

Sydney Theatre Company- State Significant Development Application Summary of Submissions

Submission from	Issues Raised	Response
Public Submissions		
Sydney Philharmonia Choirs (support)	<ul style="list-style-type: none"> Supports changes to the precinct and notes has been widely consulted by both ArtsNSW and INSW 	<ul style="list-style-type: none"> Noted
Sydney Theatre Company (applicant - support)	<ul style="list-style-type: none"> Proposal will greatly enhance the ability of arts companies who reside and present there to produce their best work and will provide an unbeatable visitor experience for everyone to enjoy 	<ul style="list-style-type: none"> Noted
Matthew Humphrey (objection)	<ul style="list-style-type: none"> Owner of commercial space at 13/13 Hickson Rd Strongly objects to proposal on grounds of excessive noise and vibration caused during construction. This will make commercial premises un-tenantable. Noise impact assessment does not assess impact of construction noise and vibration on commercial offices within building envelope Commercial premises not identified as key noise receptors even though they are within the site boundary Similarly, no specific noise criteria have been determined for commercial premises. 	<ul style="list-style-type: none"> Revised Noise and Vibration Impact Assessment prepared (refer Appendix 6) to address concerns of commercial businesses within Shore 2/3. The commercial premises are now identified as a sensitive receiver and impacts assessment (C3). Assessment indicated that subject to the preparation and implementation of a detailed Acoustic and Vibration Management Plan the impact of the proposed construction (including cumulative impact) will be acceptable. Further ongoing community consultation will however be required as part of the NVMP.
Robert Hansen (support)	<ul style="list-style-type: none"> Pier 2/3 remarkable space in remarkable location. Plan makes great use of space. Works will make area a legitimate Arts Precinct. 	<ul style="list-style-type: none"> Noted
The Millers Point Dawes Point, The Rocks and Walsh Bay Resident Action Group	<ul style="list-style-type: none"> Supports the proposal Suggests project need to be undertaken concurrently in less than 18 months to minimise construction traffic and noise impacts Concerned re: traffic management during construction and operation including impact on parking. Suggests implementation of resident parking scheme Suggests additional public transport required Concerned regarding cumulative impact with Barangaroo development. Need coordination and communication with residents Concerned regarding impact of remediation of Hickson Road on traffic in locality 	<ul style="list-style-type: none"> Noted Noted – intention is for two projects to be undertake concurrently Construction Traffic Management Plan to be prepared and implemented. Matter for Council Additional public transport is planned in the area (refer Traffic Impact Assessment at Appendix 9 of EIS) Cumulative impact has been assessed This matter will be addressed in Construction Traffic Management Plan is relevant at time of construction

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Agency Submissions		
Department of Planning & Environment	<u>Scope of Work</u> <ul style="list-style-type: none"> Clarification of the scope of work is required as the EIS and supporting appendices do not appear to be consistent. For example the submitted Noise and Vibration Report makes reference to remedial works being undertaken to the heritage façade, however this is not included in the EIS scope of work. 	<ul style="list-style-type: none"> All consultants to check reports for consistency with STC scope of work. All references to works as part of WBAP project to be removed other than cumulative impact assessment.
	<u>Bicycle Storage / Bicycle Parking</u> <ul style="list-style-type: none"> Consideration should be given to the provision of secure bicycle storage facilities and to providing dedicated bicycle parking on site 	<ul style="list-style-type: none"> In both STC and the Walsh Bay Arts Precinct (WBAP) SSDAs, 25 bicycle spaces for staff (for the whole precinct inclusive of STC) are proposed. For the WBAP SSDA, a bicycle parking provision rate of three percent of number of staff was adopted. Therefore, with 200 staff STC would require approximately six bicycle spaces for staff. STC has a seating capacity of 650. Therefore 20 bicycle spaces are required within the STC for visitors. This would be accommodated in the proposed provision of approximately 80 spaces within the public domain. Space is not available within the STC tenancy to accommodate bicycle parking within the building therefore it is proposed that the parking requirement be addressed as part of the broader precinct redevelopment under the associated WBAP SSDA.
	<u>Revised Plans</u> <ul style="list-style-type: none"> Level 1 plan refers to lift as being a heritage lift. The plan shall be amended to detail the heritage lift as either being retained or removed Level 2 heritage impact plan incorporates a note stating the extent of heritage significance and structure of wall to be confirmed. The plan shall be amended to detail the wall as having significance, alternatively the annotation shall be deleted Provide revised plans which detailed finished floor levels and 	<ul style="list-style-type: none"> Amended plans prepared and provided at Appendix 2. Level 1 plan clarifies heritage lift to be retained. This matter has been addressed in the revised Heritage Impact Statement at Appendix 5. Finished floor levels shown on plans. Plans have been prepared to scale.

