

SSD 8671 and SSD 7561 Consent Conditions Comments Register

SSD	PART	CONDITION/HEADING	AGENCY	COMMENT NO	AGENCY COMMENTS	RESPONSES
8671		D4 - Operational Plan and Management	City of Sydney	1	No concerns were raised from an operational point of view. One recommendation is to consider the addition of amenity signage in the area that provides advice to patrons to maintain quiet and order when leaving and entering the precinct.	<p>Signage and Wayfinding has been through an extensive consultation process with local stakeholders that included City of Sydney, Walsh Bay Precinct Association and resident arts tenants. This has not previously been raised as an item of concern. Due to the heritage significance of the Precinct, further consultation was acquired from the Heritage Division to ensure the wayfinding and signage strategy was aligned with the heritage conservation management plan. The Noise & Vibration Management Plan considers the noise impacts of patrons leaving the precinct, and this has not identified any additional controls being required.</p> <p>As such, the signage has been considered but is not deemed necessary. Should noise complaints be received in the future Create NSW will follow the documented procedure included in the Operational Plan of Management to assess the most appropriate response to mitigate ongoing impact.</p>
8671		D4 - Operational Plan and Management	TFNSW	NA	<p>Several construction projects are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the CBD, and the safety of pedestrians and cyclists within the CBD particularly during commuter peak periods.</p> <p>TfNSW has endorsed the forwarded OPM.</p>	No further action required
8671		D4 - Operational Plan and Management	FRNSW	1	The section states that "(o)nce the emergency services have declared that their role is complete, control of the site will be handed back to the Create NSW Property Manager. The ERPM will address how the Property Manager or its designated representative will deactivate the emergency plan and facilitate restoration and reconstruction activities to assume normal operations of the site in consultation with affected stakeholders and tenants". There appears to be no information provided within the ERMPs for both the Pier 2/3 and the Wharf 4/5 premises with regards to instruction to deactivate the emergency plan and facilitate restoration. FRNSW notes that only post emergency debriefs have been proposed for the aftermaths or conclusion of an emergency.	<p>Post-emergency management procedures are documented:</p> <ul style="list-style-type: none">- OPM section 9 - <i>Fire emergency management and WHS</i> , appendix B <i>Emergency Response Procedures Manual</i> , on page 25 & 102
8671		D4 - Operational Plan and Management	FRNSW	2	It appears that the current version of the ERMPs do not currently provide any instructions as to how the emergency would be communicated to the adjacent facilities and who would be contacted. FRNSW recommend this information be provided either in the OPM and/or in the ERMPs.	<p>Added direct contact details for;</p> <ul style="list-style-type: none">- BMS- Pier 1- Pier 6/7- Roslyn Packer- Sydney Theatre Co <p>See OPM section 9 - Fire emergency management and WHS, appendix B Emergency Response Procedures Manual, on page 9, 25 & 33</p> <p>Added list of contact details to be provided</p> <ul style="list-style-type: none">- See OPM section 9 - Fire emergency management and WHS, on page 23 & 24
8671		D4 - Operational Plan and Management	FRNSW	3	Page 18 of the OPM states that the emergency services are to hand back the control of the site to the Property Manager through a designated representative, which is confirmed on page 20 to be the Chief Warden for the site (listed under "Fire/Gas Leak/Explosion/Spills"). FRNSW recommend the list of primary roles/duties of the Chief Warden as listed in the ERMPs for both the Pier 2/3 and Wharf 4/5 premises be updated to clearly outline the required additional responsibility to seek handover from emergency in the event of the role's completion.	<p>Update responsibilities of Chief Warden to include post event hand-over</p> <ul style="list-style-type: none">- See OPM section 9 - Fire emergency management and WHS, appendix B Emergency Response Procedures Manual, on page 25 & 103
8671		D4 - Operational Plan and Management	FRNSW	4	<p>Frequency of first aid training and maintenance of first aid equipment should be outlined in this section of the document.</p> <p>Clarification is also required as to who is responsible for providing the first aid training and equipment maintenance for the proposed activities requiring an Event Plan as part of the use of the public domain of the WBAP.</p>	<p>Confirmed provision of equipment & associated responsibilities for tenants and event activations</p> <ul style="list-style-type: none">- See OPM section 9 - Fire emergency management and WHS, on page 27 & 28 <p>Confirm training obligations to AS's</p> <ul style="list-style-type: none">- See OPM section 9 - Fire emergency management and WHS, appendix B Emergency Response Procedures Manual, on page 43

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8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D4 - Operational Plan and Management	FRNSW	5	Where bollards are used on site to mitigate the movement of vehicles within some parts of the precinct and are required to be removed to allow for emergency services to access areas, FRNSW recommend further relevant details be provided such as (but not limited to) the location of the bollards and the procedure for removing the bollards. This shall ensure that access by emergency services would be facilitated in a timely manner.	Applied design detail and management protocols for vehicle access. Includes a statement on the process to remove bollards. - See OPM section 9 - Fire emergency management and WHS, on page 53 & 54
8671		D4 - Operational Plan and Management	FRNSW	6	FRNSW recommend that the signage as proposed on page 29 of 42 of the OPM should be listed as an Essential Fire Safety Measure for the building, to be listed in the Fire Safety Schedule. Details such as the text, design and location of the sign should be outlined in the "Standard of Performance" section of the Fire Safety Schedule.	FER has already been updated to include signage as EFSM PCA to ensure requirement is listed on EFSM.
