

# SYDNEY THEATRE COMPANY

## STATE SIGNIFICANT DEVELOPMENT APPLICATION – SSD 7561

### RESPONSE TO SUBMISSIONS



Submitted to NSW Department of Planning and Environment  
on behalf of Sydney Theatre Company

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**M|G Planning**  
URBAN PLANNERS

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# 1. Introduction

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The Environmental Impact Statement (EIS) in support of the Sydney Theatre Company Internal Fit-out and Refurbishment Works State Significant Development Application (SSDA 7561) was publicly exhibited for 30 days from 17 November to 16 December 2016. The public exhibition occurred in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The subject SSDA seeks approval for fitout and refurbishment works to the Sydney Theatre Company which comprises part of Levels Ground to 3, Wharf 4/5 at Walsh Bay. The proposed works are internal to the structure only and do not include any external works although some such works do form part of the related Walsh Bay Arts Precinct SSDA (SSD 7689) which was submitted concurrent with the subject application.

12 submissions were received in response to the public exhibition of the EIS. Seven submissions were received from government agencies, four from members of the public (including one from an arts organisation resident in the Walsh Bay Precinct) and one from the local resident action group. The Department of Planning and Environment also provided a letter seeking additional information.

The issues raised in submissions have been carefully considered by the Sydney Theatre Company and its project team. A considered and detailed response to issues raised has been provided in this Response to Submissions report and accompanying documentation. However, it is important to note that many of the issues raised in submissions relate to the associated Walsh Bay Arts Precinct Stage 2 SSDA 7689 rather than to the subject application. Issues of overlap and cumulative impact have however been addressed in this report.

## 1.1 Summary of submissions

The key matters raised in submissions can be summarised under the following headings:

- Scope of work and plans
- BCA and fire safety
- Heritage
- Noise and vibration
- Construction impacts
- Cumulative impacts
- Issues raised in WBAP submissions
- Other issues

Of the five submissions received from the public, four submissions indicated strong support for the project including submissions from the Sydney Philharmonic Choir which is resident in the precinct and the Millers Point Dawes Point, The Rocks and Walsh Bay Resident Action Group (RAG). The submissions noted that the project would upgrade the existing Wharf facilities to create a world class cultural and arts community, enable arts companies to produce their best work and provide an unbeatable visitor experience and would enable Walsh Bay to “legitimately

think of itself as an Arts Precinct". The submission from the RAG in addition to providing support for the proposal raised a number of issues including: construction impact and timeframe, cumulative impact with WBAP Stage 2 project, parking impact, need for enhanced public transport and impact of surrounding works including at Barangaroo. The submission also raised other issues which do not relate to the current project but rather to the WBAP Stage 2 project.

The final public submission, received from the owner of a commercial tenancy at Pier 2/3, objected to the proposal on the grounds of construction and operational noise and the potential associated loss of rental income.

Submissions were received from the following government authorities or agencies:

- Fire and Rescue NSW
- Roads and Maritime Services (RMS)
- Sydney Water
- Department of Primary Industries
- Heritage Council of NSW
- Transport for NSW
- City of Sydney / Central Sydney Planning Committee
- NSW Police

In addition the EPA, Department of Family and Community Services - Land and Housing Corporation, and Port Authority of NSW advised that they had no comments to make on the subject application.

The City of Sydney originally objected to the subject application on the basis that (at the time of writing) the Central Sydney Planning Committee has not yet considered the matter as required under clause 16 of SREP No. 16 – Walsh Bay. The City of Sydney subsequently reported the matter to the CSPP on 23 February 2017. The CSPP comments were then provided in a report received on 13 March 2017. The CSPP provided combined comments on both the WBAP Stage 2 and STC proposals. The majority of the comments related to the WBAP project however relevant comments included:

(c) ESD

- (i)(e) the application of Battery Storage technology to enable onsite renewable energy generated during daylight hours to be used to meet the higher site energy demand of the evening/night. This is a serious oversight given the rapid development of battery technology and the NSW Government's stated commitment to energy efficiency innovation.*

Comment: 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.

(e) *Transport and Access*

- (i) *the quantity of bicycle parking and quality of end-of-trip facilities is inadequate and unlikely to cater for increasing demand in the future. Both proposals should comply with the Green Travel Plan prepared for the site, which recommends bicycle parking spaces at a rate of 5% of staff and 1% of visitor population.*

Comment: In accordance with the CSPC comments the STC proposal has been amended to include 10 bicycle parking spaces 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.

No other comments provided by the CSPC are relevant to the subject STC proposal. It is noted that having regard to its comments the CSPC has objected to the proposed developments until such time as the issues raised have been adequately addressed. In respect of the STC proposal it is considered that all relevant issues have been addressed as outlined above.

As noted above, the Department of Planning and Environment requested that further information and assessment be provided.

The Sydney Theatre Company's response to the key issues raised in submissions is provided in Section 2 of this report. A detailed summary of all submissions has also been prepared, together with specific responses to each issue raised, in the Summary of Submissions Report provided at Appendix 1.

This report should be read in conjunction with the EIS dated November 2016 and supporting documentation.

## 2. Response to Submissions

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The main issues raised in submissions and by the Department of Planning and Environment are addressed below.