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Department of Planning & Environment (cont'd)	dimensions	It is not possible to include all dimensions on plans however plans can readily be scaled to determine relevant dimensions.
	<u>Building Code of Australia</u> <ul style="list-style-type: none"> The BCA report makes reference to further information required or an alternate solution being required. A final version of the document is required demonstrating that the proposed development complies with the BCA and where compliance cannot be achieved an alternate solution is proposed. It is noted the proposed egresses and fire stairs required for BCA compliance are not included with the subject SSD. Consideration should be given to the staging of these works and implications should SSD 7689 not proceed or be delayed. 	<ul style="list-style-type: none"> The submitted BCA report provides an accurate assessment of the proposed works however, as is usual at DA stage, there is not enough detail at this stage of the design process to confirm that compliance is achieved. Rather it has been confirmed that compliance <u>can</u> be achieved. A further detailed assessments of the architectural and services documentation will be prepared at the relevant further stage of the design, i.e. that being either a Construction Certificate or alternatively for Crown Developments, at the stage where compliance is confirmed pursuant to Section S109r of the EP&A Act, 1979. In this regard BMG does not expect that full architectural and services documentation to be completed until development consent has been achieved. Accordingly the consent authority will need to be advised that a report stating that "all matters comply with the BCA" cannot (and will not) be produced at this point in time." As noted the subject DA is reliant in terms of fire egress on the approval of the WBAP DA (SSD 7689). If the WBAP DA does not proceed (for any reason) it is considered that the subject DA would need to be revised and resubmitted to include the proposed fire stairs etc.
	<u>Noise and vibration</u> <ul style="list-style-type: none"> Revise the noise and vibration assessment to include consideration of the complete scope of works The test results referenced in the assessment appear to be from June 2014. Further consideration should be given to undertaking further testing to establish current levels of background noise Provide information in relation to key proposed construction hours, construction period of noise intensive works and construction noise levels for selected/final plant and equipment and construction 	<ul style="list-style-type: none"> Revise Noise and Vibration assessment in accordance with specified requirements and clearly distinguishing proposed works from WBAP project 2014 data has been validated as representative of current conditions Construction hours limited in CEMP to 7am to 6pm on weekdays and 8am to 1pm on Saturdays. No work on Sundays consistent with Interim Construction Noise Guideline for NSW (refer section 6.3.1 of Acoustic

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Department of Planning & Environment (cont'd)	<p>methodology</p> <ul style="list-style-type: none"> The assessment advises the existing tenants have appropriate protocols to manage noise to avoid complaints however no further detail is provided. Further consideration should be given to the management of operational noise. Provide revised construction noise and vibration assessment: <ul style="list-style-type: none"> Prepared in accordance with the EPA's <i>Interim Construction Noise Guideline</i>. The assessment should consider construction noise from general construction activities and key noise intensive works against the relevant noise management levels at all nearby sensitive receivers including adjacent commercial tenant. If the final construction plan, equipment and methodology is not known at present, the assessment should take a conservative approach in selecting the most likely construction plant, equipment and methodology to be used. The assessment should present representative daily construction scenarios to enable potential construction noise and vibration impacts to be assessed. The assessment should also be amended to include an overview of the use of the proposed public and private events and an assessment of the predicted impacts on nearby receivers. The assessment must consider cumulative noise impacts. Where it is possible that works are to be carried out concurrently (including those from SSD 7689) noise levels should be modelled cumulatively at nearby sensitive receivers during key stages. 	<p>report)</p> <ul style="list-style-type: none"> Detailed Noise and Vibration Management Plan to be required. Will address complaints handling procedures. Revised noise and vibration assessment prepared which addresses these matters at sections 6.3, 6.3.3, 6.3.4, 8.0 of Acoustic report Noise and Vibration assessment includes cumulative noise assessment at section 6.2.1. Also refer to section 6.3, 6.3.3, 6.3.4, 8.0.
	<p><u>Structural Engineering</u></p> <ul style="list-style-type: none"> Provide a structural engineering report is required to be submitted for the site and proposed works 	<ul style="list-style-type: none"> Structural engineering report provided at Appendix 8

