

**FINAL MINUTES OF MEETING**  
**Meeting #19**  
**Glebe Island White Bay Community Liaison Group**  
**Leichhardt Town Hall**  
**Marion St, Leichhardt**  
**5.30pm-6.45pm**  
**Monday 23 May 2011**

|                                  |   |
|----------------------------------|---|
| <b>Attendees</b>                 |   |
| <b>Community Representatives</b> | Ann Bastock<br>Damian Cobley-Finch<br>George Cooper<br>Elizabeth Elenius<br>Jane Marceau<br>Christina Ritchie<br>John Fisk<br>John Brooks |
| <b>Lessees</b>                   | Guy Bailey – Bailey's Marine  |
| <b>Agencies</b>                  | Rachel Josey – Leichhardt Council<br>Ben Chamie – City of Sydney<br>Simon Lawton – NSW Maritime   |
| <b>Sydney Ports Corporation</b>  | Mark Ireland<br>Daniela Vujic   |
| <b>Minute taker</b>              | Sandra Spate  |
| <b>Apologies</b>                 | Shane Hobday – Sydney Ports Corporation<br>Mary Mortimer – Community Representative<br>Frank Boyes – Gypsum Resources Australia           |

## MEETING RECORD

### 1. Welcome and apologies

Apologies were received. Mark reported that he would chair tonight's meeting as Shane was attending an International Association of Ports and Harbours (IAPH) conference in South Korea.

Welcomes were extended to Guy Bailey from Bailey's Marine and to Simon Lawton from NSW Maritime. Simon will be replacing Shayne Wilde from NSW Maritime.

### 2. Minutes of the last meeting

Minutes from the previous meeting were accepted.

Actions from the previous meeting were:

***Action: Sydney Ports to provide Elizabeth with the Noise Assessment for Functions (the Renzo Tonin report) and identify which locations in Pyrmont were included.***

Information was provided to Elizabeth on the 15<sup>th</sup> February 2011. Elizabeth then further requested why Cadigal Ave in Pyrmont was used in the Assessment. The noise consultants, Renzo Tonin, advised that this site was chosen to monitor background noise and was the nearest location to the foreshore that the consultant was able to access.

**Action: Sydney Ports to ensure the CLG is informed of activities of note at Glebe Island or White Bay.**

In response to this request, regular information has been provided on activities at Glebe Island White Bay. These include the use of White Bay 3 for the *Albatross*, the Chinese Tanker *Chang Hang Xing Hun* which was berthed at White Bay 4 for a hull inspection, and the *Whitnavigator* refuelling barge which has now been relocated to Shell at Gore Bay.

**Action: Sydney Ports to investigate whether details of Baileys' expectations of vessel traffic numbers can be provided to CLG members.**

Information was provided to the CLG on 1<sup>st</sup> March 2011 which indicated that vessel traffic numbers would be low initially and increase over time as vessel owners become more aware of the facility. Guy was asked to provide an update later in the meeting.

### **3. Update on Bays Precinct consultation**

Daniela reported that she thought that the Bays Precinct Plan was on exhibition till 6 May 2011 and that the Bays Precinct process was currently under review by the new NSW government. Daniela reminded the Group that Sydney Ports is not the lead agency in this process – they are simply another stakeholder. There is nothing additional to report.

John B reported the period for comment is until 31 May 2011, and he expects a range of comments will be received from CLG members.

Simon noted that NSW Maritime is also a stakeholder not a lead agency in the process.

John B reported that SHFA which sits within the Department of Planning is the lead agency.

In relation to the Bays Precinct consultation, Christina reported that the White Bay and Balmain precinct committees have raised the possibility of re-opening the Glebe Island Bridge to pedestrian and cycle traffic.

Leichhardt Council is looking into this and has support in the precinct due to current issues regarding pedestrians and cyclists sharing access on the Anzac Bridge. Christina asked who this issue should be raised with and whether Sydney Ports and NSW Maritime have an interest in this.

Daniela suggested that as well as raising this in submissions on the Bays Precinct Plan, the issue could be raised with the RTA as they are the owners of the bridge. Sydney Ports does not have a position on this currently, but as it adjoins Sydney Ports land they would have to look at how this proposal would interact with current activity on Sydney Ports land.

Christina asked whether the extensive use of public waterways by private boat owners is an issue for NSW Maritime and Sydney Ports. According to Christina, the public now cannot see the water through the chrome and fiberglass of boats. People feel the water has been taken away from them and the pleasant water views gone.

Simon replied that boat storage is one of NSW Maritime's roles. Facilities for recreational boats have gone through appropriate planning processes.

Damien noted that this is one of the consequences of losing the working harbour.