8671		D4 - Operational Plan and Management	FRNSW	7	<p>FRNSW recommend the following be provided to ensure a proper response in the event of an emergency:</p> <ul style="list-style-type: none">- A dedicated representative from building management who shall raise the alarm and initiate the required level of response as outlined in the Emergency Plan and/or Management In Use procedures for the building.- A dedicated representative from the tenant or performing group who shall be aware of the risks and/or the fire/smoke effects used for the performances. This person should be in the position to report immediately to representative from building management, in the event of a fire. <p>Both representatives are required to be present at each of the performance space to ensure that the proper level of response can be provided. Alternatively, the assumptions outlined in the FER should be amended to reflect the possible delays of not having any of FRNSW’s recommendations above. Where delays are expected and could impact on the current outcomes of the FER, FRNSW recommend a reassessment to demonstrate meeting the relevant Performance Requirements which relates to egress and safe occupant evacuation.</p> <p>Clarification is also required as to how the system would be reinstated as per the statement above</p>	<p>Procedure added to OPM - See OPM section 9 - Fire emergency management and WHS, on page 35-42, & 60-62</p> <p>FER has been updated to require Stage Managers</p> <p>PCA to ensure requirement is listed on EFSM</p>
8671		D4 - Operational Plan and Management	DPI Crown Lands	1	I have reviewed the information on SSD 8671 and SSD 7561 as these affect the Walsh Bay area and have found that there is no Crown land involved. The waterway areas at Walsh Bay are owned by the Waterways Authority of NSW /the Maritime Authority of NSW. Therefore DPIE Crown Lands has no further comment on the proposals outlined in SSD 8671 & SSD 7561.	No further action required
8671		D4 - Operational Plan and Management	DPI - Fisheries	1	DPI Fisheries have reviewed the draft Operational Plan of Management for the WBAP (SSD-8761 & SSD-7561). It is considered that the consultation requirements for Condition D4 - to liaise with DPI Fisheries in the preparation of the Operational Plan of Management, has been satisfied. DPI Fisheries raises no concerns with the above-mentioned plan.	No further action required
8671		D4 - Operational Plan and Management	DPI - NRAR	1	NRAR has reviewed the plan and provides the following comments: - The OPM has included a Water Management Plan in Section 14 which is accepted by NRAR. - NRAR has no further comment and will not need to review any amendments to the document unless it is identified water is required from surface water or groundwater sources managed under Water Sharing Plans.	No further action required
8671		D4 - Operational Plan and Management	EPA	1	The EPA is the appropriate regulatory authority for the Walsh Bay Arts Precinct, and therefore must maintain a regulatory distance from operational management plans. As such we are unable to provide advice on the documentation.	No further action required
8671		D4 - Operational Plan and Management	NSW Police	1	1) ENTRANCES FROM HICKSON ROAD The entrances to the site from Hickson Road were notably equipped with single arm boom gates. As a vehicle mitigation strategy, the boom gates appeared unable to guarantee the stopping of vehicles trying to access the piers and wharfs, should they be utilised as a ram or to cause mass casualty. Given the possibility of large patronage numbers at any one time utilising the piers and wharfs, more adequate vehicle mitigation equipment would be desirable.	The precinct has a limited low density population, conditioned by the consent, for day to day operations. The precinct design encourages patrons and audiences to use the internal aprons between Wharf 4/5 and Pier 2/3, with roadway entrances protected by bollards. Vehicle access is limited to the external aprons, controlled by the use of boom gates. In the instance of an event or larger activation taking place the Event Management Plan calls for a targeted risk assessment and implementation of control measures to mitigate identified risks. Population numbers and vehicle access are nominated risks to be addressed.

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8671		D4 - Operational Plan and Management	NSW Police	2	2) ACCESS TO SECURITY 24/7 If there is an issue onsite when security contractors are not present, a clear strategy should be in place to ensure police are able to access all required information to investigate what has occurred. Access to security camera footage and access to the site should be able to be provided at the shortest of notice to mitigate any further criminal offences or behaviour taking place. This is also crucial for timely suspect identification and arrest potentials.	Security footage and access to site will be managed by a 24/7 service contract. Contact details for the Precinct representatives will be made available on request.
