

MINUTES OF MEETING
Meeting #13
Glebe Island White Bay Community Liaison Group
Leichhardt Town Hall
Marion St, Leichhardt
5.30pm-7.00pm
Monday 17 August 2009

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

MEETING RECORD

1. Welcome and apologies

Shane welcomed members to the meeting, including the two new members, Jane Marceau and Christina Ritchie. Apologies were received from Brigid Kelly, David Martin and Shayne Wilde.

2. Minutes of the last meeting

The minutes of the previous meeting were accepted. All final minutes are placed on Sydney Ports' website at:

http://www.sydneyports.com.au/community/consultative_committees/glebe_islandwhite_bay_clg.

Actions arising from the previous minutes

- Two new committee members were invited to join the group and inductions have taken place prior to this meeting.
- The Daily Telegraph newspaper article regarding cruise ship options was attached to the previous minutes.
- Regarding the action for a request for formal liaison between the Bays Precinct Taskforce and the Passenger Cruise Terminal Steering Committee, Shane reported that members from government agencies attend both the Taskforce and the Steering Committee. SPC has representatives on both committees. The Bays Precinct Community Reference Group has also met.
- Rachel reported that a new White Bay residents group had been formed as residents felt they hadn't been consulted with. The new group initially arose from the White Bay stratas but has been broadened to include others. Leichhardt Council reports on Community Consultation and White Bay have been emailed by Rachel to all CLG members.
- Christa reported an action to investigate the source of noise between 7:30am-3:00pm at White Bay, noted by Ann at the last meeting, was likely to be from Waterways Constructions, a company using part of the wharf at 4 White Bay for construction activities. Work was being carried out within permitted construction hours, but if there are concerns they should be directed to SPC as they occur. Ann reported that the building of a wall that she thought may be the source was now almost finished.



15th July 2009

Ms. D. Talty
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Dear Ms. Talty

RE: BAYS PRECINCT

I am writing in response to your recent letter dated 7th July 2009. Council formally considered its contents at its meeting on 14th July 2009 and resolved to advise you as follows:

1. The area is generally covered by the provisions of SREP 26 and is surrounded by the suburbs of Balmain and East Balmain, Rozelle, Lilyfield, Annandale, Glebe and Pyrmont.
2. Council believes that the following suggestions and draft guiding principles are critical to the development of a Masterplan for the area:
 - a. The Bays Precinct provides a unique opportunity to Masterplan such a large area in such close proximity to the Sydney CBD. Given the potential National Significance of this site, Council is of the view that the National Government should be formally invited to have representation on the Taskforce
 - b. The entire area should be climate positive – this approach to development is an emerging theme across the world, in particular in the case of large scale opportunities such as the Bays Precinct – refer <http://www.docklands.com/cs/Satellite?c=VArticle&cid=1240298084981&pageName=VicUrban%2FLayout&site=Docklands>
 - c. Water cycle management should be a key feature of the plan, again it may be useful to have an objective to generate water from the site for the maintenance of surrounding playing fields, parks, reserves and gardens
 - d. The plan should respond the existing geography and built form, points, headlands, valleys, cuttings, bridge structures etc
 - e. The plan should ensure that significant views and view corridors are protected

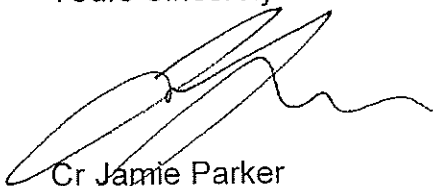
- f. The plan should ensure that there is a transition from established areas into the Masterplan area. Common tools include extending and replicating of street patterns, existing or dominant building forms etc
- g. The plan should ensure that the long term use of the area does not result in increased traffic congestion within the surrounding suburbs
- h. The CBD Metro is proposed to run through the site, any plan should optimise this opportunity. In addition it should facilitate integrating pedestrian, bicycle and public transport services
- i. The plan should respond to existing ferry services and look at the potential for expanding the existing services
- j. The plan should respond to existing bus services and look at the potential for expanding the existing services
- k. The plan should respond to existing light rail services and look at the potential for expanding the existing services
- l. The plan should respond to the existing commuter cycle network and look at the opportunities for extending the network onto and through the area, in particular the establishment of a low level crossing to Pymont and the CBD
- m. The plan should respond to the existing shared pedestrian and cycle networks and look at the opportunities for knitting suburbs together and extending the networks via the establishment of new/additional connections:
 - Between Balmain and Pymont
 - Between Rozelle and Pymont
 - Between Leichhardt and Balmain
 - Between Leichhardt and Pymont
 - Between Annandale and Rozelle
 - Between Orange Grove and Lilyfield
 - Along the waterfront
- n. There is a shortage of active and passive open space within the LGA – *Refer Leichhardt Recreation & Open Space Needs Study 2005*. The plan should consider opportunities for a playing field - comprising a cricket wicket, two soccer pitches and a baseball diamond, a group of tennis/netball courts – both linked into a network of shared pedestrian and cycle paths
- o. The plan should explore opportunities for the location of decentralised power units (plus associated heating and cooling networks) at strategic points across the site, to serve both the site and surrounding areas
- p. The plan should explore the adaptive re- use of heritage buildings, for example the former Balmain Power Station as a decentralised energy centre, recycling centre or cultural facility

