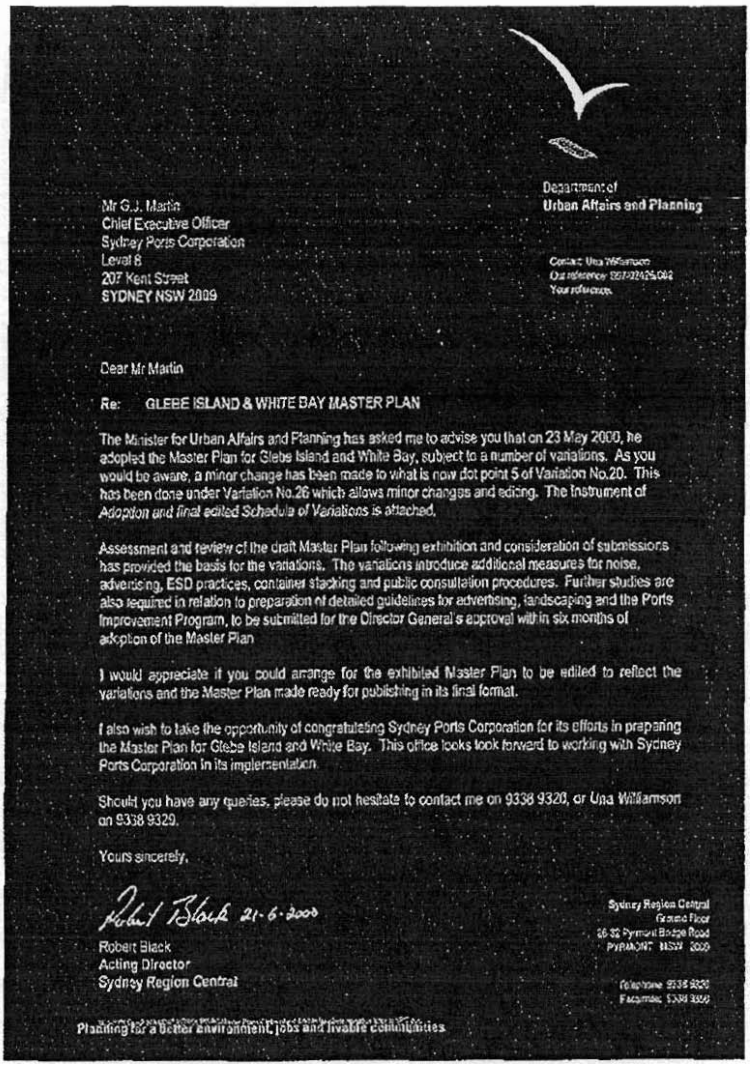
Part A	Master Plan
Part B	Ports Improvement Program

Each part is an independent document Future development needs to consider both parts

In order to provide a comprehensive set of planning instruments relating to the Glebe Island and White Bay Master plan area, a copy of State Environmental Planning Policy 61 is attached This provides a simpler approvals process for routine proposals and clarifies the extent of exempt and complying development on port land

Letters from the Department of Urban Affairs and Planning indicating adoption of the Master Plan, approval of the Port Improvement Program and gazettal of SEPP 61 have also been inserted in front of each relevant part.

Part A
Glebe Island & White Bay Master Plan



Department of
Urban Affairs and Planning

Mr G.J. Martin
Chief Executive Officer
Sydney Ports Corporation
Level 8
207 Kent Street
SYDNEY NSW 2009

Contact: Una Williamson
Our reference: S97/02425/002
Your reference:

Dear Mr Martin

Re: GLEBE ISLAND & WHITE BAY MASTER PLAN

The Minister for Urban Affairs and Planning has asked me to advise you that on 23 May 2000, he adopted the Master Plan for Glebe Island and White Bay, subject to a number of variations. As you would be aware, a minor change has been made to what is now dot point 5 of Variation No.20. This has been done under Variation No.26 which allows minor changes and editing. The instrument of *Adoption and final edited Schedule of Variations* is attached.

Assessment and review of the draft Master Plan following exhibition and consideration of submissions has provided the basis for the variations. The variations introduce additional measures for noise, advertising, ESD practices, container stacking and public consultation procedures. Further studies are also required in relation to preparation of detailed guidelines for advertising, landscaping and the Ports Improvement Program, to be submitted for the Director General's approval within six months of adoption of the Master Plan.

I would appreciate it you could arrange for the exhibited Master Plan to be edited to reflect the variations and the Master Plan made ready for publishing in its final format.

I also wish to take the opportunity of congratulating Sydney Ports Corporation for its efforts in preparing the Master Plan for Glebe Island and White Bay. This office looks look forward to working with Sydney Ports Corporation in its implementation.

Should you have any queries, please do not hesitate to contact me on 9338 9320, or Una Williamson on 9338 9329.

Yours sincerely,

Robert Black 21-6-2000

Robert Black
Acting Director
Sydney Region Central

Sydney Region Central
Ground Floor
66-73 Pyrmont Bridge Road
PYRMONT NSW 2009

Telephone: 9338 9320
Facsimile: 9338 9330

Planning for a better environment, jobs and livable communities

Contents

List of Figures

List of Tables

Appendix

Abbreviations

ADGC	Australian Dangerous Goods Code
AQIS	Australian Quarantine and Inspection Service
SHFA	Sydney Harbour Foreshore Authority
CEO	Chief Executive Officer
DA	Development Application
dBA	Decibels
Director General	Director General of the Department of Urban Affairs and Planning
DUAP	Department of Urban Affairs and Planning
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EMS	Environmental Management System
EMP	Environmental Management Plan
EPAA	Environmental Planning and Assessment Act 1979
ESD	Ecologically Sustainable Development
IMO	International Maritime Organisation
LEP	Local Environmental Plan
m	metre
sqm	square metres
mtpa	million tonnes per annum
NMP	Noise Management Plan
RORO	Roll On Roll Off Ship
SEPP	State Environmental Planning Policy
Sydney Ports	Sydney Ports Corporation
SRA	State Rail Authority
SREP26	Sydney Regional Environmental Plan No 26 – City West
t	tonnes
RAC	Rail Access Corporation
RTA	Roads and Traffic Authority

1.0 Introduction

1.1 Background

The White Bay and Glebe Island Master Plan is a requirement of the Sydney Regional Environmental Plan No 26 – City West, gazetted by the Minister for Urban Affairs and Planning, and as amended (SREP26) This Master Plan should be read in conjunction with SREP26 The reference material used in the preparation of this plan is noted in the Reference section at the end of this document.

Other relevant legislation and planning instruments for the White Bay and Glebe Island Master Plan Area include the Sydney Harbour Foreshore Authority Act 1998, Environmental Planning and Assessment Act 1979 and the State Environmental Planning Policy No 56 - Sydney Harbour Foreshores

1.2 History

Early 19th Century

The 1830's saw noxious industries forced out of Sydney Town and relocated in the Leichhardt area. The most significant was the Glebe Island Abattoirs in the 1850's, which further attracted industries such as soap factories and candle makers The Government Abattoirs were a heavy source of pollution within the Bay area and during the 1870's local protests led to its closure and relocation to Homebush

Late 19th Century

Major land reclamation occurred in the late nineteenth century for industrial sites and to create deeper water berths replacing earlier jetties This dramatically changed the topography of the area.

Early 20th Century

Major Industrial uses including the White Bay Power Station and grain storage facilities were established between 1912 and 1920, reinforcing the important links to water transport and access Housing at White Bay and the abattoirs were demolished and more land was reclaimed for berths and stores

The construction of the Glebe Island Bridge in 1901 and the rail tracks through Rozelle linking Pyrmont and Darling Harbour in 1919 further supported industrial development of the area. In 1926, extensive wharfage for timber shipment with rail connections was built by the Sydney Harbour Trust

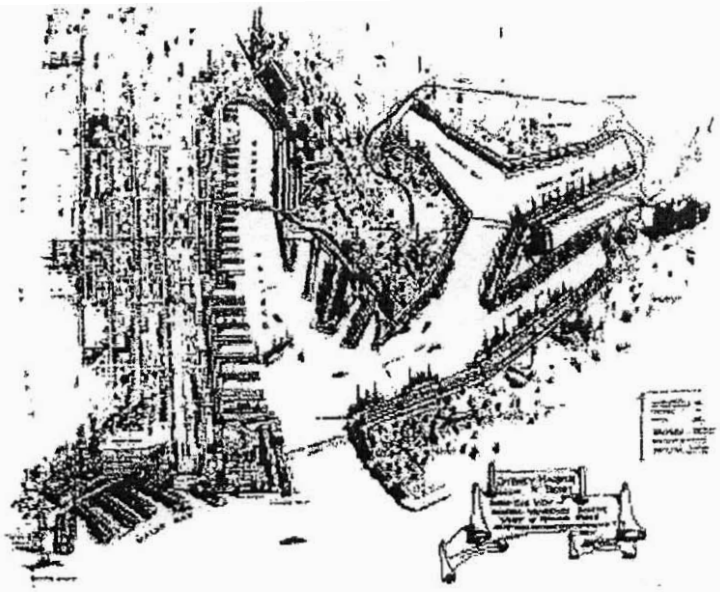


Figure 1: Vision for the Port in 1913
Planned extensive Port facilities for White Bay/Glebe Island were only partially realised.

World War II

During World War II, Glebe Island became the main US army depot in Sydney After the war, the timber industry gradually relocated to Homebush and sites became vacant The White Bay Power Station was transferred to the Electricity Commission of NSW and coal handling wharves were established along White Bay

Post World War II

In the 1960's when containerisation was introduced, Sydney faced a port capacity problem. Pressure arose to develop Botany Bay for the container trade The increasing move to containerisation of cargoes, which are now predominantly handled at Port Botany, enabled a series of wharf closures in Sydney Harbour. In the 1980's the development of new terminals at Port Kembla also led to the transfer of coal and grain exports away from Sydney Harbour

A major rationalisation of the Sydney Port area was accompanied by a strong increase in the efficiency of those Sydney Harbour sites which remained in active port use. This improved efficiency now allows Sydney Harbour to accommodate approximately the same amount of cargo each year as in the mid 1960's, when there was almost three times the present berth length in the port

Significant changes have taken place recently with older industrial sites surrounding the wharves becoming obsolete or under-utilised Many are currently undergoing redevelopment for residential purposes

Importance of a Working Harbour

The long term continued operation of Port facilities in Sydney Harbour particularly at White Bay and Glebe Island is important not only in terms of the economic well being of Sydney but also in terms of the identity of the harbour in the minds of Sydney people and Australians generally:

- Sydney Harbour has been a working port since the beginning of European settlement.
- The port has grown in parallel with the growth of Sydney and has responded to substantial changes in demand. For example previous grain importing and coal exporting have been replaced by general cargo handling. The port needs to grow as a general cargo facility to meet the forecast increase in trade

1.3 Strategic Importance of the Port

Shipping accounts for a large section of international trade and contributes directly to the economy and employment of the Sydney region. The ports of Sydney Harbour and Botany Bay are the main gateways for containerised cargo, break bulk and bulk liquid cargo in NSW and are essential for the economic growth and development of the State. Sydney Harbour and Port Botany are planned and operated as complementary facilities.

The diversity of activities around Sydney Harbour has been part of the established character of Sydney. Over the years, efforts have been made to accommodate the changing residential character of land adjacent to White Bay. Minimising land use conflicts between residents and Port operations remains an ongoing issue that requires continued management.

With trade flows forecast to approximately double from 1996/97 to 2019/20 Sydney's Ports are increasingly under pressure to accommodate further development. Sydney has a genuine scarcity of deep water port sites for Port development to meet trade demand. Both Sydney Harbour and Port Botany are required to meet the existing need and both have been identified as Sydney's Ports in various planning instruments. The location of White Bay and Glebe Island make it the most accessible location in the Harbour in terms of rail connections and direct links with main highways..

For NSW to continue growing as a major trading region, with its concentration of infrastructure, manufacturing capacity and labour, Sydney must provide for trade growth by improving the capacity of its ports. To provide sufficient capacity to accommodate this growth it is essential that the existing facilities at White Bay and Glebe Island continue to be upgraded.

1.4 The Site

Site Location and Master Plan Area

The White Bay and Glebe Island Master Plan Area (the Plan Area) is located on the south eastern side of the Balmain Peninsula (see **Figure 2** – Plan Area). The Plan Area, which has a total land area of about 40ha, forms a crescent around White Bay and incorporates an active port waterfrontage of 2,100m in length. Following the upgrade to the wharves, the plan area will have a capacity for up to 9 ships at one time

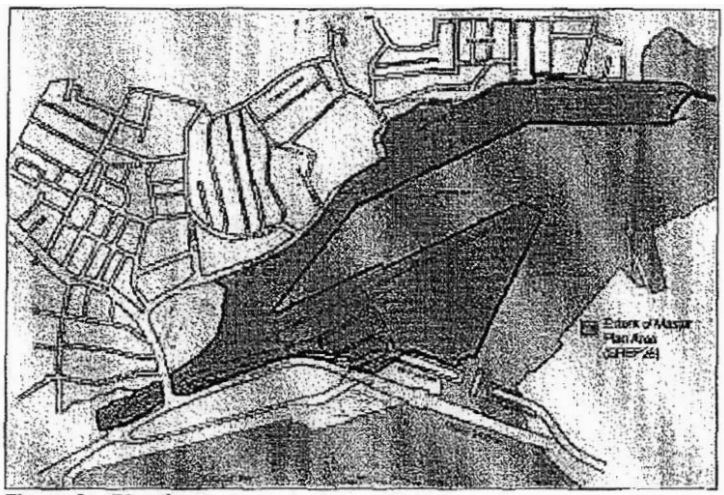


Figure 2: Plan Area

Port Uses

The White Bay/Glebe Island area has operated since the nineteenth century for water-based transport and industrial uses. It has been a multi-purpose Port, owned and controlled by the State Government since 1901. It caters for container handling, break bulk cargo (timber, paper, motor vehicles and steel), and dry bulk cargoes (cement, sugar, gypsum, aggregates etc)

Surrounding Area

The Plan Area is surrounded by residential development to the north and east, rail land to the west, Victoria Road and marine uses to the south. To the east opposite Glebe Island, is a new residential development at Pyrmont. The site adjoins the White Bay Power Station and Rozelle Bay. White Bay and Glebe Island are highly visible from the surrounding residential areas of Balmain, Rozelle and Pyrmont, as well as the western side of Central Sydney and from the harbour waters.

Most of the Plan Area was transferred from the Maritime Services Board to the ownership of the newly formed Sydney Ports Corporation (Sydney Ports) on 1 July 1995 by Ministerial Order of the NSW Government. Sydney Ports has recently negotiated the purchase of State Rail Authority (SRA) land which will complete the Plan Area in the single ownership of Sydney Ports (**Figure 2** – Plan Area) Parts of the Plan Area are leased to commercial operators (**Figure 3**)

Figure 3: White Bay/Glebe Island and surrounding areas
(showing existing Lessees of Port Land)

1.5 Consultation

This Master Plan has been prepared in consultation with the following organisations and stakeholders The consultation was based upon a detailed Discussion Paper prepared by Travis McEwen Group for Sydney Ports that formed the focus for briefing sessions and subsequent workshops

Government:

DUAP

Premier's Department

Department of State and Regional Development

Ministry of Forests and Marine Administration (now Marine Administration Division)

Attorney General's Department

Member for Port Jackson – Honourable Sandra Nori

Sydney Harbour Foreshore Authority

Waterways Authority

RTA

EPA

Energy Australia

Ambulance Service of NSW

Leichhardt Council

Leaseholders:

P & O Ports

Australian Cement Holdings

Sugar Australia

Boyd Outdoor

Penrice/ Bulk Maritime Terminals

Northside Storage Tunnel Project

CSR

Community:

Local Residents

White Bay/Glebe Island Noise Reference Committee

Northside Storage Tunnel Community Liaison Committee

Local Precinct Committee Members

Glebe Chamber of Commerce

Balmain Association

1.6 The Role of the Master Plan

A master plan is a step in the planning process between the Sydney Regional Environmental Plan No. 26 – City West (SREP 26) and a development application. SREP 26 provides that development consent for development in the White Bay/Glebe Island Port area is subject to a Master Plan adopted by the Minister for Urban Affairs and Planning.

A Master Plan is intended to:

- Provide guidance to operators and authorities on the type, scale and form of development which will be acceptable in a particular location, within a publicly accountable process;
- Enable development to proceed efficiently by clarifying issues and identifying requirements for coordination and consultation;
- Assist the public in understanding the future character of the area and to assist them to comment on port intentions; and,
- Guide consent authorities when they are considering developments

The consent authority must take the Master Plan into consideration when determining a particular development application

1.7 Planning Context

The White Bay and Glebe Island site forms part of the area covered by SREP 26. Under the provisions of the SREP the site is zoned for "Port and Employment".

The Master Plan generally complies with the planning principles of the SREP

The elements of the Master Plan in Section 2 have Principles, Provisions and Actions. These are defined as follows:

- Principles - Guiding intentions that indicate the desired outcomes;
- Provisions - Controls and standards to achieve the principles;
- Actions - Tasks to be undertaken or organised by Sydney Ports Corporation to meet the provisions

2.0 Master Plan

2.1 Vision

The Master Plan for White Bay and Glebe Island is to provide for the future development of port facilities in this part of Sydney Harbour. The site is of particular importance to Sydney both for its valuable economic role and the environmental character of the Harbour.

The Master Plan provides for the necessary forecast increased utilisation of the port over the next 20 years. This requires a major upgrade of the existing infrastructure including road and rail. A new road link will reduce existing traffic congestion and provide for the predicted growth. Increased use of rail freight is an important priority for all levels of Government and the Master Plan provides for increased rail use.

Whilst achieving the stated goals of improved capacity and performance of the port, another goal of the Master Plan is to operate as a good neighbour. A number of initiatives are identified to ensure that this is achieved.

The existing views from the areas around the port have been analysed. The height controls allow for views through and over the Port without overly restricting port usage. The proposed built forms have been placed where they will add interest to existing views and not obstruct significant views or vista.

The Master Plan provides for an improvement in the port appearance through design standards, landscaping and building improvements. These improvements reflect the existing scale and diversity of the port environment with a focus on the port interface with residential areas.

The Master Plan contains a commitment to minimise the impacts of port growth. Systems are in place to allow for improved practices that are within the control of Sydney Ports. There is also an increased focus on ESD (Ecologically Sustainable Development). Existing practices are reinforced and new systems proposed.

In summary, the planning and urban design vision for Glebe Island and White Bay follows the objectives in SREP 26 and is to:

- Upgrade existing infrastructure to allow for growth and to improve efficiency;
- Provide guidelines for all port development;
- Improve the public presentation of the port;
- Ensure new development is of a high standard of urban design;
- Improve management of noise, light spill and traffic;
- Provide a framework to resolve potential conflicts between Port operations and adjoining land uses; and,
- Improve ESD (Ecologically Sustainable Development) practices to minimise the impacts of current and proposed development and activities.

2.2 Land Use

Existing Conditions

The following uses currently occur at Glebe Island and White Bay :

- Multipurpose berths and storage (containers, break bulk, cars);
- Dry Bulk berths and storage; and,
- Bulk liquid not determined as dangerous goods under the ADG code

The Master Plan Area is currently zoned "Port and Employment" by SREP 26

Darling Harbour

Sydney Ports facilities in Sydney Harbour include Darling Harbour Darling Harbour is not part of the Master Plan Area as it is under the control of Central Sydney Local Environmental Plan 1996 Darling Harbour comprises Multi Purpose Berths and storage (containers and break bulk) at Wharves 3-7 and a new international passenger terminal at Wharf 8. It is a required Port facility for the long term

Secure Zone

Under Section 15 of the Customs Act 1901, all the wharves at Glebe Island and White Bay, are "Customs Areas", ie a secure zone with authorised access only (**Figure 4**) This area applies to Sydney Port's original land holdings and may need to be extended to cover recently acquired SRA lands The area shown in **Figure 4** is subject to further negotiations with the Sydney Harbour Foreshore Authority with regard to their plans for the Rozelle Marshalling Yards

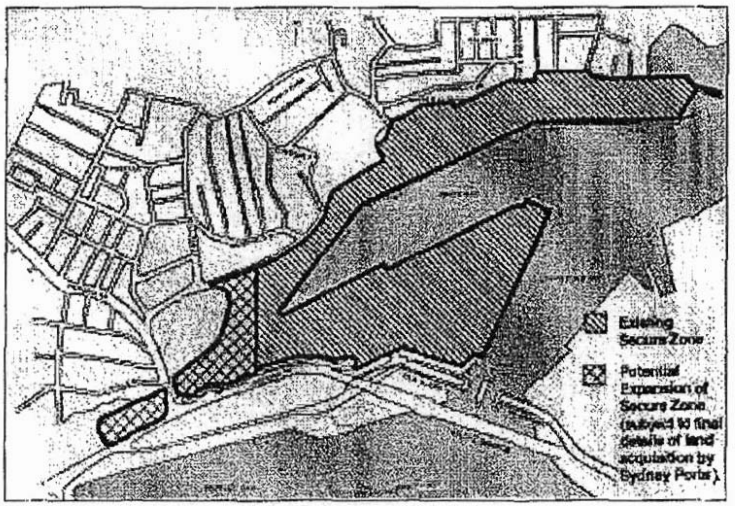


Figure 4: Secure Zone (Customs Act)
Customs Area for authorised access only

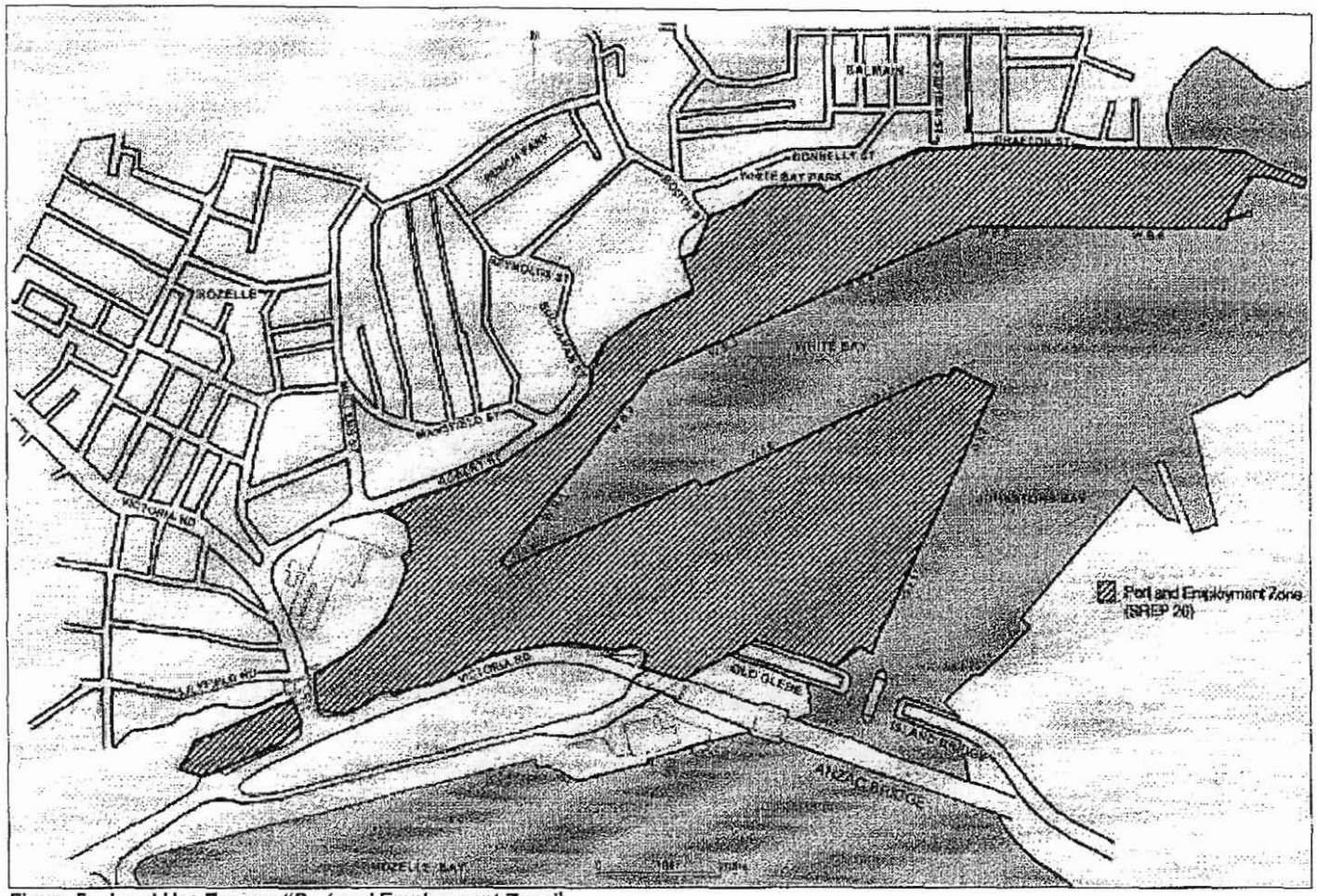


Figure 5: Land Use Zoning: "Port and Employment Zone"

Principles

- Recognise the continued role of White Bay/Glebe Island as the significant commercial port facility in Sydney Harbour and facilitate continued use
- Provide for improved port efficiency and competitiveness
- Provide for enhanced environmental performance.
- Define a set of development standards for future development activities within the Port to improve the appearance of the port
- Accommodate forecast trade growth

Provisions

- General cargo and containers as well as RORO (Roll On Roll Off for direct access to shipping vessels by trucks and forklifts) to be accommodated at the multipurpose berths at White Bay Berths 3-6
- Allow for up to 3 cranes at White Bay Berths 3-6
- Allow for a maximum of 4 ships at any one time at White Bay Berths 3-6
- Build additional berths at Glebe Island at Berth 5 and Berth 6 to enable expansion of dry bulk facilities and car terminal.
- Allow for a car terminal on White Bay Wharves 1 and 2.
- Allow for bulk goods unloading by a conveyor mechanism on White Bay Wharves 1 and 2. Allow for storage in new buildings on the back-up land or direct loading to rail
- Permit a maximum of 9 ships serving White Bay and Glebe Island at any one time
- Permit container vessels/multi purpose vessels requiring container cranes (ship to shore) and large straddle/gantry cranes (for truck or train loading) to operate at Glebe Island Wharves
- Prohibit dangerous goods in bulk liquid storage terminals as defined under the ADG code
- Incorporate the existing infrastructure of the former grain terminal into general Port operations for use by dry bulk cargoes/car terminal

  Permit a diverse ship type including motor vehicle carriers, container and container/break bulk ships, dry bulk carriers and self discharging vessels

2.3 Road and Rail Infrastructure

Background

The existing entries to the site are not clearly identifiable and the existing vehicle and train movement patterns in the Plan Area require improvement

Principles

- Establish an efficient movement pattern on the site for all forms of transport.
- Provide a new rail/road transport corridor in the Plan Area to provide for the future needs of the Port and to relieve pressure on existing roads
- Provide direct access from the berth areas to City West Link Road via a new Port Road to accommodate existing and predicted demand to the year 2020
- Segregate port-related traffic from residential traffic and provide an efficient access to the Port
- Maximise opportunities for increased use of rail freight
- Increase rail usage to above 25% of tota trade in accordance with State Government strategies (NSW State Government Action for Transport 2010 document)

2.3.1 Roads

Actions

- Build an internal Port link road to improve the efficiency of goods movement to and from the port.
- Finalise the details of the configuration and arrangement of the proposed port road entry intersection with the RTA
- Provide for emergency access only to the port area from Robert Street
- Resolve drainage and stormwater issues in the design of the new Port road

2.3.2 Rail

Actions

- Determine the rail design and location of the rail line within the Road/Rail corridor by operational efficiency, environmental issues and lessee requirements
- Provide rail access provision for Glebe Island Berths 7 and 8, and to the rear of Glebe Island Berths 1 and 2
- Coordinate with Sydney Harbour Foreshore Authority to maintain a main line connection through Rozelle Yard to service the Port.