8671		D4 - Operational Plan and Management	NSW Police	3	3) CPTED ASSESSMENT Police do not have any comments on the CPTED assessment provided by the privately contracted firm ‘LCI Consultants’.	No further action required
8671		D4 - Operational Plan and Management	Heritage Division	1	The approval process is outlined in Tenancy Fitout Guide – Fitout Design and Construction Process (pg 7). This section should be amended to include potential consultation with Heritage NSW within the flow chart at concept design development stage. Further, it should also clearly state that approval from the Heritage Council under the NSW Heritage Act 1977 is required for any proposed works at the site.	OPM Section 2 - p7. The Design review process diagram to include Heritage NSW consultation for design concept development and Heritage Council approval for planning
8671		D4 - Operational Plan and Management	Heritage Division	2	The Fitout Design Criteria states that all significant building fabric is to be protected (pg 13). A note should also be added that protection systems should be put in place to safeguard significant fabric when carrying out any new fitout works. In addition, reference to ‘original fabric’ should be changed to ‘significant fabric’. This is to ensure that all fabric that is significant and which contributes to the importance of the place, is protected regardless of provenance. This should also be made clear in the Definitions (pg 3)	OPM Section 2 - p3. Definition of building fabric to allow for 'significant building fabric'
8671		D4 - Operational Plan and Management	Heritage Division	3	The document notes the fitout is to comply with DDA requirements including slip resistance of floor finishes and luminance contrast of surfaces including columns (Universal Design (and DDA) pg 15). Changes to significant fabric such as timber floors and columns to achieve compliance should be referred to Heritage NSW for approval.	OPM Section 2 - p15. Change references to 'original building fabric' to 'significant building fabric' OPM Section 2 - p18. Adding requirements to seek Heritage NSW approval for any proposed changes for column and timber floor finish.
8671		D4 - Operational Plan and Management	Heritage Division	4	The Events Management section refers the user to the Conservation Management Plan (CMP) for guidance on how to protect all building fabric and structure throughout the event, including for event installation and dismantling. A reference to the particular section in the CMP should be included to provide an easier guide for the user.	OPM Section 3 - p21. Added parts of the CMP which will be referenced by the events organiser.
8671		D4 - Operational Plan and Management	Port Authority of NSW	1	As noted in our submission to the request for SEARs, and in our submission to the State Significant Development application for SSD7561, Hickson Road is the main access route to the Overseas Passenger Terminal (OPT) for semi-trailer trucks that provide provisions to cruise vessels and for passenger coaches. As such, Hickson Road is critical for on-going operations of the cruise terminal. Normally, cruise ships berth year-round at the OPT, and the numbers of ships increase significantly between October and March. Given this, we wish to request that Port Authority be consulted as a key stakeholder on event specific transport management plans (see page 9 of the Events Management sub-plan). This will ensure events and functions are planned to minimise disruptions to operational traffic access to the OPT. This is particularly important in the context of recent changes to the road network in the precinct with the light rail.	OPM Section 3 - Port Authority have been added as a key stakeholder for consultation on event specific transport management plans (page 10 of the Events Management sub-plan).
8671		D4 - Operational Plan and Management	Secretary- NSW Dpt. Of Planning	1	copies of correspondence with Council and government agencies, including any approvals	Section 1: Operational strategies (v1.4), clause 11, page 23
8671		D4 - Operational Plan and Management	Secretary- NSW Dpt. Of Planning	2	clearly delineate between who is responsible for which activities, complaints, compliance, reporting, monitoring etc. across both the SSD 7561 & SSD 8671 consents	Section 1: Operational strategies (v1.4), clause 10, page 21
8671		D4 - Operational Plan and Management	Secretary- NSW Dpt. Of Planning	3	provide a website address or a commitment to doing so within an acceptable timeframe	Section 1: Operational strategies (v1.4), clause 10, page 21

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8671		D4 - Operational Plan and Management	Secretary- NSW Dpt. Of Planning	4	<p>evidence of where BDA/INSW comments nos. 9 & 11 (6) have been addressed in the OPM</p> <p>BDA/INSW Comment No 9 - As per the note in comment 11 point 6 below, it would be prudent to give consideration to kerb side usage to consider also how these would be managed during periods of increased demand when Barangaroo Reserve has organised events at the same time.</p> <p>BDA/INSW Comment No 11 (6) - Section 5.3, Table 6 forecast the mode share for cars at 14%. Barangaroo hosts a range of events throughout the year with up to 10,000 attendees. It is likely that the Barangaroo Reserve carpark and on-street Hickson Rd parking in the vicinity of the Barangaroo Reserve/Walsh Bay would be fully occupied during Barangaroo events. In such a scenario, where would the 14% of WBAP attendees who travel by car park? Consideration should be given to coordinating larger events with Barangaroo where possible in this regard.</p>	Section 3: Events management (v1.3), clause 'Authority approvals', page 8
