

Background Research

Don't Waste Glebe Island

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Summary

This document is provided to assist in the messaging for the “Don't Waste Glebe Island” campaign.

It was requested that any research the on the value added to Sydney Harbour of certain of its existing assets be obtained, to support the case for a better use for Glebe Island than those currently proposed.

A review of the submissions made in recent community consultation processes held was also requested, with the report to include those which appear most commercially practical, in order to remind the community of the potential for this last piece of harbour-front land. No recommendation should be inferred from the inclusion or exclusion of any of the long list of submissions made. The variety of better ideas (compared to a slag-heap and cement plant on one of the most beautiful harbours in the world) should be the key message.

Through this work, and our engagement with the Inner West Council of Sydney, I have also reported on the potential traffic impacts for residents in the Inner West of the proposed development/s, given the desire to work with those residents to gain a greater “voice”.

Lastly, I have included a table of noise measurements of ships berthed at Glebe Island Berth 1 from 2014 to 2018, to demonstrate that the industrial shipping activity currently occurring already repeatedly breaches night-time noise limits, before any additional activity is added.

I have not yet sought permission to use the sources quoted in the document, but permission should be obtained for those materials the group wishes to use.

All information provided is preliminary, and aimed to be food for thought on the campaign going forward.

1: Economic Value Add of Various Sydney Harbour Attractions

“In February 2013, Sydney Harbour was declared an official National Landscape, a title it shares with fifteen other iconic places in Australia... It is impressive that Australia’s largest city, with a population of 4.5 million people, can be considered a prime destination to experience nature. Sydney Harbour is the only site of the 16 declared National Landscapes centred within a major city. That is part of the appeal of the Harbour and its foreshores” ¹

Table 1: Estimates of Value Generated by Selected Harbour Assets

	Barangaroo	Opera House	Taronga Zoo	Marine Research	Cruise Ships	Botanic gardens	Darling Harbour	The Rocks
<i>Economic Contribution</i>	\$2bn + p.a. to Gross State Product; \$10Bn project value(3)	\$254m p.a. (2013)(1); Total Social Asset Value – 40 present value \$4.6bn (2013) (2)	\$83.8m p.a. at Mosman site(2017)(4) Assessed Land Value of Mosman site \$68.6m (Mar 2017)(4)	\$150- \$175m p.a.(1)	344 ships, with total output of \$3,060m (2017)(5)	n.avail	\$1.65Bn (est) (6)	\$1.4bn (est)(7)
<i>Visitors p.a.</i>	1.5m (3)	8.7m (2013)	1.6m p.a. (2017)(4)					
	30,000 daily workers; 4,500 residents (3)	12,165 direct and indirect jobs (1)			1.5m passengers p.a. 12,841 FTE jobs (5)	3.99m (2014 figure)(1)	25.9m (2016)(6)	14.5 (2016) (7)

Sources:

(1) “Our Harbour Our Asset: An overview of economic activities and values associated with Australia’s most iconic harbour, and its use by the city that surrounds it”, Hoisington, C, Sydney Institute of Marine Science Technical Report, October 2015, pages 19, 31.

(2) “How do you value an icon? The Sydney Opera House: economic, cultural and digital value”, Deloitte, 2013, page 6

(3) “Barangaroo Fact Sheet”, Barangaroo Delivery Authority, NSW Government, website

(4) Taronga Zoo Annual report 2016/17

(5) “Cruise Tourism’s Contribution to the Australian Economy: 2016-17”, Cruise Lines International Association Australasia, 2017.

(6) “Darling Harbour Visitor Snapshot: July 2015-June 2016, Property NSW, NSW Government. Value estimated from visitor numbers and visitor spending by category.

(7) “The Rocks Visitor Snapshot: July 2015-June 2016, Property NSW, NSW Government. Value estimated from visitor numbers and visitor spending by category.

¹ “Our Harbour Our Asset: An overview of economic activities and values associated with Australia’s most iconic harbour, and its use by the city that surrounds it”, Hoisington, C, Sydney Institute of Marine Science Technical Report, page 18

2: Community Consultation: Better Uses for Glebe Island

2010 Community Initiated Bays Precinct Plans

The March 2010 (blue) document, "Future of Bays Precinct Sydney" authored by the local business and residents of the area, including David Benson, Paul Cooper, Grahame Edwards, Jane Marceau and John Paul, raises the following ideas for Glebe Island on page 42-43:

- Centre for the 21st Century, which might include a university led research institute, a maritime research college, sustainability business clusters and incubators, and the Australian Biosphere, as an environmental research and educational facility.
- A business activity hub, a focus for venture capital sustainability research and technology development and the integration of business incubator workspace.
- A Maritime Research College, providing marine-based education, research and heritage programmes.
- Glebe Island Silos – suggested uses are mix of business workspace, studio space, accommodation, electric car centre and a frame for innovation projects.

A Headland Sculpture Park to the north of the proposed aquatic biosphere, oriented towards the CBD and Harbour Bridge as the conclusion to the Bays Sculpture Walk, was also proposed in the document, in an earlier section.

None of the ideas were subject to a detailed submission at this stage it appears.

2015 Consultation and Community Input

More recently, a "Call for Great Ideas" was issued by Urban Growth NSW, in May 2015. Urban Growth NSW Development Corporation's website states "The Call for Great Ideas" was an opportunity for the public to submit innovative ideas for the immediate priority destinations in the Bays Precinct. The Call was open from late May to 20 July 2015.