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	<u>Hazardous Material Survey Report</u> <ul style="list-style-type: none"> The submitted Hazardous Materials Survey report prepared by Preston Rowe Paterson NSW Pty Ltd is dated July 2007. Further consideration should be given to providing current advice in relation to the presence of hazardous materials, their likely disturbance and recommended mitigation measures and method of disposal 	<ul style="list-style-type: none"> Updated Hazardous Materials Survey Report and Register and Hazardous Materials Management Plan provided at Appendix 9 and 10 respectively
	<u>Fire safety</u> <ul style="list-style-type: none"> The Department requests that the issues raised regarding fire safety in Fire and Rescue NSW's submission are addressed in detail in the RTS to ensure resolution of those matters. 	<ul style="list-style-type: none"> Refer below
	<u>Heritage Impact Statement</u> <ul style="list-style-type: none"> Provide a revised HIS that accurately reflects the scope of work within the EIS and appendices 	<ul style="list-style-type: none"> HIS has been amended to clearly reflect only STC scope of works (refer Appendix 5)
	<u>Safer by Design</u> <ul style="list-style-type: none"> Provide a Crime Prevention through Environmental Design assessment report including details of relevant consultation and recommendations 	<ul style="list-style-type: none"> Not considered necessary as all works internal.
	<u>Cumulative impacts</u> <ul style="list-style-type: none"> Ensure consideration of potential cumulative construction and operation impacts of proposed development together with the proposed Walsh Bat Arts Precinct Stage 2 (SSD 7689). 	<ul style="list-style-type: none"> Cumulative construction and operational impacts addressed in amended noise and vibration report (refer Appendix 6). Cumulative construction traffic impacts for surrounding development sites were considered in both the Transport Impact Assessment for STC and the Construction Pedestrian and Traffic Management Plan (CPTMP) for WBAP. It was assumed in the CPTMP that construction would occur for both WBAP and STC concurrently with construction vehicles using Hickson Road for WBAP and Pottinger Street Bridge for the STC construction. Pedestrians will be managed for the duration of construction through appropriate traffic controls.
Fire & Rescue NSW	<ul style="list-style-type: none"> It is recommended that the maximum compartment size is to be maintained within 2000m² floor area to limit risk to occupants and fire fighters in an emergency. Adequate compliant separation to be provided between compartments to limit fire/smoke spread throughout the development. Limiting compartment sizes will 	<ul style="list-style-type: none"> The Concept Fire Strategy (refer Appendix 4) is in line with this recommendation.

