

FINAL MINUTES OF MEETING
Meeting #12
Glebe Island White Bay Community Liaison Group
Leichhardt Town Hall
Marion St, Leichhardt
5.30pm-7.00pm
Monday 18 May 2009

Attendees	
Community Representatives	Ann Bastock Damian Copley-Finch George Cooper Elizabeth Elenius Mary Mortimer
Lessees	Paul Weaver – Gypsum Resources Australia David Martin – Sugar Australia Ltd
Agencies	Brigid Kelly – City of Sydney Council Rachel Josey – Leichhardt Council Shayne Wilde – NSW Maritime
Sydney Ports Corporation	Shane Hobday Alistair Palmer Christa Sams Daniela Vujic
Minutetaker	Sandra Spate
Apologies	John Fisk – Resident Thomas Carroll – Lubrizol

MEETING RECORD

1. Welcome and apologies

Apologies were received from Thomas Carroll and John Fisk.

2. Minutes of the last meeting

Minutes of the previous meeting were accepted.

Actions arising from the previous meeting

The outstanding action item required a response from NSW Maritime regarding pile driving at Bank St. This item is discussed later in the agenda.

Speaking on the action regarding Precinct newsletters, Shane stated it was SPC's intention to use these when information from SPC requires distribution.

The action regarding community members contacting local member/minister about the Bays Precinct Taskforce is addressed outside this committee by community members.

The response to Christina Ritchie's questions raised at the previous meeting regarding the White Bay Cruise Passenger Terminal is discussed later in the agenda. A response will also be given to Christina.

3. Review of CLG membership

Nominations were received from a member of the CLG for two new committee members: Christina Ritchie and Jane Marceau. All members were requested by email to advise of any objections to the nominations prior to this meeting.

The CLG unanimously supported both nominations. Both nominees will be invited by SPC to the next meeting. They will be requested to complete the application form and SPC will provide an induction to the group.

Elizabeth noted that while representation from the Pyrmont area is currently adequate, this may need to be reviewed at a later date.

4. Update on Bays Precinct Taskforce/Master Plan

Alistair reported that various options were under consideration for the Bays Precinct area. A timetable for community consultation is not currently available. Alistair suggested that work towards the development of the CBD Metro may assist as a driving force for the development of a Master Plan for the Bays Precinct.

Elizabeth reported that the Blackwattle Cove Coalition had received letter which indicated a committee headed by Robert Domm from SHFA would be established. There was also a public announcement on ABC radio by Kristina Keneally indicating there would be web based consultation.

5. Report on activities from Sydney Ports Corporation - Passenger Cruise Terminal

Alistair reported that the original proposal for White Bay to be used as a terminal servicing the domestic cruise ships was seen as a 5-10 year plan. With cruise ships increasing in height, longer term options are being considered, including sites east of the Harbour Bridge that would be able to accommodate larger vessels. Another option being considered may be to impose a limit on the size of vessels which can visit Sydney Harbour in the future.

Kristina Keneally has announced a steering committee to look at options for cruise ships in Sydney. The committee would be chaired by Mr Mike Collins of SHFA and would include representatives from SPC, NSW Maritime, Navy, cruise ship operators, Tourism Transport Forum, and Tourism NSW. Christa noted that an article in The Daily Telegraph on May 7 reported the proposal for the committee.

Action: The article from the Daily Telegraph regarding the committee to look into options for cruise ships is attached to these minutes.

Elizabeth asked whether White Bay may become a longer term option if the size of vessels was restricted. Shane replied that it would be the role of the steering committee to consider this. Elizabeth asked how it tied in with the Bays Precinct Taskforce. She suggested that the CLG request a representative on the committee to promote an overall plan rather than a piecemeal approach. Mary suggested that the CLG request formal liaison between the Taskforce and the proposed steering committee at least. The CLG endorsed a request for formal liaison between the Taskforce and the proposed committee looking at cruise ship options.

Action: SPC to take forward the request for formal liaison between the Taskforce and the passenger cruise terminal steering committee to examine cruise ship infrastructure options.

Alistair reported that due to the CBD Metro development, SPC would have to vacate Darling Harbour Wharf 8 by about March next year. This would drive the relocation of passenger terminal operations. There will have to be at least one interim step between leaving Darling Harbour and a new terminal White Bay.