The ideas came from a wide range of groups and individuals, including from 10-year-old school students, local residents, companies, industry associations, university students, lecturers and academics. Submissions came from NSW and interstate, and from Canada, China, Denmark, the US and the UK.

Five destinations were identified. They are listed below, with the number of submissions received in parentheses.

1. Destination 1: Bays Waterfront Promenade (20)
2. Destination 2: Bays Market District (18)
3. Destination 3: White Bay Power Station (42)
4. Destination 4: White Bay incl. Cruise Terminal (10)
5. Other Destinations, Precinct Wide, Concepts (111)

Glebe Island is encapsulated in "5. Other".

Within "other", the more commercially practical of the specific Glebe Island Ideas put forward were:

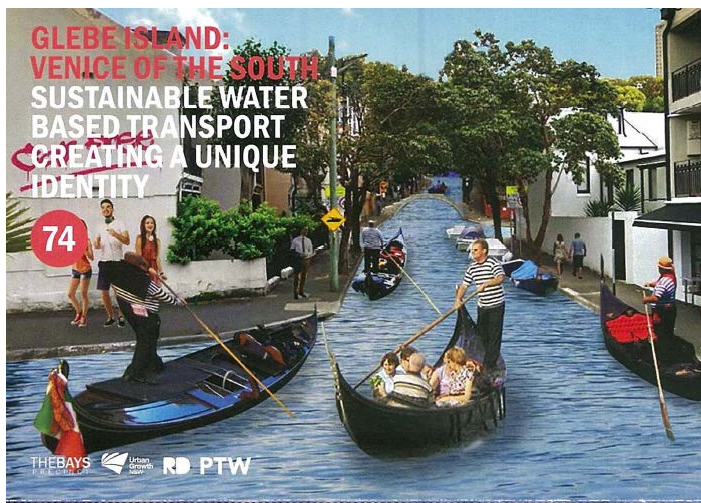
343 Reasons to Visit the Bays

Author: RobertsDay Architects

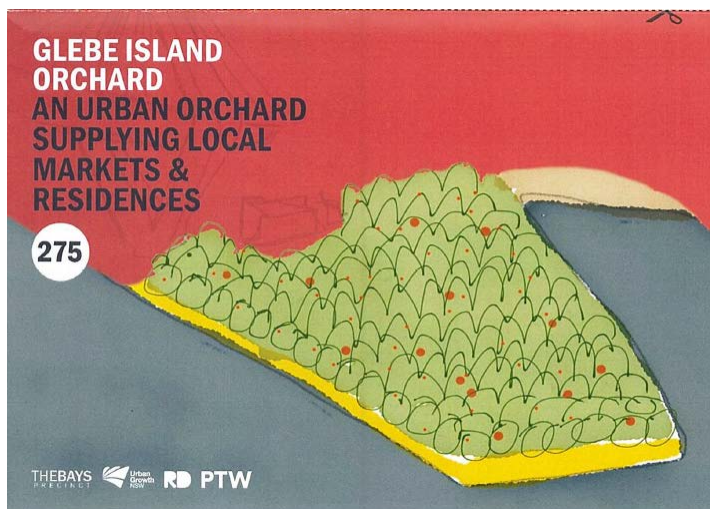
This seemed the most interesting and well-developed submission, but the document available on the website is a snapshot of the 343 reasons. I would recommend we try to obtain the full document.

The ideas proposed were to create 7 precincts, with 7 destinations and 7 different activities within each. $7 \times 7 \times 7 = 343$. Not all 343 ideas are presented in the submission available on the Urban Growth website. Two which were specific to Glebe Island are as follows:

Idea 74. Make Glebe Island the Venice of Sydney. Promote water based transport and create a unique identity. Venice has been a model for city making for centuries attracting 7.5 m visitors annually. Inspired by its potential, cities around the world have been reinventing into the 21st Century, based on its ideals. Copenhagen is creating new canals, why can't Glebe Island be the Venice of the South?



Idea 275. Glebe Urban Orchard: Create a productive and leisure area on Glebe Island, with a range of fruit trees supplying local markets and residences, and places for picnics and community events, through a partnership of commercial and community organisations.



An Astronomical Planetarium for the Bays District

Author: Alan Kreuter

This submission did not nominate a suggested location within the Bays District, but open land is needed, thus Glebe Island could be suitable.

Summary: "This proposal relates to the construction and development of programs for an Astronomical Planetarium. Although Sydney has many great museums it does not have a Planetarium or a dedicated Science Center, unlike most major cities of the world. Currently the Sydney Observatory caters for almost 200 Thousand visitors a year a large proportion of them students studying the universe and stars, and an

equally large group overseas tourist anxious to see the Southern Hemisphere objects like the Southern Cross.

A Planetarium, being able to offer guaranteed weather-undependant shows and much larger numbers could offer a 24 hour attraction integrating in with other tourism spots like ferry and bus tours. It would also be able to integrate with formal and informal education areas such as IMAX.

Broadly speaking a Planetarium would be an Iconic building, greatly improving the visual beauty of the site and attracting visitors of all ages and at all times to the area leading to a concomitant increase in retail and tourism traffic as well as greatly improving the general ambiance of the area."