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Fire & Rescue NSW (cont'd)	provide a sufficient period of time to afford first responders with an opportunity to protect property on arrival.	
	<ul style="list-style-type: none"> It is recommended that a full quantitative egress strategy of the Wharves together with the public domain is to be undertaken to assess the time taken to evacuate the area in the event of an incident that requires full and immediate evacuation such as a hazmat or terrorist act. FRNSW have concerns regarding timely access to the Wharf area during an emergency incident. It is expected that a staged evacuation of the precinct may not be acceptable in the event of such an incident and that there may be significant delays regarding accessing the area during mass occupant evacuation from the area. 	<ul style="list-style-type: none"> The current Concept Fire Strategy addresses the risk of a single fire scenario within the building in accordance with the BCA. A staged evacuation of the building in this single fire event will be demonstrated to meet the Performance Requirement of the BCA as the detailed design and Fire Engineering Report are progressed. The risk associated with hazmat or terrorist actions will be addressed in future pedestrian evacuation modelling of the wharf precinct to be undertaken as part of the project detailed design development. The fact that FRNSW do not have the ability to use the water based fire tender is noted and the Fire Brigade access provisions
	<ul style="list-style-type: none"> It is recommended that a fast response sprinkler system be installed throughout the development with no exceptions. The current proposal suggests that specific areas will be exempt from the installation of the fast response system (refer Section 3.2.3 of the Fire Engineering Report). Additional enhancement of the system above these requirements would be welcomed by FRNSW. 	<ul style="list-style-type: none"> The current Concept Fire Strategy proposes a fast response sprinkler system to all areas of the building. It is however noted that due to potential existing site constraints, that may be identified as the design develops, the ability to provide a compliant sprinkler system to specific areas may not be feasible. For these specific areas (if any) it is proposed to provide a Performance Solution.
	<ul style="list-style-type: none"> It is recommended that the fire hydrant system is designed in accordance with the requirements of Australian Standard [AS] 2419 – 2005), consideration may need to be given to the relocation of the hydrant boosters to improve fire fighter access. 	<ul style="list-style-type: none"> The current booster position is visible from the Road, accessible for FRNSW personnel and in accordance with AS 2419.1-2005. We therefore consider the arrangement to be acceptable particularly given the existing nature of the building and difficulties associated with accommodating in a heritage listed façade and corresponding impact on existing parts of the building served by this system and outside the scope of this project (Shore Sheds).

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	<ul style="list-style-type: none"> It is recommended that the smoke hazard management system comply with the NCC requirements and that no reduced exhaust rates or make up air rates be accepted given the nature and public use of the development. This will ensure that the system will meet the deemed to satisfy requirements as a minimum benchmark. Additional enhancement of the system above these requirements would be welcomed by FRNSW. 	<ul style="list-style-type: none"> It is proposed to design a smoke exhaust system for the actual building design to provide sufficient exhaust rates to satisfy the Performance Requirements of the BCA as part of a Performance Solution. The DtS smoke exhaust rates do not account for individual building design but rather provide a generic exhaust rate based upon simplistic dimensions. Further, the greater exhaust rates and associated make up air required will be more problematic to accommodate within the existing building constraints and have greater adverse impact on the heritage aspects of the façade. Smoke exhaust systems for the actual building design are therefore to be provided to deliver sufficient exhaust rates to satisfy the Performance Requirements of the BCA as part of a Performance Solution.
	<ul style="list-style-type: none"> It is recommended that the facility's emergency plan consider the specific needs of disabled occupants and that appropriate evacuation management measures are implemented to ensure that all occupants can be safely evacuated. 	<ul style="list-style-type: none"> A management plan shall be provided by the building occupiers which shall consider the specific needs for mobility impaired occupants as the detailed design develops and Fire Engineering Report documented. As with all public buildings of this nature we advise clients to consider the evacuation of mobility impaired occupants over the DtS provisions of the BCA and where possible provide a design that will minimise management intervention (within the constraints of the existing building) and facilitate a more equitable egress strategy. The fire compartmentation will facilitate horizontal evacuation where possible and compliment management evacuation using evacuation chairs etc. The sprinklers will minimise smoke production and fire spread increasing time to evacuation. This will be developed in more detail as part of the evacuation strategy.
Roads and Maritime Services	<ul style="list-style-type: none"> Construction Traffic Management Plan should be submitted to CBD Coordination Office and Council prior to issue of CC. CTMP should detail construction vehicle routes, no. of trucks, hours of operation, access arrangements and traffic control. 	<ul style="list-style-type: none"> Noted. This could be dealt with via condition of consent.
	<ul style="list-style-type: none"> Consent authority should satisfy itself that all appropriate measures are in place to ensure patron safety in respect of increased accessibility to the Harbour as part of design 	<ul style="list-style-type: none"> Not relevant – relates to WBAP project