- Remove existing sidings in excess of P&O Ports requirements
- Allow an increase of train movements from an average of one train (two movements) a day to up to 5-10 trains (10-20 movements) per day by the year 2020
- Discourage shunting and ensure trains are generally not to be broken into more than 2 or 3 lengths on site

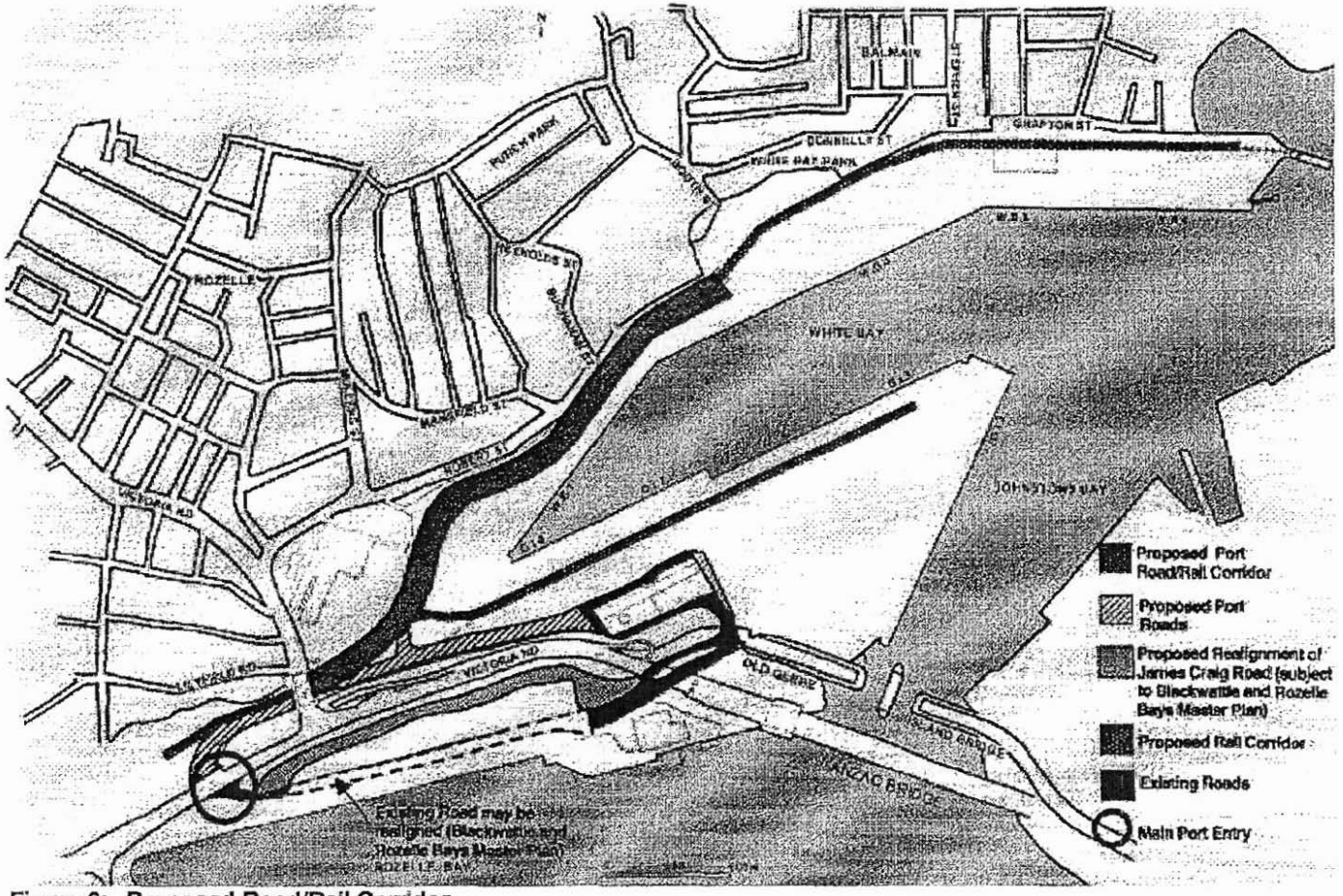


Figure 6: Proposed Road/Rail Corridor

Note: The detailed design of the road and rail improvements is to be finalised.

2.4 Views, Building Heights and Building Zones

Background

The nature of the topography means that the site is overlooked by existing and future residential areas of Balmain and Rozelle as well as the future residential developments at the northern end of Pyrmont. It is also clearly visible from the harbour waters, the Harbour Bridge and Anzac Bridge.

The built form of the Plan Area is dominated by large man made structures mostly of a horizontal nature with the occasional building having considerable height and bulk - the Glebe Island Silos and the White Bay Power Station and the Anzac bridge adjacent to the site

Principles

- Maintain the general view of the Pyrmont skyline and Anzac Bridge as seen from the Balmain residential area (**Figure 9**)
- Maintain the general view of the Pyrmont skyline and Anzac Bridge as seen from White Bay Park (**View 1, Figure 9**)
- Maintain existing views to landmarks (**Figure 8**) to reinforce the diverse visual quality of the area.
- Ensure that the approach to the Old Glebe Island Bridge is upgraded to contribute to the quality of the public domain.
- Maintain and protect vistas where practicable along streets which terminate at the water (**Figure 7**).
- Provide flexibility for locating port facilities including buildings and silos

Provisions

- Maximum building heights are shown in **Figure 10**. Heights of buildings are measured from ground level to the uppermost point of the building, excluding:
    - Silos (Note: Silos are excluded because of their unique built form, historical association with the port. Silos may be located anywhere in the Port subject to assessment of views to and from the Port);
    - Mobile equipment: cranes, gantries etc;
    - Masts;
    - Container stacks/cargo (Note: container stacks are excluded because they are not a permanent structure. Maximum container stack heights are noted in **Figure 11**);
    - Incidental roof top vents, plant and equipment; and,
    - Skeletal structures
- Ground level on the wharfs is defined as existing wharf level. Glebe Island 6 and 7 wharfs are 4.2m high and all other wharfs are 3m high. (Note: The height of the wharf is measured from zero at the Fort Denison Tide Gauge. An AHD of 0 is 0.925m above this point.)
- Limit container stacks to a maximum of 5 high ie between 12-13.5m high (note that container stacks generally average 2-3 containers high). Maximum container stack heights are shown in **Figure 11**
- Limit container stacks to 2 high (between 4.8-5.4m high) at White Bay Berth 2

- No buildings are to occur at White Bay Berth 2 due to the low level of the adjoining land immediately north of Robert Street
- Limit the height of container stacks to protect views from the public realm and to ensure city skyline view is retained
- Setback buildings a minimum of 20m off the waters edge as shown in **Figure 10, Figure 12** and Section A-A and Section B-B
- Provide two building zones (**Figure 12**) for a modern warehouse of up to 10,000sqm in floor area and 12m maximum height
- Provide a zone for a large building for a 6-7 level parking structure of 15,000sqm building up to 25m maximum height generally within the current building envelope of the existing silos (**Figure 12**).

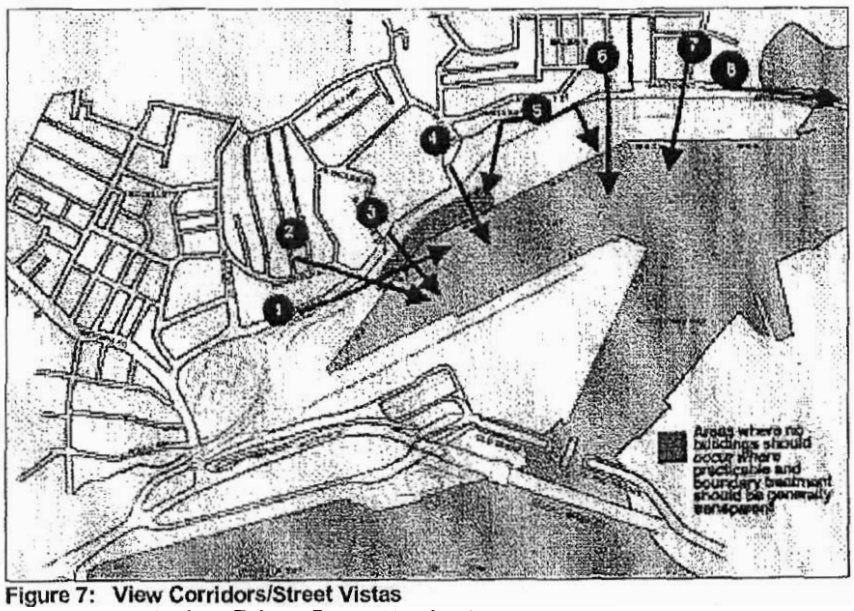


Figure 7: View Corridors/Street Vistas

1 View eastwards along Roberts Street at low level
2 View along Mansfield Street of Port with water beyond Distant view of City and Pyrmont
3. View down Buchanan Street terminating at the Silo. Distant skyline of Pyrmont and Anzac Bridge
4. View down Booth Street towards Glebe Island Bridge and full view of Anzac Bridge
5 View from White Bay Park at high level towards Anzac Bridge and Pyrmont.
6. View down Stephen Street at high level toward Anzac Bridge with water glimpses.
7. View down Ewenton Street at high level towards the Anzac Bridge.
8. View east along Grafton Street towards the harbour with distant city views.

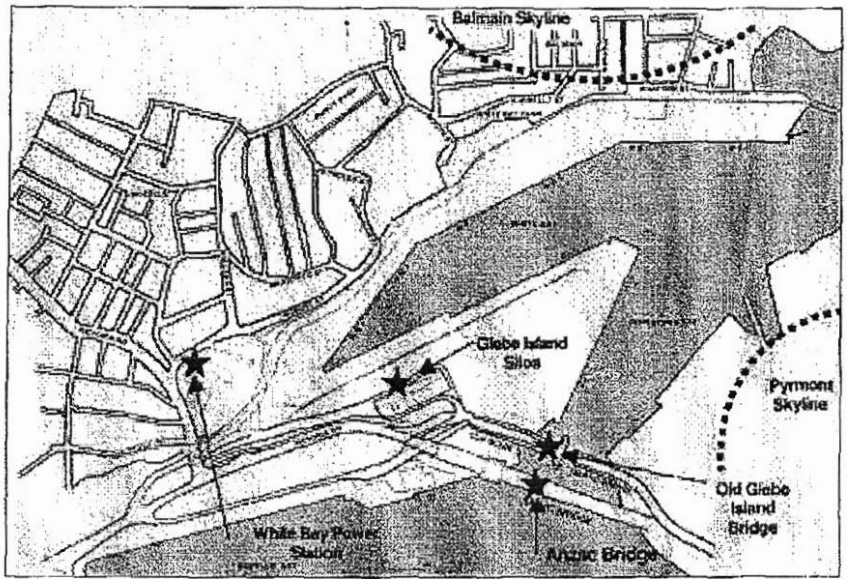


Figure 8: Landmarks

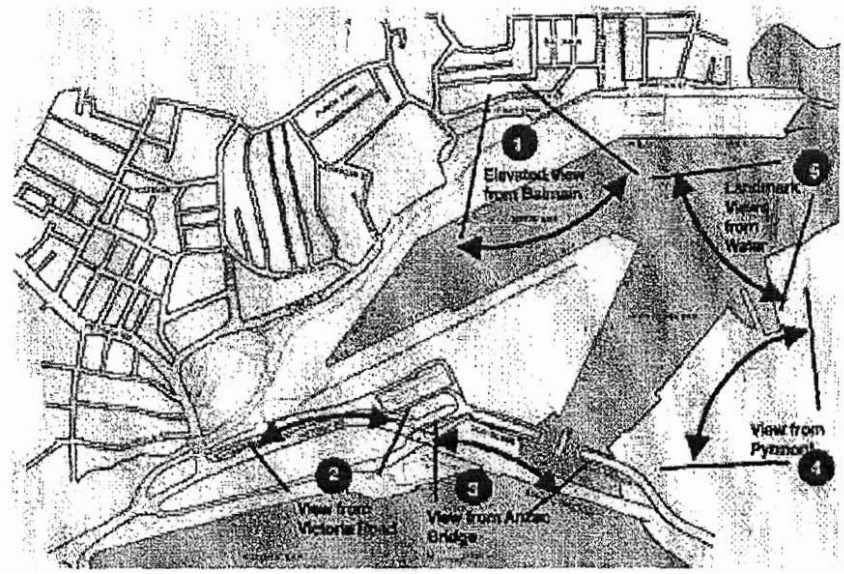
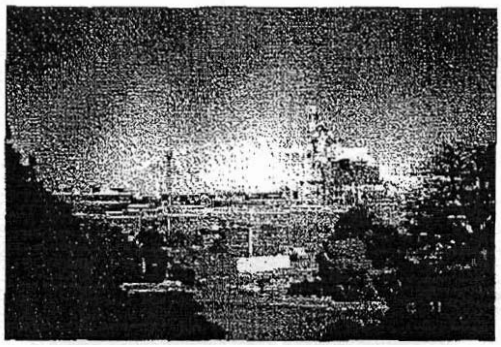
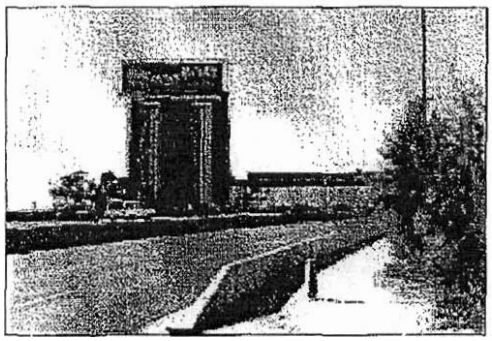


Figure 9: View Panoramas

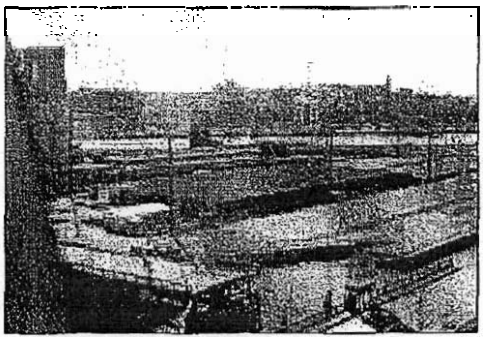
1. Views over White Bay to Pyrmont, city skyline and Anzac Bridge
2. Views from Victoria Road to the Heritage Silos and White Bay Power Station.
3. Views from Anzac Bridge across Glebe Island to Balmain skyline.
4. Views from Pyrmont across the water and the Port to the Balmain skyline.
5. Views from the water to landmarks including the Anzac Bridge, the White Bay Power Station and the Heritage Silos



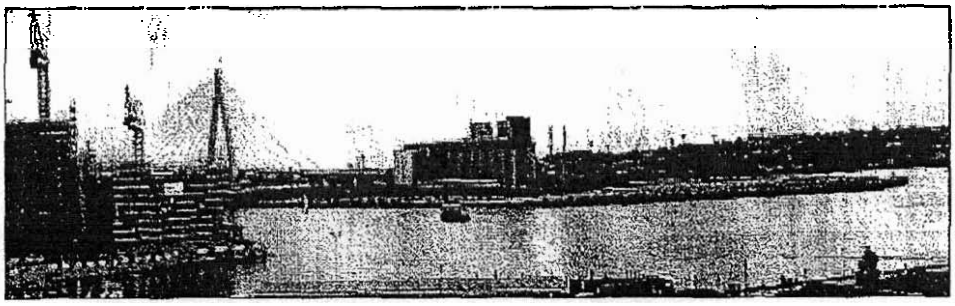
View 1: View Panorama from Balmain



View 2: View Panorama from Victoria Road



View 3: View Panorama from Anzac Bridge



View 4: View Panorama from Pyrmont

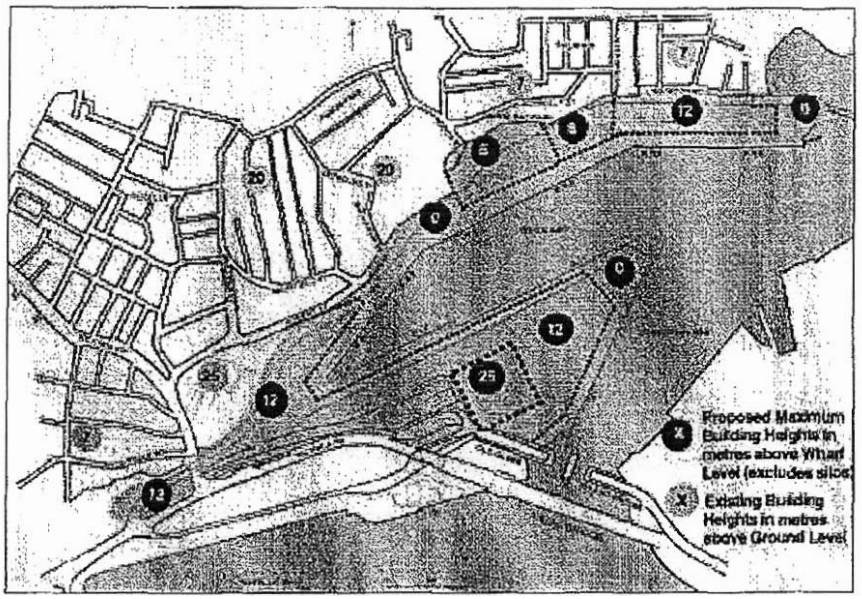


Figure 10: Maximum Building Heights

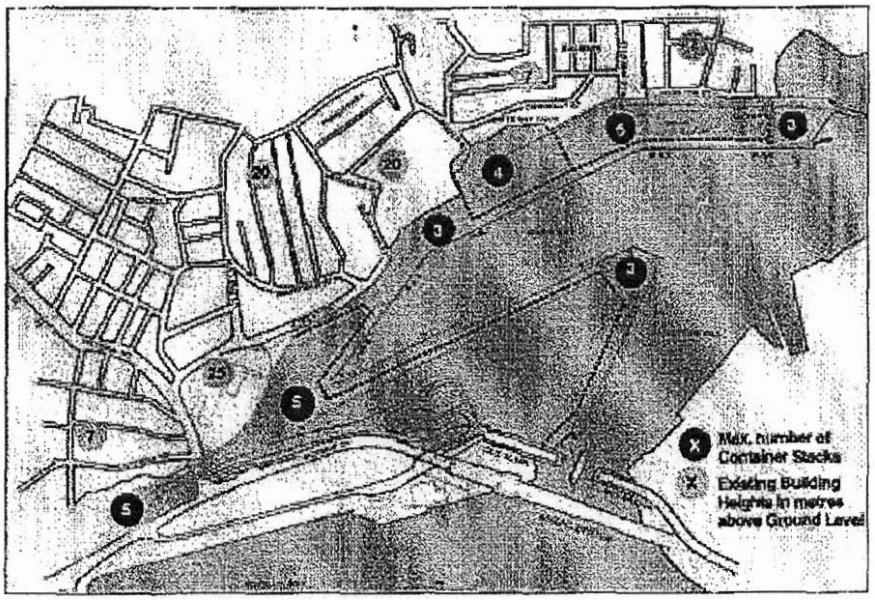


Figure 11: Maximum Cargo Stack Heights

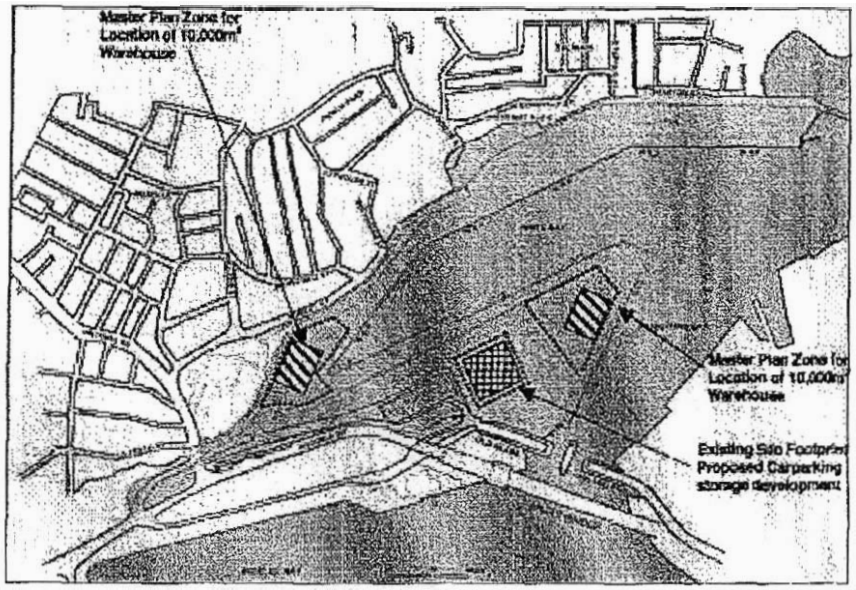


Figure 12: Building Zones, Floor Plates
Proposed building zones and approximate building footprints. The dotted area is the general area in which the building can be sited.

2.5 Built Quality

Background

The port is a dynamic part of the Harbour. The visual quality of the built environment of the port should be improved as part of the future investment in port facilities.

Principles

- Improve the overall appearance of the port
- Improve the level of information, signage and graphics for visitors to the Port and the public passing by the port.
- Provide a framework to ensure that development within the Port achieves a high standard of urban design
- Allow for flexibility in operating the Port to the best international standards
- Provide urban design principles which recognise the location of the Port adjacent to residential areas with particular attention to the physical provision of noise control measures

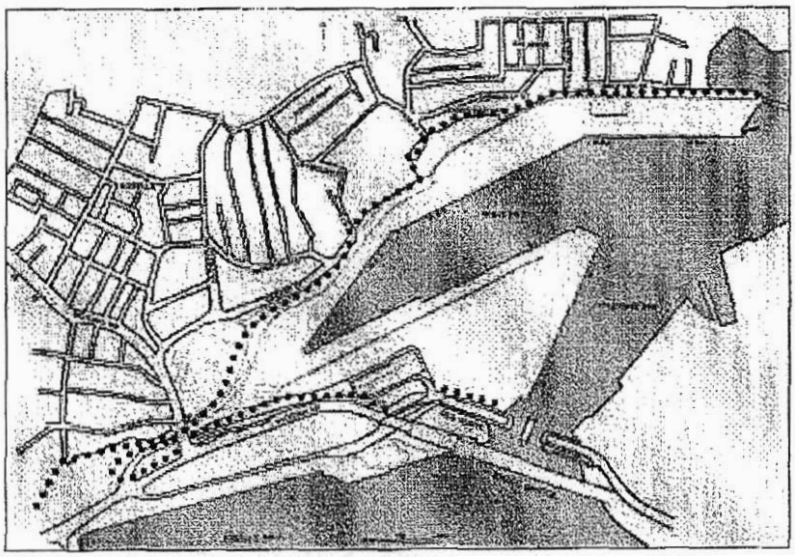


Figure 13: Port/Public Interface Areas

Provisions

- Establish a port Improvements Program for all facilities through coordination of landscaping, building design and refurbishment, colour schemes for buildings and mobile equipment, road improvements, signage and lighting. As part of this program a set of design guidelines will be prepared. These guidelines will provide standards against which development, including development by port lessees, will be assessed
- Improve the urban amenity by providing opportunities for public viewing of the Port and harbour areas (**Figure 13**)

Actions

Port Improvements Program

1 **Establish a Main Port Entry.**

- Establish a main entry (**Figure 14**) highly visible to the public at the north side of the James Craig Road intersection, incorporating special signage and a designed entry area

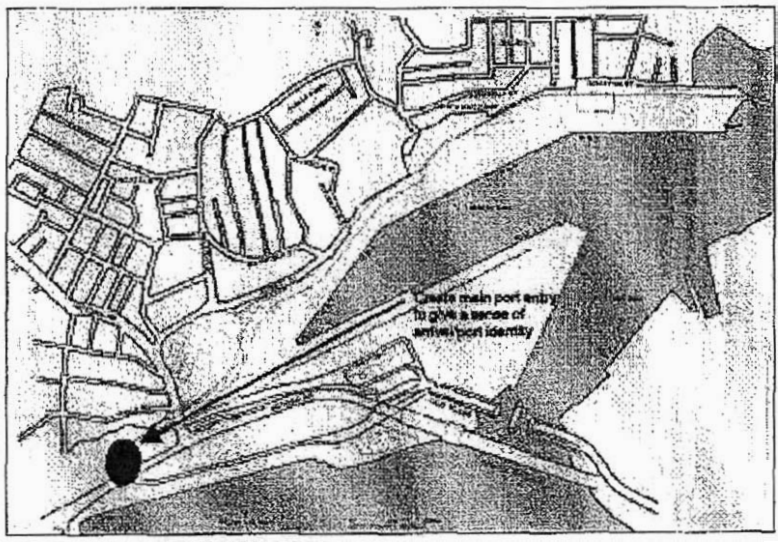


Figure 14: Proposed Main Entry

2. **Develop coordinated signage**

- Establish a strong port identity by coordinated signage
- Develop guidelines for all road signage
- Develop guidelines for all building identification signage including the opportunity for leaseholders signage
- Use new signage to define areas and establish pedestrian/vehicle zones
- Use new signage to establish preferred vehicular movement around the site
- Develop guidelines for all safety signage Ensure all safety signs comply with AS1319.
- Ensure signage style and colour coordinates with building colour schemes.
- Implement new directional and information signage to a coordinated graphic design.

3. **Develop coordinated port identity colour scheme for buildings and mobile equipment.**

- Establish a limited palette of colours for all buildings, structures (including mobile equipment) and signage
- Selection of colours to be based on building type, location, function and context
- Consider opportunities for individual leaseholder colour schemes (including guidelines for lessee corporate colours).

- Obtain heritage advice for the colour scheme for the Heritage Silos.

4. **Implement Building Rationalisation and Refurbishment**

- Prepare a program for refurbishment of all structures and buildings in accordance with the Design Standards
- Prepare a program of demolition for redundant structures and buildings

5. **Establish Guidelines for New Buildings and Structures**

- Selection of materials to be based on building type or structure, location, function and context
- Prepare a Design Standards Schedule including:
    - Selection of materials for all new buildings, structures and signage based on function and context;
    - Guidelines for building forms based on location, function and context;
    - "Good practice" guidelines for design details;
    - Refer to Figure 15 and Figure 16
- Comply with the NSW Government "Code of Practice for the Construction Industry" for ecologically sustainable development
- Buildings to be oriented to maximise opportunities for cross ventilation and natural light
- Provide for passive ventilation
- Provide roof and wall insulation and maximise solar access to internal working areas during winter months. Minimise heat gain to internal working areas during summer months
- Provide for collection and storage of stormwater from roofs of buildings for recycling for processing and irrigation of landscaped areas
- Provide for natural light to all internal work areas

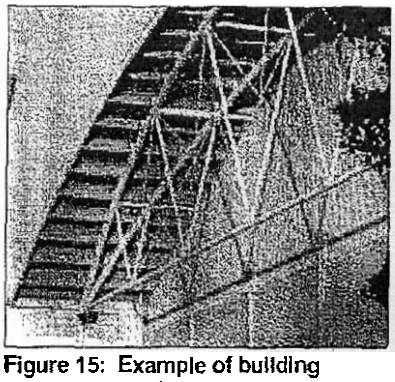


Figure 15: Example of building design quality;
High quality architectural design required for large Port buildings

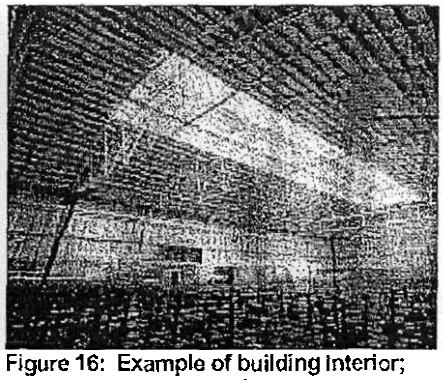


Figure 16: Example of building interior;
View shows an example of the scale of the nominated potential buildings and the use of natural light