Daniela replied that Sydney Ports is interested in maintaining GI/WB as a working port and will do so until they are advised otherwise.

John B suggested that one criticism of SHFA is that it talks of land use and not of how to share the waterways.

Christina reported another issue raised by the Precinct Committee is the future use of the old White Bay Power Station. It has been great to see it opened to the public recently and with a renewed interest, it is time to look at how it will be used in future. Will Sydney Ports consider its future uses when planning any developments for White Bay?

Daniela responded that Sydney Ports were not aware of any future uses proposed for the Power Station. Until future uses are determined Sydney Ports will continue to operate White Bay and Glebe Island as a working port. It is important to note that SHFA is the owner of the Power Station, not Sydney Ports. Sydney Ports has not been approached regarding any potential uses for the Power Station site.

Jane reported that Di Talty from SHFA indicated opening the Power Station was to raise community interest in the site.

Elizabeth suggested that planning decisions seem set to continue in a silo manner, with no integration from the various agencies.

Daniela replied that as a stakeholder, Sydney Ports can inform the community of developments, but can't control other stakeholders and how they communicate with community members.

Jane asked what is happening with Stage 2 of the taskforce process.

Daniela is not aware of any updates, but Sydney Ports will provide any further information it receives on this to the CLG.

Simon reported that Michael Wright is the new General Manager at NSW Maritime. At this stage Simon is unaware of any future meeting regarding Stage 2.

Elizabeth despairs of finding an alternative site for the heritage fleet as it doesn't seem possible to get Maritime to talk to Sydney Ports about the issue.

#### **4. White Bay Passenger Cruise Terminal**

Daniela noted that as has previously been reported, Planning Approval for the White Bay Passenger Terminal was received on 2 February 2011 and CLG members were notified of this. Sydney Ports has gone out to tender for demolition of existing buildings, and the main construction works, but is awaiting confirmation from the new Ports Minister to proceed.

Elizabeth asked if there is now an opportunity to 'tweak' the proposal. She raised concerns that noise measurements for passenger cruise ships were taken at Refinery Drive in Pyrmont, but those for functions were taken a street back behind high rise buildings and don't reflect noise levels at the water. Why were two sites chosen? She would like the impacts of functions across the water measured again. Residents in the foreground would be impacted most.

Daniela responded that there were two noise consultants involved in the preparation of noise assessments for the proposal - one focusing on passenger ships and the other on events/functions. As part of their assessment, background noise was measured to prepare the noise models for these activities. As the background noise measurements were taken in Cadigal Ave, the results are more conservative leading to a lower noise goal. This would be more beneficial for residents of Pyrmont.

Mark noted that Renzo Tonin consultants (who prepared the noise assessment for functions) also used data from the noise assessment from the Cruise Passenger terminal assessment for

background noise at Refinery Drive. However, due to access issues they undertook their background noise monitoring at Cadigal Ave.

Elizabeth asked if a significant impact is shown, will the proposal be tweaked?

Daniela said there was no proposal to reassess noise impacts. The assessments undertaken provide information regarding potential noise impacts and the assessment was accepted as being adequate by the Consent Authority.

John B asked if occasional noise and individual incidents are assessed.

Mark replied that one of the Conditions of Approval requires operators of any functions held during certain hours to undertake noise monitoring.

Elizabeth asked whether Pymont residents will be given the opportunity to comment on DA's for a particular function, as these have the potential to 'blast' Pymont. She noted that large events at Pirrama Park have to publicise DAs for comment.

Daniela replied that most events will be indoors. Outdoor events however were also assessed as part of the overall project. Managing noise impacts will be addressed through appropriate management plans.

John B reported sensitivity amongst residents citing Doltone House where functions themselves don't pose noise problems but drunks and people leaving after the event do. Noise carries across the water. By the time the complaint is lodged and looked at, the problem has gone.

Elizabeth asked that Pymont residents be advised of management plans and have the opportunity to comment.

Daniela said that management plans will be available for the community to view – however the community will not be able to comment on these plans as they are not provided under a normal DA process. The plans provide detail of how an event is to be managed including traffic impacts, noise impacts, etc. These plans will be required in the operational phase of the Passenger Terminal which is still a while away.

Christina reiterated the position of the White Bay Precinct Committee that the development of the Passenger Terminal is inappropriate for the site, with noise being one key aspect. Given that the plan was approved as a Part 3A Application which has now been revoked and suggestions have been made by the new Government that many recent proposals under Part 3A should not have been approved, and that the Barangaroo development which saw the Passenger Terminal move to White Bay is under review, will Sydney Ports now put on hold the terminal until the review?