### 2.1 Scope of work and plans

The Department of Planning and Environment has raised concern that the scope of works outlined in the EIS and supporting documents do not seem consistent and accordingly need to be clarified. The proposed scope of works, for which development consent is sought, is as outlined in the EIS and the attached plans. The confusion regarding scope arises as a result of the overlap between the STC scope (the subject of this application) and the associated WBAP Stage 2 works. To clarify the delineation between (and integration of) the two projects, the architectural plans are marked up showing STC work (shown black) and WBAP work (shown blue) separately. Existing structure is shown grey to be retained. Only work annotated as STC work is the subject of the current application. Notwithstanding, to ensure consistency between the plans and identified scope of work all specialist consultants have now reviewed their reports and amended as necessary. No major discrepancies have been identified.

To further clarify the scope and impact of the proposed works a set of heritage impact plans (refer Appendix 3) have been prepared by HASSELL which clearly show all works affected heritage structure. These works are shown red for demolition and blue for restoration with a note after each work identifying whether the work is part of the STC or WBAP scope. These plans are for information only and do not now form part of the drawing set for approval. Rather these plans inform the Heritage Impact Statements prepared by Tropman and Tropman (refer Appendix 5 for STC HIS).

It is also noted that post exhibition of the STC and WBAP EIS's, some amendments have been made to the design of the WBAP Stage 2 works. The amended plans at Appendix 2 reflect the updated WBAP scope as far as possible (and in so far as they affect the subject STC works) however may not reflect to most up to date plans.

The plans have also been amended to clarify whether the proposal will impact on the heritage lift within the building as identified by DP&E (Note: no impact will result and the subject lift is to be retained), to include additional detail as requested and to show the location of 10 proposed bicycle parking spaces as requested by the CSPC. Amended plans are provided at Appendix 2 to clarify this matter and other minor discrepancies however it is noted that the plans do not include any significant amendments.

### 2.2 BCA and Fire Safety

The proposed works include as a key component the removal of the existing fire tunnel and implementation of an alternate fire egress solution. The Fire Engineering Review, submitted as part of the EIS, documents the fire safety philosophy for the project and fire safety measures proposed to be provided as part of the strategy. The report concludes that performance based fire engineering can be used to demonstrate compliance with the Performance Requirements of the BCA without major changes to the current design. The Performance Solutions will be documented with detailed supporting assessments in the Fire Engineering Report for the project certification in subsequent design stages, in line with normal design and approvals process.

Fire & Rescue NSW (FRNSW) has considered the submitted Fire Engineering Concept Report prepared by ARUP and made some recommendations to enhance essential fire safety. ARUP has addressed the matters raised by Fire & Rescue NSW in Appendix B to its report provided at Appendix 4. In summary ARUP has confirmed that the proposed Concept Fire Strategy is consistent with FRNSW's recommendations or alternatively reasons have been identified as to why an alternative Performance Solution approach (fast response sprinkler system, smoke hazard management etc.) has been pursued.

In relation to the risk associated with hazmat or terrorist actions, it is considered that this matter can be dealt with at a later stage of the design process and would not normally be required at DA stage. Pedestrian evacuation modelling will be undertaken as part of the future design development and a mitigation measure to this effect has therefore been included.

In relation to the provision of an emergency plan for disabled occupants, it is noted that STC already has an adopted emergency plan however this will be updated prior to the issue of an occupation certificate. A mitigation measure to this effect has therefore been recommended.

## 2.3 Heritage

Related to item 2.1 above, the Department of Planning and Environment has requested the submission of a revised Heritage Impact Statement that accurately reflects the scope of the work within the EIS and appendices. Tropman and Tropman has reviewed the HIS and amended it to ensure consistency with the architectural plans and other supporting information. The revised HIS is provided at Appendix 5. The revised Heritage Impact Statement provides a detailed analysis of the potential impact of the impact of the proposed works on the heritage significance of Wharf 4/5 and the Shore Sheds. A summary of the key impacts of the proposal and heritage is provided in Table 1 below.

**Table 1: Assessment of Heritage Impacts**

| Proposed works                                | Positive effect                                                                                                                                                                                                                              | Negative effect                                                                                                                                                 | Recommendations                                                                                               |
|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| <b>General</b>                                |                                                                                                                                                                                                                                              |                                                                                                                                                                 |                                                                                                               |
| Demolition / construction of separation walls | New layout creates a more organised and fluid space. These works are in effect a relocation of the insertions and where possible an improvement based on recent experience which will more readily reveal the original structure and fabric. | Nil/ minimal. Wharf subject to previous major adaptive reuse. Works respect significance of the place and will not detrimentally impact upon this significance. | All original and early fabric must be appropriately protected during construction and subsequently maintained |
| BOH access exposes the western façade         | Western service corridor proposal improves the understanding of the industrial character by revealing the external skin which also allows a degree of permeability and solves the thermal and                                                | Nil / minimal                                                                                                                                                   | Minimise fixings where possible                                                                               |