8671		D4 - Operational Plan and Management	Secretary- NSW Dpt. Of Planning	5	corrected references to sections within the covering OPM	Section 1: Operational strategies (v1.4), 'Table clarifying OPM reference where consent conditions are addressed', page 7
8671		D4 - Operational Plan and Management	Secretary- NSW Dpt. Of Planning	6	corrected operating hours for the Sydney Dance Company outdoor areas café, in accordance with the conditions of consent	Section 1: Operational strategies (v1.4), clause 7, page 18
		D6 - Green Travel Plan	BDA / now INSW	1	<p>1. Further detail on how the target mode shares were developed would be useful to confirm the targets are realistic. Possibly a comparison to existing travel patterns could be used so the expected mode shift is captured. We note the mode shares in Table 3 add up to 107% - we assume this is an error or is the private vehicle mode share overlapping with point to point transport?</p> <p>2. Section 2.3 heading is "Target Mode Share" whereas Table 3 refers to "forecast mode shares". Does "target" have the same meaning as "forecast"? Suggest that consistent terminology be used.</p> <p>3. How have these forecast been arrived at, is there a Report or study that can be referenced?</p> <p>4. Section 5.3, Table 6 contains more information on forecast mode share. We note that the Table 3 mode descriptions do not match exactly with those used in Table 6. In Table 3 forecast mode share for Private vehicle 15% and Point to point transport 12%, whereas in Table 6 comparative modes are Car 14% and Taxi / Rideshare 12%. Suggest that the same mode descriptions be used in both tables for consistency, and that the mode share % be checked/corrected as necessary.</p>	<p>1. Mode share targets noted in the report are consistent with those outlined in the original transport assessment supporting the approved SSDA and have since been endorsed by TfNSW.</p> <p>2. Figures represent both forecasts and targets and are not mutually exclusive.</p> <p>3. Based on original transport assessment supporting approved SSDA (prepared by GTA Consultants)</p> <p>4. Noted, although will not impact the overall findings of the (now endorsed) transport assessment</p>
		D6 - Green Travel Plan	BDA / now INSW	2	The bullet point list should include a note about the requirement to undertake monitoring to align with Section 2.6. This data collection would allow the proponent to evaluate measures as proposed in the second last bullet point.	Monitoring mechanisms are outlined in Section 2.6. This approach has been reviewed and endorsed by TfNSW as part of their review of the document
		D6 - Green Travel Plan	BDA / now INSW	3	<p>1. There is no explanation of visitor end of trip facilities and how these would be accommodated as per the condition E7. Only staff end of trip is outlined in Table 4.</p> <p>2. Suggest that a plan be provided to show the locations on site for the end of trip facilities and bicycle parking.</p>	<p>1. Visitor bike parking is to be provided in the precinct. End of trip facilities for visitors are not required, Condition E7 does not relate to this - Condition E7 refers to noise limits</p> <p>2. Refer to separate architectural plans</p>

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8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D6 - Green Travel Plan	BDA / now INSW	4	How was the mode shares are derived and how the taxi occupancy derived for the calculations in Table 5. A robust estimate may use a lower occupancy value to consider singular passengers. A lower occupancy value is likely to see a 5 minute period far exceed current supply and this will likely affect conclusions	Based on surveys undertaken at the time of the SSDA documentation and since reviewed and approved by TfNSW. It is not realistic to adopt single occupancy vehicles, surveys undertaken previously around Barangaroo and for other event precincts indicate an occupancy rate of between 2-3 people per vehicle. This approach was considered suitable by TfNSW
		D6 - Green Travel Plan	BDA / now INSW	5	1. Sect 3.4.1 traffic movements refer to results of traffic surveys undertaken along Hickson Road in the vicinity of the WBAP from August 2016. Please provide a reference to the survey and list the Referenced Reports / Studies in an Appendix. 2. We assume that the capacity of 900 vehicles per hour in each direction is based on Austroads Guide to Traffic Management Part 3: Traffic Studies Analysis (2013) guidance. A reference should be provided on this capacity. How would a peak event scenario impact these flows? For the peak cumulative scenario in Table 5, we estimate it could add approximately 200 vehicles in each direction on Hickson Road?	1. Undertaken to support SSDA transport assessment by GTA Consultants 2. For a peak event scenario not all traffic would be utilising Hickson Road with vehicles dispersed across the precinct. Hickson Road is only operating at half of its capacity and would have the ability to accommodate the forecast traffic movements, even if all vehicles were to use the road in the vicinity of the precinct. This approach has been confirmed by TfNSW as part of their review of the document
		D6 - Green Travel Plan	BDA / now INSW	6	1. A parking map would be useful to understand the scope of the parking being quoted, where these parking zones are located, and how many existing spaces there are. The data suggests that even at peak times, 10% of parking is available. The number of available parking spaces should be provided. 2. Was the parking survey also undertaken in 2016? Please provide the name of this survey.	This parking survey was outlined in the original GTA report supporting the SSDA approval in 2016. It is important to recognise that occupancy levels above 85% represent 'practical capacity' for on-street parking and therefore the surveys indicate there is limited scope to convert on-street parking bays for other uses