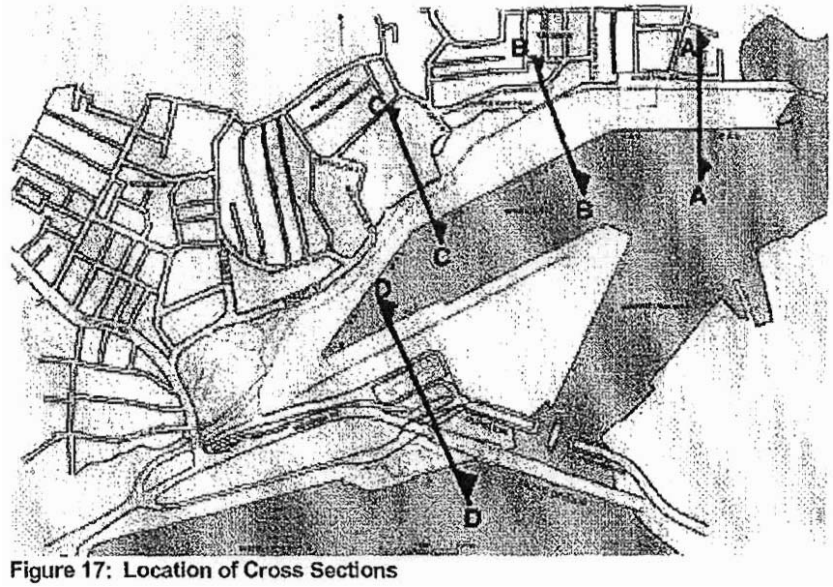


Figure 17: Location of Cross Sections

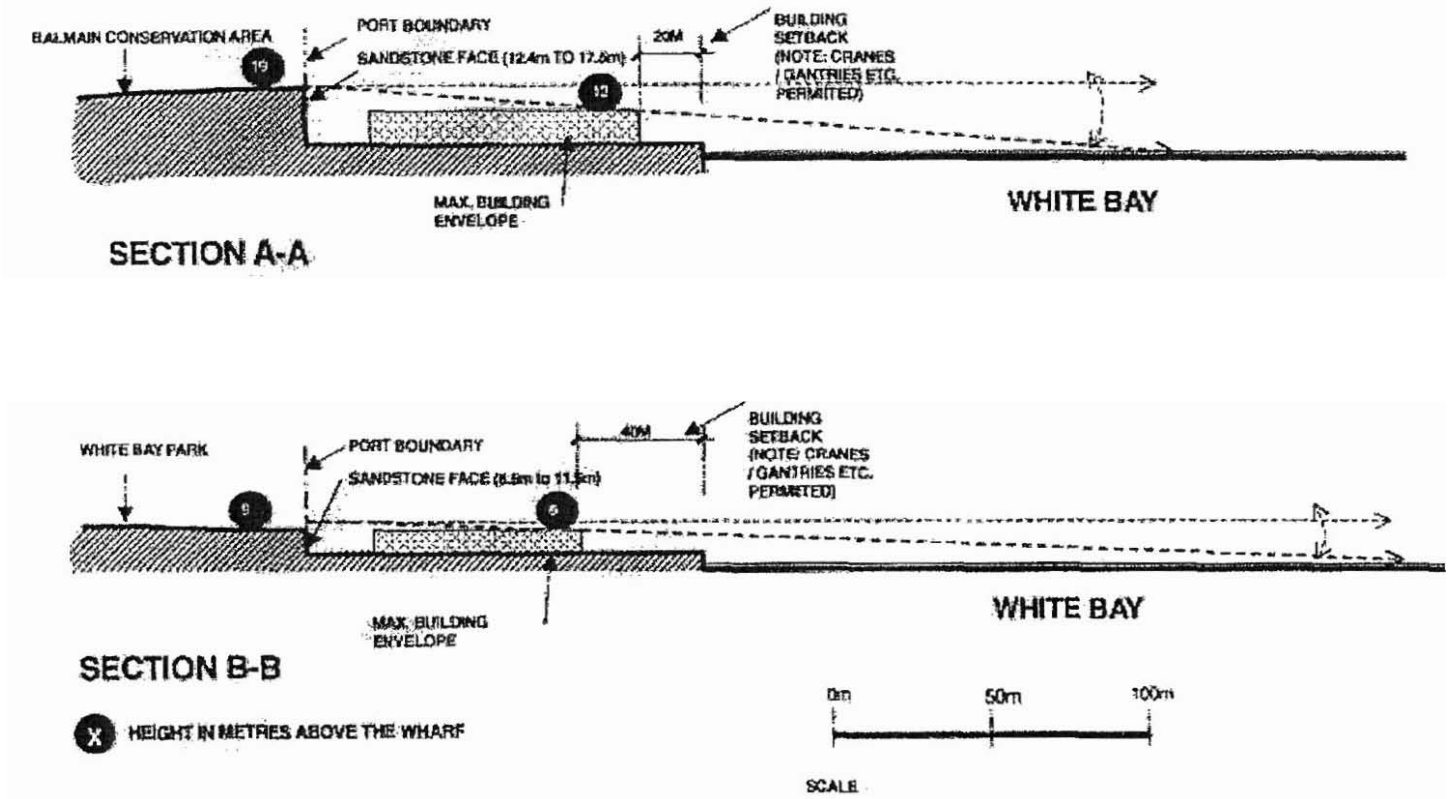


Figure 18 Cross Sections & Proposed Building Envelopes

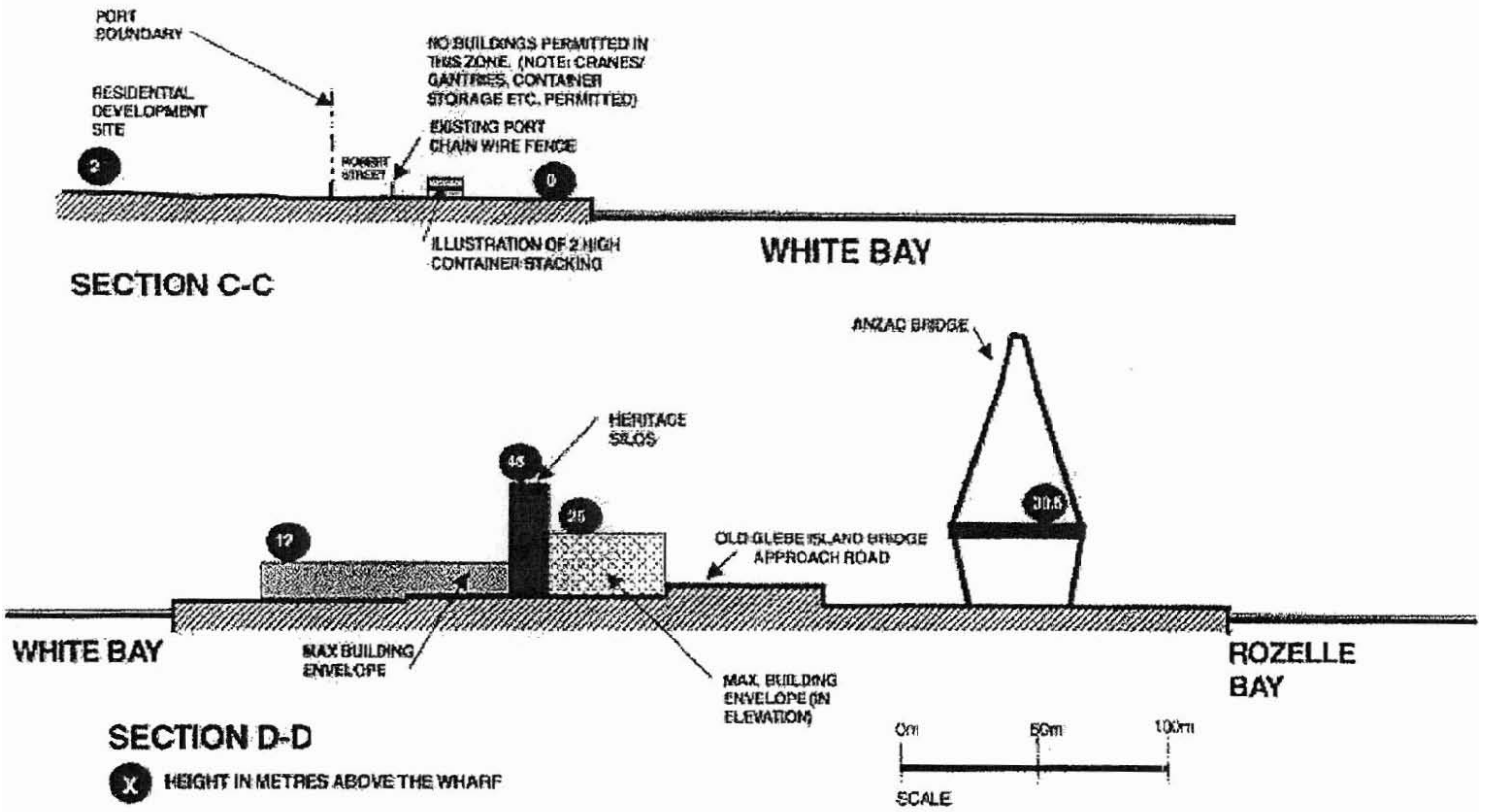


Figure 19: Cross Sections & Proposed Building Envelopes

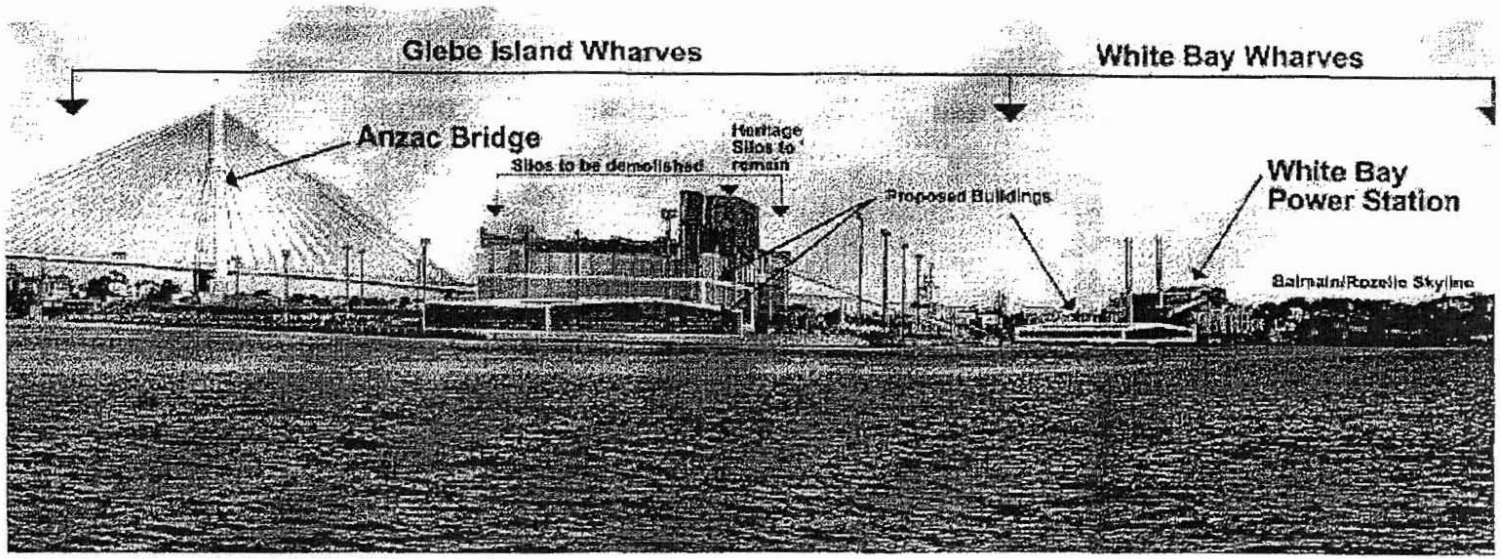


Figure 20: Glebe Island and White Bay Ports
From the Harbour showing the visual impact of proposed buildings.

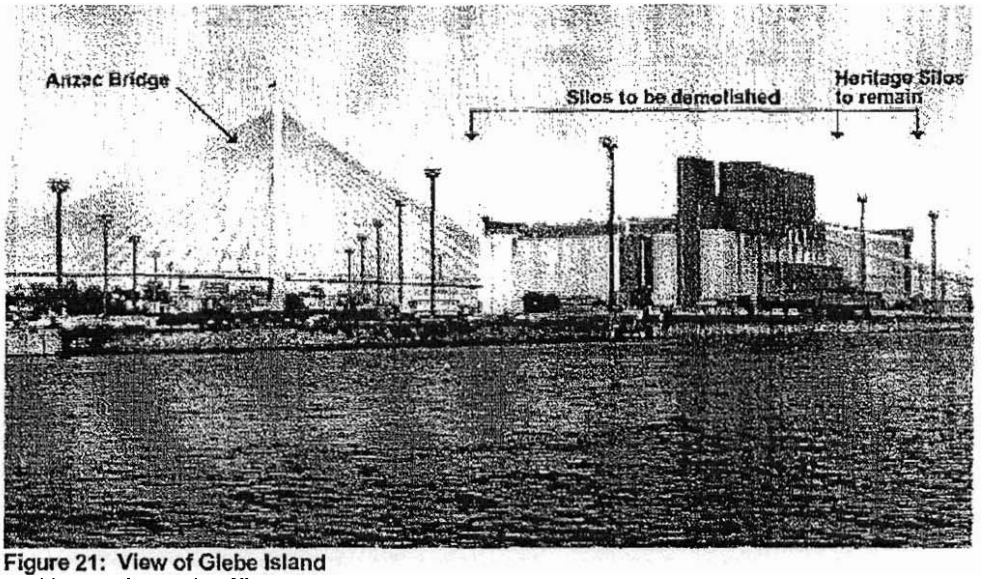


Figure 21: View of Glebe Island
Looking south showing Silos and Anzac Bridge

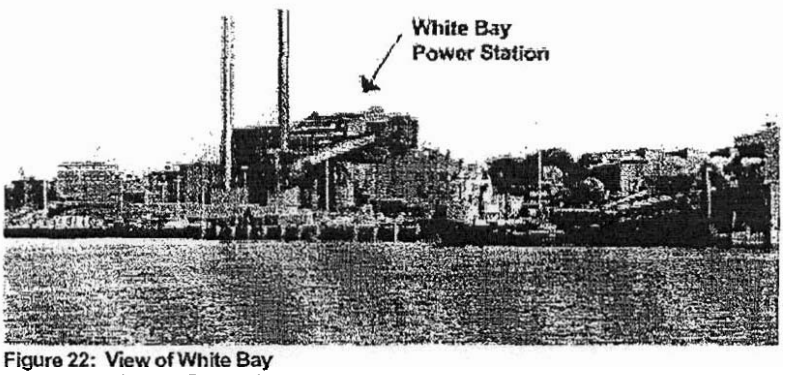


Figure 22: View of White Bay
Showing White Bay Power Station

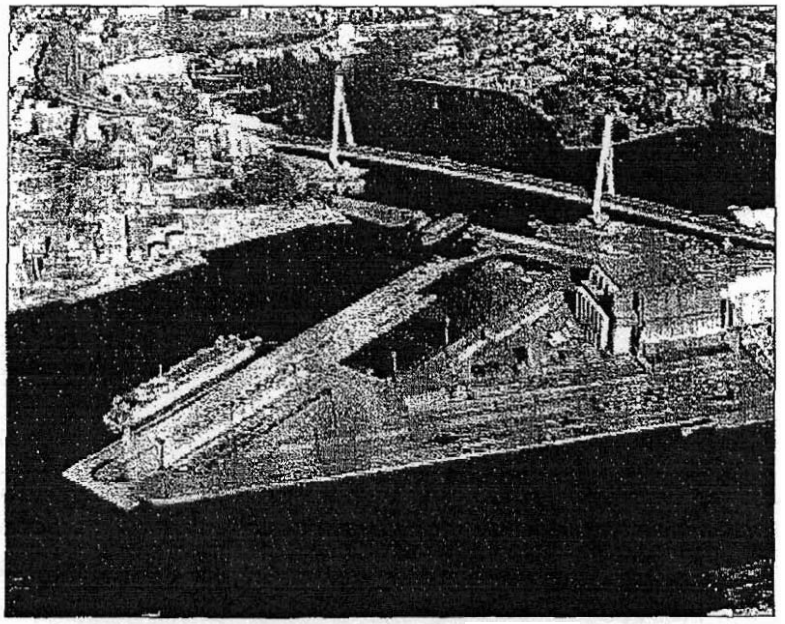


Figure 23: View of Glebe Island and Anzac Bridge
Looking south towards Pyrmont and Blackwattle Bay

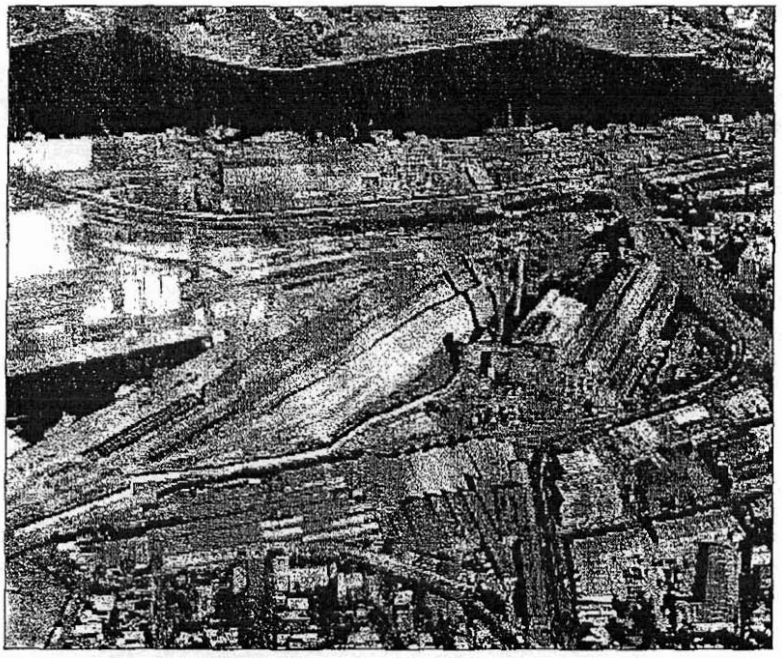


Figure 24: View of White Bay
Showing the White Bay Power Station and looking south towards Rozelle Bay

2.6 Advertising

Background

There are two types of advertising in the port: leaseholder signage and commercial third party advertising Currently advertising is located on the Glebe Island silos and on the Victoria Road Bridge (over the rail line) The heritage silos in particular are a dominant visual element in one of Central Sydney's major gateways, which is reinforced by the form of Anzac Bridge Advertising is a sensitive design issue in such a prominent location.

Principles

- Prepare signage and advertising guidelines with input from the following professional disciplines: architecture, advertising, landscape, graphics, heritage and traffic safety
- Signage and advertising is not to obstruct views to heritage items and to landmarks and is not to interfere with, or adversely impact on views to and from the harbour and its foreshores;
- Signage and advertising is not to adversely affect the public domain, particularly with regard to lighting levels, visual impact and overshadowing;
- Signage and advertising is to be integrated with the architecture of the host /building /structure and must be contained within the existing profile of the host building / structure;
- Free standing, third party advertising structures are to be avoided in the plan area;
- Advertising and signage should be compatible with the design of the building / structure and the context of the site;
- Each sign and advertisement should be as simple in image as possible with few words; and,
- The guidelines should ensure that third party advertising is clearly differentiated from port and leaseholder signage

2.6.1 Leaseholder Signage

Provisions

- Limited to one logo sign for each elevation of the building and of a size that integrates with the form of the buildings as a minor element.
- The logo sign is to be visible from the water.

2.6.2 Third Party Advertising

Provisions

- DUAP or the Minister for Urban Affairs & Planning is the consent authority for advertising
- Development consent for advertising is limited to a period of 3 years
- Encourage simple advertisements, reduced to a logo or simple image with one or three word phrase
- Placement of advertising should consider existing signs on a building/structure or site so as to avoid physical and visual clutter

2.7 Landscaping

Background

Existing vegetation within the port area is concentrated within three areas on the edges of the port:

- the northern boundary from Robert street to the Eastern Rail Overrun Promontory, including the cliff face;
- the north side of Victoria Road, especially opposite James Craig Road; and;
- the area between the Anzac Bridge and the old Glebe Island Bridge

Although these areas are a minor proportion of the total site area, they play a major part in the public perception of the port because they are located at the boundaries Their landscape treatment has the potential to significantly improve the visual appearance of the port

Existing landscape elements include:

- Casuarinas and Banksias along Victoria Road;
- Italian Poplars and Photinias along Grafton Street; and
- Chain mesh fencing along much of the Port's terrestrial boundary

Principles

- Reinforce the distinctive identity for the port.
    - Use a limited palette of materials (plant species, fencing, paving and outdoor furniture)
    - Select plant species primarily by aesthetic and functional criteria such as desired height and form, by current or past association with the Port and by use of native species
- Ensure all materials used convey an attractive, robust industrial image, have low maintenance and simple forms with a scale to match the scale of the ports spaces.
- Foster a public awareness of and pride in the port by interpreting the Port's current uses and history through information panels in adjacent public spaces.
- Soften the 'hardscape' of the port with plants wherever possible
- Prepare procedures for tidiness and cleanliness in the port area
- Ensure that the proposed landscape works are consistent with the other provisions of this Master Plan

Provisions

- Detailed landscape provisions are subject to further investigation as set out in the actions below

Actions

- Commission a landscape architect to:
    - prepare a standard palette of materials for use throughout the port area These materials should include: tree, shrub, creeper and ground cover

species, perimeter fences and gates, paving, outdoor seats, retaining walls, interpretation signs

- prepare detailed landscape improvement plans for each of the following precincts: the old Glebe Island Bridge curtilage; Balmain interface; main entry; and the Eastern Rail promontory (See Figure 25)

- In the short term, clean publicly visible areas of the perimeter fences' low concrete base wall to remove all stains. Use acid etching, high-pressure water blasting or similar cleaning technique
- In the medium term, replace all perimeter fencing with a new security fence that is attractive, at least 80% transparent and fulfils all functional requirements including security
- In the medium term, implement the prepared landscape plans
- Implement a long term maintenance programme
- Mark the water "gateway" into the port at the end of the rail promontory This could be in the form of signage or a sculpture
- Coordinate landscape proposals with proposals for the adjoining Rozelle Bay Master Plan area.
- Provide convenient and safe pedestrian access between the Old Glebe Island Bridge and James Craig Road west of Anzac Bridge
- Subject to heritage advice, relocate the US Memorial to where it can be viewed by the public.

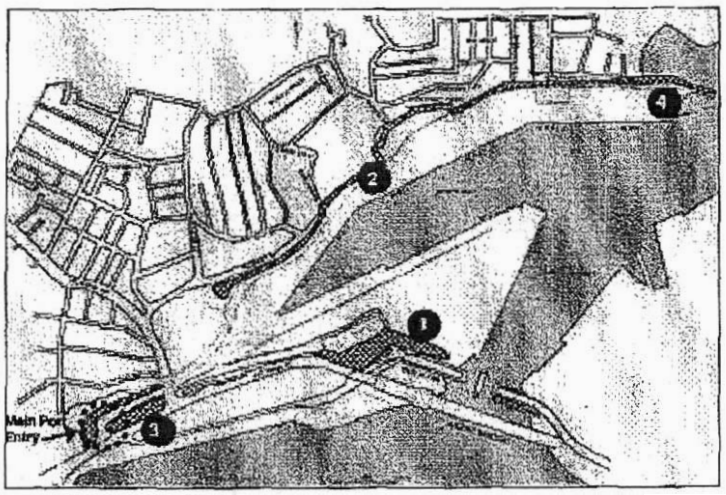


Figure 25: Landscape Precincts

1 Old Glebe Island Bridge Curtilage
2 Balmain Interface
3 Port Entry
4 Eastern Rail Promontory

2.8 Pedestrian and Cycle links

Background

Pedestrian and cycle links within the port are restricted because of the Customs Area Secure Zone (**Figure 4**). Links may occur with the surroundings at the main and secondary access points to the Port.

Principles

- Encourage use of public transport by making access to nearby bus stops convenient to the port
- Recognise that foreshore public access is being substantially improved in nearby areas but cannot be improved in the port area due to customs requirements
- Encourage use of cycles by making access to the regional cycleway system convenient to the port access points

Actions

- Investigate a pedestrian link between the proposed main gate on the New Port Road and the nearest bus stops to facilitate public transport and pedestrian access by employees (**Figure 26**)
- Consider linking cycleway between the proposed main gate and the proposed cycleway in Leichhardt Council's LEP (**Figure 28**)
- Additional bicycle links should be investigated with reference to the Bays Precinct Transport Study
- Provide links where possible to enable continuous public access along the edge of the Port (**Figure 27**)

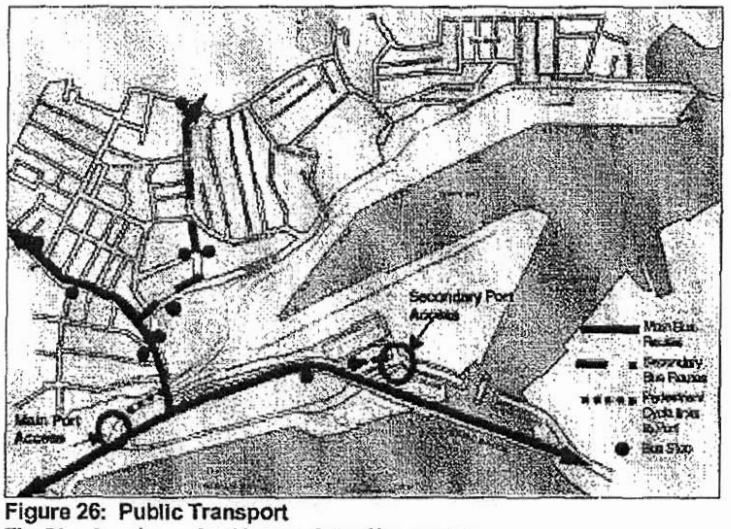


Figure 26: Public Transport
The Plan Area is serviced by a variety of bus routes.

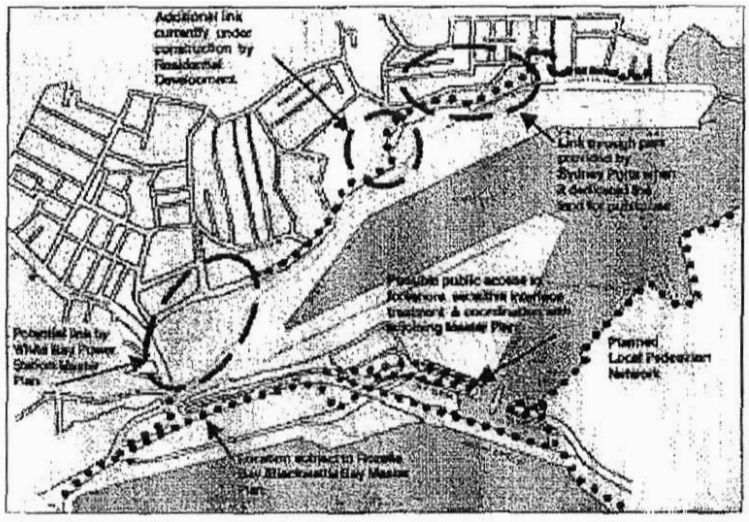


Figure 27: Public Access adjacent to Plan Area

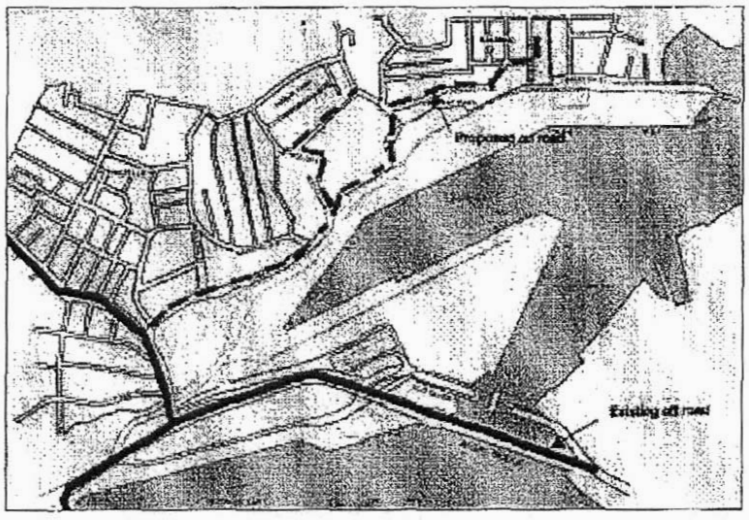


Figure 28: Cycleway
NSW Bicycle Network Strategic Map

2.9 Heritage Conservation

Background

The following table lists heritage items in the Plan Area identified by recognised organisations. The table indicates the opportunities and constraints regarding each item

Table A: Heritage Items in or adjacent to the Plan Area

Heritage Item	Source	Opportunities and Constraints
Located within the Plan Area		
Balmain Coal Loader	Godden McKay McDonald McPhee	Recorded prior to demolition No further action needed.
Glebe Island Grain Silos (Blocks A,B & C only)	Godden McKay McDonald McPhee Inst Engineers, National Trust Leichhardt LEP	State significance
Monument – First landing of US Forces, Glebe Island	Godden McKay McDonald McPhee Leichhardt LEP	State significance Possible relocation required to provide for efficiency in Port operation.
Geological Monument - The Great Sydney Dyke at Glebe	Geological Society of Australia	Development is to consider impact on the dyke Consultation with Geotechnical consultant is recommended.
Located adjacent to the Plan Area		
Old Glebe Island Bridge	Register of the National Estate Data Base	Retain access to Bridge
White Bay Power Station	Godden McKay	Retain landmark views of Power Station from water
Balmain Conservation Area	Godden McKay	Retain landmark views of area from water Reduce Port traffic access to this area.

Principles

- To encourage the conservation of existing heritage items and structures of significance with compatible uses within the Port area
- To ensure that Port activities do not detract from the heritage values of items of environmental heritage

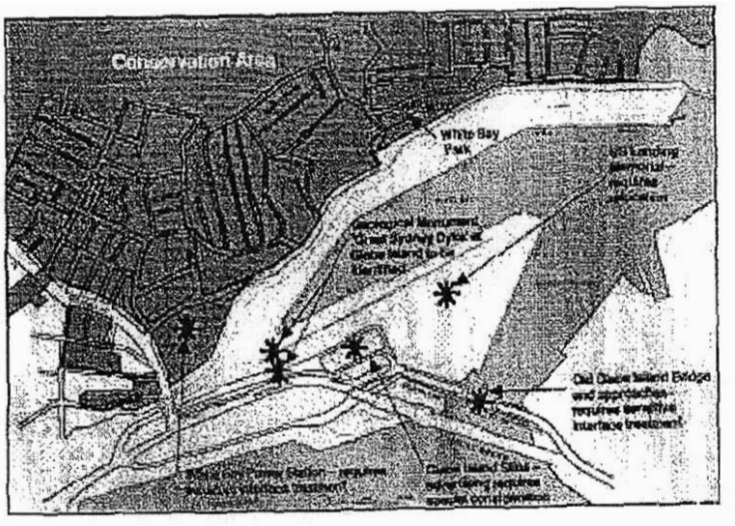


Figure 29: Heritage Items

Actions:

Obtain Heritage advice on:

- Appropriate relocation of the Memorial;
- Appropriate identification and interpretation of the Great Sydney Dyke;
- The landscape design for the approach to the Old Glebe Island Bridge;
- Appropriate advertising strategy for the silos taking into account the provisions and guidelines of section 2 6 of this Plan;
- Any buildings proposed in close proximity to the silos; and,
- The colour scheme for the Heritage Silos

2.10 Environment

Background

Sydney Ports has commissioned a range of environmental studies including risk assessment, acoustic assessment, light survey and a vehicular access study An Environmental Management System (EMS) and a Noise Management Plan have been implemented. The opportunity is to further refine the current procedures where relevant to the Master Plan

In implementing the EMS, Sydney Ports works with port users, appropriate government agencies and the community in setting strategies and implementing actions with the objective of achieving continual improvement of the ports safety and environmental record

Principles

- Minimise the impact of port activities on the marine environment
- Minimise impacts of the port activity on the urban environments whilst recognising the operational requirements of the port Impacts that are required to be addressed include noise, light spill, water quality, air quality and hazard risk
- Ensure that new development and activities take place in accordance with ESD principles.

