

TRAFFIC, PARKING AND ACCESSIBILITY

The construction and operation of the planned Walsh Bay Arts and Cultural Precinct will not have a significant impact upon existing traffic, parking or accessibility arrangements.

In addition, the Precinct will benefit from significant urban renewal underway in the Sydney CBD, which includes new and improved transport infrastructure such as the Sydney Metro, Sydney CBD and South East Light Rail, Barangaroo Ferry Wharf, and a new strategic bus corridor along Hickson Road. These changes will alter the way that people travel to the precinct in future.

A Transport Impact Assessment (TIA) prepared by GTA Consultants has modelled key impacts, including:

- » **Parking:** Modelling has shown that the existing provision of on-street and off-street parking in the local area is sufficient to accommodate a small increase in the demand for car parking spaces.
- » **Road Network:** The impact on local traffic flow is expected to be minor, with modelling showing that during peak operation and event periods, less than 3 additional cars per minute are expected.
- » **Public Transport:** The Barangaroo Integrated Transport Plan will inform the future planned public and active transport provisions for the Precinct. This plan targets 85% mode share by public transport, 10% access by walking and cycling, and 5% by private vehicle.
- » **Cycling:** New cyclist connections will link Barangaroo with the wider cyclist network. This will be supported by the provision of bicycle parking racks and end-of-trip facilities for cyclists.
- » **Walking:** Recent initiatives such as the Barangaroo Integration Works will improve pedestrian connectivity between the CBD/ Millers Point and the Walsh Bay and Barangaroo waterfront areas.
- » **Site access:** The existing site access arrangements will be improved to create a more pedestrian-friendly environment. During construction, dedicated pedestrian routes will ensure safe access to the site.
- » **Loading Arrangements:** Loading facilities will be accommodated within the existing and proposed loading docks through appropriate loading dock management.



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**Walsh Bay
Arts and Cultural Precinct**



NOISE AND VIBRATION

A Noise and Vibration Impact Assessment prepared by Arup has demonstrated that the planned rejuvenation of the Walsh Bay Arts and Cultural Precinct will not cause significant disturbance to the local community.

However, mitigating possible disturbance to the local community is important, and will be guided by a detailed Noise and Vibration Management Plan.

Construction:

It is expected that noise disturbance experienced by local residences and businesses will be minor, and this is because most works will be undertaken internally. The highest noise levels will be experienced during the demolition phase, when the use of chainsaws, concrete saws and jackhammers may result in sporadic, short-term noise exceedances.

Operation:

Modelling has shown that noise levels during the operation of the precinct will not be significant. The appointment of a Precinct Manager will help to mitigate any disturbance to local residences and businesses.

Occasional Coordinated Events:

Noise emissions from occasional coordinated events at the Precinct will be minimal as most activities will occur indoors. Nevertheless, noise levels will be regularly monitored to effectively mitigate possible disturbance from very large events events.



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CONSTRUCTION MANAGEMENT

The impact of construction on the surrounding neighbourhood will be minimal due to the nature of construction activities. Most construction activities will occur within the structure of the Wharf and Pier which will significantly reduce disruption.

Mitigation measures will include:

- » Direct and open lines of communication with the project team and the local community;
- » Appropriate work practices and training of staff to reduce the impact of construction;
- » Designated pedestrian routes to maintain safe and convenient access; and
- » Use of existing main entries and segregating main construction access points away from operating tenants and residents.



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HERITAGE AT WALSH BAY

A Heritage Impact Statement has been prepared by Tropman & Tropman Architects to provide an assessment of the heritage impacts of the plans to refurbish and refresh the Walsh Bay Arts and Cultural Precinct. The plans for Pier 2/3 and Wharf 4/5 will celebrate their unique heritage and contribute to their longevity.

The Walsh Bay Wharves were first constructed in the 1920's, and were considered to be the 'jewel in the crown' of extensive harbour-side redevelopment in Sydney. They were considered to be highly innovative structures for the time, catering to International shipments for many years.