Shane noted recent press reports surrounding the use by cruise ship operators of White Bay during February. Carnival had three ships scheduled to arrive in Sydney instead of two, and requested use of the location at White Bay, contrary to press reports that they were forced to use the location. Elizabeth reported that from her point of view, the *Amadea* was probably the more intrusive of the two arriving early with a lot of to-ing and fro-ing during day. Damian noted beat ups in the local press of "boats rumbling". Mary reported long waits for transport for people on the *Dawn Princess*.

There are issues concerning the RTA's refusal to allow the use of James Craig Drive for access to White Bay. If this had been available it would have sped up the process of moving people from the wharf. The use of small boats for transport should also be considered as an option, as used in other locations around the world. Much aggravation would have been avoided had these both been available. The operation took place on a Sunday. It would have been worse had it been on a weekday. Damian supported the view that allowing transport access onto the Western Distributor is one obvious option. Ann noted it was a shame ferry services no longer ran between King St and Stephen St as they had in the past. Elizabeth suggested RTA should have a representative on the passenger terminal steering committee.

Shane noted that White Bay is not currently set up as a passenger terminal but a car storage facility. If used as a passenger terminal as proposed it would have more space for carparking and to accommodate traffic, drop offs and bus/taxi arrangements. It was set up during February as a one off.

Feedback is noted by SPC, who will consider it in the Cruise Passenger Terminal Environmental Assessment, which will be reviewed by RTA and other relevant agencies. Shane reported that consultation with RTA will be undertaken wherever the final location is.

Alistair suggested that with the CBD metro construction depot proposed for White Bay, consideration will need to be given of traffic movements into and out of the area. Damian had understood spoil from the site was to be removed by rail. Daniela responded that this was one consideration. Other options included barges. A decision has not been made. Contractors would need to be involved in the final decision. Daniela noted the Metro Project will be assessed as a Part 3A project. SPC would prefer transport by barge and / or rail. The Environmental Assessment is due to be lodged around September / October.

SPC distributed responses to Christina Ritchie's questions regarding the Cruise Passenger Terminal proposal to the meeting attendees, and are attached to these minutes.

- Baileys

There is no new information to provide regarding this project.

- Other developments

The demolition of the three small Penrice silos at Glebe Island is largely completed.

Cars are no longer stored at Glebe Island; remaining vehicles are consolidated at White Bay. Shane reported a reduction in lighting at Glebe Island berths 1 and 2 berth. High intensity lighting used for car storage is no longer required with lower intensity security lighting now being used.

Work related to Boulderstone construction barge (Shear Leg) for the Port Botany Expansion is continuing at the end of Glebe Island 2. This is a short term use scheduled for completion in next few weeks.

Alistair indicated that the CBD Metro works proposal could include some construction under the cement silos.

The HMAS Adelaide is still at Glebe Island awaiting further work prior to scuttling.

The cable laying vessel *Tyco Durable* at White Bay 4 was due to depart today.

The bulk vessel *Pioneer* was at White Bay 5 for repairs and departed on Sunday and the Captain Cook cruiser is undertaking a refit.

6. Report on activities from Lessees

Paul reported that GRA has had 4 ships since last meeting. There are fewer ships but vessels are larger with a quicker discharge and turnaround. There was one noise complaint regarding the *CSL Thevenard*, which was raised with the vessel's Master, however the source of the noise was not able to be identified as the ship is a quiet new ship.

David reported that Sugar Australia is getting one shipload every 4-5 weeks. Activity has remained constant.

7. Report on Community Activities

George Cooper agenda item re: public access for the White Bay area

George presented a document seeking clarification on the jurisdiction of Local, State and Federal governments regarding public access for the White Bay area. He requested clarification on the SPC Glebe Island and White Bay Port Security document from the website. He noted that representatives from Leichhardt Council on two occasions (February 17, 2009 and April 22, 2009) had given commitments supporting public access to the foreshores of White Bay).