The Bays 2030

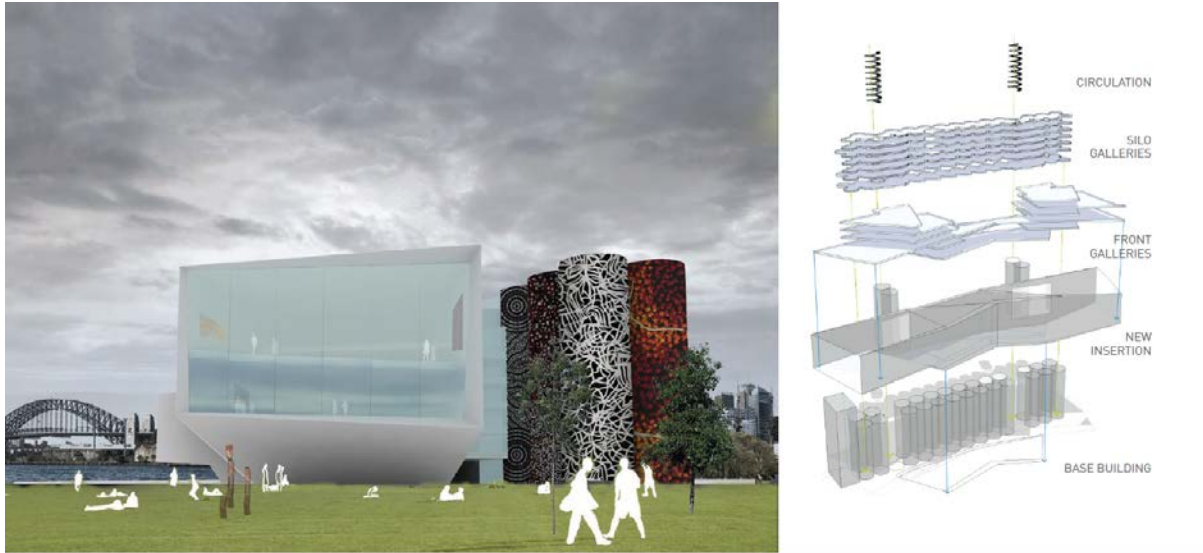
Authors: Epcox, Emerging Professionals Cox

Among the suggestions made (which included building a tunnel under Anzac Bridge and turning into a pedestrian walkway(!)), a new National Gallery of Indigenous Art repurposes the former silos at Glebe Island; seeking to reverse the decline of aboriginal culture to modernity, and become a permanent container of cultural knowledge for future generations.

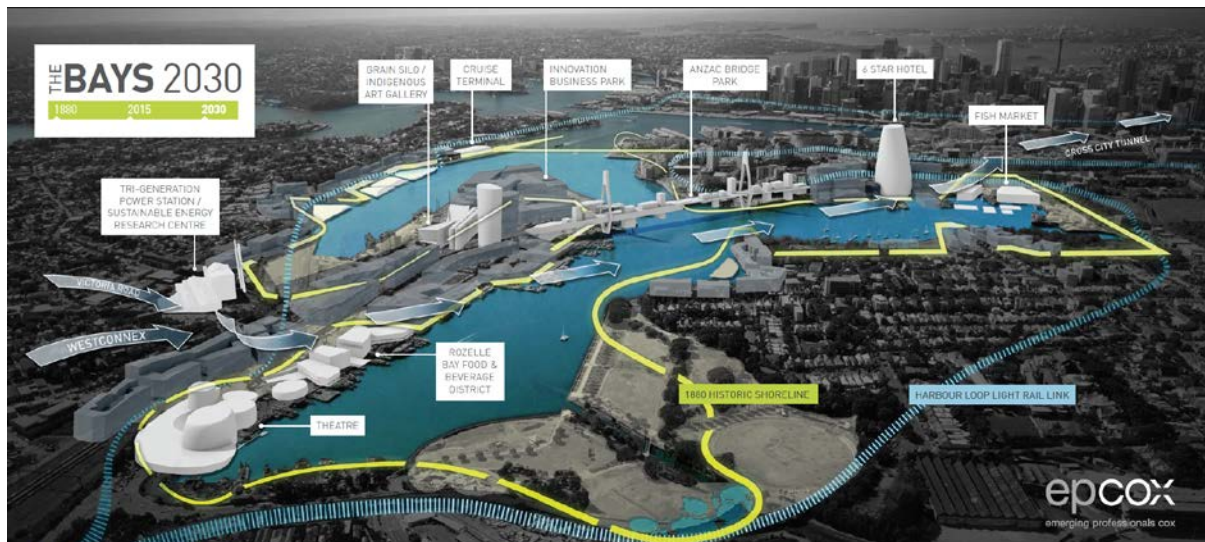
Redeveloping the silos, the Gallery changes their function from what was a container of food for mass population, to a repository of inspiration for the mind. Not only will it hold artworks but be storage for language, stories and culture, becoming an educational facility via modern contemporary art collections as well as ethnographic collections.

The Gallery acts as a major focal point of the project providing local, national and international interest in the site, which will in turn benefit economically from its establishment by providing consistent pedestrian foot traffic to support the mixed use developments throughout the project site.

The Gallery is located on the newly developed historic foreshore path and will link to other impermanent smaller collections distributed along the path and located in other buildings, acting as constantly changing installations to foster repeat returns to the site.



The total concept plan is below:



THE 2030 GLOBAL HARBOUR CITY

"Port Jackson, I believe to be without exception the finest and most expansive harbour in the universe" John White, Surgeon General First Fleet - 26 January 1788

In 2030, Sydney Harbour will remain as the most important asset to Sydney and its community. The Bays Precinct will be transformed into a celebration of public life on Sydney Harbour and will strengthen Sydney's reputation as a global city. The Bays 2030 proposal captures a unique opportunity to retrace our harbour history and indigenous heritage for future generations. The Bays 2030 engages the past, present and the future as the harbour continues to evolve.