		D6 - Green Travel Plan	BDA / now INSW	7	Bullet point 2 - Figure 2 indicates flows remain high particularly eastbound on a Saturday after 6pm. Possibly remove 'particularly after 6pm when point to point demand will be greatest' potentially misleading Bullet point 3 - This conclusion could be more easily drawn out if it was confirmed how many parking spaces the 10% free capacity equates to.	Sentence emphasises that there is spare capacity on the road network after 6pm and if vehicles were to stop quickly to drop off or pick up passengers this would not impact road network operations Occupancy levels above 85% represent 'practical capacity' for on-street parking and therefore the surveys indicate there is limited scope to convert on-street parking bays for other uses
		D6 - Green Travel Plan	BDA / now INSW	8	Is any background traffic growth expected from 2016 to 2021?	Surveys were not undertaken for this study (not possible due to COVID). Previous surveys along Hickson Road undertaken near Barangaroo indicates traffic flows have remained stable or slightly reduced in recent years
		D6 - Green Travel Plan	BDA / now INSW	9	As per the note in comment 11 point 6 below, it would be prudent to give consideration to kerb side usage to consider also how these would be managed during periods of increased demand when Barangaroo Reserve has organised events at the same time.	It is envisaged that when events are held concurrently at Barangaroo Reserve and Walsh Bay coordination between the respective precinct operators will be undertaken to ensure transport is managed appropriately. In the unlikely event that the peak arrival or departure periods coincide with one another, on-site personnel may need to be present to manage drop off and pick up activity. This requirement for coordination will be outlined in the Operational Plan of Management currently being prepared by Create NSW for the Walsh Bay Arts Precinct.
		D6 - Green Travel Plan	BDA / now INSW	10	Note if the decision is made to remove public car parking for coach parking (figure 5) this could impact outcomes of the Point to Point plan (figure 1).	City of Sydney and TfNSW have confirmed that no changes to kerbside uses are required to support the precinct

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		D6 - Green Travel Plan	BDA / now INSW	11	<p>1. Forecast mode share is lower than the target mode share in the Travel Plan (Table 3). We would usually expect a Travel Plan target for private vehicle mode share to be lower than forecasts as it is aspirational.</p> <p>2. How was the mode share derived in Table 6. Existing census data, Opal data? Are these based on the GTA survey which is referenced in Section 3.3?</p> <p>3. When is the peak hour expected to be? If it is later at night, will Public Transport frequencies be lower and they are likely to have less capacity.</p> <p>4. Text states the train network may carry an additional 270 trips during the peak hour. This seems to be in the region of 600-700 trips if rows 2-4 are added?</p> <p>5. We note that many events may be in the evenings. How do the bus frequencies vary after 6pm and will they still be able to accommodate the expected demand?</p> <p>6. Section 5.3, Table 6 forecast the mode share for cars at 14%. Barangaroo hosts a range of events throughout the year with up to 10,000 attendees. It is likely that the Barangaroo Reserve carpark and on-street Hickson Rd parking in the vicinity of the Barangaroo Reserve/Walsh Bay would be fully occupied during Barangaroo events. In such a scenario, where would the 14% of WBAP attendees who travel by car park? Consideration should be given to coordinating larger events with Barangaroo where possible in this regard.</p>	<p>1. Car mode share generally consistent of approximately 15%. No impact to overall findings of endorsed transport plan</p> <p>2. Generally consistent with original SSDA assumptions and developed in conjunction with TfNSW who have since endorsed the plan</p> <p>3. Peak hour will vary depending on event type.</p> <p>4. The 270 figure refers to train trips to Wynyard only. Through consultation TfNSW have confirmed that the transport network has capacity to accommodate these movements, including the increase in train patronage</p> <p>5. Bus frequencies reduce slightly in the evening however have greater capacity to accommodate passenger flows as there is lower background demands. This has been confirmed by TfNSW as part of their review of the plan</p> <p>6. It is envisaged that when events are held concurrently at Barangaroo Reserve and Walsh Bay coordination between the respective precinct operators will be undertaken to ensure transport is managed appropriately. There are a number of other car parking areas (including commercial car parks) within walking distance of the precinct that could be used by visitors to either Barangaroo or Walsh Bay. This requirement for coordination will be outlined in the Operational Plan of Management currently being prepared by Create NSW for the Walsh Bay Arts Precinct.</p>
		D6 - Green Travel Plan	BDA / now INSW	12	<p>A map of locations of all loading areas across the site would be useful to provide a clear understanding of where the different loading areas are.</p>	<p>Figure 4 indicates the loading zones in the precinct, with potential loading areas also shown in the swept path analysis</p>