| Proposed works                                                                    | Positive effect                                                                                                                                                                             | Negative effect                                                                                   | Recommendations                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                   | acoustic problems in one simple solution.<br>The heritage fabric is both revealed and protected and can be maintained – a major outcome in the building's preservation.                     |                                                                                                   |                                                                                                                                                                                                                                                                                                                                 |
| Removal of 9 timber columns                                                       | Required to obtain open areas in theatres and rehearsal rooms. 3 columns to be reinstated elsewhere which were removed in the earlier works and lost.                                       | Some loss of original elements however impact minimal as reinstatement will occur in other areas. | Columns to be securely stored for reinstatement<br>Holes in floor to be outlined with similar flooring but not be made to mimic the existing in terms of age and patina in order to allow the clear interpretation of the removed column locations.<br>New patches should be appropriate and clearly interpreted as new repairs |
| Reinstatement of 3 removed columns                                                | Will reinstate original structure and create visual partition of space.<br>Columns removed from other areas will be adapted                                                                 | Nil / minimal                                                                                     | Ensure removed columns appropriately tagged and stored for reinstatement                                                                                                                                                                                                                                                        |
| New flooring                                                                      | To be laid on top of existing Ironbark floorboards to protect the heritage fabric in areas requiring acoustic treatment or heavy traffic.<br><br>No loss of original fabric and reversible. | Nil / minimal                                                                                     | Minimise fixings where possible                                                                                                                                                                                                                                                                                                 |
| Restoration of Ironbark floorboards                                               | Level 1 public accessway along eastern side of the building exposes the original heritage rough sawn floorboards. Only cleaning, repairing and oiling is part of the scope.                 | Nil / minimal                                                                                     | Repair areas where gaps exceed 5mm or raised edges exceed 3mm to ensure more even surface for OHS and equitable access requirements                                                                                                                                                                                             |
| <b>Ground Level</b>                                                               |                                                                                                                                                                                             |                                                                                                   |                                                                                                                                                                                                                                                                                                                                 |
| New box office / ticketing area at southern end of wharf and admin. / staff areas | Improves the function and flow of the tenancy                                                                                                                                               | Nil / minimal                                                                                     | Any works must allow for the maximum retention of heritage fabric                                                                                                                                                                                                                                                               |

| Proposed works                                                                                                                                            | Positive effect                                                                                                                                                                                                                                                                                                                     | Negative effect                                                                                                                                             | Recommendations                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Mezzanine Level</b>                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                             |                                                                                                                                                         |
| Additional offices at southern end of wharf                                                                                                               | Insertion of mezzanine level is a well considered design approach to achieve maximum usable space without detracting from the large volume of the pier                                                                                                                                                                              | Nil / minimal                                                                                                                                               | Locate all new fixings into non-significant fabric where possible                                                                                       |
| <b>Level 1 and 2</b>                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                             |                                                                                                                                                         |
| Co-location of Wharf 1 and 2 Theatres to create two distinct performance spaces                                                                           | Creation of 2 large theatres allows better access and egress through and along the pier and improves visual interpretation of the volume of the space                                                                                                                                                                               | Removal of heritage timber columns and steel trusses over will have some impact. However considered to be an acceptable compromise for reinvigorated space. | Carefully dismantle the structures and salvage and reuse fabric on site<br>Design to be most appropriate for foreseeable future demands of the building |
| Upgrade to existing kitchen at northern end of wharf with goods lift                                                                                      | Positive outcome and achieves better use of space and upgrade to kitchen to meet modern requirements and safety standards                                                                                                                                                                                                           | Nil / minimal                                                                                                                                               | Locate all new fixings into non-significant fabric where possible                                                                                       |
| Improved rehearsal and dressing room spaces with shared support and the introduction of more flexible spaces                                              | Provides for the current and foreseeable future demands of the building                                                                                                                                                                                                                                                             | Nil / minimal                                                                                                                                               |                                                                                                                                                         |
| Separate back of house circulation to allow efficient and safe transportation of sets to rehearsal and theatres                                           | Creates a safe corridor not open to the public for heavy vehicle circulation. New flooring will protect heritage timber floorboards                                                                                                                                                                                                 | Nil / minimal                                                                                                                                               | Locate all new fixings into non-significant fabric where possible                                                                                       |
| Removal of existing fire tunnel within the building and associated reconfiguration of space into the new layout as above plus addition of new fire stairs | The demolition of the fire tunnel is a removal of the 1985 works that were a severe design constraint on the site, using up unnecessary space that would be better utilised by the tenancy.<br>The concrete floor in the entire tunnel covering heritage timber floor will be removed.<br>The walkway floor remains for public use. | Nil / minimal                                                                                                                                               | All original and early fabric must be appropriately protected during construction and subsequently maintained.                                          |

| Proposed works                                                                                           | Positive effect                                                                                                                                                                                                                              | Negative effect | Recommendations                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| Upgrade of services and infrastructure                                                                   | This is a positive outcome in achieving improved comfort and compliance with the BCA regulations.                                                                                                                                            | Nil / minimal   | Wherever possible place all new services in areas of lower significance<br>Carefully dismantle the structures and salvage and reuse fabric on site |
| Restoring heritage items including timber lift, overhead metal travelling gantries (3) and timber stairs | Positive outcome and will achieve overall conservation goals by restoring the existing heritage items.<br>Relocation of the lift and cranes along the same plane is appropriate and their significance in not retained in just one location. | Nil / minimal   | All original and early fabric must be appropriately protected during construction and subsequently maintained.                                     |

In addition the report includes measures to mitigate any potential future impacts of services interventions on heritage fabric. An STC Masterplan Conservation Management Action Plan has also been prepared (refer Appendix F to the revised Heritage Impact Statement) has also been prepared to outline the actions necessary to fulfil the CMP and HIS policies and recommendations. The Plan includes actions in relation to:

- demolition
- salvage and storage of timber cladding and joinery during demolition
- salvage and storage of timber structure during demolition
- salvage and storage of metal work during demolition
- salvage and reuse of industrial technology
- conservation of industrial fabric
- conservation and storage of industrial fabric
- permanent removal of industrial fabric
- salvage and storage of timber piles
- repair of wharf superstructure including structural timbers
- metalwork, cladding and roof, and
- repair of masonry walls;

Additional mitigation measures have been recommended in relation to services interventions and adherence to the Action Plan and have been included at Section 3 below.

