

Summary of Submissions and Responses

Issues	Response
Sydney City Council	
Whilst the City does not object in principle to the proposal, concerns are raised that there is insufficient information to demonstrate that there will not be unacceptable impacts to the neighbouring environment.	Noted.
<u>Environmental Health</u> A Noise Management Plan should be prepared for the demolition works addressing: • Location of the nearest noise sensitive receivers and Noise Management Levels for these receivers; • Details of monitoring to ensure that plant and equipment was being operated so that Noise Management Levels are being met; and • Further mitigation measures to be implemented if Noise Management Levels are likely to be exceeded including: informing potentially affected residents, apply mufflers, and install temporary noise barriers if required. With regard to dust, no specific procedures have been detailed, which is inappropriate. The Statement of Environmental Effects (p.15) simply states that 'potentially dust generating materials (e.g. stockpiles of rubble) arising during demolition will be kept damp until it is removed from the site or can be otherwise contained'. In view of the above, it is recommended the Department request further information to ensure that environmental aspects are adequately managed. It is noted that the works are proposed to commence at 7.00am. This is inconsistent with the City's standard hours for construction and work for non CBD sites. The recommended hours for works are 7.30am and 5.30pm on Mondays to Fridays, inclusive, and 7.30am and 3.30pm on Saturdays, with safety inspections being permitted at 7.00am on work days, and no work must be carried out on Sundays or public holidays.	A Noise Management Plan is provided at Attachment B. Refer to Section 1.3 of the RtS for further discussion. An Air Quality report is provided at Attachment D. Refer to Section 1.3 of the RtS for further discussion. Noted, no objection would be raised to a condition reflecting these construction hours.
<u>Transport</u> The existing vehicle access points on Bridge Road are to be maintained and will continue to be used. The footpath along the frontage of the site is busy with bikes and pedestrians and it is recommended that a Construction Traffic, Bicycle and Pedestrian Management Plan be submitted for consideration. It is also recommended that trucks entering and departing the site do so in a forward direction and keeping footpath unobstructed at all times.	Noted, no objection would be raised to a condition requiring a construction management plan to incorporate any traffic measures.
<u>Heritage</u> In accordance with the findings of the Maritime Archaeological and Heritage Assessment Report Stage 1, prepared by Combers Consultants dated September 2017, there is still a need before the next stage of the development of this part of the site occurs for a history of the evolution and an assessment of the heritage significance of the Hanson Heidelberg Cement wharf (former Howard Smith wharf) to be carried out. This should include determining the extent of any original features surviving from the early 19th century. The assessment of this wharf area was not covered in previous studies and will be useful to inform future uses of this item of maritime infrastructure.	Noted, further heritage studies would form separate development applications for the development of the Bays Market District.

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Public Domain The existing public domain consists of the Bridge Road frontage which consists of asphalt footways, precast concrete kerbs and concrete gutters. There are three street trees, parking restriction signage, timber telegraph poles with lighting and two concrete vehicular crossings. The public domain is currently in reasonable condition. The public domain is to be protected during the demolition works. It is recommended that a public domain dilapidation report and a public domain damage deposit condition is imposed as part of the determination. Street trees are to be protected during demolition works (there is one semi mature and two young <i>Lophostemon confertus</i> Street trees within the vicinity of the site).	Noted. No objection would be raised to a condition regarding a damage deposit. Noted, no objection would be raised to a condition to protect the street trees.
Environment Protection Authority	
On the basis of the information provided, the proposed demolition does not constitute a Scheduled Activity under Schedule 1 of the Protection of the Environment Operations Act 1997 (POEO Act). The EPA does not consider that the proposed demolition will require an Environment Protection Licence (EPL) under the POEO Act. The facility currently holds an EPL for shipping in bulk, which applies to the operations of the facility. This EPL will not be required once the facility stops operations prior to demolition commencing.	Noted.
Office of Environment and Heritage	
OEH has no comments at this stage in relation to this matter.	Noted.
Port Authority of NSW	
Port Authority understands that demolition activities are generally expected to be carried out by land-based plant, however a crane mounted barge may be required to demolish structures on the wharf. For any proposed works from the water, Port Authority requests that consultation occurs with the Harbour Master prior to the commencement of works, so that the Harbour Master can advise of any additional marine works requirements. harbourmaster@portauthoritiesnsw.com.au .	Noted.
Although it appears unlikely, any proposed disturbance of the seabed will require the written approval of the Harbour Master under clause 67ZN of the Ports and Maritime Administration Regulation 2012 (Regulation). Information on obtaining Harbour Master approval can be obtained at the following link. https://www.portauthoritiesnsw.com.au/projects-and-planning/planning-and-approvals/harbour-master-approval/	Noted.
Port Authority also requests that emergency and spill management plans include a requirement to alert Port Authority Vessel Traffic Services in the event of any spill entering the water.	Noted.
Roads and Maritime Services	
Roads and Maritime has reviewed the submitted application and provides the following conditions to the included in the determination of the application:	

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1. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for determination prior to the issue of a Construction Certificate.	Noted, no objection would be raised to a condition requiring a construction management plan including a construction traffic management plan.
2. Roads and Maritime has no approved proposal that requires any part of the subject property for road purposes. Therefore, no objections to the development proposal on property grounds provided all buildings and structures, together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Bridge Road boundary.	Noted.
Public Submissions	
Suggestion that 84 Wentworth Park Road, Glebe as a location for equipment to monitor noise, air, vibration and other measures ensuring the demolition process complies with the Australian Standards and planning consents.	Noise and vibration monitoring could be carried out from this building when necessary, pursuant to the Noise Management Plan provided at Attachment B .
Request for a dilapidation report for 84 Wentworth Park Road, Glebe	A dilapidation report for 84 Wentworth Park Road would be prepared if vibratory impacts are considered likely.
Request for the strata manager, owners and tenants of 84 Wentworth Park Road be consulted throughout the process.	Noted, Hanson will consult with owners and tenants of 84 Wentworth Park Road as appropriate during demolition works.
At the developer's cost the glass and any other surfaces of 84 Wentworth Park Road be cleaned at the end of the demolition.	Cleaning windows at 84 Wentworth Park Road is not considered to be necessary as Hanson intends to implement dust management controls that prevent off-site dust impacts, as set out in the Air Quality Management Plan at Attachment C .
Vibration and subsidence should be monitored.	Vibration will be monitored pursuant to the Noise Management Plan provided at Attachment B .
Request for clarification if the NSW Government is working with the City of Sydney to ensure any future Bays Market Precinct DAs adversely impact on the catchment flood plan.	Not Applicable to this DA, further flood investigations will be subject to future Bays Market District DAs.
Noise Management to mitigate the following: - varying equipment - a list of the equipment including the sound level - monitoring to ensure Australian Standards are met - consideration of noise barriers	The Noise Management Plan is provided at Attachment B includes the requested information.
Development of a traffic management plan to consider blind spots, existing traffic conditions and pedestrians.	Noted, no objection would be raised to a condition requiring a construction traffic management plan.
The demolition should allow for access and use by the public.	The site is currently owned by Roads and Maritime Services and its use at the completion of demolition works will be determined by Roads and Maritime Services.
Suggestion for a pedestrian crossing on Pyrmont Bridge Road opposite the Blackwattle Bay path entry for cyclists to avoid the footpath or road past the site.	Not Applicable. This is not within the scope of the proposal.