

Barangaroo Central Waterfront Promenade and Interim Public Domain Works Summary of Submissions

Submission from	Issues Raised	Response
Public Submissions		
S White	<p>Objects to proposal for the following reasons:</p> <ul style="list-style-type: none"> No clear map of the development has been provided. Failure by the applicant to: <ul style="list-style-type: none"> consider the impact of the development on residential amenity (including view impacts) for the owners and residents located in 38 Hickson Road, Millers Point and nearby publish a document which enables recipients of the proposed application to consider the impact of the development on the surrounding amenity 	<p>Clear plans of development provided in Appendix 1 of EIS</p> <p>Impact on residential amenity addresses in section 6 of EIS. Additional assessment in section 2.5 of report.</p>
Name withheld	<p>Supports the proposal.</p> <p>Also supports proposed development of international boutique five star hotel (not part of this development application).</p>	Noted.
G Steenbeeke	<p>There should be greater emphasis on use of Australian trees, particularly as they use less water. No need for deciduous trees given the mild climate during winter.</p> <p>A number of the proposed tree species are declared noxious plants elsewhere in NSW and should not be used.</p> <p>Questions validity of tide estimates used in climate change predictions.</p>	<p>Proposed tree species intended as civic precinct in contrast to native planning of Headland Park (refer Section 2.2 of report).</p> <p>No noxious plant proposed</p> <p>Explanation of tide estimates provided in Warren Smith & Partners advice at Appendix 9.</p>
Agency Submissions		
City of Sydney	<p>General</p> <p>City supports undertaking long term and interim works within Barangaroo Central (BC) to provide for public access and enjoyment of site prior to final development.</p>	Noted
	<p>Planning and Urban Design</p> <p><u>Circulation</u> Questions why temporary path across site is driving permanent elements in foreshore walk design.</p>	Refer discussion in section 2.2 of report

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	<u>Bicycle Movements</u> Cycleway misaligned with separated cycleway in Headland Park (HP). Cycleway in HP and BC should be in direct alignment.	Refer discussion in section 2.2 of report
	<u>Public Deck and Stage</u> Functionality of this area as a public staging area questionable considering the major pedestrian and bicycle paths that run through it. Concept plan of stage in operation may help in understanding how this space will function.	Refer discussion in section 2.2 of report
	<u>Signage and Wayfinding</u> There needs to be a degree of consistency between various agencies' signage approaches (eg Transport for NSW pictograms). Also question the need for variation in signage between three zones across Barangaroo.	Refer discussion in section 2.2 of the report
	<u>Paving and Access</u> Equitable access, proposed materials and finishes and finer access compliance details not addressed sufficiently. Concerns regarding appropriateness of paving treatment, particularly for disabled access. Suggest an appropriately qualified Accessibility Consultant advise on appropriate protective measures for the public.	Refer discussion in section 2.2 of the report
	<u>Hickson Road Treatment and Visual Access</u> Concerns regarding Hickson Road treatment. Should provide for activation along the frontage and ensure views across the site from Hickson Rd are not restricted. Clarification required regarding design intent, clarification on use of fill on site, and the implications of extensive mounding in terms of drainage and visual access across the site.	Refer discussion in section 2.2 of the report
	City Access and Transport <u>Average Annual Daily Traffic (AADT)</u> New classified counts should be undertaken over at least a 2 week period or traffic counts from traffic signals should be sought from Transport Management Centre. Several recent developments in the area will contribute to additional traffic. Out of date traffic data means that potential impacts cannot be fully considered and addressed.	Addressed in Aurecon addendum to Traffic Impact Assessment at Appendix 2.
	<u>Sussex St/Erskine St intersection</u> Traffic Impact Assessment states that queue lengths at this intersection will affect operation of other intersections in the vicinity but does not address this impact. New analysis of intersection operation therefore required.	Addressed in Aurecon addendum to Traffic Impact Assessment at Appendix 2.