The revised Heritage Impact Statement summarises the heritage impact as follows:

- *Architectural responses to the need to identify the historic context in the new design have been considered using the most direct routes and identifying with an industrial aesthetic.*
- *The design has extended the area of the raised roof section however it was the conclusion of the Design 5 report that this style of roof was relatively inconspicuous when viewed from key vantage points and vistas.*
- *Roof plant rooms on the Wharf 4/5 have been historically located to the north between the two pitched roofs.*
- *Wharf 4/5 has had an extensive photovoltaic array installed on the faces of the roof. This was the subject of a Section 60 approval.*
- *Services interventions (note the impact in this document) have been designed to be subservient to the structure. The roof plant has been concealed in Pier 2/3 by the low roof design recommended by Design 5.*
- *Fire rating - where required by law the structural members have been fire rated in accordance with the code and life safety requirements this may in some instances conceal certain members or be at variance with the Historic Aesthetic. In all cases alternatives have been explored with the final proposal considered to be the most appropriate outcome to comply with all requirements.*
- *The Structural solutions and removal of heritage fabric have been prepared in a similar manner as described in the Design 5 report.*
- *The large scale spans in the wharf building is treated similarly and there is a unity in the structural solutions. The impact is acknowledged by Croker as being significant to the Exceptional heritage fabric but necessary to achieve the outcomes.*
- *The large performance spaces have been reviewed for alternative solutions and the structures have been kept and strengthened rather than removed or replaced. In each large space while the impact is of significance the outcomes comply with the policies in that the form and nature of the building is not lost.*
- *No heritage material will leave the site and all parts will be dismantled carefully and used in interpretive displays or reused as structural elements where in the case of Wharf 4/5 STC repositioned back where structure was removed*
- *Architectural responses to the need to identify the historic context in the new design have been considered using the most direct routes and identifying with an industrial aesthetic.*
- *Apron fire escapes and access including lifts have been incorporated to allow adequate access for egress and equitable access under the DDA and BCA and AS1428. These have been designed in a simple and sympathetic aesthetic language which is consistent throughout the precinct. The escape concepts were approved in the Walsh Bay redevelopment.*
- *The planning of the interior fitouts is consistent in both Piers where the exterior walls are kept generally clear of the performance or functional spaces*
- *Tropman and Tropman as heritage consultants have observed and advised on the techniques which are to be adopted which will ensure that heritage fabric is not lost or obscured and where there has been no alternative but to remove heritage fabric chiefly to allow the approved performance spaces to be adequately designed, the least intrusive*

*technique have been used at TTA instigation. The design teams have in the main acted in accordance with the policies in the endorsed CMPS and the Design 5 report recommendations.*

Accordingly it is concluded that the proposed works are appropriate and will not result in any significant adverse heritage impacts subject to the implementation of recommended mitigation measures.

The Heritage Council of NSW also made a submission on the proposed works and has raised a number of matters including building identification and wayfinding, requirements for recording, removal and storage of heritage fabric, services and plant locations and impact, the need for heritage input to the ultimate fire engineering solution and need for continued coordination with the WBAP Stage 2 project. The advice further identified the need for an Interpretation Plan and ongoing consultation requirements.

The specific matters raised by the Heritage Council have been addressed in the Summary of Submissions Report at Appendix 1. In summary the HIS has been amended to address the issues raised. Further an additional mitigation measure has been recommended requiring 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 be amended to include a new section in relation to the current STC works. Mitigation measures have therefore been included to this effect requiring the preparation of the amendment Interpretation Plan prior to commencement of works and implementation within 12 months of the completion of works.

## **2.4 Noise and vibration**

A Noise and Vibration Assessment Report was prepared by ARUP to assess the noise and vibration impacts associated with the proposed STC internal fitout and refurbishment works (4 October 2016). Following exhibition of the EIS, the Department of Planning and Environment requested that the Noise and Vibration Assessment be revised to include consideration of the complete scope of works as well as the following matters:

- compliance with the EPA's *Interim Construction Noise Guideline*. 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 commercial tenants
- 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.

The request also identifies the need to:

- consider further testing to establish current levels of background noise (included tests date from June 2014)
- provide information in relation to key proposed construction hours, construction period of noise intensive works and construction noise levels for selected plant and equipment and construction methodology
- provide details of existing and proposed protocols to manage operational noise and avoid complaints

The Noise and Vibration Assessment has been revised to address the above matters specifically as outlined in the Summary of Submissions Report at Appendix 1.

The report confirms that the proposed works, including when considered in terms of cumulative impact with the WBAP Stage 2 project, will comply with the EPA's *Interim Construction Noise Guideline*. The assessment includes an assessment of typical plant and equipment associated with the proposed works given that specific details are not currently available. Significantly the Assessment recommends the preparation of a detailed Noise and Vibration Management Plan upon engagement of the construction contractor. The NVMP will specify the actual plant to be used and include updated estimates of the likely levels of noise and the scheduling of activities. It will also address measures to be applied to staff on site, noise logging, community liaison and respite requirements. The NVMP will also be coordinated with the equivalent WBAP Stage 2 NVMP.

The report continues to utilise background noise data from 2014 however notes that this data has been shown to be representative of the existing noise climate through validation by Arup using attended and unattended noise measurements at various locations at site over recent months.

The report has also now specifically included commercial tenancies at Pier 2/3 as sensitive receivers (refer received C3). This issue was raised by an objector who owns a commercial tenancy in this location. The report concludes:

*"From Table 6 the predicted noise levels are within the Noise Management Level given in the ICNG at Receiver location C2 and thus noise from the construction works for the STC50 project would not result in the ICNG criteria being exceeded, even with added to that from the WBAP project."*

Accordingly subject to the detailed selection of plant and the imposition of measures to be identified in the NVMP the predicted noise levels from the proposed works (including when considered cumulatively with the WBAP Stage 2 project) will comply with the noise management level given outlined in the *Interim Construction Noise Guideline*. Measures will however be put in place to minimise noise during construction as far as practicable.

