

Attachment B - Response to Public Submissions

| Issue Raised | Applicant Response |
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| Submission No. 1 | |
| Traffic management and access | |
| The EIS seems to concentrate on vehicle access no pedestrian and disabled access during demolishing and excavation. This misses these potential issues: | |
| • The intersection of Darling Drive, Murray St and Pyrmont Bridge Rd is already subject to heaving vehicle and pedestrian traffic. The use as the major thoroughfare for trucks (estimated 100 loads per day) to and from the development site will exacerbate this issue. There have been significant pedestrian accidents and narrow escapes on this intersection. The Traffic Management Plan only seems to deal with pedestrian access around the site, not impact to pedestrians in the area. | An amended Construction Pedestrian Traffic Management Plan (CPTMP) is provided within the amended Construction Environmental Management Plan (CEMP) provided at Appendix H. The amended CPTMP includes additional analysis of the expected traffic movements and impacts to surrounding intersections and notes that the accident history presented in the database does not reflect the comment relating to significant pedestrian accidents. The report concludes that the expected construction traffic resulting from the works will not result in any adverse impacts on the surrounding road network, or adverse impacts on the safety of surrounding intersections 3.3.2 and 3.3.3 of the Report for further information. |
| • Pedestrian and cycle traffic during peak hours to Pyrmont Bridge is intense in both directions. The plan does not seem to address this. | The amended CPTMP provided at Appendix H includes additional analysis of pedestrian and cycle movements, and includes recommendations to minimise impacts during the demolition and excavation period. See sections 3.3.2 and 3.3.3 of the Report for further information. |
| The existing public bridge at the northern end of Harbourside provides key alternate access to Pyrmont Bridge from Murray St for nearby residents and hotel accommodation. The bridge and associated lift allows safe access bypassing the above intersection for both disabled and ambulant pedestrians. There is nothing in the plan that provides assurance that THIS access will be maintained throughout the demolition, excavation, and construction phases of the project. | Access across the bridge will not be maintained during the demolition or construction phase of the project. Closure of the bridge is required for safety (amongst other) reasons and suitable alternative access is available at the intersection of Darling Drive and Murray Street. |
| The plan must identify these issues and controls planned to alleviate them | Addressed above and detailed within the CPTMP provided at Appendix H . |

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| Heritage | |
| It is good to see that the heritage saltwater cooling conduits from Ultimo Powerhouse have been identified. There does not seem to be a specific commitment to preserve these as a remaining relic of the extended historic powerhouse infrastructure. | The bulk excavation works do not encroach on the area of the cooling system. The Marine Heritage Dilapidation Survey Report notes that maritime structures within, and adjacent, to the site, including the saltwater cooling system and manifold, are to be assessed by remote operated vehicle prior to the commencement of any works as the dive survey undertaken was not able to access or survey the condition. The survey undertaken indicated that the external condition of gates and concrete surrounds appeared sound. The potential for impacts to these items is also considered within the Construction Noise and Vibration report provided at Appendix A to the EIS, which designates a maximum vibration threshold and monitoring locations, with a stop work protocol should the thresholds be met. The proposed works are not envisaged to impact on the saltwater cooling conduits. |
| Public Domain | |
| Again, the public domain of the northern bridge and lift accessing Pyrmont Bridge as affected public domain. The plan must address how this essential access asset will be preserved during the project. | Refer above. Access across the bridge will not be maintained during the construction phase of the project . |
| Noise and vibration | |
| It is good to see that noise and vibration monitors will be installed and monitored for excess levels. Noise level has the potential to reduce the quality of life for adjacent residents. The Noise and Vibration Management Plan does not deal with traffic noise from construction traffic queuing, entering, or leaving the site. The plan should address this issue as well as controls on traffic queuing that would give rise to excessive and persistent noise. Hours of work to the site must ensure that construction traffic is not queued waiting start of work times. Vibration from excavation could potentially damage adjacent buildings on Murray St. The Noise and Vibration Plan must commit to ensuring no damage will be caused to existing structures in adjacent buildings and full and prompt remediation of any damage caused. | Acoustic logic has reviewed the CPTMP prepared by ptc. Consultants (dated 28/07/2022), which details traffic routes for construction vehicles and an addendum letter is provided at Appendix I to this report. Heavy vehicles associated with construction are expected to access the site from Pyrmont Bridge Road, continuing onto Darling Drive. To leave the site, vehicles will utilise the roundabout along Darling Drive before travelling along Pyrmont Bridge Road. Recommendations have been made in the report to avoid the potential of vehicle queuing, such as the staggering of delivery times. The number of trucks expected to be required to service the site during demolition and excavation phases of the development vary between 25-100 per day, with 5 being the average number expected during demolition and 100 being the peak during excavation. These truck movements would be spread out over the approved hours of construction, or approximately 3-10 per hour over the course of demolition and excavation. Given Darling Drive is currently subject to moderate volumes of traffic movement, consideration of potential noise impacts from construction vehicles must be made within the current context of the site, i.e. the number of vehicle movements outside of construction works. |
| | A traffic count of Darling Drive and Pyrmont Bridge Road was undertaken by ptc. Consultants which details both passenger vehicles and truck movements along each roadway. The median measured number of heavy vehicles per hour on these roadways was between 10–16 trucks per hour. |

hour. Based on this, the number of construction vehicles would typically be significantly lower than the existing traffic on surrounding roadways, or at it's peak at the lower range of existing

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| | traffic volumes. As such, Acoustic logic has confirmed that the noise impact from these movements would be negligible in the context of existing noise in the vicinity of site and are acceptable. |
| | Acoustic logic has also noted that an appropriate criteria has been detailed in the submitted CNVMP, provided at Appendix S to the EIS. Based on the proximity of Murray Street buildings to the work site, and the proposed activities during construction, it is not expected that this criteria will be exceeded. Notwithstanding, monitors are currently proposed to be located between the site and Murray Street to monitor levels generated from the construction works to the adjacent light rail infrastructure. These monitors will be closer to the site than buildings on Murray Street, and can therefore be used to indicate levels of vibration for sensitive receivers further from the site. |