- q. The opportunity for locating affordable housing sites at key points within the area should be considered
- r. The plan should facilitate the retention, restoration and utilisation of a number of significant heritage items located within the area, eg the Glebe Island Bridge could be utilised as a new low level pedestrian and cycling crossing from Balmain, Rozelle and Leichhardt to Pyrmont and the CBD
- s. The plan should explore options for the retention and expansion of water based sporting opportunities

Leichhardt Council will continue to work with the local community to determine land uses and activities it believes would be appropriate to locate within the area, and will make further submissions in due course.

Should you have any queries regarding the contents of this letter please contact Peter Conroy on 9367 9098.

Yours Sincerely



Cr Jamie Parker
Mayor of Leichhardt

Copies Member for Balmain
 Minister for Planning

3. Update on Bays Precinct consultation

Shane reported that the first and second meetings of the Bays Precinct Reference Group have been held, with over 30 representatives from the community, business and government agencies in attendance. Four members of this CLG attend – Shane, George, Jane, and Christina. SHFA convenes the group. Permission has been obtained from SHFA to distribute minutes from the meetings to the CLG when available. The notes from the second meeting are not yet available. George has also made notes from the second meeting which will be distributed to the CLG. There is also an online community forum.

A number of attendees requested that the Minister for Planning attend the next Reference Group meeting, as the initial intention was for a Masterplan for the Bays Precinct but now it is only the White Bay and Glebe Island areas. The area under consideration has gone from 80 hectares to 40 hectares. SHFA has indicated that the area now being looked at was White Bay, Glebe Island and the White Bay power station. George reported that at the Reference Group meeting a suggestion was made for the Minister for Ports and Waterways, Joe Tripodi, to be asked to attend as well.

Elizabeth suggested that this would mean the continuation of ad hoc planning around the Bank St area. She asked why the area had been confined to White Bay and Glebe Island. Christina reported that many at the meeting were upset that the area had been reduced to 40 hectares. The initial plan was to look at the whole precinct to develop a Masterplan. But Ministers are making announcements about decisions having been made, such as Tripodi's announcement regarding Blackwattle Bay. White Bay Wharf 6 has already been decided. We are now just looking at White Bay power station and a small industrial area. Hopefully Kristina Keneally can clarify how the group can be involved in precinct planning. The Minister needs to answer as to why she seems to be making the decisions herself.

Elizabeth noted that she had collected all the correspondence and documentation, indicating the scope of the Bays Precinct committee and that it is extraordinary that it is now reduced by half. She also noted there is no reference to Glebe Island Bridge. Damien thought that in terms of infrastructure and transport the area should be regarded as a whole. Jane reported that there was considerable ambiguity in the documents which show Blackwattle Bay and Rozelle Bay as not relevant. There is a lot of misunderstanding. There can't be sensible planning principles with such small area. The documents state there will be input into the cruise ship terminal location. Elizabeth also expressed concern at the apparent short timeframe for the reference group. Jane said that the process needs to be clarified. There was an understanding that there would be workshops with members of the Taskforce. Some documents suggest different formats in different phases. Elizabeth emphasized the need to press for workshops with Taskforce.

Shane reported that the CLG will be kept informed by distribution of minutes of the Reference Group meetings from SHFA, and updates from attendees.

Action: George to provide his notes of meeting no. 2 for distribution to the group.

Jane reported that many at the meeting didn't have background information. She believes it is now available on the Bays Precinct website. The large amount of background information should have been available initially. There could have been a workshop background day. There is also tension regarding transport planning, with large numbers travelling through area daily.

Mary suggested that she thought the process is window dressing with an unwieldy group with everyone who wanted to be included, changing the terms of reference daily and lack of provision of data. She asked whether it is really a planning exercise. Damien suggested this was a harsh judgment as he believed it was trying to capture everyone's views. It is large and unwieldy, but is trying to get everyone's opinions. Christina hopes it will be more than just an ideas gathering exercise.