2.10.1 Marine Environment and Stormwater

Background

The stormwater catchment area is extensive and results in substantial stormwater runoff entering the bays West of Victoria Road, there appears to be no record of existing drainage around the marshalling yards. It is likely that the proposed new access road will pass over the channel to the east which commences opposite Easton Park and runs parallel to Lilyfield Road The new road would incorporate drainage provisions that deal with this issue

Provisions

- Provide for improvements to water quality within the Harbour whenever possible.
- Investigate new drainage options required by the increased land use of the SRA/Pacific Power sites east of Victoria Road
- Provide drainage work associated with new road and rail layouts and any changes to existing facilities

- Prepare a Sediment and Erosion Control Plan in accordance *Managing Stormwater, Soils and Construction Manual* 1998 NSW, Department of Housing
- Continue the control of ballast water discharge and ballast water exchange in accordance with AQIS requirements
- Conduct Baseline Studies of Marine organisms in Sydney Harbour
- Continue to audit processes for oil/fuel transfers, acid bilge water discharges.
- Continue to operate a 24 hour pollution telephone line.
- Maintain an oil-spill response unit
- Implement measures to reduce the impact on waterways from stormwater
- Consult with Leichhardt Council, Sydney Harbour Foreshore Authority and relevant agencies regarding their requirements for water quality control and stormwater control. This potentially includes provision of a water retention basin, with any redevelopment works, to intercept stormwater so that it can be discharged in a controlled way and the installation of gross pollutant traps
- Continue implementation of silt capture techniques during construction projects.
- Continue controls on the discharge from vessels of oils, sludges and noxious liquid substances which are controlled by a Sydney Ports approval process. Ensure recycling and re-use of these materials is practised by the treatment plants.

2.10.2 Noise

Background

The Port facilities at Glebe Island and White Bay operate 24 hours per day 7 days a week and generate noise which is experienced in the surrounding areas of Balmain and Pyrmont. The noise levels in the residential areas around the port varies significantly from hour to hour and from day to day.

In 1994 and 1998 Wilkinson Murray carried out detailed studies of port noise surrounding White Bay and Glebe Island and quantified the amount of noise impact. The studies identified that noise levels in the area most affected by the port operations will increase by up to 2dBA. Areas at the western end of the site adjacent to White Bay Berths 1,2 and 3, are likely to have increases up to 5dBA due to anticipated increased use of these berths.

The studies demonstrated that noise levels at certain locations around the port are high when compared with Environmental Protection Authority guidelines for environmental noise for commercial and industrial developments adjoining residential areas. In 1999, Renzo Tonin and Associates carried out a further detailed study of Port noise which generally confirmed the findings of the Wilkinson Murray studies. The

Renzo Tonin study noted that residential locations in Balmain near main roads can be subject to higher noise levels than the residential area near the port. A summary of this report is attached as Appendix 1.

The proposed new port road will be subject to noise assessment and subject to the principles and provisions below

Sydney Ports currently implements a Noise Management Plan (NMP) for the Glebe Island and White Bay Port facilities in close liaison with lessees of port lands. The NMP includes a Noise Reference Committee which meets quarterly and includes resident representatives. The Committee monitors the NMP complaints and the lessee responses.

Noise from vessels on navigated waters and land adjoining navigated waters is regulated by the Marine Authority in accordance with the Protection of Environment Operations Act

Principles

- No marked increase in noise levels for residential areas surrounding the Port facilities.
- Continue to implement the Noise Management Plan including consideration of further noise control measures and analysis of, and response to, complaints.

Provisions

- Berth 6, White Bay, to be used for ship handling when other suitable berths are not available
- Where practicable, future buildings are to be located and designed to maximise shielding of noise to the surrounding residential area
- The acoustic wall in Robert Street may be renewed and extended. This is to be the subject of a separate investigation, particularly with regard to noise performance and design consultations current study
- The residents located on the eastern side of Lilyfield Road overlooking the proposed rail access line and on the eastern side of Lilyfield Road extending south from Easton Park are to be approached to determine the suitability of erecting acoustic barriers near their rear boundaries.
- Future development is to consider the guidelines in the Environmental Protection Authority's *NSW Industrial Noise Policy*

Actions

- Ongoing liaison with Port lessees, local community and other interested parties to explore and implement appropriate noise minimisation measures.

2.10.3 Light Spill

Background

Illumination of port activities has associated visual impact in the form of light spill on neighbouring residential areas. This is an issue for some residents because of the 24 hour port operations. Light spill occurs when the light fittings designed to illuminate the port allow direct light into the residential area. There have been few complaints over the last five years and these have mainly concerned the White Bay operations.

Principles

- Ensure light spill mitigation measures are adopted

Provisions

- Redirect light fittings and fit glare shields to avoid light spill where needed
- Use fittings that enable the light to be thrown forward, while keeping the glass of the fitting horizontal to the ground, for the sections of the terminal furthest from the water
- Install new poles on the residential side of the terminal with lights facing away from the residences and remove the lights facing the residences from the existing poles.

2.10.4 Risk

Background

Vessels at White Bay and Glebe Island include some cargo that consists of dangerous goods in containers. A very small proportion of the cargo handled at White Bay (Berths 3-6), comprises hazardous materials which are operated in accordance with Part II of the NSW Dangerous Goods Regulations. Current cargo volumes satisfy the applicable risk criteria.

The site has been identified as containing acid sulphate soil on the Acid Sulphate Soil Risk Maps. These maps have been prepared by the Department of Lands and Water Conservation and can be viewed at Leichhardt Council or at the Natural Resources Department of DUAP.

Principles

- Operations at the Port are to continue to satisfy applicable risk criteria

Provisions

Ensure any new uses involving dangerous goods satisfy DUAP's risk criteria.

- Determine potential mitigation measures to ensure operations are to continue to satisfy applicable risk criteria for increased cargo movements.
- Ensure soil testing of the site prior to any development which will require excavation greater than 650mm below the wharf level

2.10.5 ESD Principles

Background

Sydney Ports operates the Sydney Ports Environmental Management System (EMS) which is under constant review

Principles

Continue the Sydney Ports EMS:

- Control of scheduled attributes (ie air, water, noise etc)
- Reduction of waste deposition to landfill.
- Quarantine waste collection and ensure that treatment and disposal which is regulated and licensed by both the Australian Quarantine Inspection Service and EPA
- Environmental assessments are conducted at the beginning and the end of each lease period and during the lease term according to the nature of the activity
- Geotechnical investigation of soil prior to development design
- Encourage development of quarantine waste treatment processes to recycle useable components
- Encourage increased use of existing freight rail systems.
- Increase options for public transport, cyclists and pedestrians
- Adopt energy efficient design methods e g building orientation, design to minimise the need for artificial light
- Minimise the use of water on Port land
- Recycle/reuse construction waste.

Actions

- Complete an Air Quality Study
- Incorporate ESD measures in building design guidelines including investigating mechanisms to:
    - Ensure building materials used are made with renewable resources;
    - Ensure building materials used require least energy to process, manufacture and transport;
    - Ensure building materials used require less energy to maintain, are durable and can be recycled;
    - Ensure building materials used have minimal effect on human health; and,
    - Ensure building materials used create little waste

2.11 Public Consultation Procedures

2.11.1 When Development Application required

Principles

Where a proposal requires a development application the consultation procedures under SREP 26 and the EPA Act will be followed

Actions

- When a development application must be advertised the consent authority will:
    - Advertise the development application for not less that 21 days
    - Ensure that the advertised development application may be inspected at both the office of the consent authority and at Leichhardt Council
    - Refer all advertised development applications to Leichhardt Council for formal comment
    - Refer all advertised development applications to any other authority that it considers relevant
- Before granting consent to a development application the consent authority may seek the views of other bodies as defined in SREP 26.

2.11.2 When Development Application is not required but an EIS is required

Principles

Where a proposal does not require a development application but does require an EIS under part 5 of the EPA Act the consultation procedures under the Act will be followed

Actions

- The determining authority will give notice in a daily newspaper that a copy of the EIS may be inspected and provide times and location(s) where this can occur
- The EIS will be available for inspection for at least 30 days (the minimum statutory period)
- Representations in writing may be made to the determining authority during the time that the EIS is available for inspection

2.11.3 When Development Application and an EIS are not required

Background

Where a proposal does not require a development application under part 4 or an EIS under part 5 of the EPA Act the following consultation procedures will be followed.

Actions

- Where the cost of the development is valued at $100,000 or over the determining authority will;
    - Consult with Leichhardt Council and all relevant agencies
    - Notify Leichhardt Council and all relevant agencies by letter and publish a notice in a local newspaper providing details of the proposal.
    - Allow a minimum period of 14 days for consultation with Leichhardt Council and community input through the Council's Precinct system
    - Inform Leichhardt Council and all relevant agencies of the determining authority's response to submissions

References

New South Wales Department of Transport (1995) *Integrated Transport Strategy*

Sydney Ports Corporation (1997) *Sydney Ports Handbook*

"1995 Strategy": Sydney Ports Corporation (1995) *Sydney Ports into the 21st Century – Port Land Use Strategy for Botany Bay and Sydney Harbour*

Sydney Ports Corporation Report, 1 7 97, Unpublished Data

CMPS & F Infrastructure(1996) *Glebe Island & White Bay Port Access Study*

Gutteridge Haskins & Davey Pty Ltd (1998) *Glebe Island/White Bay Road Infrastructure*

Barry Webb & Associates (1994) *White Bay Container Terminal Obtrusive Light Survey*

Environmental Guidelines for Australian Ports, AAPHA, 1995

The National Strategy for Ecologically Sustainable Development 1995

Sydney Ports Publication – Environmental Management Plan

Wilkinson Murray Reports for Sydney Ports

Granherne Pty Ltd, *Quantitative Risk Assessment Study, 1994*

Glebe Island White Bay Background Paper June 1999

Renzo Tonin *Acoustic Study* 1999

Appendix 1 Summary of Renzo Tonin Acoustic Report

Background

Renzo Tonin & Associates Pty Ltd were engaged to carry out a noise survey and assessment of typical environmental noise effects from port activities occurring at the White Bay and Glebe Island facilities. The purpose of the work was to provide an environmental noise assessment of port noise affecting both existing and proposed residential premises

A noise survey was conducted between 5 February and 2 March 1999. During this period, noise emission levels from port activities were measured at six residential receiver locations surrounding the dock area. Both long-term unattended monitoring and short-term attended monitoring was conducted at each of these locations. Further, dockside measurements close to ships were also conducted.

A summary of the key findings of the report follows. A copy of the report is available at the Sydney Ports Corporation

Principles

The report summarised the results of noise measurements and compared them to the relevant noise assessment criteria set out in the Environment Protection Authority's (EPA) "Environmental Noise Control Manual" (ENCM), and to the "Draft Stationary Noise Source Policy" (now released as the *NSW Industrial Noise Policy 1999)*

Provisions

The residential receiver locations selected for assessment were :

- Location 1 - 16 Batty Street, on front balcony overlooking dock area, approximately 200m from the nearest dock
- Location 2 - Bezzina Development Site, corner of Buchanan & Robert Streets, near the sales office, approximately 80m from the nearest dock
- Location 3 - 27 Donnelly Street, on front balcony overlooking White Bay Park and dock area, approximately 140m from the nearest dock
- Location 4 - 17 Vincent Street, on front balcony overlooking White Bay Park and dock area, approximately 210m from the nearest dock
- Location 5 - Units 4 & 5, 1-13 Grafton Street, on rear balcony overlooking east end of dock area, approximately 140m from the nearest dock
- Location 6 - 16 Datchett Street, on front balcony overlooking dock area, approximately 290m from the nearest dock

Noise Sources

There are essentially two types of noise that emanates from the dock area:

- Constant noise from ship engines and other auxiliary equipment such as fans and generators that are located on the ships and;
- Intermittent noise from container cranes (portainers), forklifts, trucks and metal to metal impacts from the general unloading, loading and movement of shipping containers and cargo

Other sources of noise identified on the dock such as refrigeration units on refrigerated containers, building mechanical services and air conditioning plant were not considered to have significant noise impact upon the nominated assessment locations.

Summary of Noise Monitoring Results

Background Noise Levels

The representative noise level (or rating background level [RBL]) of daytime, evening and night-time assessment periods are usually based on the median of individual lowest repeatable background noise levels (or assessment background levels [ABL]) acquired over the entire monitoring period However, in this case, the minimum level of all the lowest-repeatable L_{90} background noise levels (or ABLs) was determined for each assessment period and was set as the representative background noise level for each location. In general, the background noise levels presented in Table B below, are conservatively low in comparison with available data and therefore considered suitable for use in this noise assessment Such background noise levels are however, expected during periods absent of port activities and periods without ships berthed at the docks

Noise data acquired during days that experienced adverse weather conditions (eg rain, strong winds) were compared to the data acquired on finer days Where data was found to be affected by adverse weather conditions it was discarded from further analysis Table B below presents the L_{90} background noise levels set for each assessment location

Table B Background (L_{90}) Noise Levels, dB(A)

L_{90} Background Noise Levels

Location	L_{90} Background Noise Levels		
	Day	Evening	Night
Location 1	47	44	41
Location 2	48	43	41
Location 3	46	44	41
Location 4	48	45	41
Location 5	43	43	39
Location 6	40	36	33

Notes:

1 Day is defined as 7:00am to 6:00pm, Monday to Saturday and 8:00 am to 6:00pm Sundays & Public Holidays

2 Evening is defined as 6:00pm to 10:00pm Monday to Sunday & Public Holidays

3 Night is defined as 10:00pm to 7:00am, Monday to Saturday and 10:00pm to 8:00am Sundays & Public Holidays

4 At the locations where the noise logger was positioned close to a building façade, a -2.5dB correction factor has been applied to establish the equivalent free field background noise level as recommended in Chapter 157 of the EPA's ENCM

Additional Noise Monitoring

Long-term noise monitoring was conducted at two additional locations on the Balmain Peninsula, from 11 May to 17 May 1999, in areas absent of dock activities This was done to allow noise level comparisons to the six selected assessment locations near the docks The comparison of ambient noise level environments between different locations on the same peninsula s intended to be informative only The additional noise monitoring was conducted at the following sites:

- Location A: 198 Victoria Road, ROZELLE, and
- Location B: 15 Wharf Road, BALMAIN

A comparison of ambient noise levels measured at Location B with those levels measured at Location 5 and Location 6, show that the noise levels at these locations are generally quite similar. Location 5 results are slightly higher than Location B's results, but Location 6 results are slightly lower than Location B's results In genera., this indicates that noise from ships and related dock activities may not greatly contribute to the overall ambient noise levels at locations near a dock when compared to the noise environment to foreshore locations without a dock. This comparison, however, does not take into account differences, which may exist in the character of the noise amenity of foreshore locations with and without an adjacent dock

On the other hand, very high noise levels are experienced on other parts of the Balmain Peninsula that are not exposed to noise from large vessels or dock activities. That is, the noise levels measured at the six assessment locations are significantly lower than those measured on one part of the same peninsula that is exposed to high traffic volumes

Noise Assessment Criteria

At level of 53 2 dB(A) measured indoors corresponds to a conservative level of 65 dB(A) measured outside the bedroom window assuming windows are open for ventilation. The report adopted a criterion which would ensure that 90% of the population (including the aged) are protected in their sleep an emergence level (L_{avmax} or L_1) of 65 dB(A). This criteria applies to short-duration noises which may occur at night from the operation of the port. For continuous, steady or quasi-steady noise, recent ev dence suggests an L_{eq} of 40 dB(A) be used as an upper limit for assessment of sleep arousa inside bedrooms

This criteria can also be expressed in terms of noise levels outside Research conducted by Carteret al(1992) found the attenuation through a slightly open window when measured at the centre (bed position) of a bedroom is in the order of 13 to 20dB(A) when measured in L_{eq} Using a typical noise reduction of 15 dB(A), then the maximum allowable L_{eq} noise levels outside is 55 dB(A) to avoid sleep awakenings during the night for 90% of the population including the aged

In summary, the sleep arousal criteria used for assessment purposes were :

- L_{eq} = 55dB(A)
- L_1 = 65dB(A)

when measured outside a bedroom window

Table C (Table 6.1) – "Worst – Case" Assessment of Noise Impact dB(A)

Location	Noise Descriptor	Measured Operational Noise Level	Noise Criteria			Exceedance		
			Day	Evening	Night	Day	Evening	Night
1	L_{10}	52	52(47)	49 (44)	46 (41)	0 (5)	3 (8)	6 (11)
	L_1 or $L_{ave,max}$	66	-	-	65	-	-	1
	L_{eq}	53	-	-	55	-	-	none
2	L_{10}	57	53 (48)	48 (43)	46 (41)	4 (9)	9 (14)	11 (16)
	L_1 or $L_{ave,max}$	75	-	-	65	-	-	10
	L_{eq}	57	-	-	55	-	-	2
3	L_{10}	55	51 (46)	49 (44)	46 (41)	4 (9)	6 (11)	9 (14)
	L_1 or $L_{ave,max}$	66	-	-	65	-	-	1
	L_{eq}	56	-	-	55	-	-	1
4	L_{10}	62	53 (48)	50 (45)	46 (41)	9 (14)	12 (17)	16 (21)
	L_1 or $L_{ave,max}$	72	-	-	65	-	-	7
	L_{eq}	63	-	-	55	-	-	8
5	L_{10}	57	48 (43)	48 (43)	44 (39)	9 (14)	9 (14)	13 (18)
	L_1 or $L_{ave,max}$	65	-	-	65	-	-	none
	L_{eq}	56	-	-	55	-	-	1
6	L_{10}	49	45 (40)	41 (36)	38 (33)	4 (9)	8 (13)	11 (16)
	L_1 or $L_{ave,max}$	57	-	-	65	-	-	none
	L_{eq}	49	-	-	55	-	-	none

Note : Numbers in brackets refer to the more stringent two frequency/tonal noise criteria.

Noise Assessment

Table 6 1 summarises the highest L_{10}, L_1 (or $L_{ave,max}$) and $L_{eq\,noise}$ levels measured at each location during short-term attended noise surveys These noise levels were acquired from evening and night noise surveys as opposed to day surveys, in order to avoid extraneous noise from construction and other surrounding noise sources where such were found to be significant. The highest recorded noise levels were then compared to each assessment period's noise criteria, regardless of what period they were measured in

To assess sleep arousal, the greater of the L_1 or $L_{ave,max}$ noise levels were used for each location The $L_{ave,max}$ levels were determined by averaging the loudest instantaneous noise levels recorded during each survey and for each assessment location, as presented in Appendix A

In short, the results shown in Table 6 1 present the 'worst case' impact scenario from all of the available noise survey data

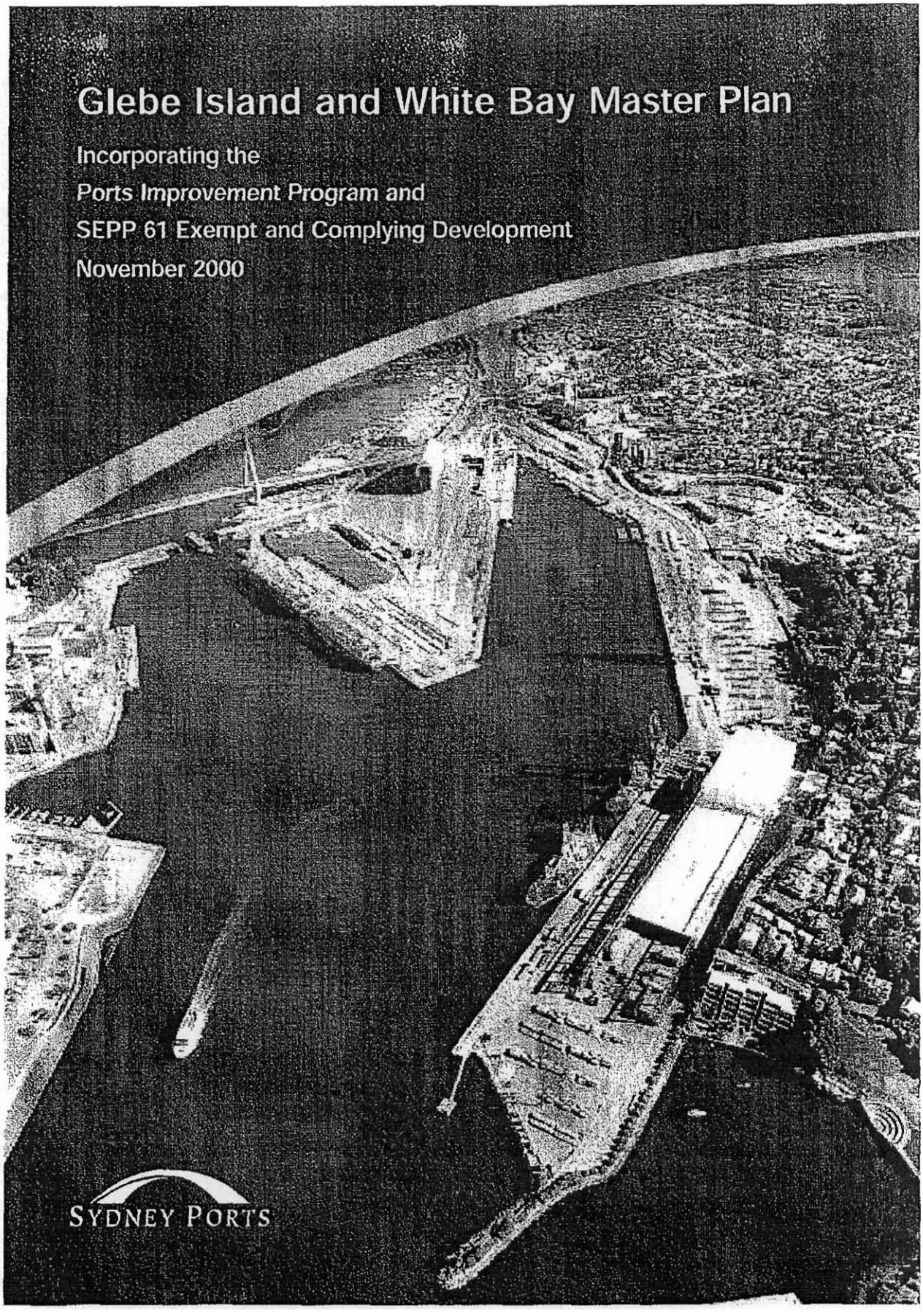
Conclusion

Renzo Tonin & Associates completed an assessment of environmental noise impact from port activities to a number of nominated residential premises in Balmain Noise impact from port activities was quantified and compared to the noise guidelines set by the EPA

The greatest noise exceedance above the EPA's noise criteria generally occurs when assessing the L_{10} intrusive noise emissions The measured L_{eq} levels generally comply or only marginally exceed the set noise assessment criteria The measured L_1 (or $L_{ave,max}$) levels exceed by up to 10dB(A) at Location 2 where the residences under construction are exposed to noise from dock vehicles travelling on Robert Street

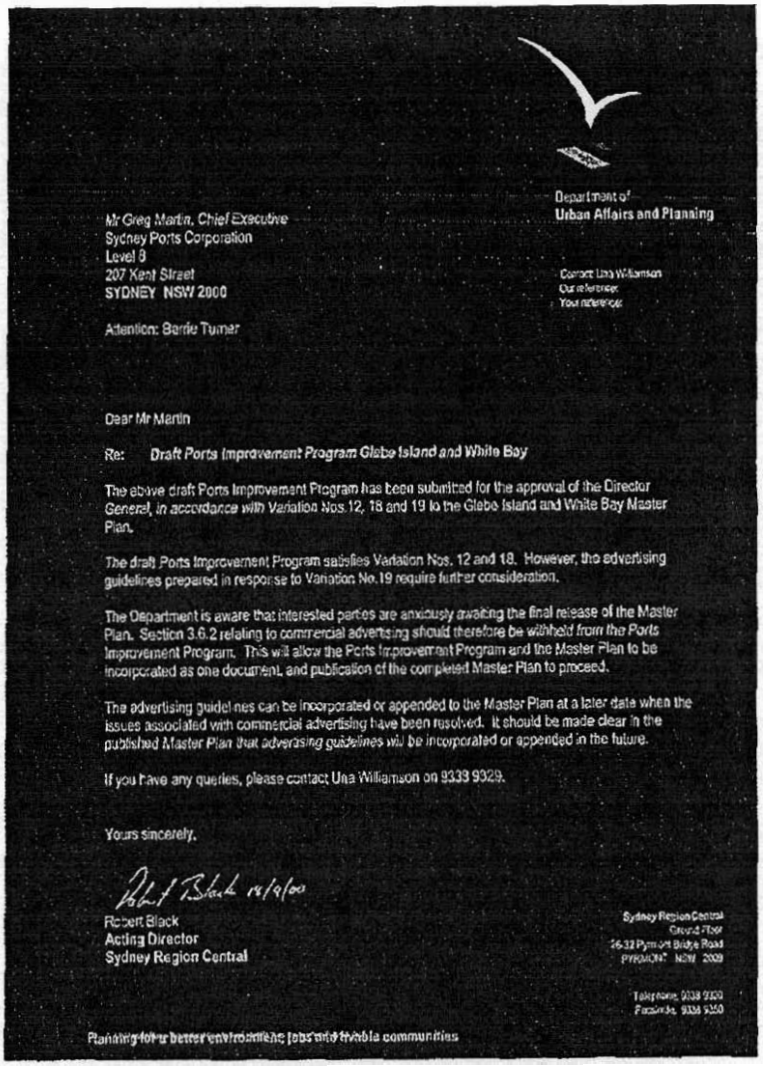
Glebe Island and White Bay Master Plan

Incorporating the
Ports Improvement Program and
SEPP 61 Exempt and Complying Development
November 2000



SYDNEY PORTS

Part B
Glebe Island & White Bay
Ports Improvement Program



Department of
Urban Affairs and Planning

Mr Greg Martin, Chief Executive
Sydney Ports Corporation
Level 8
207 Kent Street
SYDNEY NSW 2000

Contact: Una Williamson
Our reference:
Your reference:

Attention: Bardo Turner

Dear Mr Martin

Re: *Draft Ports Improvement Program Glebe Island and White Bay*

The above draft Ports Improvement Program has been submitted for the approval of the Director General, in accordance with Variation Nos.12, 18 and 19 to the Glebe Island and White Bay Master Plan.

The draft Ports Improvement Program satisfies Variation Nos. 12 and 18. However, the advertising guidelines prepared in response to Variation No.19 require further consideration.

The Department is aware that interested parties are anxiously awaiting the final release of the Master Plan. Section 3.6.2 relating to commercial advertising should therefore be withheld from the Ports Improvement Program. This will allow the Ports Improvement Program and the Master Plan to be incorporated as one document, and publication of the completed Master Plan to proceed.

The advertising guidelines can be incorporated or appended to the Master Plan at a later date when the issues associated with commercial advertising have been resolved. It should be made clear in the published Master Plan that advertising guidelines will be incorporated or appended in the future.

If you have any queries, please contact Una Williamson on 9339 9329.

Yours sincerely,

Robert Black 18/9/00

Robert Black
Acting Director
Sydney Region Central

Sydney Region Central
Ground Floor
16-32 Pymont Bridge Road
PYRMONT NSW 2009

Telephone: 9338 9329
Facsimile: 9338 9250

Planning for a better environment, jobs and liveable communities

SYDNEY PORTS

Ports Improvement Programme
Glebe Island and White Bay

Sydney Ports Corporation

Travis McEwen Group Pty Ltd
Urban Designers, Town Planners, Architects
ACN 001 330 616
41 McLaren Street North Sydney NSW 2060
Ph: 61 2 9929 0522 Fax: 61 2 9959 5765
7204\08\12\D-G01109
Email: tmgnet@tmg.com.au

Suite 9/55 Avalon Pde Avalon
PO Box 504 Avalon NSW 2107
Phone (02) 99731330
Fax (02) 979 1791
Email: landarc @ozemail.net.au

TIM WILLIAMS AND ASSOCIATES PTY LTD
SUITE 85, 81 MARLBOROUGH STREET,
SURRY HILLS, NSW 2010 AUSTRALIA
T +61 2 9690 0555 F +61 2 9690 0558

November 2000

Contents

1.0 Introduction

1.1 Objectives

Shipping accounts for a large section of international trade and contributes directly to the economy and employment of the Sydney region The ports of Sydney Harbour and Botany Bay are the main gateways for containerised cargo, break bulk and bulk ıcuid cargo in NSW and are essent'al for the economic growth and development of the state

This Ports Improvement Programme outlines principles and guidelines stemming from the requirements of the Glebe Island and White Bay master plan which will facilitate the continued and efficient use of the Port.

1.2 The Port

In the 1960's Sydney faced a port capacity problem Pressure arose to develop Botany Bay for the container trade The increasing move to containerisation of cargoes, which are predominantly handled at Port Botany enabled a series of wharf closures in Sydney Harbour. In the 1980's the development of new terminals at Port Kembla also led to the transfer of coal and grain exports away from Sydney Harbour.

