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Infrastructure NSW
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Central Barangaroo - Assessment Addendum – Concept Plan MP06_0162 MOD 9

This letter provides advice in relation to environmental noise and vibration impacts associated with Concept Plan MP06_0162 MOD 9. A review of the amended concept plan building envelopes and supporting information prepared by SJB Architects has been undertaken.

Potential impacts associated with the proposal have been compared to the previously assessed scheme. The assessment of the previous scheme is summarised in the Acoustic Logic report reference: 20191546.1/1511A/R6/VF dated 15th November 2021. In preparing this advice the agency submissions, including submissions from City of Sydney and GANSW, commenting on the previous scheme have been reviewed.

The concept plan is supported by a reference scheme that includes a number of potential uses including residential dwellings, retail and commercial tenancies, a hotel and food and beverage outlets.

A summary of the impacts and conclusions from the previous assessment report is provided in the tables below, along with our assessment of how those conclusions are altered (if at all) by the current scheme.

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PREVIOUS SCHEME IMPACT		PREVIOUS SCHEME CONCLUSION	CURRENT SCHEME CONCLUSION
Traffic Noise Intrusion		Traffic noise intrusion into the development (principally from Hickson Road and the Western Distributer) is capable of being mitigated by adopting appropriate façade constructions and providing alternative ventilation to habitable spaces using the criteria adopted in DNRCBR, Infrastructure SEPP and the ADG.	No change. The proposed development consists of a range of uses including residential. Traffic noise impacts for all proposed uses can be adequately mitigated as previously proposed.
Operational and Traffic Noise Impacts on Nearby Properties	Food and beverage outlets (which may have the ability to trade 24 hours per day/7 days per week)	Capable of complying with noise emission criteria at all surrounding receivers providing appropriate mitigation and management measures are adopted. Develop a precinct management plan to regulate development of food and beverage outlets, particularly in respect of external dining, given that trade may occur 24 hours.	No change. The range of uses envisaged is similar. Potential impacts from noise producing activities would be mitigated through assessment, and application of physical controls and management of activities in accordance with the management plan.
	Mechanical plant and equipment	Capable of mitigating noise emissions from plant and equipment through appropriate siting, selection and treatment. The cumulative noise level from site (including plant and activity-related noise) should not exceed criteria established using the EPA NPfl guideline.	No change.
	Traffic noise generation on public roads	No adverse impacts from increased traffic generation.	Traffic engineers assessment (Barangaroo Concept Plan Transport Management and Accessibility Plan – MOD 9 Rev G dated 30 October (Arup)) indicates there would be a minor increase in traffic generated by the current scheme compared to the previously assessed scheme. This would result in a negligible increase in noise (<0.2dB(A)), which is not statistically significant and also not sufficient to be audible.

PREVIOUS SCHEME IMPACT	PREVIOUS SCHEME CONCLUSION	CURRENT SCHEME CONCLUSION
<u>Construction Noise and Vibration Emissions</u>	<p>Construction noise and vibration emissions could be managed in accordance with the IGNG (generally), Transport for NSW, Sydney Metro – Technical Services – Sydney Metro Underground Corridor Protection Technical Guidelines (dated 16th October 2017, Reference: NWRLSRT-PBA-SRT-TU-REP-000008, Revision 1) and Transport for NSW, “Development Near Rail Tunnels” (2018).</p> <p>Manage impacts using project specific Construction Noise and Vibration Management Plan(s).</p>	<p>No change.</p> <p>The proposed scheme is reduced in scale, and impacts reduced as a consequence.</p>
<u>Metro Noise and Vibration Impacts on the Subject Development</u>	<p>The “at track” treatment proposed to be installed by the Metro developers will likely fully mitigate ground borne vibration impacts for all expected uses within the subject development.</p>	<p>No change.</p>

In summary, the impacts associated with the current scheme are the same or lower than the previously assessed scheme. As with the previous scheme, the potential impacts identified can be adequately mitigated through the implementation of site specific management plans, physical controls and mitigation, and emission limits that would be developed in future development phases.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'V Fattoretto', with a stylized flourish at the end.

Acoustic Logic Pty Ltd
Victor Fattoretto
MAAS