In summary the report concludes that:

- *Criteria based on site measurements have been developed for noise from plant affecting the environment. These criteria comply with the NSW Industrial Noise Policy (EPA 2000).*
- *Noise during construction will be assessed based on the requirements set out in the Interim Construction Noise Guideline 2009 (EPA). The control of noise and vibration during construction will be a strict requirement for the future contractor. The requirements to achieve acceptable construction noise and vibration levels in the development are likely to be more onerous than those to achieve acceptable conditions*

*at the nearest noise sensitive receiver. Most of the construction work will take place within the existing building envelope.*

- *An assessment has been made of the cumulative noise from the WBAP project which is likely to progress in parallel with the STC50 project. Controls on noise and vibration for WBAP are set out in the WBAP SSDA documentation and the assessment of the combined noise from both projects (construction and operational) shows that the cumulative noise impacts are not expected to exceed acceptable levels.*

## **2.5 Construction impacts**

The construction impact of the proposal, including the cumulative impact when considered with WBAP Stage 2, has been raised in one of the public submissions received from the owner of a commercial tenancy within Pier 2/3. Concern was raised particularly in relation to noise and vibration impacts. As outlined above, the Noise and Vibration Assessment has been revised (refer Appendix 6) and now explicitly addresses the noise and vibration impact during construction including the cumulative impact with the concurrent development of the WBAP Stage 2 proposal. The assessment concludes that subject to the preparation and implementation of a Noise and Vibration Management Plan the proposed construction works will comply with the requirements set out in the *Interim Construction Noise Guideline 2009 (EPA)*. The NVMP will be required to include requirements for community liaison including:

- *Ensure Responsible Person periodically (i.e. once per week) checks the commercial tenants around the site and nearby residences for noise problems so that solutions can be quickly applied.*
- *Ensuring that the Responsible Person keeps the precinct (and local community) advised on expected activities and coordinates scheduling and locations of noisy works around any critical user events where practicable. This shall include face to face meetings with tenants if requested and a letter box drop.*
- *Maintaining appropriate records of complaints to include timing, reported issues, actions taken and measures to be included for ongoing works. The complaints log will need to be filed with the Precinct Management.*

In addition RMS and Transport for NSW has identified the need for a Construction Pedestrian and Traffic Management Plan to be prepared to control construction traffic impacts. Both agencies have recommended that this be required prior to the issue of a Construction Certificate for the project and that it be prepared in consultation with the CBD Coordination Office within TfNSW. This is considered appropriate and is a requirement of the amended Construction Management Plan (refer Appendix 7) which has been amended to:

- Clearly outline the subject scope of works as distinct from the scope of WBAP Stage 2 scope of works
- Include permitted construction hours (consistent with standard construction work hours outlined in the *Interim Construction Noise Guideline 2009 (EPA)*, and
- Include recommended mitigation measures from amended Noise and Vibration Assessment and Traffic Impact Assessment.

## 2.6 Cumulative impact

The Department of Planning and Environment has requested that the potential cumulative construction and operational impacts of the proposed development together with the proposed Walsh Bay Arts Precinct Stage 2 (SSD 7689) be considered. As noted in the EIS the two projects have been designed and developed with a high level of integration and cooperation. Consideration of the cumulative impact of the two proposals has been key throughout the design, development and assessment process.

Notwithstanding the above, the Noise and Vibration Report and Construction Management Plan (Appendix 6) have been amended to specifically address the issue of cumulative impact. These reports clearly illustrate that subject to the implementation of appropriate mitigation measures the cumulative impact of the planned development in the locality (including STC and WBAP Stage 2) will not result in any unacceptable cumulative impact.

In terms of crowd management this matter is addressed in the WBAP Stage 2 DA as it relates primarily to the proposed outdoor events as part of that project. The subject proposed STC internal fitout and refurbishment works will not result in any significant crowds rather the premises will operate largely as existing. Consideration has however been given in the WBAP Stage 2 DA to the timing of STC pedestrian movements and impacts in the light of proposed WBAP events.

## 2.7 Issues raised in WBAP submissions

A review has been undertaken of submissions made to the Walsh Bay Arts Precinct Stage 2 (SSD 7689) DA as required by the Department of Planning and Environment. A number of issues raised in these submissions have similarly been raised in relation to the subject application and have therefore been addressed in this report. These issues include: noise and vibration, construction impact, traffic and heritage impact. The WBAP submissions do not identify any additional issues relevant to the subject application that should be addressed herein.

## 2.8 Other issues

The Department of Planning and Environment requested the submission of a Structural Engineering Report and updated Hazardous Materials Survey Report as part of the Response to Submissions. These reports are provided at Appendix 8 and 9 respectively.

### Structural Engineering

The Structural Engineering Report (TTW, November 2016) provided at Appendix 8 demonstrates that structural issues associated within the proposed works have been, and will continue to be considered, in the detailed design. The report notes that the underlying structural design intent is to treat the existing structure and heritage fabric with a high priority and to minimise the structural impact whilst expressing the existing structure where possible. Different structural approaches and systems have been considered, with the least invasive option adopted. The report further notes that the existing structure will be sensitively re-used where possible, and all new structure will be detailed to compliment and express the existing.