The Harbour interface is redefined as a new pedestrian and cycle network following the 1880 historic shoreline. The path reintroduces the harbour to this line, reimagining a historic experience of the harbour with new experiences of the land-water interface. This path runs through the Precinct as a sustainable spine, enabling smart water cycle management and water sensitive urban design. A series of channels, lagoons and fountains anchor the path and provide opportunities to engage with the water and the history of the 1880 shoreline, challenging the typical harbour-land interface.

A new 'Harbour Loop' Light Rail network connects the Precinct to the Sydney CBD and Pyrmont. The proposal is an extension of the CBD Light Rail, using the existing freight rail tracks linking Rozella Rail Yards and White Bay, and a new proposed bridge to Barangaroo and Circular Quay.

The Bays 2030 proposes to relocate surface traffic on the ANZAC Bridge into a tunnel linking Victoria Road to the Sydney CBD and Cross City Tunnel. The connectivity to and within the Precincts of the Bays is significantly enhanced by their interface with the ANZAC Bridge and Western

Distributor, which are major physical barriers for integrated urban development. The removal of road traffic along this section of the network will allow the development potential of the Bays Precinct to be fully unlocked and transform the experience of the public realm. The landmark ANZAC Bridge can be subsequently transformed into a public place with a globally significant park, cultural, retail and social spaces.



Destination 7 Masterplan

Author: *Fender Katsilidis Mirams Architects*

Details: This project proposes reuse of a major brownfield site at Glebe Island in Sydney Harbour. Our master plan creates a waterfront community with a mix of residential, commercial and retail spaces combined though a network of open green spaces. Major views over water to the city and harbour bridge are enjoyed by a higher density residential precinct along the city or eastern edge. A

four level podium encloses retail, commercial and residential uses along this edge. It also defines a series of water inlets for decks, promenades and marinas.

Residential towers have a similar height to those across the water at Jackson's Landing. Along the north western edge of the site is low rise residential built form and a large boat marina. A large urban park acts as a green lung in the middle of the two precincts."



Engaging, Inclusive, Authentic

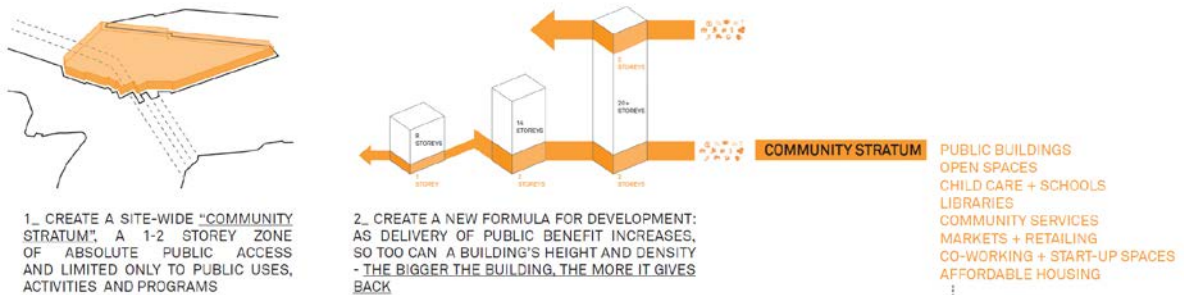
Authors: Hassell And WSP | Parsons Brinckerhoff

Details: "Our Great Idea relates to a big question in urban renewal: how to balance the best of commercial and community outcomes. We considered the how the site can create an authentic and meaningful sense of "publicness" - from Day 1 to Day 10,001 and beyond.

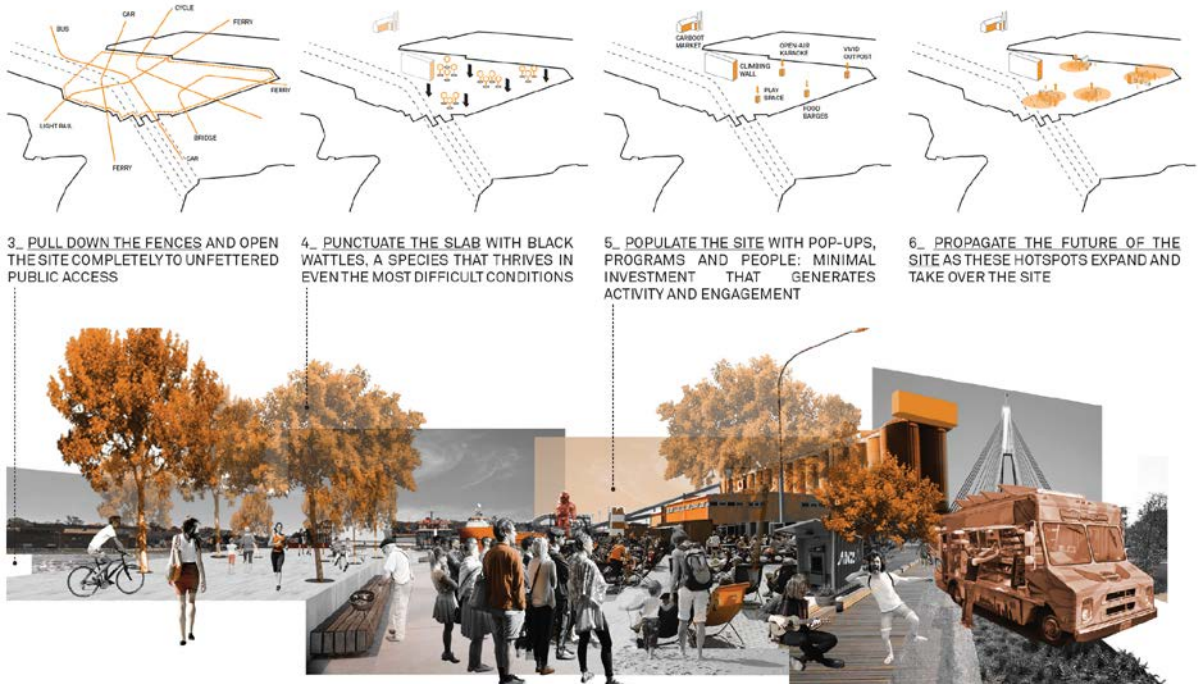
We propose an entirely new approach to planning the site. Instead of plan-based zoning, we suggest the creation of a Community Stratum across the site, a 1-2 storey zone that allows unlimited public access and contains only public uses and activities. Within new buildings, the quantum of public uses unlocks the potential for greater height and floorspace. The bigger the building, the more it gives back.