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D6 - Green Travel Plan	TfNSW	1	<p>TfNSW has endorsed the attached Transport Plan and request that you please note the following –</p> <p>Trucks must not queue on the road network when entering the site. Reversing vehicles out of the site should be discouraged where possible, when necessary the reversing manoeuvre should be done with the footpath blocked with concertina gates (1 traffic controller each side) and a traffic controller to hold vehicles while the manoeuvre is undertaken.</p>	<p>This note relates to construction vehicles and therefore does not apply to the Operational Transport Plan</p>
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D6 - Green Travel Plan	TfNSW	2	<p>TfNSW has endorsed the attached Transport Plan and request that you please note the following –</p> <p>There are multiple other construction activities occurring on Hickson Rd which are generating construction vehicle traffic and alterations to traffic arrangements. This project is going to add to construction vehicle movements and there must be communications with the other construction activities within the area.</p>	<p>This note relates to construction vehicles and therefore does not apply to the Operational Transport Plan</p>
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D6 - Green Travel Plan	City of Sydney	1	<p>The submitted GTP is acceptable.</p>	<p>No further action required</p>

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8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D7 - Point-to-Point Transport Management Plan	BDA / now INSW	NA	See D6 Comments and Responses	See D6 Comments and Responses
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D7 - Point-to-Point Transport Management Plan	TfNSW	1	See D6 Comments and Responses	See D6 Comments and Responses
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D7 - Point-to-Point Transport Management Plan	City of Sydney	1	<p>The plan has stated that with the measures and actions as outlined in the GTP the estimated private car trips will be around 12%. The proposed plan does not require any additional pick-up and drop-off plan for private vehicles and has demonstrated that the existing facility is able to meet regular and Peak Events need. It is acceptable. Please note that any future change in kerb side parking restriction must need a Traffic Committee Approval.</p> <p>Section 3.5 Summary and next steps, is supported – no changes to on-street parking required.</p>	No further action required
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D8 - Coach Management Plan	BDA / now INSW	NA	See D6 Comments and Responses	See D6 Comments and Responses
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D8 - Coach Management Plan	TfNSW	NA	See D6 Comments and Responses	See D6 Comments and Responses
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D8 - Coach Management Plan	City of Sydney	NA	<p>Section 4.5 Summary and next steps, is supported – no changes to on-street parking required.</p> <p>The submitted plan does not propose any new coach drop off and pick up areas. The estimated demand is too low for school group tour only which can be accommodated within the existing arrangements. It has stated that the applicant will assess the need once fully functional and will investigate additional coach requirements if required. Transport Planning supports this.</p>	No further action required

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		D9 - Service and Loading Dock Management Plan	City of Sydney	1	Section 6.4.1 Pottinger Street Bridge - Shore Shed 4/5: - Only vehicles that can enter and exit in a forward direction can use the Pottinger Street Bridge.	<p>The proponent believes that the WBAP Operational Transport Plan Section 6.4.1 is correct. The section states “Commercial vehicles larger than 8.8-metres have a minimum turning circle of 10 metres, therefore the 8.3-metre wide bridge is not suitable for such vehicles to enter and exit in a forward direction. As a result, commercial vehicles are required to reverse onto the bridge under traffic management to allow forward egress. There are existing geometrical constraints with the access arrangement that affect left turn from the bridge onto Pottinger Street for larger commercial vehicles. As such, STC personnel will manage access through the existing bollards at the no through end of Pottinger Street to allow vehicles to exit directly onto Windmill Street.</p> <p>Given the existing geometrical constraints that prevent all vehicles to be able to entry and exit the bridge in a forward direction, consultation with TfNSW in May 2020 has confirmed that vehicles may reverse into the site under traffic control.”</p> <p>STC Consultation on this item: At a meeting between Millers Point Community Resident Action Group (MPCRAG) and STC on 08 September 2020, STC presented their Pottinger Street Traffic Management Plan including their proposal to enter and exit in a forward direction. MPCRAG are supportive of the STC plan (see - 20200912 Email from MPCRAG RE confirming approval of the STC Traffic Mngt Plan)</p> <p>Pottinger Street Bridge has been used by STC in this way since 1983.</p> <p>Proponent proposes to proceed as per the Operational Transport Plan Section 6.4.1 following the TfNSW endorsement of the Operational Transport Plan and confirmation and clarification by Sydney Theatre Company (STC) of their operation with the MPCRAG.</p>