A major rationalisation of the Sydney Port was accompanied by a strong increase in the efficiency of those harbour sites which remained in active port use. This improved efficiency now allows Sydney Harbour to accommodate approximately the same amount of cargo each year as in the mid 1960's, when there was almost three times the present berth length in the port

Significant changes have taken place recently with older industrial sites surrounding the wharves becoming obsolete or under-utilised. Many are currently undergoing redevelopment for residential purposes

1.3 The Glebe Island/White Bay Master Plan

The Glebe Island and White Bay Master Plan is a requirement of the Sydney Regional Environmental Plan No 26 – City West, gazetted by the Minister for Urban Affairs and Planning, and as amended (SREP26). The development guidelines further detail the provision of the Master Plan and accordingly should be read in conjunction with the Glebe Island and White Bay Master Plan as adopted on the 23 May 2000.

1.4 Ports Improvement Programme

The Ports Improvement Programme provides principles and guidelines for the following;

1 Establishment of guidelines for new buildings and equipment;
2 A strategy for dealing with the interface between the public and private domain;
3 Strategy for the selection of materials and colour schemes for buildings and mobile equipment;
4 Consideration of lighting for the port area;
5 Definition of areas for cargo storage on the wharf apron;
6 A cohesiveness and legibility in signage;
7 The continued safe and secure operations of the port;
8 A strategy for public interpretation of the port

1.5 Consultant team

Client	Sydney Ports Corporation
Urban Design	Travis McEwen Group
Signage and Commercial Advertising Design	Tim Williams Architects
Landscape	Land Arc

2.0 Built form overview

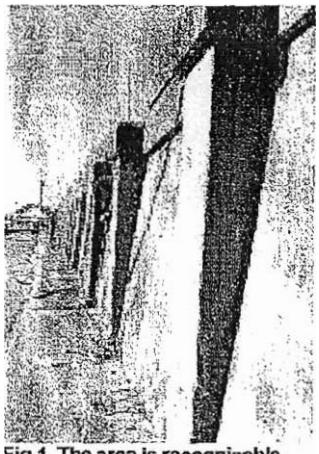


Fig 1. The area is recognisable as an industrial landscape and offers potential to incorporate existing robust intrinsic qualities into future development.

2.1 Existing character

Parts of the existing wharves have a patina of age, weathering and unkempt appearance. Much of the port land does not reflect an efficient and well maintained facility.

The interface between the port area and the surrounding residential area is generally abruptly defined.

The entry to the port is not clearly acknowledged, resulting in ambiguity in the ownership of these spaces.

The intrinsic physical qualities of the industrial maritime uses a offer opportunities for redefining the image of the Port (Fig 1)

2.2 Future character

Development on port land should clearly demarcate the port and the various lessees. The place should be well maintained and reflect its status as a valuable state asset.

The interfaces with the surrounding areas should be clearly defined addressing the changes in character along the boundary edge.

The development of a palette of finishes and formalising a design framework will enable future development of this site to be consistent in the approach to new development

2.3 Objectives

The objectives of this programme are to:

- Reflect the world class efficiency of the port operations in the quality of the environment and the visual presentation of the port
- Clearly define the interface/boundary between the working port area and the surrounding uses
- Establish a main entry to the port land that the presence of the port and that will strongly mark the presence of the port to the public
- Provide for the views of residents from surrounding areas and heritage items.
- Establish opportunities for the public to view port areas or access information on port activities and heritage
- Define the parameters for advertising and or signage

3.0 Ports improvement guidelines

3.1 Buildings and equipment

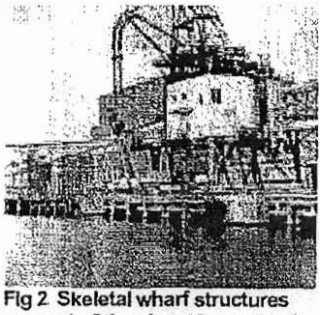


Fig 2. Skeletal wharf structures are part of the visual imagery of the Port

There are a variety of buildings and equipment serving a range of port uses. These include:

- Fixed and mobile equipment
- Buildings
- Lighting elements

3.1.1 Fixed and mobile equipment

These structures are often fixed structures and serve as pumps cranes or other specific uses related to loading or unloading are similar in character to the movable platforms and generally service shipping and do not form part of the shore buildings (Fig 2 and 3)

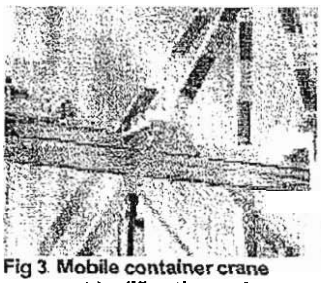


Fig 3. Mobile container crane identifies the working harbour because of its size and location.

Cranes, pumps and support skeletal structures give a clear imagery to the Port and the functioning of the wharf. The visibility of these elements is significant in identifying the waterfront as a working port. The location of the structures varies daily thus enlivening the port.

The loading and unloading of shipping is the key to all activities on the port. Apart from the comings and goings of the shipping it is the main aspect of the port activities which enliven the wharf apron. This occurs through the motion of the cranes loading and unloading shipping

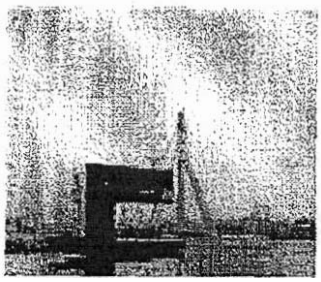


Fig 4. This example illustrates how contemporary interpretations of wharf structures can fit the imagery of the port environment

Work safety practice for these structures is important for and accordingly they have been traditionally painted safety colours

The functions attributed to these facilities may change and examples exist where these forms have been interpreted and other uses inserted. Examples such as communication boxes in Rotterdam interpret the port function in the design and reinforce the visual graphics of the port (Fig 4)

Principles

- Conform to work place safety regulations
- New built forms should reinterpret the forms of the characteristic port functions particularly in their structural expression
- The port equipment should in external appearance suggest clearly their function
- Functional and safety aspects of the operations should drive the design and form of these elements The visibility of prominent elements should be reinforced with colour.

Guidelines

- Structures that directly service shipping should be strongly identified by colour (see section 3.3)

3.1 2 Buildings

The more recent buildings are generally constructed of steel with lightweight sheet metal The internal framing and structural systems are generally rolled steel and of a portal construction

The scale of these structures is related specifically to the port uses and are supported by other elements s uch as cranes on the wharf apron and rolling stock rails (Fig 5)

The scale of these buildings does not relate specifically to any of the uses in the immediate surrounding area These buildings offer little visual interest apart from their sheer size

The wharf structures visible throughout Sydney Harbour demonstrate changes in technology used in the maritime industry Accordingly building forms and their use have changed considerably over time (Fig 6)

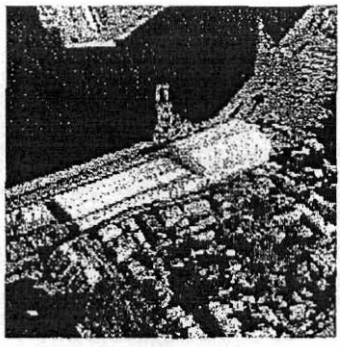


Fig 5. Larger portal structures are characteristic of contemporary store facilities.

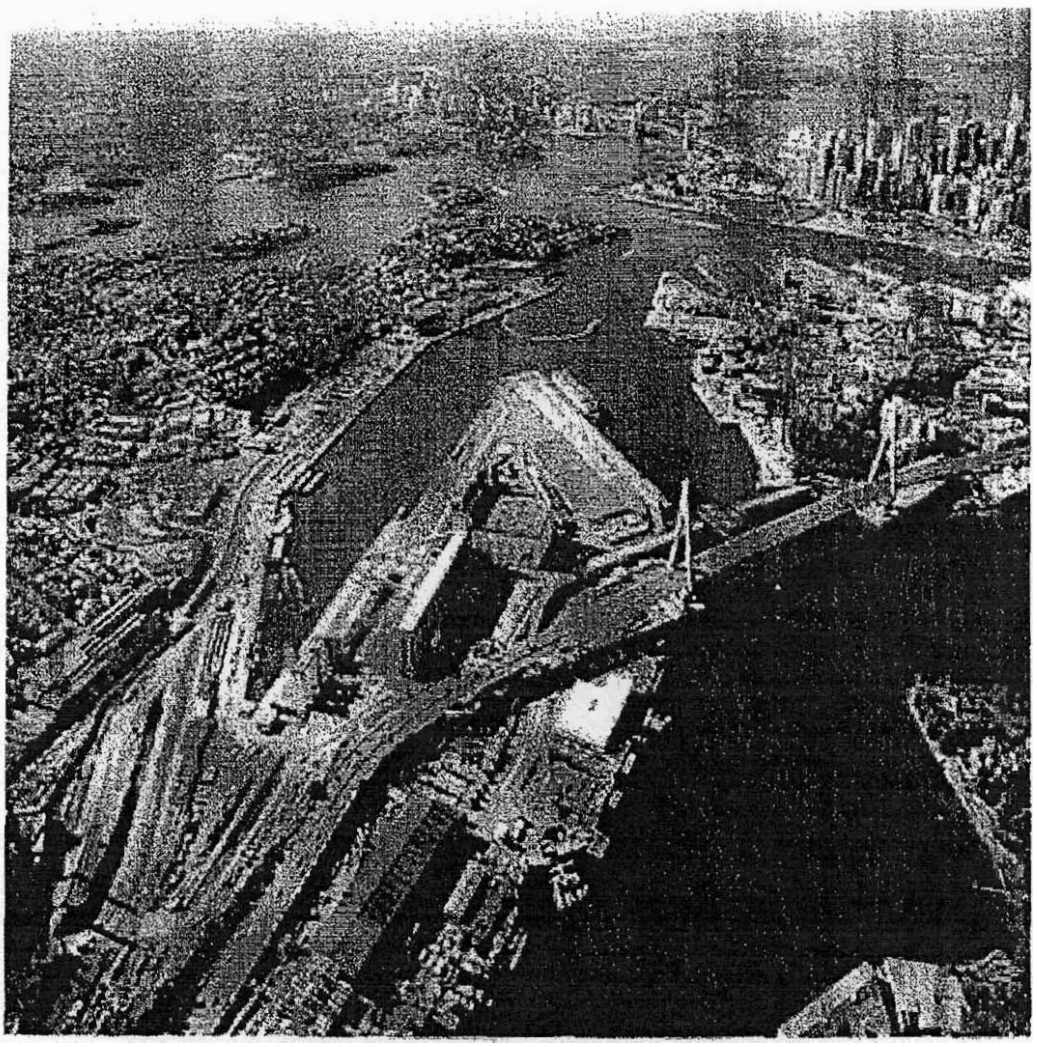


Fig 6. Variations in wharf building types are visible throughout Sydney Harbour These structures reflect the changing nature of port operations

1 roll on roll off facility
2 finger wharf
3 container store
4 movable wharf structure
5 passenger terminals
6 new wharf structure

Building context

Figure 7 shows the various types of wharf buildings for port uses including historical building types. While all these building types are derived from operational requirements many of the earlier buildings gave strong definition to the public domain (e.g. the shore buildings at Hickson Rd or were anchored to the land, such as the finger wharves projecting from the land to over the water).

The current port usage ie containerised facilities, do not offer the same opportunities in placement of buildings to interface the public domain. The buildings on Glebe Island and White Bay do not address this interface as they do not connect directly with the surrounding environment. Additionally the scale of these buildings is difficult to relate them to a smaller human scale. Today these buildings are mainly substantial objects in the round.

If it is accepted that there is little possibility to link Port buildings to the surrounding area in terms of scale and public domain definition then a position should be taken as to the prominence of the building per se and the qualities which these structures could express.

A regular grid already exists in the structure of the newer buildings due to portal frame construction. Structure is visible in most of these shore buildings and this element is potentially the strongest key in developing a treatment dealing with the massiveness of these buildings.

This position accepts that the scale of these new buildings is such that they have there own imagery/character and accordingly this should be reinforced in existing structures or new structures.

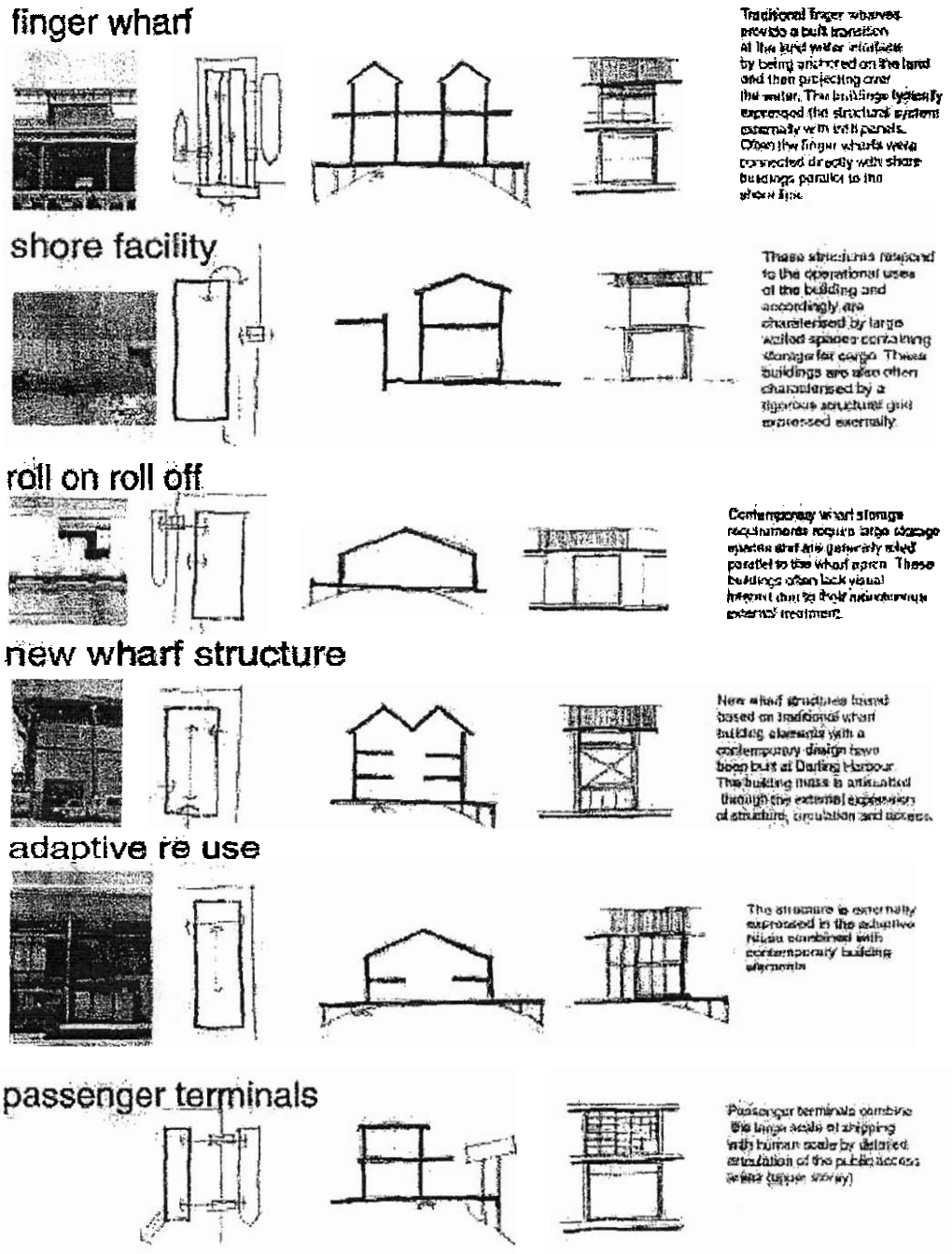


Fig 7. Analysis of wharf types

Modulation

Structural systems should be used to explore the external nature of these buildings and accordingly this may be used to develop the design of these buildings in a contemporary way as the original finger wharves did

Structural systems should be used to develop and reinforce the nature of these buildings The structure could be strongly expressed and the larger expanses of wall treated emphasising the structure by expressed panel systems Reference should be made to the modulation of the facade and enabling the structure to become the stronger element in the facade

Externalising fire egresses or circulation can further assist in breaking down the mass of the building and reinforce the modulation of the facade.

Siting

Consideration should be given to the siting of new buildings based on the context of the surrounding area and the alignments which already exist In this respect foreground, middle ground and distant views should be a consideration in the siting of buildings The relationships with existing and proposed infrastructure should be carefully considered in any proposal **(Fig 8)**

Fig 8. Alignment and location of any new structure should consider its broader context. Alignments exist in terms of existing infrastructure and relationships to the immediate surrounding environment. Note the axis line which parallels the White Bay shoreline and directly aligns with the main port entry (near Victoria Rd bridge) and the Port observation tower at Millers point. Other alignments can be used as reference points for the siting of buildings (such as a continuous setback to the wharf edge and the new road/rail corridor)

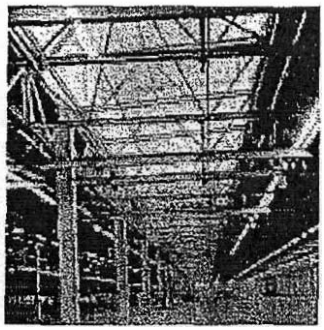


Fig 9. Potential for natural daylighting within industrial buildings

Fig 10. Composite structures may allow the development of interesting building forms

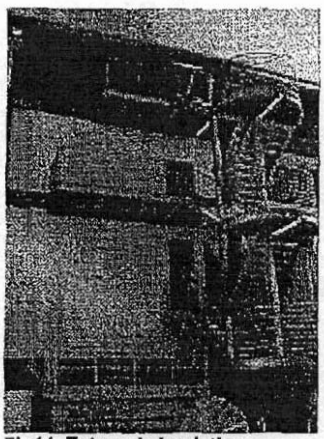


Fig11. External circulation assists in articulating buildings

Principles

- *New buildings are not to compete in terms of the primacy of built form with the larger elements of the Glebe Island Bridge and the Silos*
- *New buildings should consider the alignments of existing buildings and infrastructure. These alignments serve to give anchoring points for new buildings.*
- *Utilise the structural grid of the building as the strongest element in the building form and define the larger wall planes as recessive elements*
- *Reduce the scale of the bulk of the building through the articulation of the larger wall planes when addressing the residential areas*
- *Intrinsic qualities of materials should be emphasised and expressed.*

  Intrinsic qualities of existing built fabric should be emphasised and accentuated
- *Environmental sustainability of any proposal should be assessed (Fig 9)*

Guidelines

New buildings

The structure of buildings should be expressed externally wherever possible (Fig 10)

- Wall areas should be recessive elements.
- Vertical circulation may be expressed externally in order to further articulate the building (Fig 11)
- Tonal variation in the colour schemes is to be used to break the mass of the building
- Entry and egress should be defined in the building form further articulating the building
- The night time environment and the appearance of the building should be considered and utilised in providing an interface between new buildings and the surrounding residential area

Existing buildings

- The intrinsic qualities of the materials for existing buildings is to be reinforced
- Wherever materials such as exposed concrete and exposed aggregate have been used they should be left untreated.
- Sheet materials are to be painted
- Structure and vertical elements should be expressed
- Existing horizontal banding should be highlighted
- Large wall elements/panels are to be recessive in colour except where they serve a particular function, ie specific lighting element or interface with surrounding residential area.
- Temporary silos are to be recessive elements in the landscape, however they should be located giving due consideration of locational constraints which other buildings conform to, such as existing infrastructure alignments
- Consideration should be given to the introduction of elements which could allow the development of a relationship between the larger scale of industrial buildings and the more human scale in the surrounding residential area

3.1 3 Lighting elements

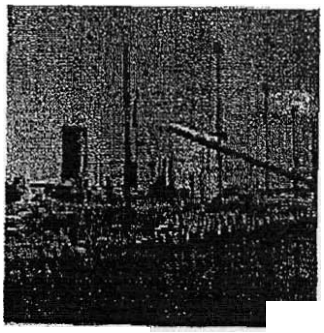


Fig 12. Consideration should be given to the relationship between the grid of lighting columns and other elements. For example, highlight colours can be used to emphasise the lighting poles pattern whilst creating visual interest

Due to operational requirements the port area is extensively lit There is a geometrical locational rigour in the placement of lighting around the site with numerous light stands demarcating the spaces both during the day and at night Lighting and feature lighting could be used to give a sense of drama to the port (Fig 12)

The use of different materials such as translucent or perforated sheeting can give relief to various building elements, allowing light into the building during the day, whilst allowing spread of light at night (Fig13).

Specific lighting of various elements of the port, such as cranes pumps and structure, would reinforce the visual drama of the working port at night.

Principles

- *Reinforce the rhythm which is already evident in the lighting columns across the site for the daytime environment This can be achieved through a single highlight colour The introduction of a coordinated colour scheme can also relate otherwise completely separate buildings or facilities into a single cohesive group*
- *Use translucent materials in order to reduce the bulk of the larger buildings throughout the precinct which would result in a diffused nightime lighting source*
- *Introduce lighting schemes for wharf structures particularly to highlight expressed structural elements*
- *Coordinate the finishes of all elements visible during the day*
- *The gantry structure above the main shore building at White Bay provides an opportunity for specific feature lighting*

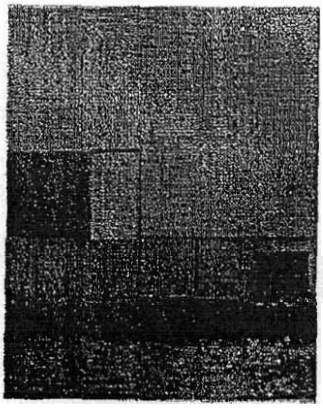


Fig 13. Potential exists for articulation of buildings to be reinforced through the introduction of translucent wall panelling which contributes to the night time environment.

Guidelines

- Lighting stands etc should relate to each other through the use of a coordinated colour scheme and applied to the entire site (refer colour palette)
- Provide for safety lighting
- All new wharf structures to have a lighting scheme - existing structures are encouraged to have a lighting scheme Holistic approach should be made in considering the quality of the night time environment

3.2 Boundary conditions and landscape

3.2.1 General

Background

The master plan identified landscape character as a vital component of the port's image. This boundary interface is generally restricted to narrow corridors of open space, such as cliff-tops embankments, railway edges, ancillary spaces and simply "left-over" land. In the past, these areas have reflected a marginal and somewhat compromised character, often serving a purely functional role for defining the port's boundaries and providing security. However, this boundary interface plays a major role in the public perception of the port. The way in which the landscape is addressed in these areas has the potential to significantly improve the visual and environmental quality of the port.

The master plan identified four landscape precincts as follows:

- Old Glebe Island Bridge Curtilage
- Balmain Interface
- Port Entry
- Eastern Rail Promontory

The master plan highlighted the need to develop a landscape treatment which would reinforce the distinctive identity of the port, convey an attractive, robust, industrial image comprising simple forms to match the scale of the port and requiring minimal maintenance. Significant view corridors were established within these precincts to guide, in part, the landscape treatment of these areas.

These precincts and the embankment area adjoining the Anzac Bridge-Victoria Road bikepath are addressed in the following discussion of principles and guidelines.

For the purposes of the principles the locations have been consolidated as follows:

- Location 1 Public land/ roadway interface;
- Location 2 Residential interface;
- Location 3 Waterfront/ park interface;
- Location 4 Main entry
- Water interface zone

General Principles *(all locations)*

1 *Opportunity to reinforce the distinctive identity of the "working port", its visual character, its scale of operations and facilities through appropriate delineation and enhancement of its edge conditions and associated landscape elements*

- Ensure materials used are appropriately scaled to reflect the "working port" character;
- Maintain continuity and simplicity in the range and appearance of materials and planting palettes;
- All materials should be unified in their form, texture and tonal qualities;
- Planting should be site-responsive to local microclimatic and altered soil conditions typical of these port sites (eg. wind/ salt exposure, aspect, types of landfill materials, vehicle emissions, etc);
- Planting should be used to ameliorate adverse microclimatic conditions (eg prevailing winds/ wind tunnels, glare, lack of shade, noise and air pollution);
- Planting palette should be restricted to robust, hardy species requiring relatively low maintenance;
- Landscape elements should reflect ESD principles

2 *Opportunity to improve the port's public image, its "sense of ownership" and management of Port lands;*

- Provide a continuous, identifiable and "badged" boundary to establish a broader sense of ownership;
- Visually enhance edge conditions through appropriate landscape treatments, using a readily identifiable set of materials;
- Establish an appropriate management and maintenance regime for the ports interface and landscaped areas

3 *Opportunity to improve visual impact of hard-edge, security fencing without compromising port/ customs security.*

- Integrate planting with fencing where appropriate to improve visual and environmental quality;
- Ensure layering of plants to enhance sense of depth to boundary (ie low-mid-upper level banding);
- Protect and manage views, particularly with respect to determining heights/ types of fencing and planting selection;
- Vary the types of edge treatments to relate to adjoining land uses and boundary conditions.

3.2.2 Landscape precincts:

The precinct locations which have been developed for these guidelines correspond to he Landscape precincts in the master plan and are as follows:

- Location 1 Public land/ roadway interface;
- Location 2 Residential interface;
- Location 3 Old Glebe Island Bridge curtilage
- Location 4 Main entry
- Water interface

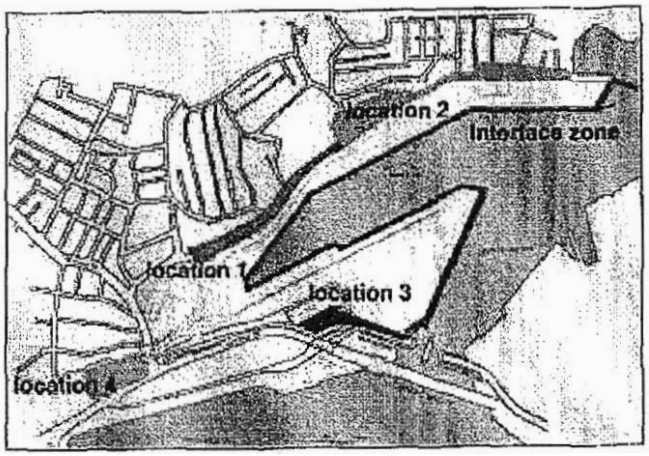


Fig 14. The plan above shows the location of the landscape precincts

Location 1. Public land/roadway interface

Public land/ roadway interface relates to Robert Street and P&O Maintenance Storage Area

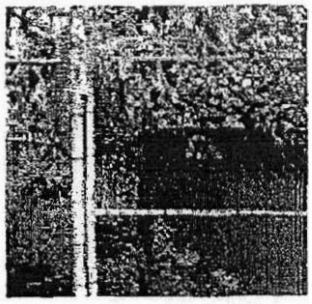


Fig 15. Proposed security fence with black PVC coated mesh

Principles:

- ***Develop** a palette of materials which relate to the scale and movement along roadways (ie motor vehicles, bike-riders and pedestrians);*
- *Subtle modification of the existing standard security fencing to reflect Ports scale and identity;*
- *Utilise planting to soften fencing and hard-edge;*
- *Ensure heights of planting permit views through fence*

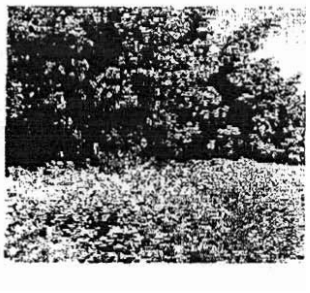
Fencing:

Replace existing security fence with modified (slightly over-sized) steel frame/ PVC coated mesh fence located along edge of footpath to public road.

Fence Height:	2.4 metres
Materials:	galvanised posts - straight, capped with 3-strand barbed wire extension;

corner posts to be 80NB straight capped;
intermediate posts to be 50NB;
mesh to be 50mm x 2.5 black PVC coated;
knuckle selvedge finish;
Sydney Ports "badging" to be located centrally within each panel (Fig 14)

Planting:
Locate selected trees, shrubs and groundcovers along fence to soften impact of security fencing whilst allowing views through fence



Planting height:	Trees to 12 metres height and under-pruned to 2 5 metres; Shrubs trimmed to 1.2m to permit views from cars (eg. along Robert Street)
Trees:	Weeping Fig (*Ficus benjamina* var *Wintergreen*)(Fig. 15)
Shrubs:	Sweet-scented Jessamine (*Murrava paniculata*)
Accents:	Gymea Lily (*Doryanthes excelsa*)
Groundcovers:	Poa blue-grey form (*Poa labillardieri* var *Eskdale)*

Fig 16. Proposed Weeping Figs and Murraya hedge

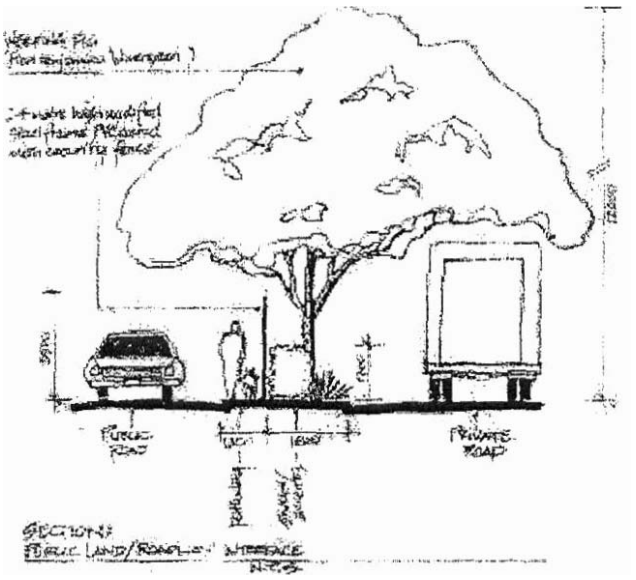


Fig 17. The conceptual landscape design addresses the narrow space between the new Port Road and Roberts Road.