And in the meantime, we propose tactical investment in creating Community Catalysts across the site: concentrated places of activity and engagement. Like the Black Wattle, these take root and invade the site, allowing the people of Sydney to define the future story of the Bays Precinct."

AS A STARTING POINT, ENSHRINE THE PUBLIC LIFE OF THE SITE WITHIN AN ENTIRELY NEW APPROACH TO PLANNING AND DEVELOPMENT - A SYSTEM THAT PLACES PUBLIC BENEFIT RATIO SQUARELY ALONGSIDE FLOOR SPACE RATIO.



AND IN THE MEANTIME, INVEST TACTICALLY IN COMMUNITY CATALYSTS ON THE SITE: CONCENTRATED SPACES OF ACTIVITY AND ENGAGEMENT WHERE THE PEOPLE OF SYDNEY CAN BEGIN TO DEFINE THE FUTURE STORY OF THE BAYS.



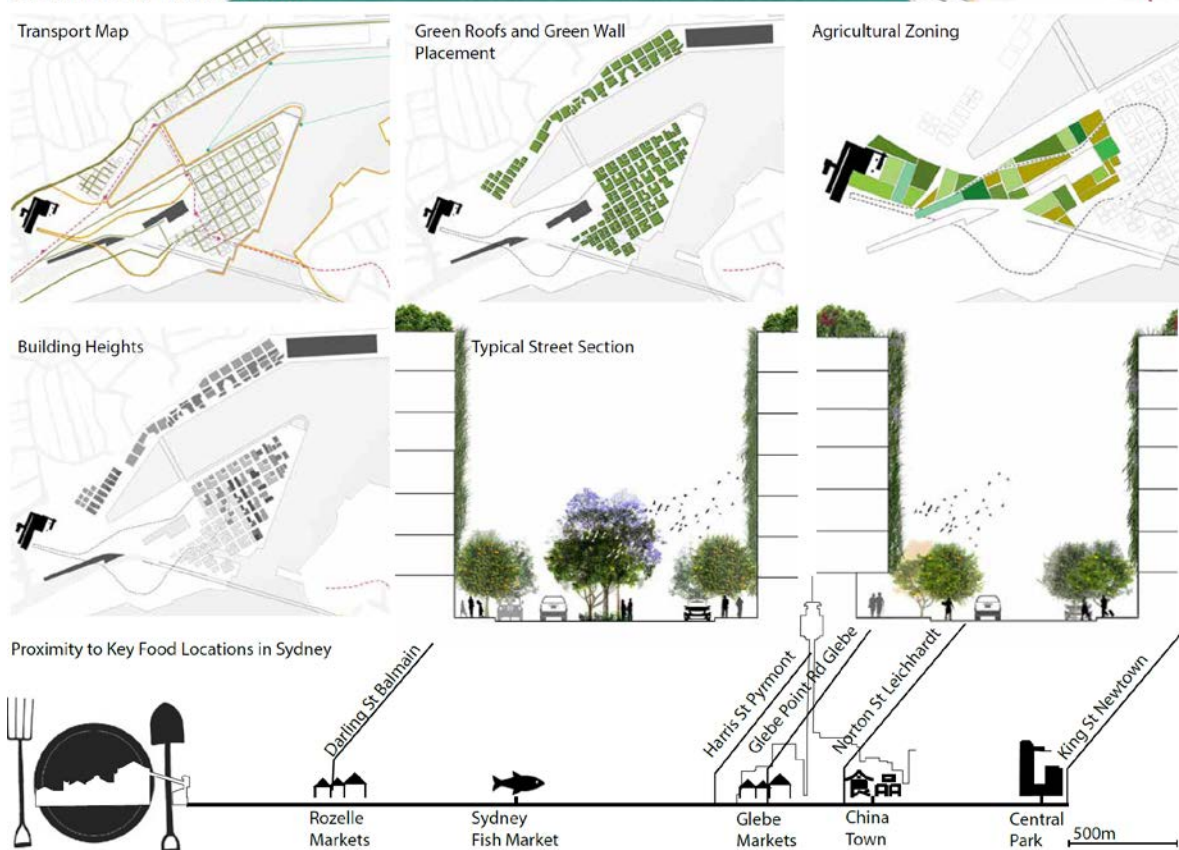
Plough To Plate

Authors: Sophie Geelan, Ash Edinburg, Emmanuel Smith, Ribal El Willy & Aman Kaur

Details: Drawing on the historical value of White Bay, this vision aims to integrate the theme of food production with the area's heritage. Firstly, by reconstructing Glebe Island to its original landform by using virgin excavated natural material from the adjacent West Connex project. Secondly, by drawing on the native produce of the Wangal People, with a bush tucker trail demarcating the original shoreline. Abattoirs that were once perched atop of Glebe Island will be acknowledged by glasshouses surrounded by food producing meadows and orchards. The silo's new function would be part apartments and part storage of compost that would capture methane gas to convert into a power source. The White Bay Power Station stands prominently over the site and symbolises the seed that colours the precinct green. Balancing commercial viability and public accessibility is crucial to its success. The vastness of the Turbine Hall is a perfect location for a giant greenhouse, commingled with an agri-museum showcasing Sydney's prosperous agricultural heritage, and a food court that showcases the considerable benefits of urban farming. Additionally, PtP provides a vision for the Boiler House as a center for sustainability and food technology, that also serves as an education center and interface with the public. The Switch House and Control Room has been turned into an agricultural education facility and library to support the sustainable technologies center, and to utilise White Bay as a living laboratory.



STRUCTURE ANALYSIS



Savills Proposal

Author: Savills Inc

