

**Submission in reference to Infrastructure NSW's Development Application relating to the Walsh Bay Arts & Cultural Precinct.**

**Name:** Peter Canaway, Owner on Pier 6/7 Walsh Bay.

I am in support of the Walsh Bay Precinct Association lodging a formal submission dealing with matters which impact the Association and its members. I am both an Owner in the Precinct and President of Walsh Bay Precinct Association, and support and adopt the submission lodged by the Precinct Association. I write to you now in my capacity as an Owner.

In addition to the Precinct Association's submission I wish to raise the following matters of concern to me as an Owner:

**1. Noise**

I express concern as to excessive noise during the construction and post-construction phases, and I do not believe these issues have been adequately covered in the SSDA.

I do not view the noise and vibration impact assessment by Arup Pty Limited to be sufficient or valid in a number of instances.

In relation to construction-related noise:

- (a) None of the noise sensitive receptors are located within the area which is to be the subject of the construction and post-construction use.
- (b) Paragraph 3.5.1 asserts that a list of proposed construction activities was prepared in consultation with Cadence Australia. The paragraph then says that the construction activities and appliances are indicative and provided for information only. If the activities and appliances are for information only then there can be no reliance placed on them for the purposes of determining the construction noise.
- (c) Paragraph 3.5.1 also asserts that a large proportion of the work is internal demolition and fitout work attenuated by the existing building envelope. The activities set out in Table 13 call into question this assertion. Included in this table is roof sheeting, insulation and sarking, external lifts, raising of roof of Pier 2/3, raising of roof of workshop and raising of roof of Wharf 1. Structural works include concrete slabs, new steel portal frames and new gantries. None of these activities can be regarded as being internal demolition and fitout.
- (d) Also of concern is the statement at the top of page 19 of the report which provides that some internal works have not been modelled.
- (e) Page 22 sets out noise levels projected for the construction phase. As indicated above none of these receptors are within the immediate area of the construction.
- (f) Clause 3.7 addresses construction traffic and it is anticipated that 80 trucks per day during four months and thereafter 30 trucks per day. The report blithely calls this "insignificant additional contribution to the ambient noise environment". Eighty trucks per day can hardly be classified as insignificant.

In relation to post-construction noise I note the following:

- (i) Paragraph 27 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.
- (ii) This 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.
- (iii) The modelling patron number set out in Appendix E1 shows outdoor patron numbers which, in our submission, would clearly be exceeded and as a result the noise modelling is flawed.

I wish to request that a new noise report be commissioned at the Applicant's expense to address the concerns raised in this submission and other submissions.

## **2. Traffic**

I have reviewed the traffic report by GTA Consultants.

I note that that the traffic report deals only with traffic during the construction and post-construction phases directly impacted by use in Walsh Bay, and this is of significant concern. 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 – often without purchasing a parking ticket and to the detriment of workers, residents, and visitors in the area who suffer the loss of adequate on street parking;
- (b) the Barangaroo construction and the light rail will not be completed until 2024 – therefore these options cannot be considered a viable means of transport to and from the Walsh Bay Arts & Culture Precinct as their completion does not coincide with the timing of the proposed redevelopment of the Arts Precinct;
- (c) there is only one lane of traffic which flows from Hickson Road under the Harbour Bridge.

The report fails to address the construction impact on traffic. In particular, how will the 80 trucks per day be managed in addition to the existing traffic volumes? In addition to this, how will they be managed at peak theatre and event times which already result in serious congestion on Hickson Rd.

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 commence operation until 2024;
- (ii) the light rail comes no closer than Circular Quay;
- (iii) the Barangaroo Ferry is a significant distance from Walsh Bay.

Buses will continue to be the only mode of public transport stopping in close proximity to the proposed development. One bus leaving every 15-30 minutes in the evening will not sufficiently service potentially thousands of patrons arriving at and leaving the site simultaneously late at night. Rather, the lack of easily accessible public transport coming out of Walsh Bay at night is likely to lead a persistently high share of trips by car and taxi for the foreseeable future. In turn, residents will need to deal with very high levels of congestion and unacceptably long delays in leaving and returning home at night, an issue that is already experienced at peak theatre times without the addition of the proposed 1300-patron commercial venue in Pier 2/3.

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, the other two lanes being parking lanes only.

It is my submission that a whole-of-area traffic report should be commissioned at the expense of the Applicant.

### **3. People Management**

Of significant concern to me is the potential for thousands of patrons of the Arts & Culture Precinct to come and go from the Precinct simultaneously with little to no people management conditions put in place.

The SSDA assumes that patrons leaving the Precinct will not be under the affects of alcohol, but this is a very real possibility when one considers the type of events that may be held in the proposed commercial spaces, particularly the 1300-patron venue in Pier 2/3.

In addition to this, the lack of public transport options to these potentially affected patrons could see them spilling into the street or waiting on the footpath for a bus service that is unlikely to be able to transport such large numbers to their desired destinations late at night. This scenario creates not only a potential danger to the patrons, but the potential for extensive noise and disruption to nearby residents.

### **4. Building attenuation**

Despite assurances from the Applicant, the Development Application does not cover attenuating the owners and occupiers of Shore 2/3 during construction and post-construction.

### **5. Operational plan of management**

The operational plan merely sets out vague guidelines which do not address any of the specific issues of concerns to the objectors. There are no specifics in any of the documents which only contains vague statements on issues which may or may not be addressed. The report also does not address the Applicant's proposal to use the area for art festivals, events and pop-up cafes.

Although potentially premature, I would also like to register my concern around the commercial lease conditions relating to the commercial spaces within the Arts & Culture Precinct, specifically in relation to the 1300-patron commercial space proposed for Pier 2/3. I believe that it is of utmost importance that – when the time comes – the Walsh Bay Precinct Association is consulted in determining the lease conditions for these spaces, based on the fact that the Association is comprised of members that represent the entire Precinct and therefore have a sound understanding of what works best for all within our community.

I welcome an opportunity to discuss these matters in detail with the Consent Authority and the Applicant.

Kind regards,

Peter Canaway

A handwritten signature in dark ink, appearing to read 'Peter Canaway', is written over the printed name and title. The signature is stylized with a large loop at the top and a long, sweeping underline that extends to the right.  
President,  
Walsh Bay Precinct Association.