Location 2. Residential interface

Principles:

- *Develop a palette of materials which relate to the transitional scale from Port to residential area;*
- *Install alternate palisade style fence with height dependent upon site topography, public safety and security requirements (ie reduce height of fence where cliff-line reduces security risk);*
- *Remove any unnecessary or redundant elements (ie internal fencing along private road, ad hoc signage),*
- *Utilise planting to soften fencing and hard-edge,*
- *Ensure heights of planting permit views through fence*

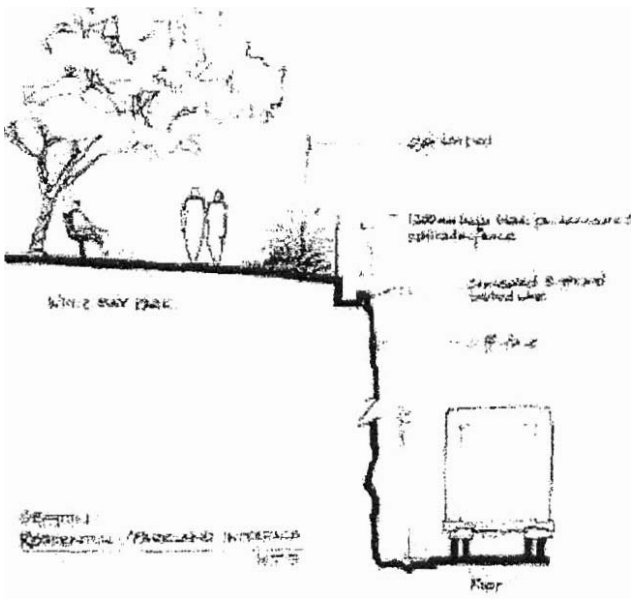


Fig 18. The cliff edge requires particular consideration. Note the balustrade at the cliff interface with White Bay Park while Port security is provided by a concealed barbed wire just below the top of the cliff face.

Fencing:
Replace cyclone mesh fence with black powder-coated tubular steel palisade style fence. Option to install 3-strand barbed-wire below cliff-top (ie. concealed security detail)

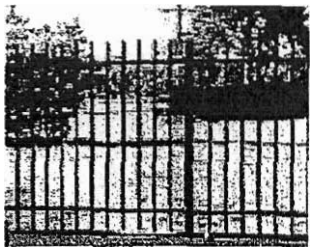


Fig 19. Proposed 1.2m high palisade fence

Palisade height:	2 4m where boundary is level 1 2m above base plinth where boundary is on cliff top (Fig.19)
Materials:	heavy duty welded galvanised square tubular steel; vertical bars to pass through top rail (for added security and safety); black premium quality, polyester powder-coat finish

Planting:
Plant layered shrubs, accents and ground covers (no trees) adjacent to base of palisade fence to visually integrate boundary condition with residential properties and maintain views through fence (Fig 20)

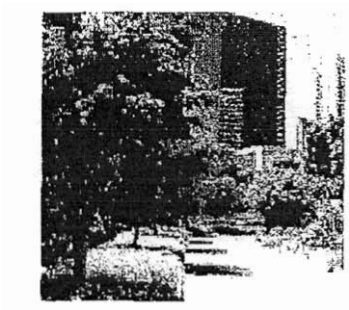


Fig 20. Proposed Weeping Figs, Gymea Lillees and groundcovers

Planting height:	layered to 1.2 metres to provide views from adjoining residences
Shrubs:	Sweet-scented Jessamine (*Murraya paniculata*)
Accents:	Gymea Lily (*Doryanthes excelsa*)
Groundcovers:	Poa blue-grey form (*Poa labillardieri* var *Eskdale*)
Spiky Mat-rush	*(Lomandra longifolia* var *Katrinus)*

Location 3. Old Glebe Island Bridge curtilage

Principles:

- *Continue with a restricted palette of materials ensuring consistency with the port's character;*
- *Address opportunities to engage public in the port's activities through interpretive facilities/ signage and artwork;*
- *Landscape elements should reinforce any heritage items (eg old Glebe Island Bridge/ memorials);*
- Utilise planting to ameliorate adverse microclimatic conditions (eg. prevailing winds/ wind tunnels caused by structures, glare, lack of shade/ amenity, noise and air pollution);
- Protect and manage view corridors.

Planting:
Planted areas should provide broad definition to these areas, emphasising the scale, function and role of the port. There should be a repetition of form, texture, colour and balance reinforcing the Port identity. Planting should be restricted to a simple palette suited to site-specific requirements with a relatively low maintenance regime. Trees should not in any way impede important views.

Planting height:	**varies up to 20+ metres**
Tree Accents:	Hoop Pine *(Araucaria cunninghamii)*
Trees (row/ grid):	Weeping Fig (*Ficus benjamina* var. *Wintergreen)*
	Tuckeroo *(Cupaniopsis anacardioides)*
Large Shrubs:	Cherry Satinash *(Syzygium leuhmannii)*
	Dwarf Lilly Pilly (*Syzygium paniculata* var *Elite*)
Accents:	Gymea Lily (*Doryanthes excelsa*)
	Beach Lily *(Crinum pedunculatum)*
	Groundcovers: Poa blue-grey form (*Poa labillardieri* var *Eskdale)*
	Spiky Mat-rush *(Lomandra longifolia* var *Katrinus)*

Fig 21. Proposed recycled, customised hardwood timber seat

Outdoor Furniture:
Outdoor Furniture should specifically reflect the port's character in being robust, sturdy. Wharf/ jetty timbers should be recycled wherever possible.

Materials:	Type 1: customised maritime elements such as large wharf/ jetty timbers, wharf structures re-configured for seating, barriers, bollards, etc.
	Type 2: commercially available materials must be vandal resistant and suitable for waterfront conditions.
Seating:	Recycled hardwood timbers, square-sawn with 20mm arise finish to all edges, set 430mm above ground level (Fig 21)
Bins:	Powder-coated or aluminium alloy finish. perforated aluminium frame (55 litre)
Suppliers:	Street Furniture Australia Botton & Gardiner (Fig 22)

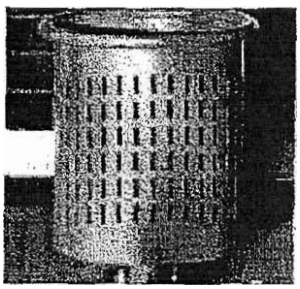


Fig 22. Proposed aluminium alloy litter bin

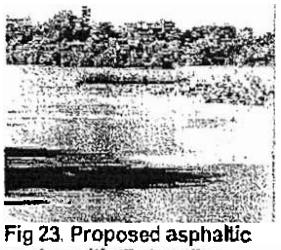


Fig 23. Proposed asphaltic paving with tile banding

Fig 24. Detail of asphaltic paving and banding

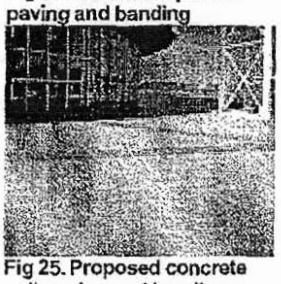


Fig 25. Proposed concrete unit paving and banding

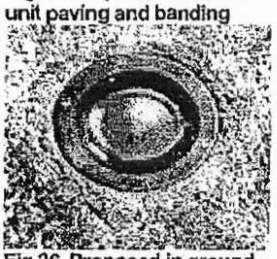


Fig 26. Proposed in ground uplighting

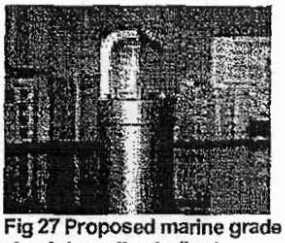


Fig 27 Proposed marine grade aluminium alloy bollard lighting

Paving:
Paving should be durable and consistent with working port functions, scale and other materials. Paving should be either continuous flexible pavements (asphaltic concrete) or large dimensioned unit pavers of monochromatic tones

Type 1:	asphaltic concrete (Fig 23 and 24)
Colours:	black (other tint options available)
Application:	general/ Ports

These areas offer opportunities for banding using other in-lay materials (refer to types 2 and 3)

Type 2:	unit paving, minimum 450 X 450mm units; reconstituted concrete (Fig 25).
Application:	restricted to public areas
Colours:	charcoal to mid-light grey tones
Textures:	related to use/ access; generally skid-resistant;
Suppliers:	Urbanstone (eg. Estuary Grey/ Casino Grey)

Type 3:	bluestone/ granite
Application:	focal areas only banding/ edge treatments banding may include textural and tonal variations(eg. honed, shot-blasted, polished or tile finishes)

Lighting:
Provide lighting for security, key entry/ access points, internal roads, pathways and public areas. Lights should be robust, vandal-resistant and suitable for a waterfront environment.

Type1:	Flush-mounted, in-ground, up-lighting/ highlights and washers (Fig 26)
Applications:	public open space, landscaping and waterfront features/ structures
Materials:	stainless steel or water resistant marine grade aluminium alloy;

Type 2:	Bollard lighting (Fig 27)
Applications:	footpaths/ bikepaths
Materials:	marine grade aluminium alloy bollard lighting, vandal resistant UV stabilised poly-carbonate "Dock" luminaire
Suppliers:	Louis Poulsen

Location 4. Main Entry

Principles:

- *Create an entry focus and identity for the port, ensuring consistency with other port areas in landscape materials and planting palette;*
- *Planting should be simply stated, yet dramatic, providing a unified and supportive component for entry signage;*
- *Selected species should be tolerant of roadside conditions;*
- *Lighting should accentuate signage elements (possible use of uplight/ wash to silhouette planted forms/ accents);*
- *Paving should be consistent with the public waterfront/ park interface.*

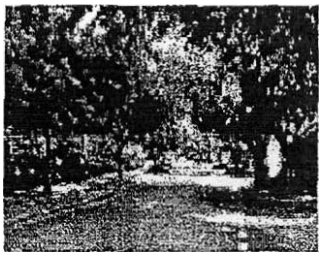


Fig 28. Weeping Figs (Parkland/ waterfront interface and main entry)

Planting:
Use of trees which will accentuate the signage, create large scale patterns of a limited species selection. Plants to be homogeneous in form, texture and colour and have limited flowers. Trees should be form a green mass solid enough to feature in the larger environment (Fig28)

Planting height:	varies up to 20+ metres (subject to RTA requirements)
Tree Accents:	Hoop Pine *(Araucaria cunninghamii)*
Trees (row/ grid):	Weeping Fig (*Ficus benjamina* var *Wintergreen*)(Fig 28, 29 and 30)
Accents:	Gymea Lily (*Doryanthes excelsa*) Beach Lily *(Crinum pedunculatum)*
Groundcovers:	Poa blue-grey form (*Poa labillardieri* var *Eskdale)* Spiky Mat-rush *(Lomandra longifolia* var *Katrinus)*

Fig 29. Hoop Pines accent planting (Parkland /waterfront interface and main entry)

Paving:
As in Parkland/ waterfront interface
Type 2 or Type 3 unit paving

Lighting:
As in Parkland/ waterfront interface.
Provide illumination to accentuate signage (possible use of uplights/ wall-wash to silhouette planted forms/ accents).

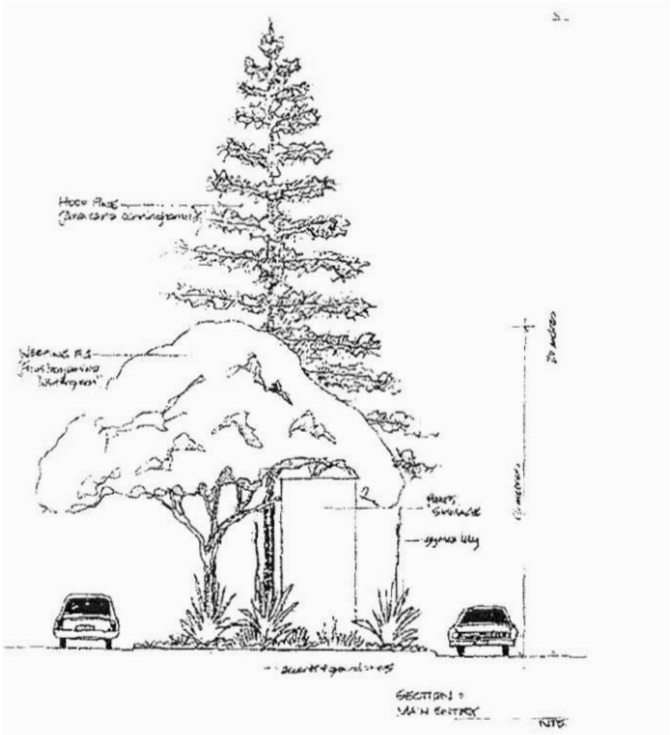


Fig 30. Hoop Pine and Weeping Figs are proposed for the main port entry to provide a visual marker to the entry (these species are typical of the Sydney harbour foreshore areas).

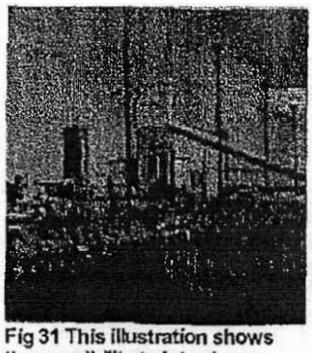


Fig 31 This illustration shows the possibility to introduce sculptural elements in areas not utilised for berthing operations. This may serve to stitch together different edge conditions.

Water interface

The water interface zone is characterised by a series of different edge conditions

These conditions are generally purely functional in terms of berthing operations.

Opportunities exist in the treatment of these edges where wharf elements, such as dolphins are highlighted and the sculptural elements may be introduced in areas which do not affect docking operations

3.3 Materials and colours

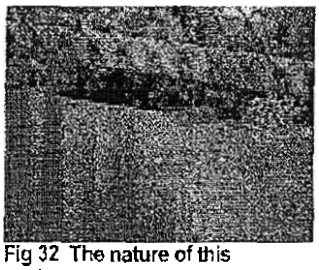


Fig 32 The nature of this environment results in the breakdown of materials

The scope of this work is to develop a palette of materials and colours which would deliver an increase in the amenity of the port

The principles

- **Clear visual definition of elements of the port**
- Consider the harshness of the environment and therefore the need for longevity in materials selected
- Work with the existing, materials and elements of the wharf landscape
- Develop treatments which may be used for the large buildings on the site

3.3.1 Palette of materials

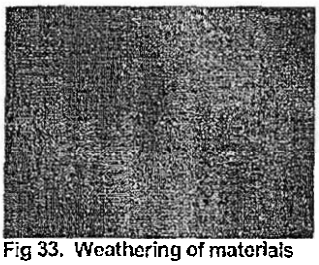


Fig 33. Weathering of materials results in textures which develop purely as a response to environment

The age of the port facility and the location in a high salinity environment has led to exposed and untreated steel corroding A patina of age is visible throughout the facility particularly in elements which connect between two different materials In terms of visibility the mild steel fencing, exposed corrugated iron and the proliferation of exposed steel shore structures all reflect the nature of the environment and the implications for the built form (Fig 32).

The natural weathering process has reinforced the characteristics of various materials and as a consequence has reinforced the textures of different materials visible throughout the port (Fig 33)

Contemporary wharf structures are characterised by extensive use of concrete in structural and non structural capacities This material offers a range of finishes and exposure to weathering demonstrating a range of textures and colouring or discolouring (Fig 34)

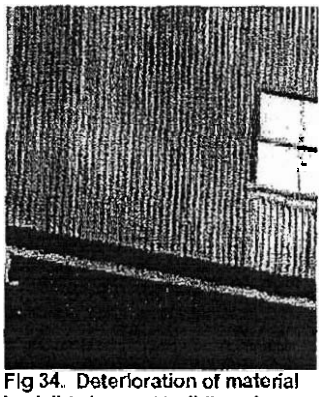


Fig 34. Deterioration of material is visible in most buildings in this area.

Composite structures relying on concrete as a base element are significant in the contribution to the sense of the place and marking it clearly with its industrial nature

In terms of visibility the mild steel fencing, exposed corrugated iron and the proliferation of exposed steel shore structures all reflect the nature of the environment and have implications for the built form

3.3.2 Palette of colours

Cranes, pumps and the like give a clear imagery to the port and the functioning of the wharf. The visibility of these elements is significant in reflecting the waterfront as a working port. The location of the structures varies daily enlivening the port.

These structures are often brightly coloured due to safety and visibility issues for port functioning.

The site is characterised by large expanses of concrete serving as the wharf apron as construction material for the silos and for the structure of the Glebe Island Bridge. These specialised elements dominate the industrial landscape. Any new building should not dominate this landscape and accordingly should be recessive in colour.

Traditionally all large store buildings are characterised by a regularity in structure and a puncturing of the mass through the provision of entry into the spaces.

Principles

- *Reinforce the structure with colour as a method of breaking the mass of the building.*
- *Utilise materials and colours to break down the building mass.*
- *Utilise the differences in materials with colour to create a building form of interest in both daytime and at night.*
- *Restrict the palette of colours to reinforce a maritime vernacular based on analysis of precedent throughout the port.*
- *The mass of large buildings should be recessive through the use of muted colours although exposed structure and articulated elements could be highlighted by colour.*

Guidelines

The following colours should be adopted as demonstrated and scheduled below:

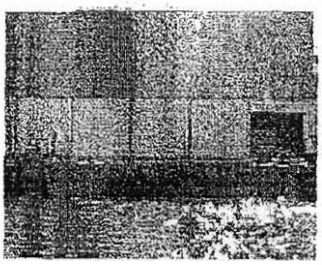


Fig 35. Modulation of the facade through the use of colour

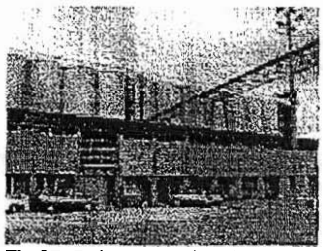


Fig 37. Columns and horizontal elements expressed in existing buildings, whilst intrinsic qualities of materials are retained

Fig 38 Silos to be painted in recessive colours from the grey colour palette

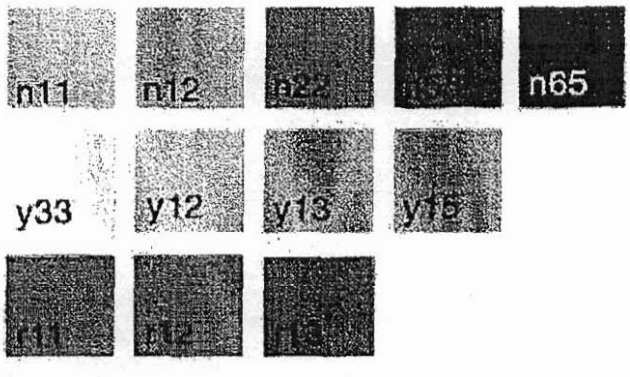


Fig. 36 Indicative colour schedule. The number refers to Australian Standard 2700 standard colour reference system.

Grey-various shades Lighter shades of grey to be used as recessive wall elements for larger stores and silos Indicative range AS2700 N11 N12 N22 N42 (See Fig 35, 38, 43 and 45)

Darker grey to highlight structure, and lighting columns

N55 N65 (AS2700) or Micaceous iron oxide (See Fig 37, 40,42 and 45)

Translucent sheet panelling or articulation elements on facades

Y33 Y12 Y13 Y15 (AS 2700) (Fig. 35 and 48)

Movable wharf structures and unloading facilities and accent on light stands

R11 R12 R13 (AS 2700) (Fig 38, 39 and 44)

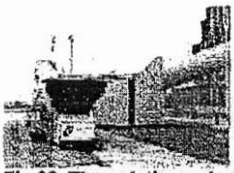


Fig 39. The existing colour scheme does not take advantage of the opportunities offered by these built elements

Fig 40. Wharf equipment should be highlighted by colour to give greater visual definition

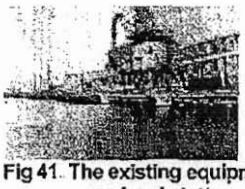


Fig 41. The existing equipment appears as visual clutter because elements are not given visual priority.

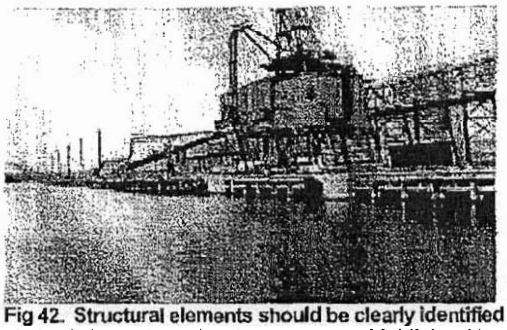


Fig 42. Structural elements should be clearly identified by colour. The skeletal elements and main masses are highlighted by colour for visual order and visual interest

Fig 43. Existing built form of the P & O shore building

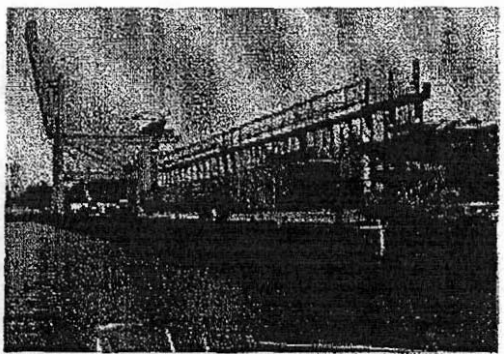


Fig 44. The movable wharf equipment and structural elements of existing structure should be highlighted by colour.

Fig 45. The structure is visually defined by darker colour while the broader wall areas are visually contrasted by lighter colour

3.4 Lighting

The scale of the built elements in the port area provide an opportunity for selective lighting and the development of a dynamic and visually exciting night time environment

Skeletal elements and exposed structures offer an opportunity for a range of lighting effects. The prominence of the port in the landscape suggests that these lighting elements should be carefully considered and be undertaken in conjunction with port operations (Fig 50 and 51)

The articulation of the larger shore buildings can achieve required breakdown of the building mass during the day through use of colours and variation in materials.

The use of translucent materials serve two purposes the first is the articulation of the built form whilst at night allowing the building to be "marked" (Fig 46 and 47).

The strategic location of these panels can also serve to break down the interface between the public and the private domain by providing opportunities for public interpretation of the site (Fig 48 and 49)

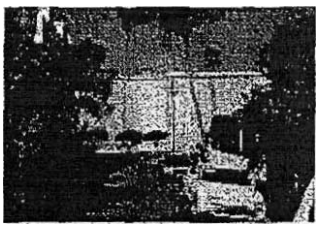


Fig 46 Existing situation

Fig 47 Potential daytime environment

Fig 48 Potential night time environment

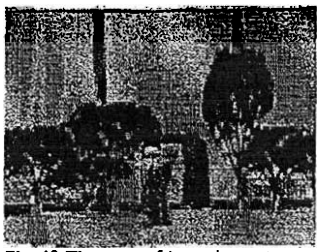


Fig 49 The use of translucent materials can serve to articulate the building during the day, mark significant points in the landscape at night and serve to breakdown the harshness between the public and the private interface through the use of specific design elements

Principles

- ***Safety** is to be considered as a fundamental for any lighting scheme*
- *Structure provides opportunities for lighting elements of the port which are of interest in the night time environment.*
- *Consideration should be given to the implications of any lighting scheme in relation to the surrounding residential environment*

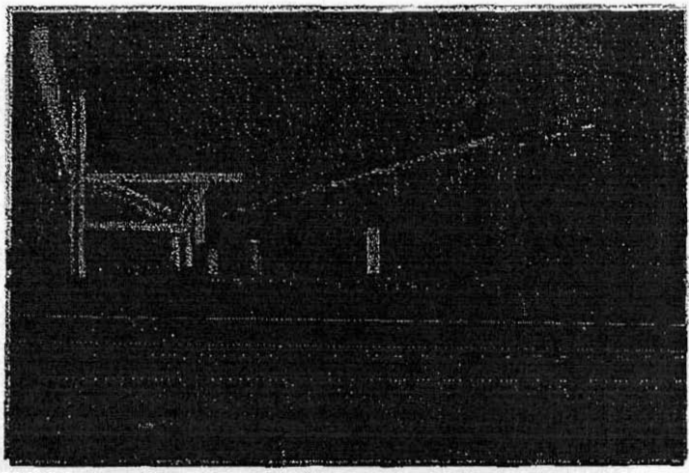


Fig 50 Lighting can reinforce the daylight colour schemes giving the Port a dramatic and vibrant appearance at night

Fig 51. Selective lighting through the use of a filtered light source can accentuate elements of interest in the existing built form

3.5 Cargo

3.5.1 Containers

The Master Plan requires that containers should be limited to a stacking height of 5 containers. The location of these containers is generally based on the loading and unloading requirements of shipping. Accordingly, the positioning of these containers is controlled by operational and management issues. For clarity of site organisation and safety, container stacking areas and vehicle circulation areas should be clearly marked on the ground.

Guidelines

- Container stacking areas and vehicle circulation areas to be clearly marked

3.5.2 Cars

Temporary car storage for imported cars is provided on the wharf deck area. Controlled location of the cars assists with the efficient use of the port.

The potential construction of a new multi deck parking facility at the location of the demolished silos provides for additional storage of cars on Glebe Island.

Guidelines

- The storage locations of imported cars on the wharf apron should be clearly marked on the ground
- Guidelines to be developed for the multideck facility

3.5.3 Break bulk cargo

Break bulk cargo includes a variety of goods that are generally not containerised (e.g. timber). Cargo is stored and sometimes appears unmanaged due to the nature of the cargo.

Where practicable this cargo should be stored internally as soon as possible and moved off the wharf apron.

Guidelines

- Break bulk cargo to be stored internally where practicable
- Extend storage areas for break bulk cargo to clearly mark on the ground distinct vehicular circulation areas

3.6 Signage

The objectives of the signage strategy are to identify the Sydney Ports areas and provide clear and consistent wayfinding

Bold colour

A distinctive orange has been selected as the background colour for al signage. This co'cur is already associated with the Sydney Ports corporation being part of their corporate logo The Sydney Ports orange also recalls the colours of the container moving equipment and with containers themselves The safety and warning connotations of the orange further underline the appropriate choice of the colour.

Simple form

The form of the signage is kept simple and is generally of the proportions of containers. (The dimensions of sign types D and E are those of containers)

Site identification

A simple hierarchy of information is introduced with lettering scaled to the distance and type of viewer. Leased areas will be indicated within the Sydney Ports format in order to keep a coherent graphic style

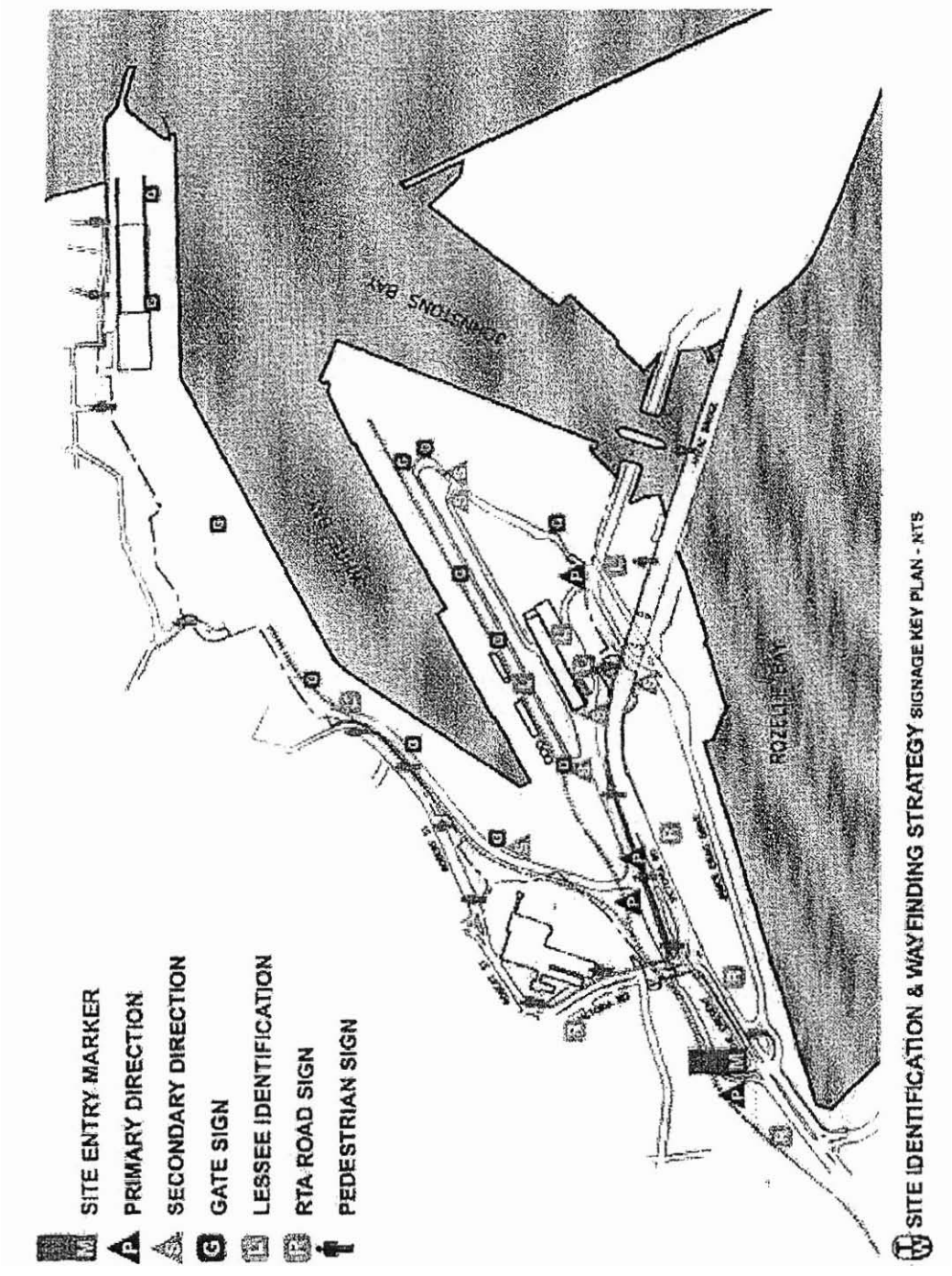
Hierarchy of information

As well as marking the perimeter of the site with regular badgeing, the entrance to the site is marked with a bold signage totem, which includes lighting for the entrance area, and an edge lit banner for periodical use.