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Sydney Water	<ul style="list-style-type: none"> Approved plans to be submitted to Sydney Water to determine whether development will impact on any sewer or water main, stormwater drains and/or easement and if further requirements need to be met Section 73 Compliance Certificate required 	<ul style="list-style-type: none"> Noted. This could be dealt with via condition of consent.
Department of Primary Industries	<ul style="list-style-type: none"> EIS indicates that impact on groundwater addressed at section 7.7 and Appendix 10 but no assessment included. Development may not have any impact on groundwater but this needs to be confirmed. 	<ul style="list-style-type: none"> This is an error in the EIS and it is confirmed that the development will have no impact on groundwater
EPA	<ul style="list-style-type: none"> Proposal does not constitute a scheduled activity under Schedule 1 of the Protection of the Environment Operations Act 1997 (POEO Act) and will not require an Environment Protection Licence No comments on application. 	<ul style="list-style-type: none"> Noted
Department of Family and Community Services	<ul style="list-style-type: none"> No comment 	<ul style="list-style-type: none"> Noted
Heritage Council	<p><u>Detailed design</u></p> <ul style="list-style-type: none"> Building identification and wayfinding signage should be visually consistent with the broader Signage and Wayfinding Strategy for Walsh Bay Arts Precinct. Signage should be specifically designed to respect the integrity of the industrial character of the Walsh Bay Wharves and have no/minimal impact on the Pier's highly significant components. Nine original timber columns are proposed to be removed, although three of the columns will be relocated to reinstate previously removed columns. Original steel trusses will also be removed. All significant fabric that is not proposed to be reused should be recorded, tagged and securely stored on-site for future reinstatement. A removal and storage methodology should be provided in the EIS. Limited information provided regarding mechanical services, air conditioning and electrical reticulation throughout Pier 4/5. A sympathetic and modest design approach should be adopted to 	<ul style="list-style-type: none"> Noted – no signage proposed as part of application. Subject to separate DA Storage and removal methodology has been prepared and is provided at Appendix F to the revised HIS (Appendix 5) It is not possible to provide further detail at this stage however to mitigate any potential adverse impacts strict guidelines and requirements have been included in the HIS (refer section 6.9). These

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Heritage Council (cont'd)	<p>minimise impacts to the significant fabric and spaces. Further design details regarding the location and reticulation of these services should be prepared in consultation with the heritage consultant for this project and provided to the Heritage Council for assessment prior to undertaking this work.</p> <ul style="list-style-type: none"> Conflicting information is provided in the EIS regarding the location of plant equipment. The HIS describes the equipment as concealed within the proposed roof modification however Figure 38 of the HIS suggests that this equipment would sit above the roof modification. Plant equipment should not be visible from the public domain. Further design details for plant equipment should be provided to the Heritage Council for assessment prior to approval of this project. The EIS' Fire Engineering Report described an alternative fire engineering solution that is required as a result of the proposed removal of the existing fire tunnel. The solution includes enhanced sprinkler systems and smoke exhausts. It is understood that the final Performance Solutions will be documented with detailed supporting assignments in the Fire Engineering report for the project Certification in subsequent design stages. The detailed design of alternative fire engineering solution should be prepared in consultation with the heritage consultant for this project to minimise impacts to significant fabric and spaces. The final Fire Engineering Report should be provided to the Heritage Council for assessment prior to undertaking these works. Any design amendments are required as part of this SSD, or the corresponding Walsh Bay Arts Precinct SS, must involve collaboration between the two design teams to ensure that consistency between the two designs is maintained. 	<p>measures have been included as mitigation measures at Section 3 of the Response to Submissions report and relevant requirements will need to be addressed prior to the commencement of works</p> <ul style="list-style-type: none"> The Plans and HIS have been updated to clarify the location and impact of plant and equipment as per the current design (refer section 6.6. of the HIS at Appendix 5 to the Response to Submissions Report). As above (refer section 6.9.3 and 6.9.4 of the HIS at Appendix 5 to the Response to Submissions Report). Noted and agreed. Ongoing coordination between the two projects is proposed.
	<p><u>Interpretation</u></p> <ul style="list-style-type: none"> Updated Interpretation Plan for STC should be prepared. Should include indicative designs and locations for Interpretative devices, and, if relevant, a strategy for reuse, storage and /or display of the movable heritage items currently stored within Pier 2/3 as well as 	<ul style="list-style-type: none"> The Interpretation Strategy for Movable Heritage Items Pier 2/3 Walsh Bay (Tropman and Tropman, November 2016) submitted with the WBAP Stage 2 SSDA has been amended to include a new section in relation to the current STC works. The Interpretation Strategy Plan prepared for