Shane responded that port security arose from the terrorist incident on September 11 with the implementation of the Maritime Transport and Offshore Facilities Security Act, requiring ports and facilities with international trading vessels to have a maritime security plan. There is a plan for the whole of Sydney Harbour, as well as for individual service providers e.g. tugs and individual wharfs and operators e.g. Shell at Gore Bay and Patrick at Port Botany. The plans involve security clearances for those who have access to the areas. The plans are required by the Federal Government's Office of Transport Security and are approved by the Federal government department. The plans have a 5 year duration. In case of an incident the first response is by NSW Police, then other agencies such as the Australian Federal Police may become involved. The main issue for facilities is awareness by those on site. SPC is happy to have dialogue around security issues.

Rachel noted that Leichhardt Council was not the consent authority for these areas. A report written by Peter Conway, Director of Planning at Council will discuss these issues. The report will be available on the Council's website. The report should clarify any confusion around consent authority and its ability to make decisions around the use of White Bay. Relevant government agencies will be consulted with as required.

Action: Rachael to advise the group when the Council report is available to view on Council's website or alternatively provide the group with a copy.

Damian suggested talk of a public park was unrealistic. George noted that White Bay is a strategic point. The matter should be publicised and information given to councils.

Christine Ritchie agenda item re: GI/WB uses

Christina emailed questions to be raised at the meeting:

1. What is the work being carried out on Glebe Island at present that appears to involve a large metal frame structure? How long is this work expected to last?

Christa noted that this is the Baulderstone construction work, discussed under agenda item 5, on the barge which has been occurring over the last few months, completion is imminent.

2. What work and/or uses of the Glebe Island/White Bay area are scheduled to occur over the next 6 months, and for what period of time, other than the usual port shipping movements?

Christa reported that nothing else is currently planned, other than the developments discussed earlier.

Elizabeth noted here view that it was sad to see lack of activity in the area, to see the area as a ship graveyard. Alistair noted that SPC are investigating other uses for the area, including bulk shipping and the cruise terminal.

Shayne, from NSW Maritime reported that in response to the issue raised at the November meeting, there were preliminary concept plans for Banks St, for the NSW Maritime site and the SHFA site. When ready the concept plans being worked on will be released for consultation. There will be a joint plan for the two sites. The Sydney Slipway site is now operational. The pile driving issue raised at previous meetings has been completed. Waste is retained on site. There have been no further decisions in relation to Glebe Island Bridge as far as he is aware.

8. Complaints reports for Department of Environment and Climate Change licences

The complaints reports issued to the DECC for Berth 1 Glebe Island and Berth 4 White Bay were distributed to the meeting, showing no complaints have been received regarding these activities in the last year .

- White Bay berth 4

No complaints

- Glebe Island berth 1

No complaints

Summary of all GI WB complaints

Christa reported that since the last meeting, there have been the following number of complaints:

- February: total of 8 noise, 4 air quality and 1 light spill complaints, mostly regarding the cruise vessel *Amadea* at White Bay.
- March: total of 11 noise complaints, of which 9 were regarding the bulk ship *Collonges*, under arrest by the Federal court and berthed at White Bay. One complaint was received regarding Patrick Autocare workers at White Bay, and one other complaint was not port related.
- April: total of 4 noise complaints, 2 regarding the *Stolt Stream* and 2 further complaints from White Bay which were not port related.
- May: no complaints to date.

Ann asked about the source of banging early in the morning recently, about 7.30-8.00am, usually finishing about 3pm. The noise has now ceased. Christa replied it could be from a *Waterways Constructions* work area at White Bay 4 to do with harbour construction activities.

Action: Christa to respond to Ann about the source of noise from White Bay in the morning hours.

9. Next meeting date

Next meeting will be held on Monday 17 August at 5:30pm, unless otherwise notified.

Attachment - Article from The Daily Telegraph website

Circular Quay status downgraded as new terminal planned

By Simon Benson

May 07, 2009 12:00am

CIRCULAR Quay's status as a working harbour - and a renowned destination for majestic ocean liners - is to be downgraded, with plans for a new cruise ship terminal in Sydney.

The most likely contender for a permanent passenger port is Garden Island naval base, with the State Government favouring the location.

Planning Minister Kristina Keneally confirmed a new committee would advise on options for a new terminal.

With a rise in the number of super-sized cruise ships coming to Sydney, the industry warned Circular Quay was too small to accommodate the demand for ships wanting to come to the city.