Summary: Not surprisingly, this submission focussed on the opportunity for property development and sales. Specifically for Glebe Island, there was opportunity for redevelopment similar to Jacksons Landing/Barangaroo to high density residential or a commercial precinct with the following attributes:

Must be activated with rail;

- Parking ratio of 1:40 – 1:50 preferred, but could be significantly less depending on public transport frequency;
- Campus style (2,000-3,000 sqm plate), designed in pods of 15,000-30,000 sqm to accommodate larger users
- or an array of users;
- Possible industry groups would be Media/Advertising, ICT, Finance (back of house) and incubator groups;
- Commercial must be supported with retail amenity (food, gyms, childcare, etc)
- Building quality must be comparable to Darling Quarter;
- Commercial can be mixed and surrounded with other uses such as retail, residential and hotel.

2017 Community Consultation by Elton Consulting for Urban Growth NSW

Subsequently, in October 2017, Elton Consulting issued a report, “Masterplanning the Bays Market District: Draft Masterplan principles, consultation report”. This time the client was Urban Growth NSW. The report was prepared after community meetings and submissions. The report and feedback was to be used by Urban Growth NSW to refine the Masterplan principles and reduce these in number. Public consultation occurred from 31 July to 25 August 2017. It included an online survey (508 completed surveys), Public submissions (only 5 submissions) Two public workshops, with 40 and 51 respectively, a community reference group workshop, with 14 community participants, and a business and peak community reference group workshop with 5 participants.

The specific focus of this process was the Bays Market District, which does not include Glebe Island.

As Urban Growth makes clear on its website, the future of Glebe Island is a longer-term destination <https://www.ugdc.nsw.gov.au/growth-centres/the-bays-precinct>

Destination Priorities

IMMEDIATE TERM

Works commencing on immediate priority destinations:

- Bays Waterfront Promenade (Stage 1 Pyrmont to Blackwattle Bay and future stages consistent with medium and longer-term priorities)
- White Bay Power Station
- Bays Market District including rejuvenated Sydney Fish Market
- Wentworth Park

MEDIUM TERM

Works commencing on medium-term priority destinations:

- Rozelle Bay and Bays Waterways (Blackwattle and Johnstons Bays)

LONGER TERM

Works commencing on longer-term priority destinations:

- Rozelle Rail Yards
- Glebe Island
- White Bay (2025)

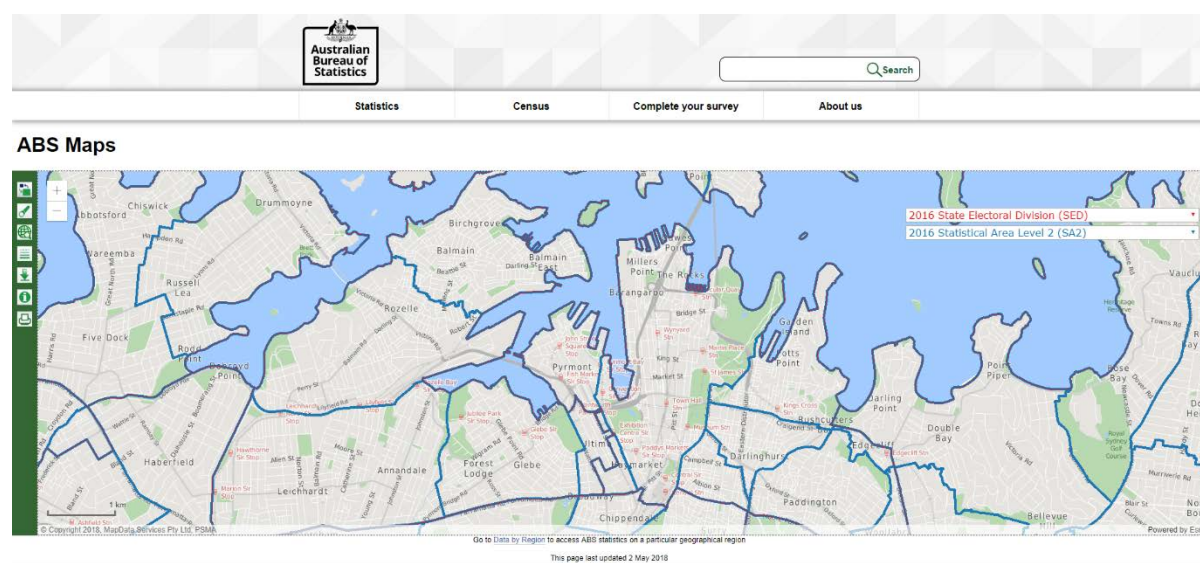
3: Inner West Impacts from Traffic Congestion on Anzac Bridge