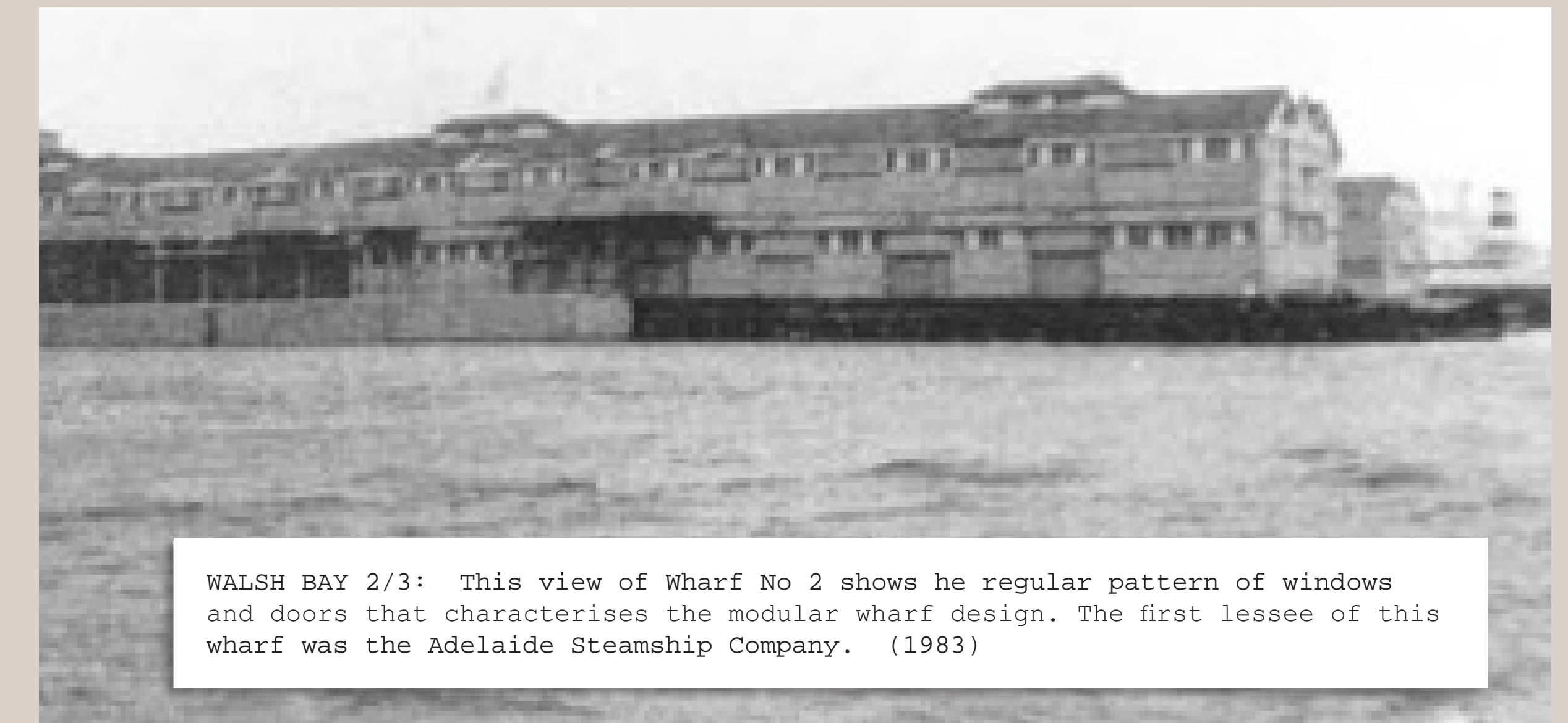
In 1983 the Precinct was reinvigorated, and has since been through a number of changes. Plans for the Precinct will remove some of these additions to reveal the industrial character of the wharves, whilst enhancing and creating facilities for the promotion of art and culture at this iconic destination.