### Hazardous Materials

The updated Hazardous Materials Survey Report and Register at Appendix 9 (Environmental Monitoring Services Pty Ltd, December 2016) includes Wharf 4/5, Pier 2/3 and Shore Shed 4/5. The report notes the presence of asbestos, lead paint and Synthetic Mineral Fibres (SMF's)

within the structure. A Hazardous Materials Management Plan (Environmental Monitoring Services Pty Ltd, December 2016) has also been prepared (refer Appendix 10). Accordingly all work on site will be undertaken in accordance with the Management Plan and relevant legislative and Safe Work NSW requirements. A condition of consent to this effect is considered appropriate.

#### Crime Prevention Through Environmental Design

The Department of Planning and Environment has requested that a Crime Prevention through Environmental Design assessment report be prepared including details of relevant consultations and recommendations. The proposed works are internal to the existing Wharf 4/5 building only and do not include any external works. Accordingly it is considered that a CPTED report is not necessary for the current project. It is however noted that a CPTED report (ARUP, 4 November 2016) was prepared and submitted as part of the WBBAP Stage 2 project. This assessment includes assessment of the public areas surrounding Wharf 4/5 and concludes that:

*the proposed design for the WBAP generally provides good natural surveillance, natural access control, and territoriality. The design of space is generally open and visible from several angles, and public spaces are readily accessible, clearly defined, and will activate the space at different times of day.*

The report includes recommendations to be implemented in the design to reinforce the CPTED principles. The EIS for Walsh Bay Stage 2 recommends that the project be undertaken in accordance with these recommendations. Accordingly it is considered that CPTED has been adequately addressed for the Precinct in which Wharf 4/5 is located and that the proposed internal fitout and refurbishment works do not give rise to any safety or security issues.

Other issues raised in submissions are addressed in the Summary of Submissions Report at Appendix 1.

#### Bicycle Parking

As noted above, the CSPC has raised concerns regarding the lack of bicycle parking within the facility. Accordingly 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.

### 3. Final Mitigation Measures

The proposed measures required to mitigate the impacts associated with the proposed development are detailed in Table 2 below. These measures replace those outlined in the original EIS.

**Table 2: Mitigation Measures**

| RISK TYPE                          | MITIGATION MEASURES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <b>BUILT FORM AND URBAN DESIGN</b> | <ul style="list-style-type: none"> <li>Development is to be undertaken in accordance with the submitted plans and supporting documentation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>HERITAGE</b>                    | <p><u>General</u></p> <ul style="list-style-type: none"> <li>All work is to be undertaken in accordance with the STC50 Masterplan Conservation Action Plan prepared by Tropman and Tropman Architects dated February 2017</li> <li>All original and early fabric must be appropriately protected during construction and subsequently maintained</li> <li>New fixings are to be minimised and are to be located into non-significant fabric where possible</li> <li>In respect of columns to be removed, these are to be securely stored for later reinstatement, holes in the floor are to be covered with similar flooring but not mimic to original to allow for interpretation and new patches are to be clearly identifiable as new reparations.</li> <li>Ironbark floorboards are to be repaired in areas where gaps exceed 5mm or raised edged exceed 3mm to ensure more even surface for OHS and equitable access requirements</li> <li>Any works must allow for the maximum retention of heritage fabric</li> <li>The dismantling of any existing fabric is to be undertaken carefully and is to provide for the salvage and reuse of fabric on site, and</li> <li>Wherever possible all new services are to be located in areas of lower significance.</li> <li>The head contractor must employ supervisors and a foreman who have had experience in heritage works.</li> </ul> <p><u>Interpretation Plan</u></p> <ul style="list-style-type: none"> <li>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.</li> <li>The amended Interpretation Plan will be provided to the Heritage Council and DP&amp;E prior to commencement of works and will be implemented within 12 months of completion.</li> </ul> <p><u>Mechanical Services</u></p> <ul style="list-style-type: none"> <li>Mechanical Services Design will require some intrusion into the internal spaces. Prior to construction Shop Drawing Standard documents to be prepared which will accurately</li> </ul> |

| RISK TYPE | MITIGATION MEASURES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|           | <p>define the pathway and location of all equipment.</p> <ul style="list-style-type: none"> <li>▪ The Consultants drawing must make reference to the CMP and HIS and in the specifications prepared describe the mitigating measures which have been undertaken in the design process.</li> <li>▪ At Tendering Each Trade specialist must prepare a Heritage Works plan which acknowledges the CMP and HIS as working Documents</li> <li>▪ Contractors and installers will be required to undertake an induction held by an experienced heritage architect prior to commencing installations. This will include all tradesmen and labourers as well as the management team.</li> </ul> <p><u>Air Conditioning</u></p> <ul style="list-style-type: none"> <li>▪ Air Conditioning Specific design will require some intrusion into the internal spaces. Prior to construction Shop Drawing Standard documents are required which will accurately define the pathway and location of all equipment.</li> <li>▪ Sea water cooling and load sharing may be adopted to mitigate the size of plant and equipment.</li> <li>▪ The Consultants drawing must make reference to the CMP and HIS and in the specifications prepared describe the mitigating measures which have been undertaken in the design process.</li> <li>▪ At Tendering Each Trade specialist must prepare a Heritage Works plan which acknowledges the CMP and HIS as working Documents</li> <li>▪ Contractors and installers will be required to undertake an induction held by an experienced heritage architect prior to commencing installations. This will include all tradesmen labourers as well as the management team.</li> </ul> <p><u>Electrical</u></p> <ul style="list-style-type: none"> <li>▪ Electrical Design Services generally will require some intrusion into the internal spaces. Prior to construction Shop Drawing Standard documents are required which will accurately define the pathway and location of all equipment. These will require consultation with the Theatre Consultant and all other services.</li> <li>▪ The Consultants drawing must make reference to the CMP and HIS and in the specifications prepared describe the mitigating measures which have been undertaken in the design process.</li> <li>▪ At Tendering Each Trade specialist must prepare a Heritage Works plan which acknowledges the CMP and HIS as working Documents</li> <li>▪ Contractors and installers will be required to undertake an induction held by an experienced heritage architect prior to commencing installations. This will include all tradesmen labourers as well as the management team.</li> </ul> <p><u>Fire</u></p> <ul style="list-style-type: none"> <li>▪ Fire Services Design will require some intrusion into the internal spaces. Prior to construction Shop Drawing Standard documents are required which will accurately define the pathway and location of all equipment.</li> </ul> |