		D9 - Service and Loading Dock Management Plan	City of Sydney	2	Section 6.4.1 Pottinger Street Bridge - Shore Shed 4/5: - Pottinger Street is permanently closed at Windmill Street and as such all access to and from the Pottinger Street Bridge is via Pottinger Street at Hickson Road - approval will not be granted to open Pottinger Street at Windmill Street for deliveries. Alternative loading arrangements for larger deliveries must be reconsidered – either by barge or on Hickson Road (it should be noted that access to and from Hickson Road will be restricted due to Barangaroo public domain improvements and the Light Rail on George Street).	<p>To provide greater clarity and understanding of this issue a meeting with convened by Create NSW between CoS & Create NSW on 26 August to discuss loading dock & closing of Windmill St.</p> <p>Create NSW minutes of this meeting state:</p> <ul style="list-style-type: none">- City of Sydney noted the closure of Pottinger St at Windmill St is currently at concept stage. The worksite is nominated as a Heritage Conservation Area and held up with a heritage assessment. This has been an ongoing process for some time.- City of Sydney acknowledged that STC have not been consulted on the proposed works at Windmill St due to the status of the works.- There is no design for the works to pedestrianize Pottinger St at Windmill St. Design development would include consultation with all local stakeholders, including STC as a user of the roadway.- City of Sydney do not see the Windmill St access as a major concern, design development can accommodate vehicle access. <p>Sydney Theatre Company (STC) also presented to the MPCRAG and at a meeting between Millers Point Community Resident Action Group (MPCRAG) and STC on 08 September 2020, STC presented their Pottinger Street Traffic Management Plan. Subsequently MPCRAG are supportive of the STC plan and use of semi-trailers up to 12 times per year on Pottinger (see - 20200912 Email from MPCRAG RE confirming approval of the STC Traffic Mngt Plan)</p>
		D9 - Service and Loading Dock Management Plan	City of Sydney	3	Reverse movement to Pottinger Street from the Bridge is also not supported. An alternative proposal is required for 19m long trailers service vehicle parking.	Section 4 - Noted, there will be no reverse movements from the Bridge onto Pottinger St. Refer to section 6.4.1 as referenced in item 1 above.

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8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D9 - Service and Loading Dock Management Plan	City of Sydney	4	The submitted management plan has estimated approximately 54 delivery requirements per day. Given there is a wide loading window (6:00 am to 12:00 midnight) each delivery could have 30 minutes to 1 hours window. The plan also suggests that the precinct will maintain a booking system and the delivery schedules will be kept away from waste operation. The submitted swept path has confirmed that MRV can be accessed and manoeuvring wharf 4/5 apron and pier 2/3 apron. The proposed SLDMP can be supported except for the long vehicles (larger than 8.8m MRV). A revised submission is required to demonstrate 19.0m service vehicle parking options.	<p>The City of Sydney raised a concern regarding vehicles longer than 8.8m, which is only relevant to Pottinger Street Bridge and the Sydney Theatre Company Loading Dock Management Plan.</p> <p>The Operational Transport Plan in Section 6.4.1 articulates the process for vehicles greater than 8.8m and at a meeting between Millers Point Community Resident Action Group (MPCRAG) and STC on 08 September 2020, STC presented their Pottinger Street Traffic Management Plan. MPCRAG are now supportive of STC plan and use of semi-trailers up to 12 times per year on Pottinger (see - 20200912 Email from MPCRAG RE confirming approval of the STC Traffic Mngt Plan).</p> <p>Articulated vehicles 19m long will only be used up to 12 times per year. They will be managed through the booking system, out of peak periods and planned well in advance, negating the requirements of 19m vehicle parking options. A revised submission is therefore not deemed necessary.</p>
		D9 - Service and Loading Dock Management Plan	City of Sydney	5	“The City’s Senior Engineer - Roads & Structures Assets has advised that it is the responsibility of the property owner under Pottinger Street to carry out the appropriate road assessment to determine the load limit that would not affect the property. Once the assessment is carried out, appropriate signs can be installed to restrict vehicles. We have provided this advice to Manage Meant (Walsh Bay precinct managers) but have not received a response from them.”	<p>Create NSW and STC have worked diligently to address the CoS comment in their supplementary consultation on this element.</p> <p>Create NSW: Create NSW can confirm that Manage Meant (Walsh Bay precinct managers) do not have the structural assessment 20200831 (see Email from Hickson Road Property Mangers RE Structural capacity advice)</p> <p>Create NSW also consulted with Transport for NSW, who confirmed that the control of the road is under City of Sydney council. TfNSW do not have information pertaining to the load capacity of the road itself (see - 20200910 Email from CI Property Managers RE Load Capacity of Pottinger St Bridge)</p> <p>Pottinger St was rebuilt between 1997 and 2001 and the capacity of the street has never previously been raised to STC or Create NSW during their long operation of the site. Create NSW & STC are continuing to work with the CoS to address this request however it should not preclude STC from using their loading dock as it was originally submitted in the Statement of Environment Effects for SSD7561.</p>
		D9 - Service and Loading Dock Management Plan	City of Sydney	6	With regards to the attached swept path plans that you forwarded to me, the plan shows that the vehicle needs to use the full width of Pottinger Street to enter and exit. The plan does not take into consideration on-street parking east and west of the Pottinger Street Bridge	STC provided a response to CoS (dated 18 August 2020) noted that this issue is generally resolved by the parked car spaces north and south of the bridge are generally taken up by STC employees, an STC vehicle or vacant, therefore straight forward for STC to manage.