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	<u>Napoleon St/Hickson Rd intersection</u> City supports signalisation of this intersection and requests confirmation regarding timing. Also need to ensure that revised geometry of Napoleon St is taken into account.	RMS submission advised the intersection will be controlled by traffic lights by mid 2013. Aurecon has advised revised geometry taken into account (refer Appendix 2).
	<u>Pedestrian Analysis</u> Number of pedestrians using Erskine St could be significantly underestimated. New pedestrian counts are required to establish actual impacts of pedestrians at Erskine St/ Sussex St intersection.	Addressed in Aurecon addendum to Traffic Impact Assessment at Appendix 2.
	<u>Modal Split</u> Not clear how the City's <i>Connecting Our City</i> report has been used to determine mode shares for event modes.	Aurecon confirmed City's <i>Connecting Our City</i> report, information from Transport for NSW and examples from other sources used to determine modal splits (refer Appendix 2)
	<u>Public Transport</u> Sections of the EIS and supporting documents outlining public transport access should be based on information included in NSW Government's Long Term Transport Masterplan.	Addressed in section 2.1 of the report and in Aurecon addendum to Traffic Impact Assessment at Appendix 2.
	<u>Construction Vehicle Access</u> Exact locations for truck holding areas are to be identified with all truck holding areas located on site.	Boulderstone has advised that truck holding with be provided within the site boundary (refer Appendix 3).
	Public Domain <u>Lighting</u> Light fittings should be compatible with the City's fittings for maintenance purposes. Lighting levels should comply with the City's requirements with documentation submitted for comment.	Refer discussion in section 2.2 of the report
	<u>Materials and finishes</u> Any decomposed granite should be specified with a resin binder. Additional drainage should be provided to prevent ponding of water within the fill material in addition to that provided for trees.	Refer discussion in section 2.2 of the report

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	<u>Trees</u> A Tree Management Plan should be prepared during the design development stage to guide the selection, planning and management of trees.	Refer discussion in section 2.2 of the report
Sydney Water	Separate application to discharge trade wastewater may be required.	Noted.
EPA	Construction Noise Management Plan A detailed Construction Noise Management Plan (CNMP) should be prepared prior to the commencement of construction activities. Matters to be addressed in CNMP detailed in EPA submission.	Noted. This is likely to be included as a condition of consent.
	Air Quality <u>Air Quality and Odour Management Plan</u> An air quality and odour management plan should be prepared, including work and management practices that represent best available technology and best practice for emission control.	Noted. This is likely to be included as a condition of consent.
	<u>Ambient air monitoring program and reactive management strategy</u> This should be developed and implemented to monitor fugitive emissions from the project and prevent exceedences of air quality criteria. Matters to be addressed in the program and strategy are detailed in the EPA submission.	Noted. This is likely to be included as a condition of consent.
	<u>On site meteorological weather station</u> A real-time meteorological weather station should be established and maintained on site to monitor rainfall, wind speed and direction, temperature and solar radiation.	Noted. This is likely to be included as a condition of consent.
	<u>Fill material pre-classification</u> Fill material originating from elsewhere on the Barangaroo site must comply with the maximum criteria and daily mean criteria listed in the JBS Environmental Air Quality and Health Impact Assessment for the project. All such material must be reviewed and compared with the criteria in accordance with the Materials Compliance Management System prior to receipt. Material must not be received until confirmation is given that the material complies with the abovementioned maximum and daily mean criteria.	Noted. This is likely to be included as a condition of consent.
	Water All works associated with the project must ensure protection of water quality objectives and environmental values for Sydney Harbour estuarine waters. Any contamination or treated waters entering Sydney Harbour must comply with EPA Environment Protection Licence number 13336.	Noted. These matters are likely to be included as conditions of consent.

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	<p>Dredging and/or construction and excavation works must be done in a manner that prevents visible silt plumes outside of silt curtains.</p> <p>Any modification of estuarine foreshores should be done in accordance with EPA document <i>Environmentally Friendly Seawalls – A Guide to Improving the Environmental Value of Seawalls and Seawall-lined Foreshores in Estuaries</i>.</p>	
	<p>Waste</p> <p>Waste should be managed in accordance with EPA Guidelines and the relevant waste management conditions in Environment Protection Licence 13336.</p>	Noted. This is likely to be included as a condition of consent.
Trade and Investment (Arts NSW)	<p>General</p> <p>Arts NSW supports in the proposal and are very interested in providing input into future planned arts and cultural infrastructure, particularly potential links to the Walsh Bay Arts Precinct.</p>	Noted.
	<p>Consultation</p> <p>Arts NSW should be added as a key stakeholder contact to the Barangaroo Planning Reference Group, particularly to engage with the BDA on proposed festivals and outdoor theatres.</p>	Refer discussion in section 2.6 of the report
	<p>Waterfront Promenade</p> <p>An Arts NSW representative should be included in the membership of the BDA's Technical Working Group – Public Domain to ensure a consistency of material palette and "look and feel" of built hardscape treatments at Walsh Bay, particularly elements adjoining the waterfront.</p>	Refer discussion in section 2.6 of the report
	<p>Interim Public Domain</p> <p>Arts NSW requests notification regarding proposals for public art to allow the organisation's input and review.</p>	Noted – BDA has and will continue to liaise with Arts NSW throughout the development of the project
	<p>Events</p> <p>A close working relationship between the BDA and Arts NSW should be formalised to ensure the proposed calendar of cultural events and festivals for the Walsh Bay Arts Precinct are complementary to the Barangaroo Central programs.</p> <p>Similarly, a coordinated approach on event management will be required. A precinct wide approach to event management should be adopted.</p>	Noted – BDA has and will continue to liaise with Arts NSW throughout the development of the project