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	<p>any maritime archaeological evidence within the site. The plan should be prepared with regard to a broader interpretation plan for Walsh Bay Arts Precinct, as well as Walsh Bay Wharves Precinct Interpretation Plan, 1999, and the Interpretation Strategy for Moveable Heritage Items Pier 2/3 Walsh Bay, November 2016.</p> <ul style="list-style-type: none"> • Interpretation Plan should be prepared as an integral component of final detailed design process and provided to Heritage Council and DP&E prior to commencement of works. Plan should be implemented within 12 months of completion 	<p>WBAP will be used for both Pier 2/3 and Wharf 4/5.</p> <ul style="list-style-type: none"> • The amended Interpretation Plan will be provided to the Heritage Council and DP&E prior to commencement of works and will be implemented within 12 months of completion.
	<p><u>Consultation</u></p> <ul style="list-style-type: none"> • Heritage Council would like to be consulted at following stages: <ul style="list-style-type: none"> – Response to Submissions – Draft conditions of consent – Detailed design, including the interpretation plan 	<ul style="list-style-type: none"> • Noted. This is a matter for DP&E to determine.
NSW Police	<ul style="list-style-type: none"> • No objections and no comment on application 	<ul style="list-style-type: none"> • Noted
Ports Authority of NSW	<ul style="list-style-type: none"> • No comment 	<ul style="list-style-type: none"> • Noted
Transport for NSW	<p><u>General</u></p> <ul style="list-style-type: none"> • TfNSW should be consulted prior to preparation of Response to Submissions • Traffic reports should be revised following consultation with TfNSW and submitted with Response to Submissions report 	<ul style="list-style-type: none"> • Further consultation with TfNSW is proposed • Traffic reports will be amended as required following consultation with TfNSW
	<p><u>Construction Pedestrian and Traffic Management</u></p> <ul style="list-style-type: none"> • Applicant should be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with CBD Coordination Office of TfNSW 	<ul style="list-style-type: none"> • To be dealt with via condition of consent
	<p><u>Service and Loading Dock Management</u></p> <ul style="list-style-type: none"> • Service and loading dock arrangement complex however TfNSW considers that there will be adequate loading capacity. • Service and loading dock operations have potential to impact on 	<ul style="list-style-type: none"> • Noted • To be dealt with via condition of consent