Data from the 2016 census on the following areas indicates around 200,000 residents live in areas which will be directly impacted by increased truck movements around Glebe Island. 45,757 of these residents drive to work each day, in a total of 40,101 vehicles. Botany Council, in its submission on the expansion of Port Botany, estimated that a truck equates to 4 standard passenger cars and a B-double displaces 6 passenger cars². A conservative estimate is that 3,500 truck movements will occur through the combination of the Multi-user facility (1,200 trucks), Concrete batching works (2,000

² “ Submission to Inquiry into Port Infrastructure in New South Wales”, Council of the City of Botany Bay, Submission 15, paragraph 3.39

trucks), M4-M5- Link (280 trucks), and Western Harbour Tunnel; (130 trucks). These 3,500 trucks will be the equivalent of at least another 14,000 passenger car movements per day.

Figure 1: Areas affected by Proposed Projects



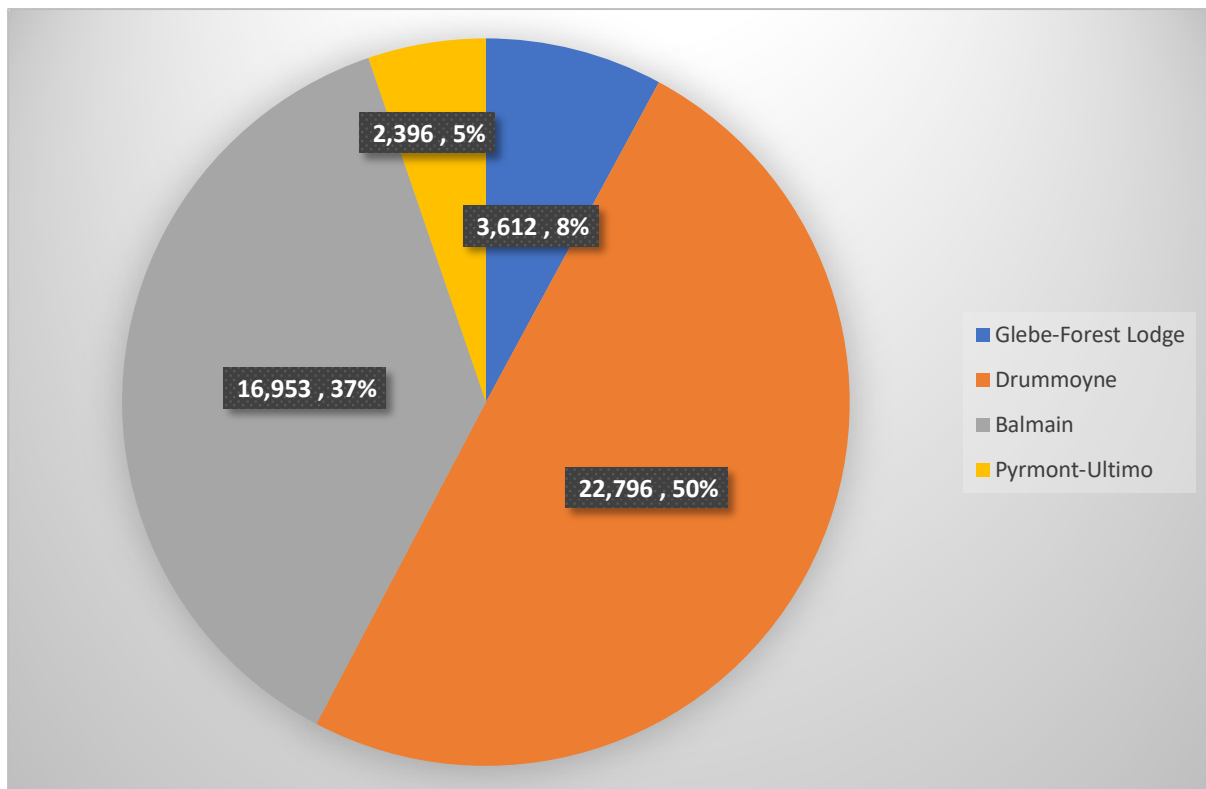
Source: ABS Maps, ABS

Table 2: 2016 Census: Inner West regions affected by Glebe Island Traffic Proposals

		Glebe-Forest Lodge SA2	Drummoyne SED	Balmain SED	Pymont- Ultimo SA2	Total of affected area
Population	No.	19,609	80,243	82,772	21,656	204,280
Families	No.	4,256	21,821	19,455	4,274	49,806
Median Age of Residents	Yrs	33	37	36	30	
FT work	No.	7,332	27,515	30,408	7,517	72,772
PT work	No.	2,878	11,165	11,831	3,417	29,291
Drive or passenger in car to work	No.	3,612	22,796	16,953	2,396	45,757
Public Transport to work	No.	3,237	11,020	14,281	2,919	31,457
Walk only to work	No.	1,766	n.d	4,531	4,236	10,533
Drove as driver to work (i.e cars on road)	No.	2,767	20,379	14,921	2,034	40,101

Source: 2016 Census Statistics, ABS

Figure 2: Affected Residents Driving to Work



Source: 2016 Census, ABS

4. Noise Limit Breaches from Current Port Activity at Glebe Island Berth 1

SLR Consulting (SLR) is commissioned by the Port Authority of NSW to conduct monitoring of noise emissions during the unloading of vessels at Glebe Island Berth 1 (GI-1), as required by Clause M4.1 of the EPA's Environment Protection Licence (Licence No 13008). Their reports provide the results of the monitoring as required by Clause R3.5 of the Licence.