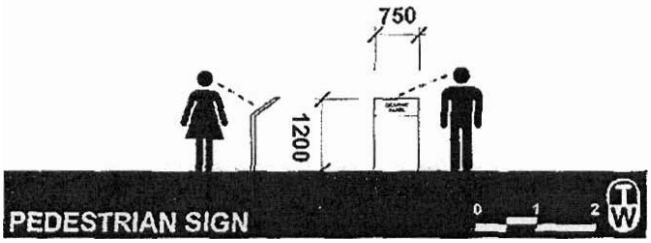
3.6.1 Site Identification & Wayfinding Strategy (Technical)

- CLEAR HEIRACHY OF INFORMATION
- APPROPRIATE SCALE OF SIGNAGE TO USER AND SITE
- SIGNAGE INTEGRATED WITH OFFICIAL RTA SIGNAGE
- UNIVERSAL SYSTEM WITH SIMPLE IMPLEMENTRATION
- LOW MAINTENANCE /VANDAL RESISTANT MATERIALS

Ports Improvement Programme:
Glebe Island and White Bay Master Plan

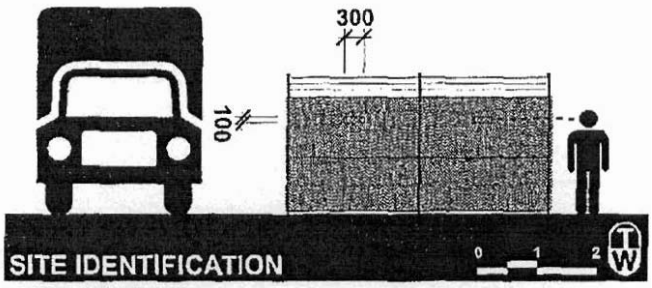


Ports Improvement Programme:
Glebe Island and White Bay Master Plan



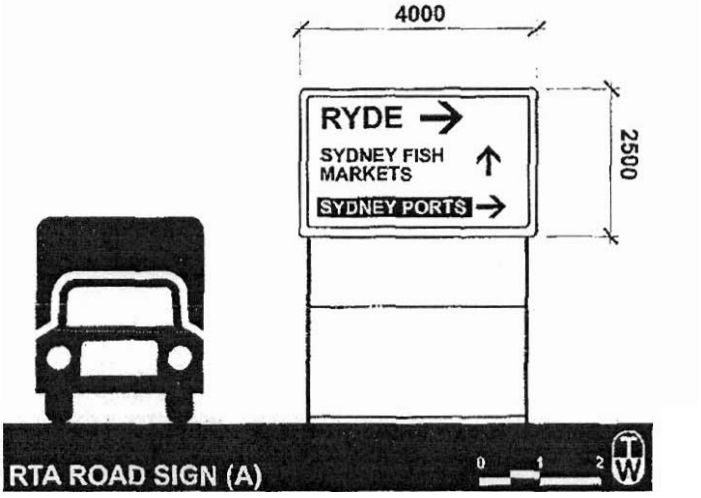
VIEWING DISTANCE 2m
TEXT HEIGHT 10mm
SCALE 1:100

Type A
To be located along pedestrian or cycle routes such as Anzac Bridge and Anzac memorial. Pedestrian scale sign for information, History, descriptions of activities and the like. Made out of a folded sheet of Sydney Ports orange metal. Cut-out text and White text Braille



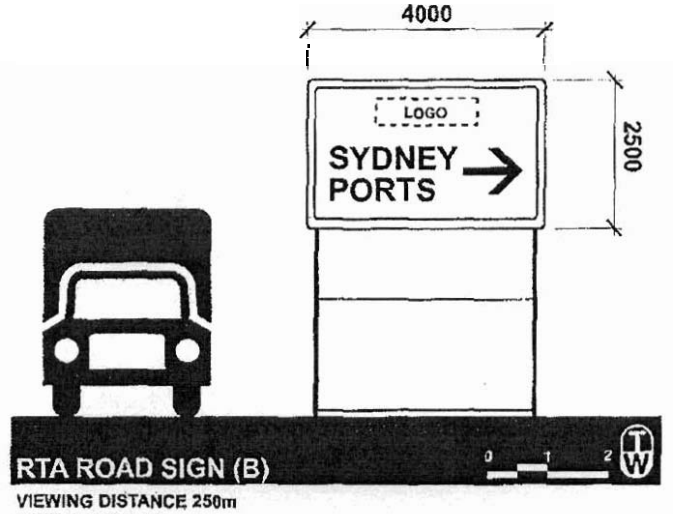
VIEWING DISTANCE 20m
TEXT HEIGHT 45mm
SCALE 1:100

Type B
To be located on fences and gateways around the perimeter of the SPC area(s) Lettering and logo to be cut-out of Sydney Ports orange



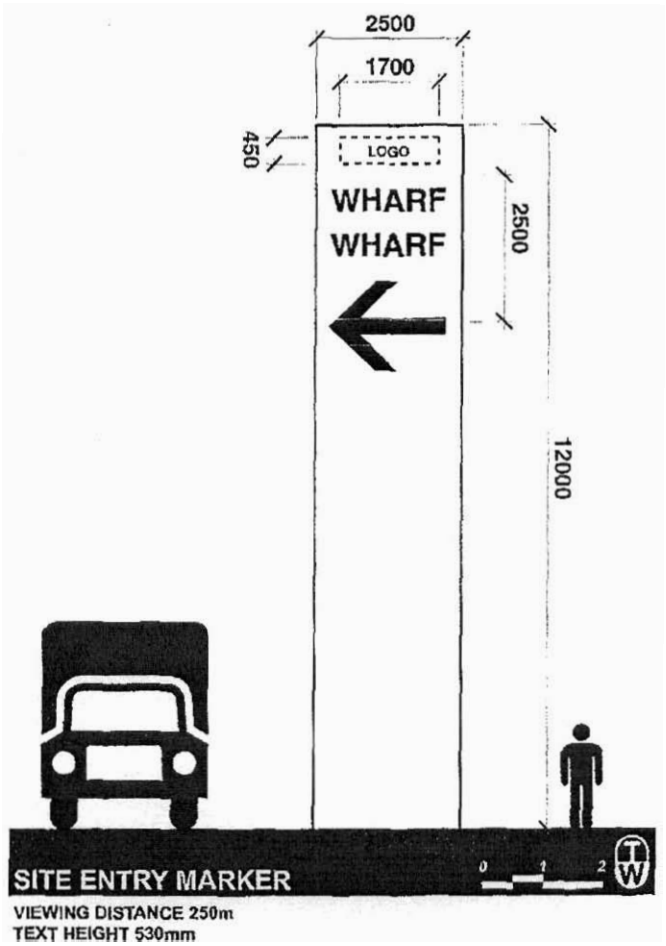
VIEWING DISTANCE 250m
TEXT HEIGHT 530mm
SCALE 1:100

Type F2
To be located at major decision points on major routes to the ports. Reversed script in Sydney Ports orange box integrated into RTA signage (to be negotiated with RTA)



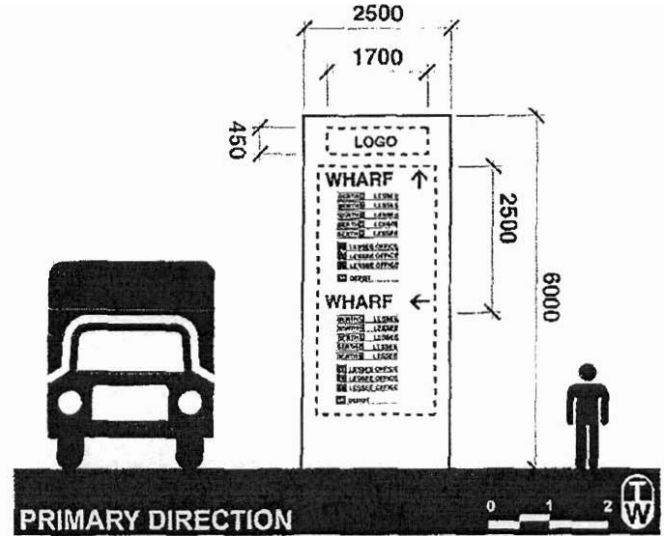
VIEWING DISTANCE 250m
TEXT HEIGHT 530mm
SCALE 1:100

Type F1
To be located approximately 100m before entry points to the Ports RTA format sign in Sydney Ports Orange (To be negotiated with RTA)



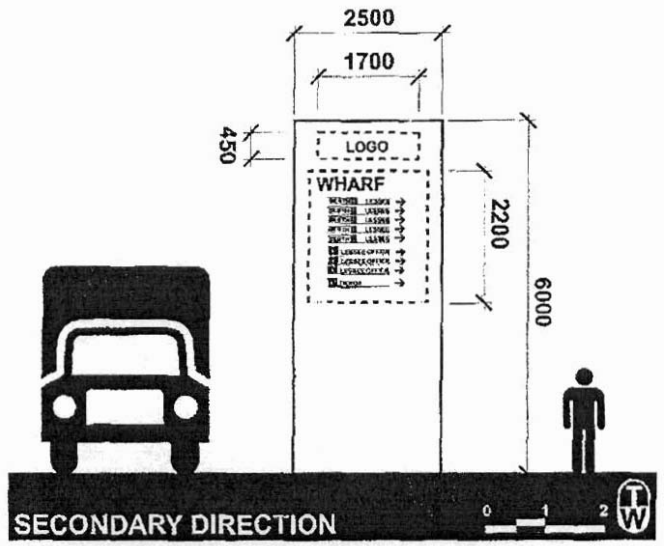
VIEWING DISTANCE 250m
TEXT HEIGHT 530mm
SCALE 1:100

Type E
To be located at principal entry point to ports land Has 2 sides Information cut-out with back lighting Slim line side-lit banner facility on one side. Integrated pole and lighting with solar collectors Power to be fed back to grid



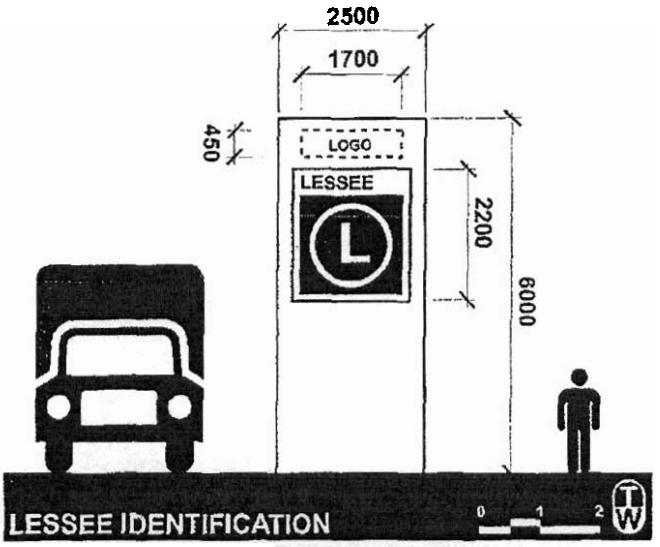
VIEWING DISTANCE 150m/50m
TEXT HEIGHT 315mm/105mm
SCALE 1:100

Type D1
To be located at major decision points within Sydney Ports land General directory Cut-out and reflective lettering on Sydney Ports orange.



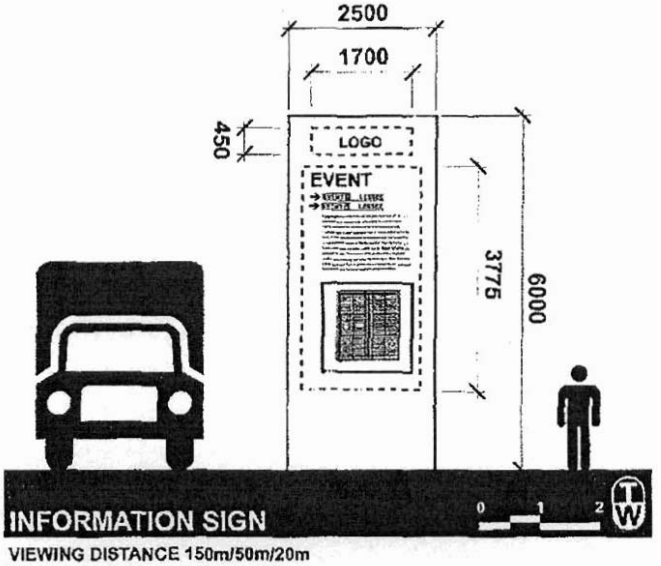
VIEWING DISTANCE 150m/50m
TEXT HEIGHT 315mm/105mm
SCALE 1:100

Type D2
As for D1. Located at secondary decision points with in sites



VIEWING DISTANCE 150m/50m
TEXT HEIGHT 315mm/105mm
SCALE 1:100

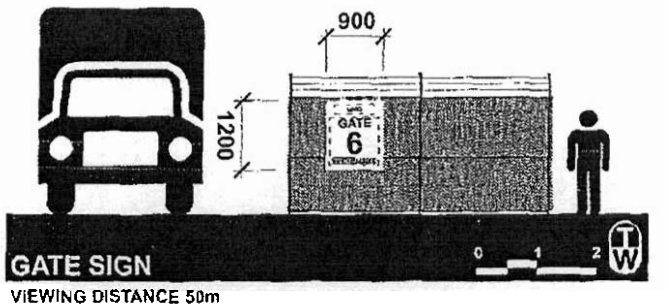
Type D3
Located at entrances to leased areas Sydney Ports orange with inset panel for lessee information/identification.



VIEWING DISTANCE 150m/50m/20m
TEXT HEIGHT 315mm/105mm/45mm
SCALE 1:100

Ports Improvement Programme:
Glebe Island and White Bay Master Plan

Type D4
Located in pedestrian accessible areas, major information sign
Replaceable inset panel for topical information



VIEWING DISTANCE 50m
TEXT HEIGHT 105mm
SCALE 1:100

Type C
To be located at all wharf gates Numbers coordinated with security services for easy access Sydney Ports orange on thinner gauge of metal to be attached to gates and fences. Reflective white lettering

Same format used for other statutory, safety information such as Keep Clear, Warning etc

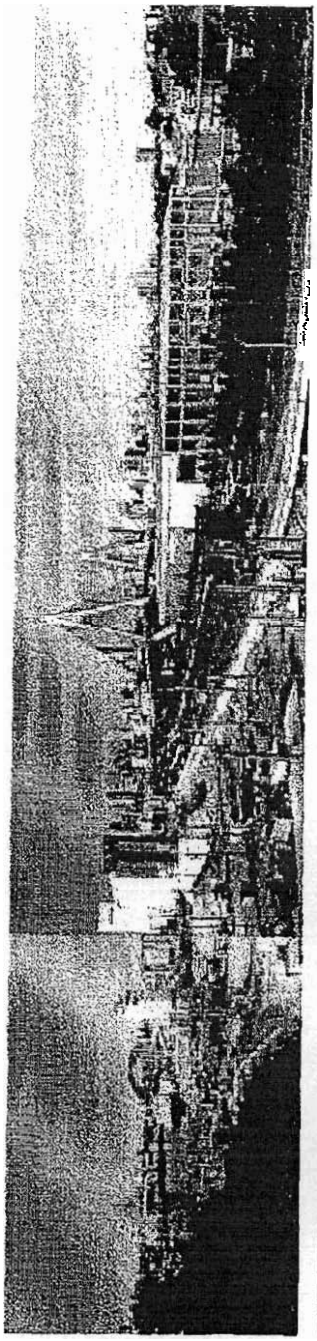


Fig. 52. Panorama from Victoria Rd towards Anzac Bridge

3 6 2 Interpretation

The signage strategy acknowledges areas accessible by pedestrians with appropriate information signage These 'Info Tables' are designed to be used for all kinds of interpretative information such as maps and historical information

3 6.3 Art and the Ports

The scale and dynamism of the ports is fertile ground for creative artists Some sites seem to lend themselves to a work of art, but there are many possibilities and it is recommended that selected artist(s) be given more freedom to explore and interpret the site

3 6.4 Advertising

Currently advertising signage is mounted above the silos and is continuous, having little regard to the form of the silos The signage is seen as 'just advertising' the fact that one can see the back of the signs exaggerates their flimsy temporary appearance

The sharp edge of the current billboards contrasts with the rounded form of the silos and other elements in the immediate vicinity

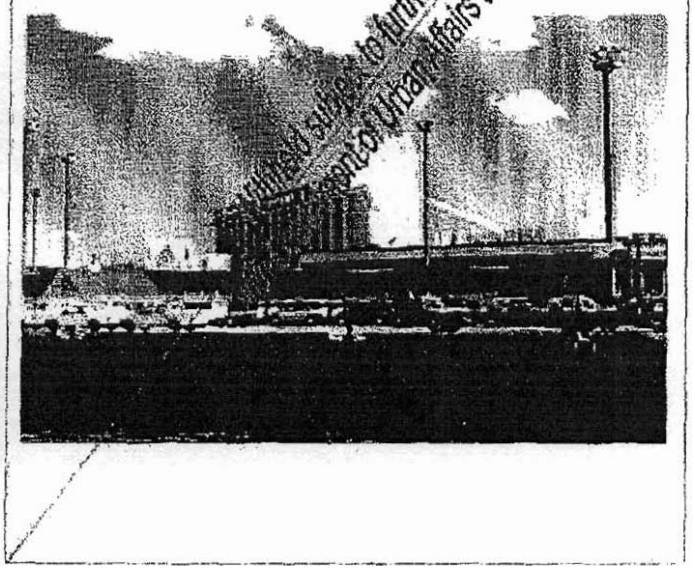


Fig 53 View of Heritage Silos from Glebe Island

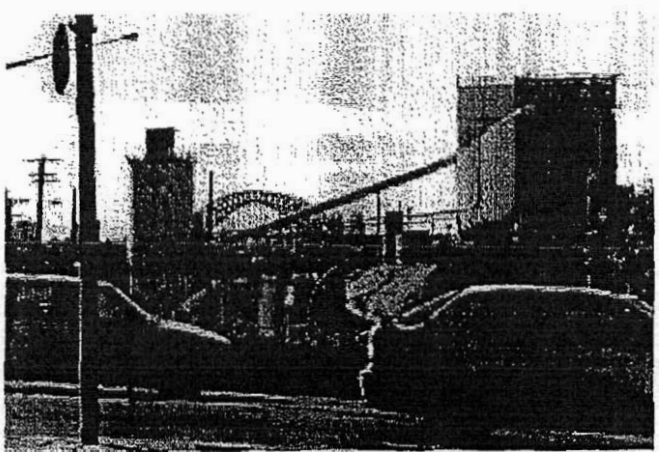
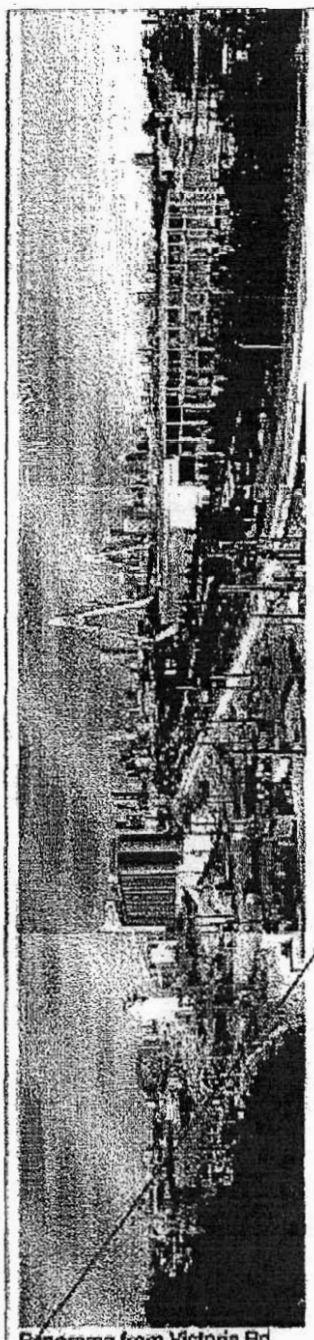


Fig 54. View of existing condition from intersection of Victoria Rd / The Crescent



Panorama from Victoria Rd towards Anzac Bridge

Proposed signage location

Description

- The rounded form of the silos is extended vertically by a form of signage panels that integrates with the form of the silos
- The signage system is like a stretched skin with no structure or fixing in view (see details below)

Advantages

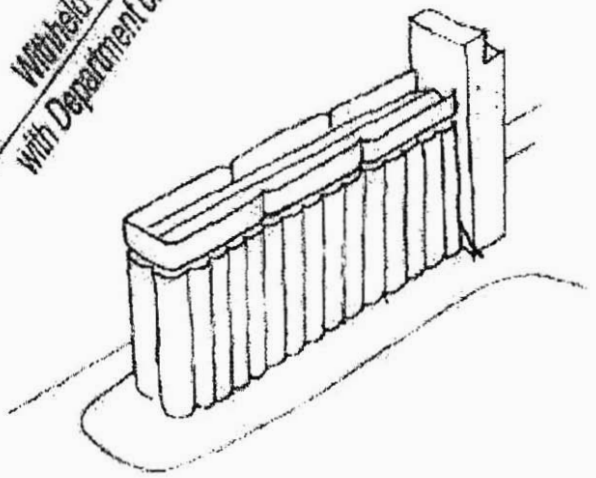
- Continuous treatment of superstructure enables building to be seen from all sides
- All access and lighting to the advertising panels can be made easily and safely from behind
- No extended gantries or lighting structures required
- Potential for messages on three sides
- Backlit signage, no gantries in order to have a very simple appearance (like the silos themselves)
- Integrated with the form of the silos by reinterpreting horizontal element of silos
- Revenue to the State Government

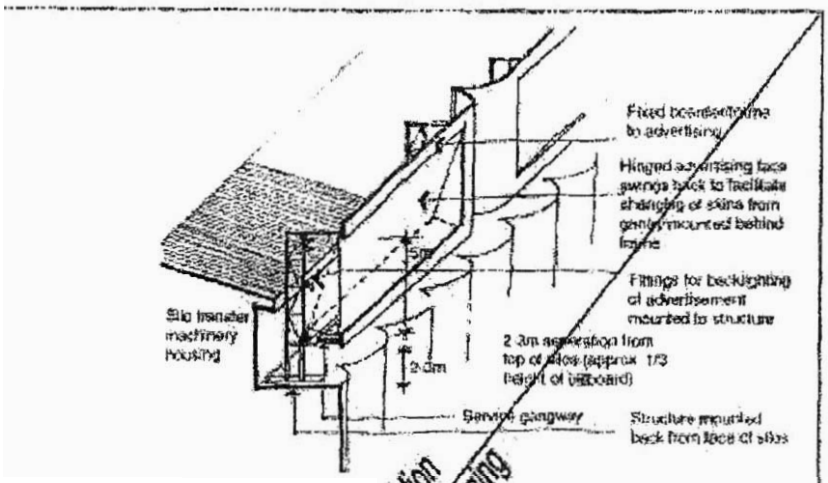
Disadvantages

- Perception of commercial advertising in a principal public location

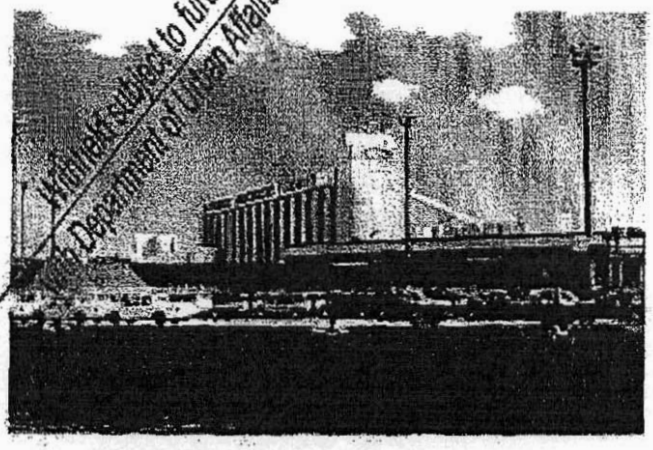
Conclusion

- Preferred





Signage construction detail - note how all fixings and lighting are concealed from view



View of Option 3 from Johnson Bay

3.7 Safety and security

The visual clarity of the different functions or their physical layout of the port assists with ensuring safe port operations

Clarification of building type in terms of the function of the building or structure and the location of that building in the context of the broader port area is significant ensuring safe port operations

Clarity in vehicular movements (including separation of different types of vehicles) must also be established so that the conflict between operations is alleviated and accordingly safety is ensured.

Guidelines

- Circulation areas and storage areas should be clearly marked

3.8 Public interpretation

The prominence of Glebe Island and White Bay means that the port can have a high public profile. This profile can be assisted in several ways by a public interpretation strategy for the following parts of the port area.

- Old Glebe Island Bridge approach interface including the US memorial
- Port observation areas at Anzac bridge and White Bay park
- Main port entry
- Marking the port at the promontory of Glebe Island with a sculptural element.

Old Glebe Island Bridge approach

Provide a public accessible interpretation area near the approach road which would include the US Memorial and an explanation panel of the port activities, including a brief history of the port

Anzac Bridge

At the elevated level near the pedestrian approach to the Anzac Bridge, provide a lookout area including panels describing the port activities - especially a brief history of imports/exports of goods, as well as the correct capacity of the sites and what they are now used for.

White Bay Park

At an area of the Park that overlooks the port, provide panels describing the port activities and a brief history of the Balmain/port historical working relationship.

Main Port Entry

Near the proposed main port Entry, provide panels describing the port activities including a Port activities directory board

Glebe Island Point

The Glebe Island Point is a prominent location in Sydney Harbour It could be marked by a major sculptural element which would give additional visual interest to the port and mark the central location of the working harbour in people's minds

One idea for a suitable sculptural element is a large modern windmill that could have a functional use in generating power and aesthetic benefits, as well as economic benefit There are a variety of windmills of sculptural design The windmill could generate electricity to feed back into Sydney's energy grid (or provide power for the lighting of the Port Wharf areas) This idea assists in the ports ESD agenda and would have a high public profile for the State Government in demonstrating its ESD commitment

Fig 55 Various windmill types can provide highly distinctive sculptural qualities.