| RISK TYPE                  | MITIGATION MEASURES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|                            | <ul style="list-style-type: none"> <li>Fire Services as well as Fire rated materials and system coatings, must be designed with consideration to the existing fabric and must not unduly damage any fabric during installation.</li> <li>The Consultants drawing must make reference to the CMP and HIS and in the specifications prepared describe the mitigating measures which have been undertaken in the design process.</li> <li>At Tendering each Trade specialist must prepare a Heritage Works plan which acknowledges the CMP and HIS as working Documents</li> <li>Contractors and installers will be required to undertake an induction held by an experienced heritage architect prior to commencing installations. This will include all tradesmen labourers as well as the management team.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>NOISE AND VIBRATION</b> | <p><u>Project specific noise criteria</u></p> <ul style="list-style-type: none"> <li>The project will comply with noise criteria outlined in Table 2 of the ARUP Noise and Vibration Report (9 February 2017)</li> <li>Normally operating external plant noise egress is to be limited to 50 dB(A) when measured at any publically accessible location at least 1m from a grille or the façade of the building</li> </ul> <p><u>Plant noise</u></p> <ul style="list-style-type: none"> <li>During the detailed design process, appropriate noise and vibration control treatments will be specified to ensure that the noise limits are maintained. These treatments are likely to include:</li> <li>Specification of maximum sound power levels for all items of plant as part of the project documentation. Preliminary guidance regarding maximum sound power levels for major plant items are provided below.</li> <li>Rectangular and circular attenuators to control fan noise</li> <li>Acoustic louvres to control noise from plantroom ventilation openings</li> <li>Vibration isolators to reduce vibration input to the building structure</li> <li>Acoustic screens around any external plant</li> <li>Incorporation of sound absorptive treatments in plantroom spaces where needed</li> <li>Kitchen exhausts with discharge attenuators (treated against kitchen grease)</li> </ul> <p><u>Construction Noise and Vibration Management Plan</u></p> <ul style="list-style-type: none"> <li>A detailed Construction Noise and Vibration Management Plan will be prepared by the contractor prior to the commencement of works on site that will comply with the requirements of the ARUP Noise and Vibration Report (February 2017). The CNMP will include specify the actual plant to be used and will include updated estimates of the likely levels of noise and the scheduling of activities. Measures to be taken to minimise noise on site, including but not limited to:</li> </ul> <p>Staffing</p> <ul style="list-style-type: none"> <li>- Appointing a named member of the site staff who will act as the Responsible</li> </ul> |

| RISK TYPE | MITIGATION MEASURES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|           | <p>Person with respect to noise and vibration.</p> <ul style="list-style-type: none"> <li>- Regularly train workers and contractors (such as at toolbox talks) to use equipment in ways to minimise noise.</li> <li>- Ensuring good work practices are adopted to avoid issues such as noise from dropped items, noise from communication radios is kept as low as is practicable.</li> <li>- Avoid the use of radios or stereos outdoors.</li> <li>- Avoid shouting, and minimise talking loudly and slamming vehicle doors.</li> </ul> <p>Plant and equipment</p> <ul style="list-style-type: none"> <li>- Turn off all vehicles, plant and equipment when not in use.</li> <li>- Tile cutting to be done behind an acoustic screen.</li> <li>- Ensuring that the Responsible Person checks the conditions of the powered equipment used on site daily to ensure plant is properly maintained and that noise is kept as low as practicable.</li> </ul> <p>Scheduling</p> <ul style="list-style-type: none"> <li>- Ensuring that the Responsible Person controls the working hours on site to ensure that work is only done during the acceptable periods as defined in the ICNG (7am to 6pm on weekdays and 8am to 1pm on Saturdays. No work on Sundays or public holidays).</li> </ul> <p>Noise logging</p> <ul style="list-style-type: none"> <li>- A noise logger will be installed and maintained which can be interrogated remotely by precinct management staff as well as the contractor. The logger will also be required to automatically send a text message to the Responsible Person on site once the 'warning' threshold (5 dB below the noise management threshold set out in Table 5 above) has been breached.</li> <li>- The Precinct Management representative will also be copied in with the warning texts.</li> <li>- The data from the noise logger will be used to inform the contractor on the noise levels being generated so that particularly noisy activities can be identified and practicable options investigated to reduce noise levels further.</li> </ul> <p>Community Liaison</p> <ul style="list-style-type: none"> <li>- Ensure Responsible Person periodically (ie once per week) checks the commercial tenants around the site and nearby residences for noise problems so that solutions can be quickly applied.</li> <li>- Ensuring that the Responsible Person keeps the precinct (and local community) advised on expected activities and coordinates scheduling and locations of noisy works around any critical user events where practicable.</li> <li>- This shall include face to face meetings with tenants if requested and a letter box drop.</li> <li>- Maintaining appropriate records of complaints to include timing, reported issues,</li> </ul> |