Jane suggested she thought there would be a report on this stage, then further stages of consultation. It is not correct to say this is the only time for input. She hopes it will involve interaction with the Taskforce. After the ideas gathering stage some prioritisation would be required.

Shane noted members had asked whether the CLG should put in a submission. He advised that the appropriate way would be for members to make submissions individually or from their community groups.

Elizabeth suggested that principles could be agreed on as a group. Christina noted that some decisions already made won't meet planning principles.

Rachel distributed a letter from the Mayor of Leichhardt as a submission from the Council on the Bays Precinct. This submission is attached to the minutes.

4. Report on activities from Sydney Ports Corporation including: Baileys

SPC advised that the Baileys development was approved by the Minister for Planning in June. Alistair reported that lease negotiations were currently underway with a view to establishing the facility.

Jane noted concern regarding possible terms of lease. She asked how easy it would be to roll over the lease in 2020. Alistair responded that as lease arrangements are not finalised it is not possible to answer at this stage. Christina asked whether there has been a directive from the Minister. Shane replied that he was unaware of any directive. Jane understood that with Crown land, the Minister could make a decision. Shane clarified that the land is owned by SPC under freehold title, however that the SPC's shareholding Ministers can direct SPC with regard to the land.

Christina noted her concern regarding the site first being offered to Baileys with an option to extend the lease and an option for Wharf 5. She asked whether a different site could be negotiated. Shane replied that a different site could not be negotiated. Christina noted that extension of the facility to 5 White Bay would require additional planning approval, because the planning approval applied to 6 White Bay. It was noted that the Baileys approval does include the use a small part of 5 White Bay. Daniela reported that from a planning perspective, once an approval was granted it could operate indefinitely.

Christina asked what the expected timeframe was for lease negotiations to be finalised. Alistair replied that it was likely to be a matter of weeks.

Passenger Cruise Terminal

Shane reported that the Cruise Steering Committee was looking at a medium term facility west of the bridge for domestic cruise ships relocated from Wharf 8 Darling Harbour, and east of the bridge for the longer term as cruise ships are becoming larger. The facility west of the bridge is typically for domestic 10 day cruises such as provided by the Dawn Princess and Pacific Dawn.

Damien asked if the only option east of the bridge is Garden Island. Shane replied that Garden Island, although a difficult site, is the easiest solution in terms of provisioning and movement of passengers, but other options are being considered. Ann asked whether this had been discussed with the Navy. Shane replied that the Navy has a representative on the Steering Committee as well as SPC, SHFA, the two cruise ship operators, Tourism NSW, Shipping Australia and NSW Maritime. They are hoping to resolve the west of the bridge location by the end of the year. Options are around the White Bay/Glebe Island precinct.

In answer to Christina's email regarding what plans SPC has for the shed at Wharf 5 White Bay, Shane advised that if a cruise terminal is located there it may be used for that, but otherwise there are no plans for the shed. It is not currently in use now that the car storage activity has ceased. Christina asked if the shed could be moved to where it could be used. Alistair replied this was not viable. Ann reported that historically there had been opposition to the shed as it blocked views from Grafton St. Damien noted that current residents would have bought into the area with the shed in existence. Elizabeth suggested that if the shed goes there is the possibility of high rise developments. Christina expressed her opinion that high rise doesn't belong in that area. Christina asked whether the new cruise ship terminal would be temporary or permanent. Daniela replied that the terminal on the western side of the bridge at White Bay may be there for some time, until a permanent location for a cruise passenger terminal is chosen west of the bridge. Shane advised that a short term terminal (such as a marquee) could be there whilst a new terminal was being constructed.

Elizabeth asked whether the RTA is on the Cruise Steering Committee, as use of James Craig Drive should be allowed for the cruise ship terminal.

Shane noted that the passenger terminal development would go through the Environmental Assessment process which would consider all relevant traffic issues, and there would be opportunity for community submissions at that stage.

Other developments

Alistair reported that with the proposed establishment of a **CBD Metro** station in the vicinity of the White Bay power station, a previous plan for an additional road under Anzac Bridge may be reactivated, which would improve road access to the Glebe Island White Bay port area.

Ann noted an article in the SMH in relation to Barangaroo that the developers propose to go higher than previously suggested, blocking views of the observatory.

Shane reported that Christina had raised the issue of drilling in relation to the CBD Metro. Some drilling was undertaken in the White Bay area that SPC is aware of. Damien noted drilling had been occurring in streets in the vicinity. Christina asked whether drilling was an issue for silo stability. Christa replied that drilling is part of the geotechnical modeling regarding how the proposed Metro will affect other structures. SPC is liaising with CBD Metro regarding issues such as stability of the silos.