The table below outlining the breaches found in each instance for the noise monitoring stations in Bowman St, Pyrmont in every report published by SLR over this period. It seems that in every single report, ships berthed at Glebe Island Berth 1 have breached the relevant noise limits at night as measured in Bowman St Pyrmont, consistently since 2014. Ships continue to berth at this point, and breaches have continued over the 4 years of measurement.

In fact, in the most recent report, for the CSL Reliance on 18-19 February 2018, it is stated that "Complaints regarding noise during the evening and night were investigated and it was found that the key source of the noise (vessel generator) was unable to be reduced".

How are limits effective if they are not enforced?

Ship	Dates		Measured/ Predicted LAeq Noise Levels	Noise Limit	LAeq Exceedance of Licence Limits
CSL Reliance	18-19 Feb 2018	Assessment of Measured/Predicted Noise Levels Against LAeq(15minute) Night-time Noise Limits	51/50 dBA	48 dBA	2 dBA exceedance
		Assessment of Predicted Noise Levels Against LAeq(night) Noise Limit	50 dBA	45 dBA	5 dBA exceedance
	Remedi al Action Noted in Report:	Clause R3.5.3(v) of the Licence requires details of any remedial action. In this instance, no remedial action in terms of ceasing unloading was taken, as the Port Authority received no complaints from the community regarding noise from the CSL Reliance activity at GI-1 whilst unloading of the vessel was being undertaken at night. Complaints regarding noise during the evening and night were investigated and it was found that the key source of the noise (vessel generator) was unable to be reduced.			
CSL Reliance	31 May - 1 Jun 2017	Assessment of Predicted Noise Levels Against LAeq(evening) Noise Limits	53 dBA	50 dBA	3 dBA
		Assessment of Measured/Predicted Noise Levels Against LAeq(15minute) Night-time Noise Limits	54/53 dBA	48 dBA	5 dBA exceedance
		Assessment of Predicted Noise Levels Against LAeq(night) Noise Limit	54/53 dBA	45 dBA	8 dBA exceedance
	Remedi al Action Noted in Report:	None			
Xing Rong Hai	23-24 Oct 2016	Assessment of Predicted Noise Levels Against LAeq(evening) Noise Limits	53 dBA	50 dBA	3 dB exceedance
		Assessment of Measured/Predicted Noise Levels Against LAeq(15minute) Night-time Noise Limits	54/53 dBA	48 dBA	5 dBA exceedance
		Assessment of Predicted Noise Levels Against LAeq(night) Noise Limit	54/53 dBA	45 dBA	8 dBA exceedance
	Remedi al Action Noted in Report:	None			
CSL Brisbane	27-28 Feb 2016	Assessment of Measured/Predicted Noise Levels Against LAeq(15minute) Night-time Noise Limits	52/48 dBA	48 dBA	No exceedance
		Assessment of Predicted Noise Levels Against LAeq(night) Noise Limit	52/48 dBA	45 dBA	3 dBA
	Remedi al Action Noted in Report:	None			
CSL Thevenard	21-22 July 2015	Assessment of Measured/Predicted Noise Levels Against LAeq(15minute) Night-time Noise Limits	54/53 dBA	48 dBA	5 dBA exceedance
		Assessment of Predicted Noise Levels Against LAeq(night) Noise Limit	54/53 dBA	45 dBA	8 dBA exceedance
	Remedi al Action Noted	None			

Ship	Dates		Measured/ Predicted LAeq Noise Levels	Noise Limit	LAeq Exceedance of Licence Limits
	in Report:				
CSL Pacific	2-Feb-15	Assessment of Predicted Noise Levels Against LAeq(evening) Noise Limits	55/57 dBA	50 dBA	5 dBA exceedance
		Assessment of Measured/Predicted Noise Levels Against LAeq(15minute) Night-time Noise Limits	56/57 dBA	48 dBA	8 dBA exceedance
		Assessment of Predicted Noise Levels Against LAeq(night) Noise Limit	56/57 dBA	45 dBA	11 dBA exceedance
	Remedial Action Noted in Report:	None			
CSL Brisbane	8-9 Apr 2014	Assessment of Measured/Predicted Noise Levels Against LAeq(15minute) Night-time Noise Limits	51/51 dBA	48 dBA	3 dB exceedance
		Assessment of Predicted Noise Levels Against LAeq(night) Noise Limit	51/50 dBA	45 dBA	5 dBA exceedance
	Remedial Action Noted in Report:	Clause R4.1(2)(v) of the Licence requires details of any remedial action. In this instance, SLR were advised of a complaint during the evening, and confirmed to Sydney Ports that the licence imposed limits were exceeded. The unloading of salt using 4 cranes ceased, and was recommenced later at approximately midnight using 2 cranes. SLR advised Sydney Ports with 2 cranes the licence imposed limits were still exceeded, and the salt unloading ceased for the remaining night-time period.			

Source: <https://www.portauthoritiesnsw.com.au/sustainability-and-environment/air-and-noise-emissions/glebe-island-1-noise-monitoring-reports/>