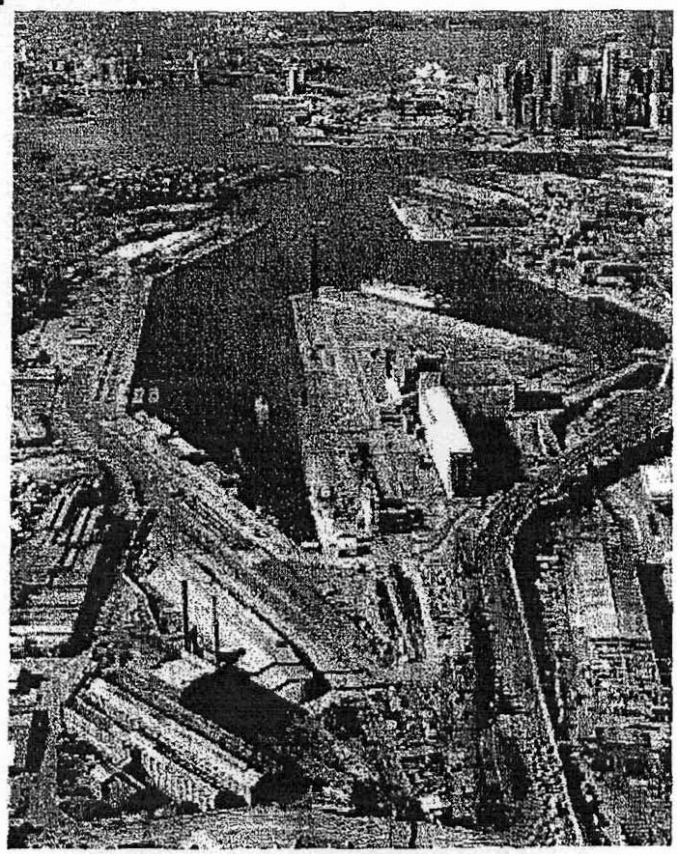


Fig 56 Potential landmark definition of area through the use of a large windmill which would have the ESD benefit of providing energy to power parts of the external port area, (e g lighting) and have a high public profile

"GJM-3"

STATE ENVIRONMENTAL PLANNING POLICY No 61- EXEMPT AND COMPLYING DEVELOPMENT FOR WHITE BAY AND GLEBE ISLAND PORTS

under the

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

UPDATED 8 AUGUST 2000

NO AMENDMENTS (SINCE GAZETTAL OF 4.8.2000)

State Environmental Planning Policy No 61- Exempt and Complying Development for White Bay and Glebe Island Ports

Contents

Part 1 Preliminary

1 What is the name of this Policy?

This Policy is *State Environmental Planning Policy No 61-Exempt and Complying Development for White Bay and Glebe Island Ports*

2 What are the aims of this Policy?

The aims of this Policy are:

(a) to provide for exempt development and complying development on the land to which this Policy applies:
  (i) by identifying the development of minimal environ mental impact that is to be exempt development (and that, consequently, may be carried out without the need for development consent), and
  (ii) by identifying the development that is to be complying development, and
  (iii) by specifying the conditions to which complying development certificates are subject, and

(b) to provide that development comprising the subdivision of land, the erection of a building or demolition on the land to which this Policy applies, to the extent to which it does not already require development consent under another environmental planning instrument in order to be carried out, cannot be carried out except with development consent

3 Definitions and notes

(1) In this Policy:

gross floor area has the same meaning as in the *Environmental Planning and Assessment Model Provisions 1980*
ground level means the ground level existing on the commencement of this Policy
height of a building means the distance between ground level and the uppermost point of the building
Master Plan means a Master Plan adopted by the Minister under *Sydney Regional Environmental Plan No 26-City West* which applies to the land to which this Policy applies

Note Copies of the Master Plan, including any variations to it are available from: Sydney Region Central Office of the Department of Urban Affairs and Planning, Ground Floor, Frankel House 26-32 Pyrmont Bridge Road Pyrmont NSW, 2009

the Act means the *Environmental Planning and Assessment Act 1979*
the map means the map marked State Environmental Planning Policy No 61-Exempt and Complying Development for White Bay and Glebe Island Ports"
the Minister means the Minister for Urban Affairs and Planning

(2) The table of contents and notes included in this Policy are explanatory notes and do not form part of this Policy

4 Where does this Policy apply?

This Policy applies to the land shown edged heavy black on the map

5 How this Policy affects other environmental planning instruments

(1) This Policy amends *State Environmental Planning Policy No 4-Development Without Consent, State Environmental Planning Policy No 60-Exempt and Complying Development* and *Sydney Regional Environmental Plan No 26-City West* as set out in Schedule 4

(2) This Policy prevails over any other environmental planning instrument made before or after this Policy to the extent of any inconsistency:

(a) except:
- (i) *State Environmental Planning Policy No 11-Traffic Generating Developments*, and
- (ii) *State Environmental Planning Policy No 33-Hazardous and Offensive Development*, and
- (iii) *State Environmental Planning Policy No 55-Remediation of Land*, and
- (iv) *State Environmental Planning Policy No 56-Sydney Harbour Foreshores and Tributaries*, and
- (v) *Sydney Regional Environmental Plan No 26-City West*, and

(b) except as otherwise expressly provided by:
- (i) this Policy, or
- (ii) any other environmental planning instrument that commences after the day on which this Policy commences

6 Consent authority

The consent authority for development under this Policy is the Minister

Part 2 Exempt development

7 What this Part does

This Part identifies the development and the requirements that must be met in respect of it for the development to be carried out without development consent as exempt development

Note The Act states that exempt development:

- must be of minimal environmental impact and
- cannot be carried out in critical habitat of an endangered species population or ecological community (identified under the Threatened Species Conservation Act 1995 or the Fisheries Management Act 1994) and
- cannot be carried out in a wilderness area (identified under the Wilderness Act 1987)

8 What development is exempt development?

(1) Development specified in Schedule 1 that meets the standards for the development contained in that Schedule and that complies with the requirements of this clause is exempt development for the purposes of this Policy

(2) To be exempt development:

(a) the development must:
- (i) meet the relevant deemed-to-satisfy provisions of the *Building Code of Australia*, and
- (ii) meet any relevant development standards, and
- (iii) be more than 1 metre from any easement or public sewer main, and
- (iv) if it relates to an existing building that is classified under the *Building Code of Australia* as class 1b or class 2-9, the building must have a current fire safety certificate or fire safety statement or the building must be a building for which no fire safety measures are currently implemented, required or proposed, and

(b) the development must not:
- (i) if it relates to an existing building, cause the building to contravene the *Building Code of Australia*, or
- (ii) create interference with the neighbourhood because it is noisy, causes vibrations, creates smells, fumes, smoke, vapour, steam, soot, ash, dust, waste water, grit or oil, or
- (iii) involve disturbance to a depth of more than 600 mm below ground level, or
- (iv) be designated development

(3) Exempt development cannot be carried out on:

(a) the site of an item of the environmental heritage that:
  (i) is identified as such in an environmental planning instrument applying to the land, or
  (ii) is listed on the State Heritage Register under the *Heritage Act 1977*, or
  (iii) is subject to an interim heritage order under the *Heritage Act 1977*, or

(b) land within a heritage conservation area that is identified as such in an environmental planning instrument applying to the land, or

(c) land identified:
  (i) by the consent authority on a map held in the consent authority's offices, or
  (ii) in an environmental planning instrument, or
  (iii) in a development control plan,

  as an environmentally sensitive area for exempt development

Part 3 Complying development

9 What this Part does

This Part identifies the development that may be carried out as complying development, the requirements that must be met for a complying development certificate to be issued in respect of it and the conditions to which the complying development certificate will be subject

Note The Act states that development cannot be complying development if:

- it is on land that is critical habitat of an endangered species, population or ecological community (identified under the *Threatened Species Conservation Act 1995* or the *Fisheries Management Act 1994*) or

  it is on land within a wilderness area (identified under the *Wilderness Act 1987*), or

- there is an item of the environmental heritage on the land that is subject to an order or listing under the *Heritage Act 1977* or an environmental planning instrument, or

  the development is designated development or

- the development is State significant development or

- the development requires concurrence, except a concurrence of the Director-General of National Parks and Wildlife in respect of development that is likely to significantly affect a threatened species, population or ecological community, or its habitat (identified under the *Threatened Species Conservation Act 1995*)

10 What development is complying development?

(1) Development specified in Schedule 2 that is carried out in compliance with the development standards listed in that Schedule in respect of the development and that complies with the requirements of this clause is complying development for the purposes of this Policy

(2) To be complying development, the development must:

(a) meet the relevant deemed-to-satisfy provisions of the *Building Code of Australia*, and

(b) meet any relevant Australian Standards, and

(c) be more than 1 metre from any easement or public sewer main, or comply with any requirements specified by the appropriate sewer authority for building over sewers, and

(d) have an approval (if required by the *Local Government Act 1993*) from the council for an on-site effluent disposal system if the development is undertaken on unsewered land

(3) Complying development cannot be carried out on:

(a) land within a heritage conservation area that is identified as such in an environmental planning instrument applying to the land, or

(b) a site that has at any time previously been used:
(i) as a service station or for the bulk storage of fuel, or
(ii) for waste storage or waste treatment, or
(iii) for the manufacture of chemicals, asbestos, or asbestos products, or

(c) land identified:
(i) by the consent authority on a map held in the consent authority's offices, or
(ii) in an environmental planning instrument, or
(iii) in a development control plan,

as an environmentally sensitive area for complying development, or

(d) land identified as Class 1-4 on acid sulphate soils planning maps prepared pursuant to a Master Plan and for which there is no provision in an environmental planning instrument applying to the land that requires an acid sulphate soils management plan to be prepared, except where the proposed development will not result in disturbance to a depth of more than 650 mm below ground level

11 Conditions of complying development certificates

A complying development certificate issued in respect of land to which this Policy applies is subject to the conditions listed in Schedule 3

Part 4 Subdivision, building and demolition controls

12 What this Part does

This Part extends the requirement that development comprising the subdivision of land, the erection of a building or the demolition of a building or work can be carried out only with development consent

13 Subdivision of land

(1) A person may subdivide land to which this Policy applies only with development consent

(2) This clause applies if the subdivision of land:

(a) does not require development consent to be granted under another environmental planning instrument, and
(b) is not prohibited by another environmental planning instrument, and
(c) is not identified in any environmental planning instrument (including this Policy) as exempt development

(3) This clause does not apply to the subdivision of land that, in the opinion of Sydney Ports Corporation, is required to be subdivided in order to facilitate port operations

14 Erection of a building or demolition of a building or work

(1) A person may erect a building on land to which this Policy applies only with development consent

(2) A person may demolish a building or work on land to which this Policy applies only with development consent

(3) This clause applies if the development:

(a) does not require development consent to be granted under any other environmental planning instrument, and
(b) is not prohibited by another environmental planning instrument, and
(c) is not identified in any environmental planning instrument (including this Policy) as exempt development, and
(d) does not involve Crown building work as defined by section 115M of the Act

Part 5 General

15 Suspension of certain laws

(1) For the purpose of enabling development to be carried out in accordance with this Policy, clause 29 of the *Environmental Planning and Assessment (Savings and Transitional) Regulation 1998*, to the extent necessary to serve that purpose, does not apply to the development

(2) In accordance with section 28 of the Act, before the making of this Policy, the Governor approved the making of this clause on the prior concurrence in writing of the Minister

16 Development physically commenced before amendment of SEPP 4

If development permitted under *State Environmental Planning Policy No 4-Development Without Consent* was physically commenced on land before the amendment of that Policy by this Policy, the development may be carried out as if that Policy had not been so amended

Schedule 1 Exempt development

(Clause 8)

Type of development	Development requirements
1 Ancillary development Development that is incidental or ancillary to a purpose for which the land may be used being landscaping car parking or paving	(a) Landscaping must comply with the landscape guidelines prepared as a variation to the Master Plan, as approved from time to time by the Director-General of the Department of Urban Affairs and Planning (b) Surface water must be directed to Sydney Ports drainage system
2 Building alterations	(a) Non-structural alterations to the exterior of a building such as painting, plastering cement rendering, cladding attaching fittings and decorative work, and (b) Interior alterations to a building that do not affect the load-bearing capacity of any load-bearing component of the building (c) Any work involving the removal of asbestos, asbestos cement or lead paint must comply with any requirements of WorkCover Authority New South Wales (d) Must comply with *Code of Practice for the Safe Removal of Asbestos* [NOHSC:2002 (1988)] contained in the Worksafe Australia Code Asbestos prepared by the National Occupational Health and Safety Commission (e) All lead and asbestos contaminated material must be disposed of in accordance with the NSW Environment Protection Authority requirements
3 Demolition Sheds kiosks garages, roof structures, internal walls and ceilings, partitions stairs ducts, fencing flagpoles, advertising structures (unless part of a heritage structure) and any other development which is exempt development under this Policy	(a) Maximum gross floor area of 500 square metres (sheds, kiosks and garages only) (b) Between the hours of 7 00am-5 30pm (Mon-Fri), 7 00am-1 00pm Saturday excluding Sundays and public holidays (c) Must comply with Australian Standard 2601-1991: The demolition of structures (d) Any work involving the removal of asbestos, asbestos cement or lead paint must comply with any requirements of WorkCover Authority New South Wales (e) Must comply with Code of Practice for the Safe Removal of Asbestos [NOHSC:2002 (1988)] contained in the Worksafe Australia Code Asbestos prepared by the National Occupational Health and Safety Commission (f) All lead and asbestos contaminated material must be disposed of in accordance with the NSW Environment Protection Authority requirements
4 Fences Erection of fences and gates including security boom gates	(a) Maximum height of 3 metres (b) Must be constructed from cyclone fencing with 3 strands of barbed wire

Type of development	Development requirements
5 Erection of Flagpoles	(a) Maximum height of 30 metres (b) Maximum of 1 on each leased area (c) Maximum of one flag per flag pole (d) Must be structurally adequate (e) Must be installed to manufacturers specifications (f) Must not be located within 20 metres of residential boundary (g) Must not project over a public road or place (h) Must not display advertising material
6 Signage and displays	
Erection of directional and safety signage associated with the Port	(a) Maximum area of 10 square metres (b) If above a roadway must be a minimum of 5 5m above ground level (c) Must conform with the colour scheme guidelines prepared as a variation to the Master Plan, as approved from time to time by the Director-General of the Department of Urban Affairs and Planning (d) Safety signs must comply with *Australian Standard 1319-1994: Safety signs for the occupational environment* (e) Must not be internally illuminated
Erection of business identification signs being: • Flush wall signs, or • Painted wall signs	(a) Maximum area of 20 square metres (b) Maximum of one sign of either type per business (c) Must not be visible from any adjoining waterway (d) Content must relate to the business of the lessee (e) Maximum height 10 metres except where the Master Plan provides for a lower maximum height (f) A flush wall sign must: • not project more than 0 3 metres out from the wall • not extend vertically above or laterally beyond the wall to which it is attached (g) Must be non-illuminated
Erection of public notice displayed by a public authority	(a) Must be non-illuminated (b) Must comply with Guidelines for signs prepared as a variation to the Master Plan as approved from time to time by the Director-General of the Department of Urban Affairs and Planning
Change of message to an existing sign	(a) Must not change the area form or shape of the sign (b) The existing sign must have lawful approval/development consent (c) No part of the message or advertisement is to extend above or beyond the existing sign

Type of development	Development requirements
7 Structures	
Erection of sheds/buildings including switch rooms rooms security booths	(a) Maximum floor space area of 100 square metres (b) Must be a single storey only (c) Maximum height 8 metres except where the Master Plan provides for a lower maximum height (d) Free standing and constructed from prefabricated non reflective materials
Emergency services equipment including Replacement or augmentation of fire systems • Pumphouses • Fire water tanks	Must comply with deemed to comply provisions of Part E of the Building Code of Australia
Scaffolding	(a) Musts meet all requirements of the WorkCover Authority of New South Wales (b) Must comply with *Australian/New Zealand Standard 1576 1 1995 Scaffolding Part 1 General requirements* (c) Must be removed as soon as practicable after completion of use (d) Removal must not compromise public health and safety
Erection of awnings/canopies for weather protection	(a) Maximum area of 100 square metres (b) Maximum height of 3 metres
8 Erection of hail netting	(a) Maximum height of 12 metres except where the Master Plan specifies a lower maximum height for buildings and other structures (b) Must be dark green in colour (c) Must cover a maximum area of no more than 50% of any leased area (d) The supporting structure and tie down requirements must be designed by a practising structural engineer and constructed in accordance with the design
9 Access	
(a) Disabled access	(a) Must comply with *Australian Standard 1428 1- 1998: Design for access and mobility Part 1: General requirements for access- New building work* (b) Maximum grade of ramps must be 1:14
(b) Non-mechanical stairways ramps pathways	Must comply with deemed to comply provisions of Part D of the Building Code of Australia
10 Utilities/Services	
Installation and modification of utilities and service facilities including pipelines excluding telecommunications facilities	(a) Maximum diameter of pipes 300mm (b) Maximum height of 3 metres (c) Must obtain all necessary approvals from public utilities prior to commencing work

Type of development	Development requirements
11 Landscaping and open space	
	Must comply with the landscape guidelines prepared as a variation to the Master Plan as approved from time to time by the Director-General of the Department of Urban Affairs and Planning
12 Lighting	
Erection of lightpoles and fittings	(a) Maximum height of 35 metres (b) Must comply with *Australian Standard 1798-1992: Lighting poles and bracket arms-Preferred dimensions* (c) Must comply with *Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting* (d) Light spill and reflection must be contained within each lease area

Schedule 2 Complying development

(Clause 10)

Type of development	Development requirements
1 Building alterations and additions	
Additions/modification of existing buildings being office buildings sheds garages and kiosks	(a) Must not increase the gross floor area by more than 25% or 500 square metres whichever is the smaller (b) Maximum height (including alteration/ modification) is 12 metres except where the Master Plan provides for a lower maximum height level (c) Limited to one addition per building
2 Amenities	
Canteen/kiosk facilities showers toilets	(a) Maximum gross floor area of 500 square metres (b) Maximum height of 12 metres, except where the Master Plan specifies a lower maximum height (c) All food preparation areas must be constructed in accordance with *The National Code for the Construction and Fitout of Food Premises* published by the Australian Institute of Environmental Health
3 Demolition	
Sheds, kiosks, garages, roof structures internal walls and ceilings partitions, stairs ducts fencing flagpoles and any other development which is complying development under this Policy	Maximum gross floor area of 2000 square metres (sheds, kiosks, garages only)
4 Fences	
Fences and gates including security boom gates	(a) Maximum height of 5 metres (b) Must comply with fencing standards prepared as a variation to the Master Plan as approved from time to time by the Director-General of the Department of Urban Affairs and Planning
5 Signage and displays	
Directional and safety signage associated with the Port	(a) Maximum area of 25 square metres (b) Clearance to a roadway must be a minimum height of 5 5 metres above ground level (c) Safety signs must comply with *Australian Standard 1319-1994: Safety signs for the occupational environment* (d) Must not be internally-illuminated (e) Must comply with colour standards prepared as a variation to the Master Plan, as approved from time to time by the Director-General of the Department of Urban Affairs and Planning
Business identification sign: • Flush wall sign • Painted wall sign	(a) Maximum area of 25 square metres (b) Maximum height 10 metres (c) Maximum of one sign of either type per business (d) Must not be visible from adjoining waterway (e) Content must relate to the business of the lessee (f) A flush wall sign must: • not project horizontally more than 0 3 metres out from the wall • not extend vertically above or below the wall to which it is attached or laterally (g) Must be non-illuminated

Type of development	Development requirements
6 Structures	
Retaining walls (except seawalls)	(a) Maximum height of 3 metres (b) Masonry walls must comply with *Australian Standard 3700-1998: Masonry structures* (c) Concrete Structures must comply with *Australian Standard 1170 1-1989: SAA Loading Code Part 1: Dead and live loads and load combinations* and *Australian Standard 3600-1994: Concrete structures* (d) Timber structures must comply with *Australian Standard 1720: Timber structures Parts 1, 2 and 4* (e) If wall is more than 1 metre in height a structural engineer must certify: (i) design, and (ii) construction is in accordance with design, and (iii) structural adequacy
7 Storage	
Erection of storage tanks including: • LPG installations • Diesel Storage • Firewater Tanks	(a) LPG installations: • Maximum total storage capacity of 3 tonnes per business • Must comply with all requirements of WorkCover Authority New South Wales and comply with the Dangerous Goods Code (b) Diesel Storage: • Maximum total storage capacity of 50 000 litres per business • Must comply all requirements of WorkCover Authority New South Wales and comply with the Dangerous Goods Code (c) Firewater Tanks: • Maximum total storage capacity of 1500 tonnes per business • Must comply with all requirements of WorkCover Authority New South Wales
8 Internal private roads	
Marking out of internal roads (not involving the construction of new internal roads or new access to public roads)	(a) Maximum width of 15 metres (b) Maximum length of 1000 metres (c) Must not connect to a public road (d) Must be sealed
9 Utilities/services	
Erection of satellite dishes and telecommunications equipment	(a) Maximum height of 12 metres (b) Maximum diameter of 3 metres (c) Maximum of one satellite dish per lease area (d) Must be constructed of non-reflective material

Schedule 3 Conditions of complying development certificates

(Clause 11)

Before you begin work

(1) Two days before any site works, building or demolition begins, the applicant must:

(a) forward a *Notice of Commencement of Work and Appointment of Principal Certifying Authority* (Form 7 of the *Environmental Planning and Assessment Regulation 1994*) to the council, and

(b) inform the adjoining owners in writing that work will commence

(2) Before any site works, building or demolition begins, the applicant must:

(a) notify the council of the name, address, phone number and licence number of the builder, and

(b) as to signs:

(i) erect a sign at the front of the property with the builder's name, licence number, site address and the number given by the council to the application for the complying development certificate, and

(ii) in respect of development involving either the erection of a building which is not occupied at all times or demolition of a building, the sign should also state that unauthorised entry to the site is prohibited, the name of the person in charge of the work site and an after hours telephone number at which that person may be contacted, and

(iii)remove the signs referred to in subparagraphs (i) and (ii) at the completion of work, and

(c) provide a temporary on-site toilet if access to existing toilets is not adequate, and

(d) protect and support any neighbouring buildings and land, and

(e) protect any public land or place from obstruction, inconvenience or damage due to the carrying out of the development, and

(f) prevent any substance from falling onto any public land or place, and

(g) pay any section 94 contributions if required by a contributions plan applying to the land, and

(h) comply with any other conditions prescribed by the *Environmental Planning and Assessment Regulation 1994*

Note This item does not impose a requirement on an applicant if it is complied with by the builder

Site management

(3) Run-off and erosion controls must be implemented before construction to prevent soil erosion, water pollution or the discharge of loose sediment on surrounding land, as follows:

(a) divert uncontaminated run-off around cleared or disturbed areas,

(b) erect a silt fence to prevent debris escaping into drainage systems or waterways,

(c) prevent tracking of sediment by vehicles onto roads,

(d) stockpile topsoil, excavated material, construction and landscaping supplies and debris within the site

(4) Suitable screens and/or barricades must be erected prior to any works involving demolition, excavation or building work to control dust emission from the site

Building alterations and additions

(5) Unless tested by a person with suitable experience and expertise and shown to be otherwise, buildings constructed before 1970 are assumed:

(a) to have accumulated hazardous amounts of fine lead dust in ceiling and wall cavities, and

(b) to contain components and surfaces coated with lead paint

Appropriate measures to minimise hazards and contamination from lead are to be implemented

(6) Waste, including all lead and asbestos contaminated material, must be disposed of in accordance with the requirements of the NSW Environment Protection Authority

(7) Following removal of any friable asbestos located on site, a certificate from a suitably qualified person must be provided to the principal certifying authority certifying that no such asbestos remains on site A copy of the certificate must be forwarded to Sydney Ports Corporation, the Department of Urban Affairs and Planning and the council before further alterations or any additions are commenced

Demolition

(8) Any demolition works authorised by the certificate are to be carried out in accordance with *Australian Standard 2601-1991: The demolition of structures* Building materials should be recycled where possible

(9) Unless tested by a person with suitable experience and expertise and shown to be otherwise, buildings constructed before 1970 are assumed:

(a) to have accumulated hazardous amounts of fine lead dust in ceiling and wall cavities, and

(b) to contain components and surfaces coated with lead paint

Appropriate measures to minimise hazards and contamination from lead are to be implemented

(10) Waste, including all lead and asbestos contaminated material, must be disposed of in accordance with the requirements of the NSW Environment Protection Authority

(11) Following removal of any friable asbestos located on site, a certificate from a suitably qualified person must be provided to the principal certifying authority certifying that no such asbestos remains on site A copy of the certificate must be forwarded to Sydney Ports Corporation, the Department of Urban Affairs and Planning and the council before demolition work is commenced

Drainage

(12) Stormwater drainage lines must incorporate sediment traps and all new major stormwater lines must be provided with gross pollutant traps

Hours of works

(13) Any building work must be carried out between 7 00 am and 6 00 pm Monday to Friday and 7 00 am to 5 00 pm Saturdays, but not on Sundays or public holidays

Survey certificate

(14) A survey certificate must be given to the principal certifying authority, at the following stages:

(a) before the concrete is poured for the ground floor slab or before the sub-floor formwork is completed, showing the location of the structure to the boundaries,

(b) at completion of the lowest floor, confirming that levels are in accordance with the certificate (and those levels must relate to the datum on the certificate)

Certificate of compliance

(15) Before a building is occupied, a certificate of compliance, if required, must be obtained from the local water supply and sewer authority

Schedule 4 Amendment of other environmental planning instruments

(Clause 5 (1)

4.1 State Environmental Planning Policy No 4-Development Without Consent

Schedule 2 Land exempted from clauses 6-10

Insert at the end of Schedule 2:

Land to which *State Environmental Planning Policy No 61-Exempt and Complying Development for White Bay and Glebe Island Ports* applies

4.2 State Environmental Planning Policy No 60-Exempt and Complying Development

Schedule 1 Where does this Policy apply?

Insert (but not the land to which *State Environmental Planning Policy No 61-Exempt and Complying Development for White Bay and Glebe Island Ports* applies)" after apply" in paragraph (3) of Part 1 of Schedule 1

4.3 Sydney Regional Environmental Plan No 26-City West

[1] Clause 13 General requirement for development consent

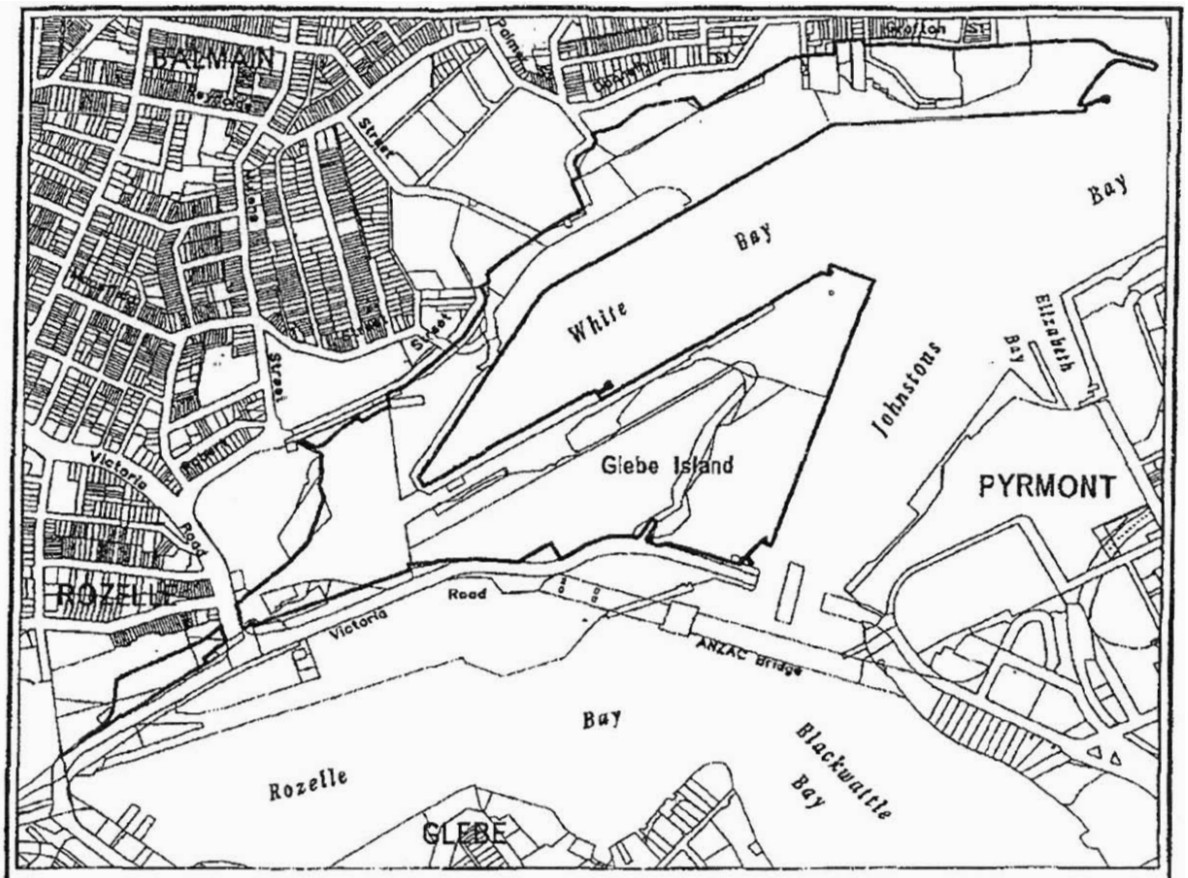
Insert at the end of clause 13:

(2) Nothing in this clause prevents exempt development or complying development from being carried out in accordance with State Environmental Planning Policy No 61-Exempt and Complying Development for White Bay and Glebe Island Ports on land to which that Policy applies

[2] Schedule 3 Development not requiring consent

Insert at the end of the Schedule:

The development specified in this Schedule does not include development to which State Environmental Planning Policy No 61-Exempt and Complying Development for White Bay and Glebe Island Ports applies



Scale 1 : 10 000

100 0 100 200 300 400 500

Metres

DEPARTMENT OF URBAN AFFAIRS AND PLANNING
ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979

STATE ENVIRONMENTAL PLANNING POLICY NO. 61

EXEMPT AND COMPLYING DEVELOPMENT FOR WHITE BAY AND GLEBE ISLAND PORTS

Department of
Urban Affairs and Planning

L.G.A. LEICHHARDT PARISH OF PETERSHAM		LOCALITY ROZELLE AND LILYFIELD COUNTY OF CUMBERLAND	
DRAWN BY G. Portell DATE 17/7/2000		NOTATIONS	
CHECKED	MANAGER G.I.S.	Subject land delineated by thick black line thus:	
BY	PLANNING OFFICER		
DEPT. FILE NO. S99/00990 Part 1			
GOVT. GAZ OF		CATALOGUE NO. 0 5 0 9 9 9 8 7 4 0 0	

Produced by DUAP, July, GIS Unit. 00/03a