Ms Keneally told a tourism forum early this week the Government was talking with its Federal counterparts over Garden Island naval base as a new international passenger terminal.

It was also looking at the possibility of another permanent base at White Bay. Circular Quay would still be used as an overseas passenger terminal but not for super-sized vessels. Garden Island is already used on an ad-hoc basis to accommodate over-sized vessels such as the Queen Mary II.

The East Darling Harbour terminal was temporarily moved to White Bay while Barrangaroo is developed.

Should Circular Quay remain a working harbour? Tell us below

However, many ships are too large to fit under the Sydney Harbour Bridge.

"We want to make sure Sydney and its beautiful harbour remains the premier destination for cruise ships," Ms Keneally said.

"It is my intention the committee would advise on White Bay, as well as sites on the eastern side of the Harbour Bridge, such as at Garden Island."

The committee will include cruise ship operators, the Tourism Transport Forum, Sydney Ports, Maritime NSW, Tourism NSW, Sydney Harbour Foreshore Authority and the Navy.

Australia's largest cruise company Carnival Australia welcomed the move.

"We have been raising our concerns about the lack of facilities for almost 12 months now," CEO Ann Sherry said.

White Bay Cruise Passenger Terminal

Sydney Ports' response to questions presented by Christina Ritchie to WBGI Community Liaison Group Meeting on 16 February 2009

<p>It has been announced that this move is temporary - a minimum of 5 years after construction - but it has recently been decided that the removal from Barangaroo is permanent to allow for even more high-rise development there. New buildings are to be built on the White Bay foreshore to accommodate the Terminal.</p> <p>It is proposed to also use the new Passenger Terminal as an Events Centre and Exhibition Space. Darling Harbour was designed for this purpose.</p> <ol style="list-style-type: none"> 1. Would Sydney Ports object to the Terminal remaining at Barangaroo? 2. Does Sydney Ports believe it would be better located at White Bay? If so, why? 3. Is White Bay the best location for the Passenger Terminal? 4. What other options have been considered? 5. Is the cost of the relocation justified? 	<ol style="list-style-type: none"> 1. The proposed redevelopment of Barangaroo will not provide sufficient space for a Cruise Passenger Terminal (CPT). 2. Sydney Ports considers that White Bay is a suitable location for a terminal servicing the domestic cruise market. 3. See response above. 4. The Environmental Assessment (EA) will include a review of any other viable options for the terminal location. 5. This is a matter for Sydney Ports, its shareholding Ministers and the NSW Government.
<p>The White Bay area already faces two other major redevelopments: The Heritage-listed Power Station site and the large Martin-Bright Steel site bounded by Roberts, Mullens and Mansfield Streets. This is without considering other proposals for the Balmain/Rozelle residential area. Overdevelopment of our historic area threatens its sustainability and traffic problems will worsen.</p> <ol style="list-style-type: none"> 6. Can Sydney Ports guarantee that the Terminal and all its proposed uses would not increase traffic problems in our area? 	<ol style="list-style-type: none"> 6. Sydney Ports is preparing an EA regarding the proposed development of the CPT at White Bay. Traffic generated by the CPT will be assessed as part of this EA. The results of this assessment are not available at present, however will be included in the EA which will be available for public comment.
<p>The costly relocation does not benefit tour operators, shipping lines, businesses in Darling Harbour, tourists and therefore the tourist industry, and will cause untold problems for the historic residential area of the Balmain peninsula.</p> <ol style="list-style-type: none"> 7. Does Sydney Ports believe the relocation is of benefit to the tourist industry and Cruise ship businesses? If so, why? 	<ol style="list-style-type: none"> 7. Sydney Ports has a commitment to provide two cruise shipping terminals in Sydney Harbour, and considers that White Bay is a suitable location for a terminal servicing the domestic cruise market.
<p>It has been suggested that there be a ferry service to accompany the Terminal to take the passengers out of the area as soon as they arrive.</p> <ol style="list-style-type: none"> 8. Does NSW Maritime support a ferry terminal operating next to a large cruise ship passenger terminal? 9. Does Sydney Ports or NSW Maritime foresee any risks with this arrangement? 10. Would such a Ferry Terminal operate a full service to the area, not just for users of the Terminal? 	<ol style="list-style-type: none"> 8. This is a question for NSW Maritime. 9. Any use of the harbour for a new ferry service would require consultation with Sydney Ports and approval from Sydney Ports' Harbour Master. 10. This is a question for NSW Maritime/Sydney Ferries Corporation.
<p>An Events Centre cannot operate successfully in a residential area where the topography is such that noise from the foreshore increases dramatically as it reaches homes as a result of the amphitheatre effect.</p> <ol style="list-style-type: none"> 11. Does Sydney Ports envisage any increase in noise due to the Passenger terminal or Events Centre operations? 	<ol style="list-style-type: none"> 11. Sydney Ports is preparing an EA regarding the proposed development of the CPT at White Bay. Noise generated by the events/functions held at the CPT will be assessed as part of this EA. The results of this assessment are not available at present, however will be included in the EA which will be available for public comment.