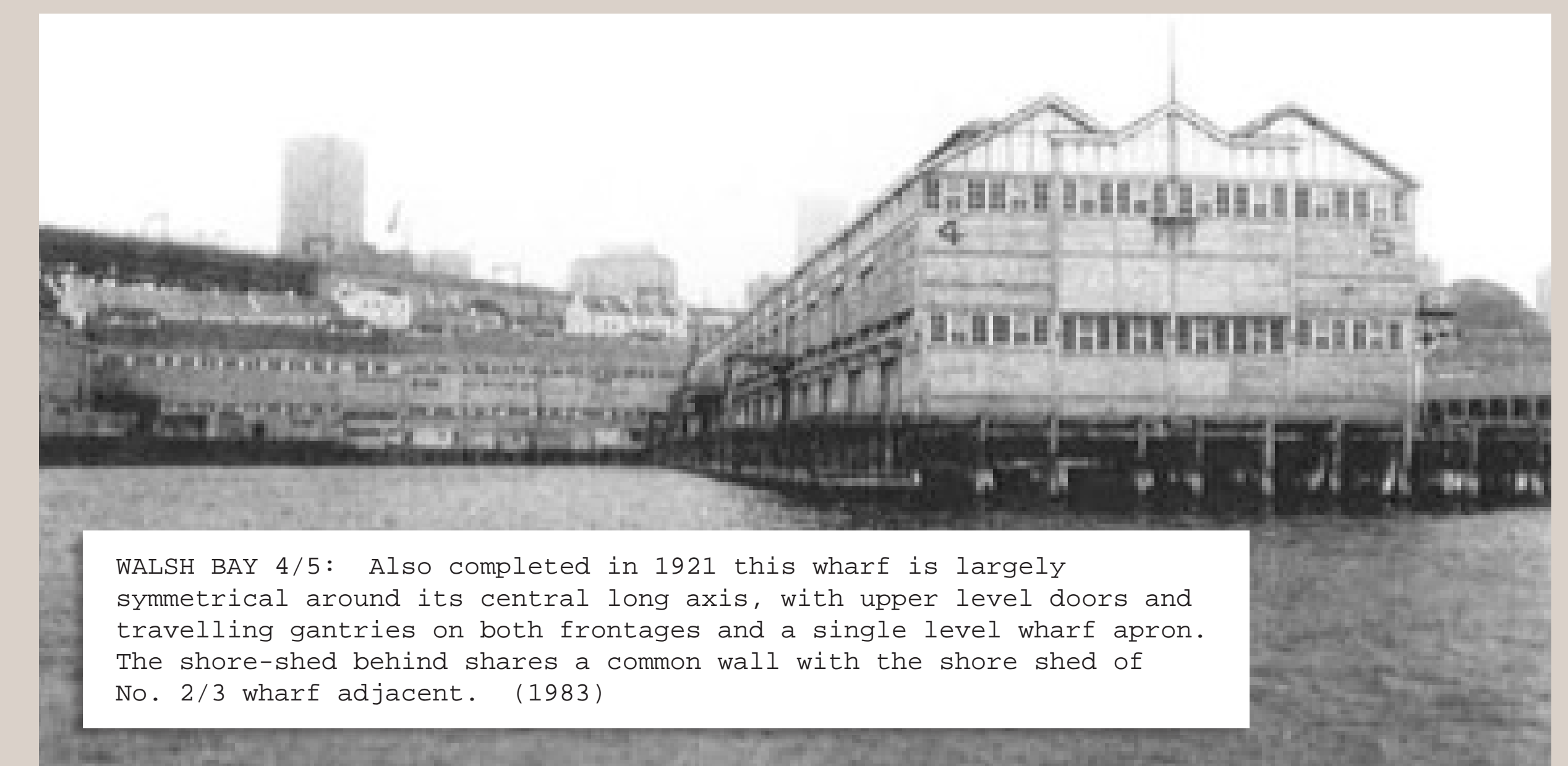
*Hickson Road, Walsh Bay, 1923
(Source: State Archives and Records Authority of New South Wales)*



*Hickson Road, Walsh Bay, 1949
(Source: State Archives and Records Authority of New South Wales)*



WALSH BAY 2/3: This view of Wharf No 2 shows the regular pattern of windows and doors that characterises the modular wharf design. The first lessee of this wharf was the Adelaide Steamship Company. (1983)



WALSH BAY 4/5: Also completed in 1921 this wharf is largely symmetrical around its central long axis, with upper level doors and travelling gantries on both frontages and a single level wharf apron. The shore-shed behind shares a common wall with the shore shed of No. 2/3 wharf adjacent. (1983)



*Construction of Wharf: Walsh Bay, c. 1911
(Source: State Library of NSW Photo Archive)*



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