

This submission relates to the Development Application by Infrastructure NSW concerning the Walsh Bay Arts & Cultural Precinct.

This is a submission from the owner/occupier of 4 Pottinger Street, Dawes Point, NSW.

Pottinger Street is an entirely residential street at the very centre of the Walsh Bay Arts & Cultural Precinct.

I am aware that the Walsh Bay Precinct Association is lodging a formal submission dealing with matters which impact the Association and its members. My interests are represented by appointed representatives to the Walsh Bay Precinct Association. I support the submission lodged by the Precinct Association.

Supplemental to that submission, I raise the following matters:

1. Noise

I am concerned about excessive noise in the post-construction phases.

Paragraph 27 of the noise and vibration impact assessment of Arup Pty Limited states:-

that the noise outside Precinct wide events will largely be inaudible at nearby receivers. This is little wonder given that the receivers are not within the area in which events will be taking place.

The paragraph ignores significant noise which will come from Precinct wide events. The Development Application provides that the Precinct will be used for art festivals, events and pop-up cafes. There is no detail in the Application or any report concerning the number of these events, number of people, timing or any controls surrounding them. This is a substantial defect in the Application.

The modelling patron number set out in Appendix E1 shows outdoor patron numbers which would clearly be exceeded and as a result the noise modelling is flawed.

I request that a new noise report be commissioned at the Applicant's expense to address these concerns.

2. Traffic

I have reviewed the traffic report of GTA Consultants.

My major concern is that the traffic report deals only with traffic during the construction and post-construction phases directly impacted by use in Walsh Bay. There is no account taken for the significant Barangaroo construction which will continue until 2024 and construction in the Circular Quay/Alfred Street area. In particular:

- (a) trucks from Barangaroo construction are already using Hickson Road as a parking lot;
- (b) the Barangaroo construction and the light rail will not be completed until 2024;

- (c) there is only one lane of traffic which flows from Hickson Road under the Harbour Bridge.

The report does not address the construction impact on traffic. In particular, how will the 80 trucks per day be managed in addition to the existing traffic volumes?

Clause 5.1 of the report addresses public transport and asserts the site is broadly accessible by public transport. This is despite the facts that:

- (i) Barangaroo Sydney Metro will not be operational until 2024;
- (ii) the light rail comes no closer than Circular Quay;
- (iii) the Barangaroo Ferry is a significant distance from Walsh Bay.

The report asserts that Hickson Road is a dual carriageway of three lanes in each direction. There is in fact a single lane of traffic in each direction.

I believe that a whole of area traffic report should be commissioned at the expense of the Applicant.