<p>The smoke from ships' generators would be a health hazard to residents. The necessary environmental restrictions required to prevent such problems occurring may be such as to make the Terminal non-viable in this area.</p> <p>12. What is Sydney Ports' response to these concerns?</p>	<p>12. Sydney Ports is preparing an EA regarding the proposed development of the CPT at White Bay. Air emissions generated by ships at the CPT will be assessed as part of this EA. The results of this assessment are not available at present, however will be included in the EA which will be available for public comment.</p>
<p>A proper plan for White Bay would see the large high shed removed – it doesn't belong on our foreshore. This should be a consideration whether or not the Passenger Terminal is to be located at White Bay.</p> <p>13. Does Sydney Ports have any objection to the shed being moved to a location where it will be more suitable and useful?</p>	<p>13. Sydney Ports is preparing a design for the proposed development of the CPT at White Bay, which will consider the use of the existing infrastructure including the large high shed.</p>
<p>There is also the consideration of public foreshore access, as promised by the local State Member Verity Firth. Operations of the proposed Terminal would extend from wharf 3 to wharf 6.</p> <p>14. Would operations and/or security requirements for a passenger Terminal in that location preclude public foreshore access at any time?</p> <p>15. How long will the construction phases last?</p>	<p>14. This has not been defined at this stage, however on ship days the wharf edge would not be accessible to the public, similar to the operation of the Overseas Passenger Terminal at Circular Quay.</p> <p>15. Details of construction duration are not known at this stage.</p>
<p>A new Metro Heavy rail line has been proposed from the CBD to terminate at Rozelle.</p> <p>16. Would construction of the proposed Metro heavy rail line to Rozelle, with associated high-rise development, include using White Bay as a dumping ground during the long, expensive construction period?</p> <p>17. Approximately how long would the construction period last?</p> <p>18. Would there be a station at White Bay? If so when is it likely to be completed?</p>	<p>16. This is not a matter for Sydney Ports other than the need for our agreement to an area at White Bay / Glebe Island for construction purposes.</p> <p>17. This is not a matter for Sydney Ports.</p> <p>18. This is not a matter for Sydney Ports.</p>
<p>Other proposals have been considered for White Bay:</p> <p>19. Does Sydney Ports still support the inclusion of a Cement Terminal, such as that proposed by IC&L, for White Bay or Glebe Island?</p>	<p>19. Sydney Ports supports the use of White Bay / Glebe Island for port related activities including bulk cargo transfers.</p>
<p>Consultation and master-planning after the event is an insult to all stakeholders, including Sydney Ports.</p> <p>20. Was Sydney Ports represented on the Taskforce that made the decision to relocate the Terminal permanently from Barangaroo? If not, why not?</p>	<p>20. Sydney Ports has been consulted on the redevelopment of Barangaroo and the need for an alternative location for the CPT.</p>
<p>Local community representatives reiterate the position that all major proposals for White Bay, including the Passenger Terminal relocation, should be stopped until a new Masterplan with community and local Council input is in place that properly considers the residential nature of the area and that the foreshore and adjacent waterway are part of our world-renowned harbour.</p> <p>21. What is Sydney Ports' position on a new Masterplan for White Bay/Glebe Island to properly plan its future?</p> <p>22. Should major proposals be approved before such a plan is in place?</p>	<p>21. This is matter for the Department of Planning.</p> <p>22. This is matter for the Department of Planning.</p>