| RISK TYPE                   | MITIGATION MEASURES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|                             | <p>actions taken and measures to be included for ongoing works. The complaints log will need to be filed with the Precinct Management.</p> <p>Respite</p> <ul style="list-style-type: none"> <li>- It is likely that noise levels during construction will be below the Management Levels in the ICNG for most of the construction period. As such, no respite periods are expected to be strictly necessary. In any event, the introduction of respite periods would not reduce the overall long term 'noise dose' given that it would just extend the programme.</li> <li>- The potential for construction work to impact on the existing uses of the WBAP and STC facilities and surrounds is recognised. The contractor will be required to liaise with the Precinct Management so that noise from construction does not impact on any critical events taking place within the existing accommodation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>TRANSPORT AND ACCESS</b> | <p><u>Operational</u></p> <ul style="list-style-type: none"> <li>▪ Adequate bicycle parking and end-of-trip facilities are to be provided as part of the proposed upgrade within the WBAP. For the Walsh Bay Arts Precinct, it has been recommended that 25 secure bicycle parking spaces be provided on-site. The STC would require 6 of these bicycle parking spaces.</li> </ul> <p><u>Construction</u></p> <ul style="list-style-type: none"> <li>▪ A detailed Construction Pedestrian and Traffic and Management Plan shall be prepared in consultation with the CBD Coordination Office of Transport for NSW prior to the commencement of construction works on site</li> <li>▪ All construction traffic for the STC upgrade will be restricted to accessing the site via the Pottinger Street bridge, which is currently used by heavy vehicles for deliveries under current operations.</li> <li>▪ Pedestrian and cyclist access to the site will be separated from the Pottinger Street bridge to maintain the safety of vulnerable road users.</li> <li>▪ For isolated circumstances when construction traffic is required to access Wharf 4/5 from Hickson Road, vehicles will access under traffic control, outside of peak pedestrian and cyclist periods.</li> <li>▪ The proposed construction program for the STC upgrade will be coordinated with the Walsh Bay Arts Precinct development such that the cumulative impacts minimise traffic disruption to local road users.</li> </ul> |
| <b>AMENITY</b>              | <ul style="list-style-type: none"> <li>▪ The proposed works will be undertaken in accordance with the submitted Construction Environmental Management Plan</li> <li>▪ The proposed operations are in accordance with submitted documentation</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>HAZARDOUS MATERIALS</b>  | <ul style="list-style-type: none"> <li>▪ All hazardous materials on site will be managed in accordance with regulatory requirements.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| RISK TYPE                      | MITIGATION MEASURES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|                                | <p><u>Asbestos Materials</u></p> <ul style="list-style-type: none"> <li>Consider labelling all asbestos containing materials to warn of the dangers of disturbing these materials</li> <li>Schedule period reassessment of the asbestos containing material remaining on-site to monitor their adding / deterioration</li> <li>When demolition or refurbishment works are required in those areas where suspected asbestos –containing materials were identified, these materials should be sampled and if they contain asbestos, licensed asbestos personnel should remove these materials prior to such works.</li> </ul> <p><u>Synthetic Mineral Fibre (SMF)</u></p> <ul style="list-style-type: none"> <li>Confirmed SMF materials should be maintained in good condition and removed under controlled conditions prior to refurbishment works</li> </ul> <p><u>Polychlorinated Biphenyls (PCBs)</u></p> <ul style="list-style-type: none"> <li>Nil recommendations</li> </ul> <p><u>Lead Containing Paint</u></p> <ul style="list-style-type: none"> <li>If refurbishment works are likely to involve the disturbance of confirmed lead-containing paint, dust suppression techniques should be utilised and a Lead Paint Removal plan should be developed by a suitably experienced consultant.</li> </ul> |
| <b>ACCESSIBILITY</b>           | <ul style="list-style-type: none"> <li>The proposal will comply with relevant requirements of the BCA and DDA in terms of accessibility.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>SAFETY AND RISK</b>         | <ul style="list-style-type: none"> <li>In relation to the risk associated with hazmat or terrorist actions, pedestrian evacuation modelling will be undertaken as part of the future design development prior to the issue of an occupation certificate.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>EMERGENCY MANGEMENT</b>     | <ul style="list-style-type: none"> <li>The existing emergency plan for the Wharf will be updated prior to the issue of an occupation certificate.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>CONSTRUCTION MANAGEMENT</b> | <ul style="list-style-type: none"> <li>The proposed works will be undertaken in accordance with the submitted Construction Environmental Management Plan</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>CUMULATIVE IMPACT</b>       | <ul style="list-style-type: none"> <li>The proposed works will be coordinated with the associated WBAP works to minimise the potential for adverse cumulative impacts</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

## 4. Conclusion

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Having regard to the issues raised in submissions and the Sydney Theatre Company's response, it is considered that the proposal is appropriate. In terms of the issues raised during the public exhibition process, this Report in conjunction with the EIS has demonstrated that the proposed STC internal fitout and refurbishment works will have only minor adverse effects. The SSDA is considered worthy of approval considering the many significant community benefits arising from the proposal and the absence of any significant environmental impacts. The proposed mitigation measures will ensure that any impacts that have been identified can be adequately managed to protect residential amenity and the overall heritage values of the Wharf and the site in general. Further they will ensure that no adverse cumulative impacts result from the subject proposal and the associated WBAP Stage 2 project.