Daniela notes the concerns raised by Christina. Sydney Ports are currently awaiting confirmation from our Minister to proceed with the construction of the Terminal. With regards to the review of Barangaroo, an announcement was recently made by the Government that a "short, sharp review" will be undertaken. At this stage, the terms of reference for the review have not yet been prepared – therefore Sydney Ports is not able to advise the Group of any involvement in this review as this is still unknown.

Ann suggested that as it has been known it is an inappropriate location for the Passenger Terminal and she would hope that Sydney Ports would put the project on hold.

Daniela replied that the strategic review undertaken by the previous government determined White Bay as an appropriate location. Daniela also reiterated that the Cruise Passenger Terminal at White Bay will predominantly cater for the Domestic cruise market – that is, passengers who

live in Sydney and NSW and travel on cruises that depart and return to White Bay. The International market will make up approximately 10% of the ships that berth at White Bay.

Christina noted this position had been based on the premise that the Terminal had to leave its Barangaroo site.

Mark reiterated that the project is currently with the new Ports Minister and Sydney Ports is waiting to hear back. He also reported Leichhardt Council have lodged a claim with the Land and Environment Court on 12 May 2011 against the Minister for Planning challenging the validity of the development consent for the White Bay Cruise Passenger Terminal. A court date has been set for 3 June 2011.

Rachel advised that she had nothing to add regarding this. Rachel advised that she will provide further information to members if any becomes available.

## **5. Report on activities from Sydney Ports Corporation including:**

### **- Baileys**

Mark welcomed Guy Bailey again and provided the Group with some background information on the Baileys development. This included;

- Construction of Stage 1 of the Baileys Marine facility was completed in March 2011.
- Landowners Consent from Sydney Ports was then granted.
- An Occupation Certificate for the facility was provided by an independent certifier. This Certificate indicates that Baileys have complied with their Conditions of Consent.
- A Vessel Traffic Management Plan for the site has been prepared and approved by the Sydney Ports Harbour Master. As a result, Baileys commenced operations on 7 April 2011.

Guy reported that trials were currently being undertaken to refuel Sydney Ferries, and to supply fuel to fishing boats. The volume of boats was slowly building up.

Christina asked on behalf of her Precincts what other proposals were in place regarding the next stage.

Guy replied that Stage 2 includes those proposals that have been approved including fuel, a commercial lay down, a ramp, a travel lift, temporary pens and buildings. They are currently working out a Schedule of Works for Stage 2.

Christina asked on behalf of residents of the Balmain peninsular, that it be stated that Baileys will cease operations and depart Wharf 6 at the end of 2020.

Daniela responded that it is already known that the development consent expires in 2020. If an extension is sought, or a new Development Application was proposed, that this would be at a later date. Consent has been given till 2020 and Baileys can continue to operate until that time. It is not appropriate to ask Guy to commit to what will happen after that.

Christina suggested that approval was conditional on leaving at the end of 2020. She asked that Bailey's confirm they would stick to this condition of the lease.

Guy replied that he would not confirm this. Baileys have continued to build good relations with neighbours. Guy stated that his facility is by far the safest way to dispense fuel on the harbour. If you take away good assets such as has been built there would be a return to poor facilities and poor operating practices. As long as the locations remain within a working harbour, it is preferable to continue to provide such a facility as Baileys.

Christina suggested it is not appropriate to dispense fuel at this site.

John F said Christina's demands are out of order.

Mark agreed and indicated to Christina that this is not the appropriate forum to take up these concerns with Baileys.

#### **- Other developments**

Daniela reported an application was lodged with Department of Planning & Infrastructure (DP&I) in March for a Marine Training Sea School at White Bay 3 and 4. The school is proposed to occupy an existing building at White Bay, previously used by P&O, and would be fitted out as a Training School. The application is still with the DP&I.

Damien asked what level of training would be undertaken.

Daniela replied it would cater for a range of training courses – commercial boating courses such as coxswains, Master Class 5 and 4, Marine Engine Driver 1 and 2, etc; obtaining professional qualifications for the marine industry such as sea survival and boat licensing; and upskilling to meet Government / legislation requirements. It would be mainly a day and evening time activity.

Jane asked if they are seeking a lease and for what length of time.

Daniela replied they are seeking a lease for a number of years but this is separate from Planning Approval. Approval is not based on the lease. Approval is required first.

Jane asked whether the lease is limited to 2020 as noted by the previous Government.

Daniela reported that no lease is being signed past 2020.

Christina asked whether this would impact on the Cruise Passenger Terminal. Will they use the waterfront?

Daniela understands that most activity would be in the building and that they weren't currently proposing to access the water.

Elizabeth asked if this would be open for community consultation.