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Transport for NSW (cont'd)	Hickson Rd including bus operations. Applicant should be conditioned to ensure proposed service and loading dock management minimises impact on general traffic and bus operation within CBD.	
	<u>Traffic Management</u> <ul style="list-style-type: none"> TfNSW acknowledges that ability of development to generate traffic is restricted by the zero on-site car parking provision however project will still generate traffic movements (e.g. pick up/drop off, taxis, loading vehicle trips etc). Applicant should undertake assessment of forecast demand for point-to-point transport and coaches/mini buses. Assessment should clearly identify how these forms of transport will access the sites and be accommodated to manage traffic impacts of the developments 	<ul style="list-style-type: none"> Additional pick up/ drop off spaces are recommended on Hickson Road by altering existing parking restrictions. Loading demand should be managed by ArtsNSW to reduce any impact to on-street parking. For each event pick up/ drop locations would be identified and opportunities to expand those would be assessed should point-to-point transport needs increase. Therefore, demand forecasting is not considered to be required at this stage and there is no good basis for providing this demand forecast. Consideration will be given to providing bus/coach parking for the wider WBAP. Consultation with Sydney Buses could be considered on the feasibility of using public bus stops during WBAP events. Event-specific TMPs for the wider WBAP will be prepared with consideration of the bus/coach parking provisions.
	<u>Event Management</u> <ul style="list-style-type: none"> Condition should be imposed requiring preparation of detailed Event Management Plan in consultation with TfNSW CBD Coordination Office 	<ul style="list-style-type: none"> Related to WBAP - not relevant to STC
	<u>Green Travel Plan</u> <ul style="list-style-type: none"> Condition should be imposed requiring preparation of detailed Green Travel Plan in consultation with TfNSW CBD Coordination Office 	<ul style="list-style-type: none"> To be dealt with via condition of consent
	<u>Active Transport</u> <ul style="list-style-type: none"> Locate bicycle parking facilities in secure, convenient, accessible areas close to the main entries in accordance with Austroads guidelines; Locate end of trip facilities in convenient areas for the use of employees who chose to walk or cycle to work 	<ul style="list-style-type: none"> Relates to WBAP project

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Transport for NSW (cont'd)	<ul style="list-style-type: none"> Develop a wayfinding strategy (including the installation of adequate signage) and travel access guides to assist with increasing the mode share of public transport and walking and cycling, in particular from existing and planned public transport. 	
City of Sydney / CSPC	<ul style="list-style-type: none"> Raised a number of issues in relation to both WBAP Stage 2 works and STC proposal. Issues raised include urban design, signage, ESD, heritage, transport and access ad contamination, noise and food safety. The majority of comments relate to the WBAP proposal and are not relevant to the STC internal works. Relevant matters include ESD (battery storage), Heritage and Transport and Access (bicycle parking). 	<ul style="list-style-type: none"> <u>Urban design</u> – comments not relevant to STC proposal <u>Signage</u> – not relevant to STC proposal as no signage proposed as part of the subject proposal. <u>ESD</u> – comment provided regarding battery storage technology noted. An option for battery storage is being explored to assess the feasibility of batteries systems based on life cycle costs. An option of combining the STC solar PV panels and the Wharf 2/3 proposed PV panels is being assessed as a precinct wide strategy. <u>Heritage</u> – The Heritage Council has been consulted on the subject proposal and has provided a submission which has been addressed in this RtS report (refer section 2.3). Consistent with the recommendation it is proposed that the heritage consultant be involved throughout the project as outlined in Mitigation Measures at Section 3 of the RtS report. It is proposed that the Interpretation Strategy for Movable Heritage Items Pier 2/3 Walsh Bay (Tropman and Tropman, November 2016) submitted with the WBAP Stage 2 SSDA will be amended to include a new section in relation to the current STC works. Further the amended Interpretation Plan will be provided to the Heritage Council and DP&E prior to commencement of works and will be implemented within 12 months of completion (refer Mitigation Measures at Section 3). <u>Transport and Access</u> – In accordance with the recommendation of the CSPC the plans have been amended to include parking for 10 bicycles within the building (refer Level 1 Floor Plan at Appendix 2). This represents 5% of the total staff numbers of 200 persons and it therefore in accordance with the Green Travel Plan. Bicycle parking for visitors to the precinct is to be provided as part of the WBAP Stage 2 works. In terms of end of trip facilities, the STC proposal accommodates 12 showers and 3 dressing rooms and will therefore meet staff demand.

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		<ul style="list-style-type: none"> • <u>Contamination, Noise and Food Safety</u> – issues raised in relation to contamination and acid sulfate soils are not relevant as the proposal related wholly to internal works. A revised site specific Environmental, Construction and Site Management Plan which addressed all relevant matters is provided at Appendix 7. In terms of kitchen plans it is advised that kitchens will be required to comply with all relevant legislative requirements including AS4674 and Food Safety Standards 3.2.2 and 3.2.3 as far as relevant.