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	Environmental Assessment <u>Construction traffic</u> Construction traffic will impact on Walsh Bay, particularly the visitor experience to the precinct. Arts NSW prefers that heavy truck movements be concentrated to the south along Hickson Road rather than north of Towns Place.	Aurecon has confirmed that all construction vehicle access will be to/from the south along Sussex Street (refer Appendix 2)
	<u>Interpretation Strategy</u> Arts NSW requests notification regarding future proposals for interpretation to allow the organisation's input and review.	Noted – BDA has and will continue to liaise with Arts NSW throughout the development of the project
	<u>Special Event Parking</u> Arts NSW requests that it be given timely notification regarding any proposed parking restrictions during special events so that local residences and tenants of Arts NSW properties at Walsh Bay can be informed.	Noted – BDA will work closely with Arts NSW throughout the development of the project and in the operational phase
Leichhardt Council	Noise and Air Quality Noise and air quality monitoring systems should be located at sensitive receptor locations including Balmain East to ensure the accurate measurement of cumulative noise and air quality impacts associated with the development. Where exceedences to approved noise and air quality criteria occur, appropriate measures should be implemented immediately to ensure compliance. Noise and Air Quality Management Plans should be effectively implemented to minimise negative impacts on resident amenity and the environment. Council sets out matters which should be addressed in Operational Noise Management Plan.	Refer discussion in section 2.3 of the report and Wilkinson Murray advice at Appendix 5.
	Notification Residents of Balmain Peninsula should be notified of proposal.	It is understood that notification has occurred.

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Sydney Ports Corporation	<p>Text on Appendix 13 (p10) regarding navigation aids is inconsistent with drawing provided in Appendix B. It is understood that Appendix B is correct but confirmation is required.</p> <p>The minimum RL for the northern cove of -4m may be reduced to a RL of -3m. Should RLs change, the BDA should undertake further investigations regarding suitable depths for water taxis to ensure safe navigation.</p> <p>Further consultation and discussions will be required with Sydney Ports and the Harbour Master prior to berthing large vessels (ie over 30m in length) along the quay.</p> <p>Harbour Master is also responsible for issuing warning regarding construction zones in addition to RMS (Appendix 13, p11).</p>	<p>Refer section 2.6 of the report and Hyder Consulting advice at Appendix 6.</p> <p>Appendix 13 of EIS has been amended to address relevant issues as outlined at Appendix 6.</p>
Roads & Maritime Services	Proposed mitigation for pavement damage should ensure rectification of damage at completion of works and maintenance of footpaths and roads during construction works.	Provision to be included in Construction Management Plan
	Provision for coaches, taxis and buses along Hickson Road and for Barangaroo South to be confirmed with BDA and Transport NSW.	BDA to consult with Transport NSW in this regard
	Timing and design of Hickson Rd/Sussex St/ Napoleon St intersection to be clarified.	RMS submission advised the intersection will be controlled by traffic lights by mid 2013
	Partial/full closure of Shelley St will result in differently distribute traffic patterns during construction and operation at intersections modelled, including intersection of Sussex St and Erskine St.	Addressed in section 2.1 of the report and in Aurecon addendum to Traffic Impact Assessment at Appendix 2.
	Heavy vehicle construction restrictions apply in York St Mon-Fri 2pm to 8pm, not 2pm-6pm as stated in Aurecon report	Addressed in section 2.1 of the report and in Aurecon addendum to Traffic Impact Assessment at Appendix 2.
	Temporary pedestrian bridge unlikely to proceed if traffic lights introduced at Hickson Rd/Sussex St/Napoleon St.	Addressed in section 2.1 of the report and in Aurecon addendum to Traffic Impact Assessment at Appendix 2.

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	Existing performance of Sussex St/Erskine St intersection worse than that shown in Aurecon report.	Addressed in section 2.1 of the report and in Aurecon addendum to Traffic Impact Assessment at Appendix 2.
	Figures 6.1, 6.3 and 6.4 in the Aurecon report from the Barangaroo Integrated Transport Plan were indicative only. Need to confirm with Transport for NSW what is actually intended at this stage.	Addressed in Aurecon addendum to Traffic Impact Assessment at Appendix 2.
	Figure 6.4 and supporting text need to be reviewed following announcement re Light Rail in the CBD.	Addressed in section 3.4 of Aurecon addendum to Traffic Impact Assessment at Appendix 2.