Daniela replied it would as with any Part 4 development application being assessed by the DP&I

Mark noted they would be reusing an existing building.

#### **- Vessel activity**

Mark advised that Chinese Tanker *Chang Hang Xing Hun* was berthed at White Bay 4 for a hull inspection on the 18<sup>th</sup> April 2011. The inspection was undertaken by divers and the vessel departed three days later.

The *Whitnavigator* which in the past has visited White Bay has now been permanently relocated to the Shell facility at Gore Bay. The vessel has recently used White Bay 4 on occasions to undertake some minor repair works which could not be undertaken at Shell (ie, "hot works that involve grinding, welding, etc)

The "Ex-HMAS Adelaide" finally departed Glebe Island on the 13<sup>th</sup> April 2011 and was later scuttled off Avoca Beach.

The ex-Sydney Ferry "Lady Wakehurst" will be berthed at Glebe Island for a period of 10 days starting sometime this week (to be confirmed). The ferry is preparing to travel to the Solomon Islands where it will be used as a commuter ferry. The ferry will also be loaded with donated medical equipment and supplies that will be provided as part of ongoing aid to the Solomon Islands.

#### **6. Report on activities from Lessees**

Other than Baileys, there were no further reports from lessees.

#### **7. Report on activities from Community Members**

Elizabeth reported that some have met to determine responses to the Bays Precinct "non-report", with comments to be submitted by the 31<sup>st</sup> May 2011. Banks St is an ongoing issue regarding the heritage fleet.

Simon noted the Director General's requirements have been issued. The application will remain with the DoP as it hasn't been identified as an application to be returned to Council. He has no further updates from the fleet regarding the Environmental Assessment but once it is lodged it will go to public exhibition.

Elizabeth noted that in February 2009 NSW Maritime drafted a letter to the City of Sydney offering a parcel of land in the Bank St public recreation area to Council to be under its care, control and management. When she asked earlier this year, the letter hadn't been sent. She would like it sent and to be informed of such.

**Action: Simon to respond by email to Elizabeth regarding the status of the letter from Maritime to the City of Sydney regarding the parcel of land at Banks St recreation area.**

Christina reported that issues from the Balmain and White Bay Precincts had been raised earlier in the agenda, the main issues involving pedestrian/cycle access to Glebe Island Bridge, the Cruise Passenger Terminal, large boat marinas and the future of the Power Station.

#### **8. Complaints reports for Department of Environment, Climate Change and Water licences:**

##### **- White Bay berth 4**

Two complaints were received regarding noise from the *Bow de Jin*. These were investigated and one relating to working cargo was found to be when no loading/unloading was occurring, the other was found to be consistent with normal operating levels.

##### **- Glebe Island berth 1**

One complaint was received regarding truck noise associated with the removal of a marquee used for the *Queen Mary 2* passenger processing tent starting at 6.00am. Contractors were informed they needed to comply with NSW construction hours.

##### **- Glebe Island berth 7**

No complaints were received.

#### **9. Other business/Next meeting dates**

Elizabeth asked about the progress of making the complaints number on the website more visible.

Mark reported that this has been followed up with the Sydney Ports Corporate Affairs team who are redesigning the website. The new website will provide an easily accessible web page with all relevant contact numbers located in one place.

Jane suggested the vessel traffic for Baileys didn't include Sydney Ferries in the Environmental Assessment.

Guy replied it had included all commercial refueling as well as for recreational vessels. There are two areas – one for commercial and one for recreational.

Elizabeth asked whether in light of the new Government's priority regarding ferries, has there been communication with the Minister for Transport regarding a ferry to White Bay? As Pyrmont becomes gridlocked Pyrmont Point could also be a viable stop. Would Sydney Ports actively pursue this?

Jane noted this is an obvious route, as in some places on the White Bay peninsular there are only two buses which are always full.

Daniela indicated that ferries aren't viewed as a port use. She suggested that if this was a concern for Jane and Elizabeth then they could include this in their Bays Precinct submission for consideration as part of the site's long term use.

Simon noted that NSW Maritime is part of the Integrated Transport Authority and this would be an appropriate avenue to raise the issue. The Integrated Transport Authority is being developed over a 12 week period and is in the early stages. Its focus is on delivering better public transport. At this stage he is not sure when it is next due to meet.

***Action: Simon to raise with NSW Maritime for forwarding to the Integrated Transport Authority the suggestion from the CLG that ferries run to White Bay with a stop off at Pyrmont Point. He will also notify the CLG of who to contact on the committee.***

Damien reported to the CLG that Morts Dock has obtained state heritage listing. It is under Council control.

**The next meeting is proposed for Monday 15 August 2011.**