Damien noted that during CBD Metro community consultation, he was told a lot of time was spent looking at the proposed route in detail.

Shane reported that repairs were being carried out at **Glebe Island wharf 7** by SPC to rebuild the seawall and stabilise the wharf structure. The work would be ongoing for 2-3 months.

A **new gangway for the overseas passenger terminal** at Circular Quay to allow passengers safer access was being built at White Bay 5. It would be transported from here to Circular Quay by barge. Christa reported the construction would be during normal construction hours, but the final movement of the gangway from the wharf would take place at night with a crane being used to lift it onto a barge.

The **ex HMAS Adelaide** would remain at Glebe Island 2 till March or April 2010 to allow work to make the vessel safe for scuttling eg enlarging the access ways for divers. It will then become a dive site off Terrigal.

Alistair reported the **shed at 2 Glebe Island** will be occupied by SPC for oil spill response activities.

Shane reported that the **CSL Thevenard** had arrived on Sunday was discharging salt at 1 Glebe Island. It was due to leave tomorrow and the salt will be loaded into trucks and transported for a few more days. A sample of the salt was passed around at the meeting to show it is stable and doesn't create dust.

Cable laying vessels had recently been berthed at White Bay. A couple of tugs are also laid up till mid week.

Christina reported that a number of ships in the area are belching smoke. This is worse when they are about to leave. Shane indicated that the smoke comes when the ships start up the main engines and when manoeuvring. This should typically only create smoke for about 30 seconds and should only occur on arrival and departure. If the community observes that it is continuous then SPC Harbour Control should be contacted.

Jane asked whether ships could be supplied with power using shore based electricity as in the USA. Shane replied that it was only used in the USA for ships that regularly visit certain ports. It is very costly, though there are increasing moves for it to become more widespread. There are not many ships visiting Australia that are able to connect to shore based power. Navy vessels use shore power when in port, however it is not practical for stays of less than 24 hours.

5. Report on activities from Lessees

Paul reported that GRA has had 3 ships since the last meeting with one due tonight. There have been no complaints regarding gypsum ships.

Thomas reported one ship for Lubrizol since last meeting with another due early September. There have been no complaints regarding Lubrizol transfer since last meeting.

6. Report on Community Activities

Damien reported that Ballast Point has come on line as a park. It was originally to have a small refueling facility, but this didn't occur. Shane noted that refueling was to be consolidated at Baileys.

Elizabeth reported that at the new park in Pyrmont (the old water police area) the wharf can't be used by the community due to NSW Maritime restrictions. It was intended for water taxis but they are not allowed.

Action: NSW Maritime to respond to the issue of restrictions on use of the wharf at the park in the former water police area.

Christina asked whether SPC had a position on the old Glebe Island bridge. Shane responded that SPC isn't affected directly, but it is interested in what may occur. They don't want it closed as the aggregate vessel Claudia goes through regularly. It is only currently closed about twice a year for certain events. Mary suggested that if the cement terminal was relocated the bridge could be closed to become a more suitable pedestrian/cycleway connection to Pyrmont than the Anzac Bridge. Elizabeth suggested set times for opening as at Spit Bridge could resolve the issue of yachts coming through.

Jane raised an issue of dust from a stockpile of rubble on NSW Maritime land at Rozelle. This has been forwarded to NSW Maritime for a response. Christina noted the stockpiling/dust issue has been going on for years. Christa suggests residents also contact NSW Maritime directly if there are issues.

Elizabeth noted that Bank St has been in a disgraceful state for some time with no response from NSW Maritime.

7. Complaints reports for Department of Environment and Climate Change licences: White Bay berth 4 and Glebe Island berth 1

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.

Elizabeth reported that a complaint had been lodged by a resident in her unit block recently regarding beeping noise in middle of night.

Action: Christa will follow up the report of a complaint due to a beeping noise.

Glebe Island berth 7 (DECC 5-year licence review)

Christa reported that the DECC licence will be reviewed for Glebe Island 7 to match conditions at Glebe Island 1, making it more stringent. This will be provided to the CLG when it has been finalised.

Summary of all Glebe Island and White Bay complaints

- No complaints were received since the last meeting in May or June.
- In July, six noise complaints were received: four related to the final stage of removal of cars stored at White Bay; two were regarding noise from repairs to a dredge berthed at Glebe Island during the night. This was followed up by SPC, and the remainder of the work was undertaken with no complaints.
- In August, there was also one noise complaint regarding a cable laying vessel at White Bay.

8. Next meeting date

Next meeting will be held on Monday 23 November 5:30pm at Leichhardt Town Hall, unless otherwise notified.

Attachment

Letter from Mayor of Leichhardt Council re Bays Precinct dated 15 July 2009