		D9 - Service and Loading Dock Management Plan	City of Sydney	7	Condition E5 c) of SSD 7561 requires measures to minimise the use of 8.8 metre medium rigid vehicles. Would you be able to advise how the Sydney Theatre Company proposes to do this.	<p>CoS comment is incorrect. Section E5 c) states that the LDMP shall address “c) measures to ensure service vehicles accessing the site larger than an 8.8m medium rigid vehicle are minimised.”</p> <p>The Operational Transport Plan submitted to the CoS for comment specifically addressed this item in section 6.4.1. The Sydney Theatre Company has confirmed that 19m articulated vehicles will only be used up to 12 times per year. They will be managed through the booking system, out of peak periods and planned well in advance. The proponent believes that 12 times a year for vehicles of this size represents a measure to minimise vehicles larger than 8.8m in accordance with the consent.</p>

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SSD	PART	CONDITION/HEADING	AGENCY	COMMENT NO	AGENCY COMMENTS	RESPONSES
		D9 - Service and Loading Dock Management Plan	City of Sydney	8	<p>While the revised operation and management plans are acceptable on transport planning grounds for the precinct except for the STC, Council is not confident that it satisfied the conditions fully. Particularly, SSD 8671 Condition D 9 (f) requiring all premises to satisfy loading and servicing requirements</p> <p>For reference: D9 (f) ensure all service and loading vehicles associated with the use of the premises are accommodated on site at all times.</p>	Condition D9(f) of SSD8671 relates to the development approved under that consent. The statement from Council that this condition has not been satisfied is incorrect. Condition D9(f) does not relate to any use of the precinct that falls under SSD7561 or any other approvals that exist for other premises within the precinct.
		D9 - Service and Loading Dock Management Plan	City of Sydney	9	<p>While the revised operation and management plans are acceptable on transport planning grounds for the precinct except for the STC, Council is not confident that it satisfied the conditions fully. Particularly, SSD 8671 condition D5 B (c) making particular reference to the STC.</p> <p>For reference: Updated Traffic, Pedestrian and Transport Management Plan D5 B During the first 3 months of operation after the Barangaroo Metro Station opening, an updated Traffic, Pedestrian and Transport Management Plan (TPTMP) shall be prepared by a suitably qualified person and submitted to TNSW (Sydney Coordination and Metro Delivery Offices) for its approval. The updated TPTMP must be prepared in consultation with Council, RMS, the Barangaroo Delivery Authority and TNSW (Sydney Coordination Office). The TPTMP shall address (but not be limited to):</p> <p>c) measures to mitigate the potential operation of concurrent events within and surrounding the site (e.g. Sydney Theatre Company, Pier 1 and Roslyn Packer Theatre);</p>	Approval is not sought for condition D5B. This comment from Council is not relevant to the documents for which approval of the Secretary is being sought.
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D9 - Service and Loading Dock Management Plan	TfNSW	NA	See D6 Comments and Responses	See D6 Comments and Responses
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D9 - Service and Loading Dock Management Plan	BDA / now INSW	NA	See D6 Comments and Responses	See D6 Comments and Responses
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D10 - Shuttle Service Operation Plan	BDA / now INSW	NA	See D6 Comments and Responses	See D6 Comments and Responses
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D10 - Shuttle Service Operation Plan	TfNSW	NA	See D6 Comments and Responses	See D6 Comments and Responses
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D10 - Shuttle Service Operation Plan	City of Sydney	NA	The analysis show that the bus passenger demand can be accommodated within existing regular bus services and the operation of shuttle is not required at this stage. Council’s Transport Planners recommend that this requirement be further assessed once the precinct can be fully functional.	No further action required

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SSD	PART	CONDITION/HEADING	AGENCY	COMMENT NO	AGENCY COMMENTS	RESPONSES
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D11 - Waste Management Plan	City of Sydney	1	I have received comments back from some internal units regarding the waste management plans and noise management plan submitted for consultation. No issues have been raised by the City's Waste Management Unit or the Health and Building Unit regarding these documents.	No further action required
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D11 - Waste Management Plan	EPA	1	The EPA is the appropriate regulatory authority for the Walsh Bay Arts Precinct, and therefore must maintain a regulatory distance from operational management plans. As such we are unable to provide advice on the documentation.	No further action required
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D12 - Operational Noise and Vibration Management Plan	Secretary- NSW Dpt. Of Planning	1	Initial Consultation Table 8: it appears as though events should start at 9am as per condition E7.	OPM Section 13 - Table 8, page 10 updated to reflect Event starting time at 9am.
		D12 - Operational Noise and Vibration Management Plan	Secretary- NSW Dpt. Of Planning	2	Initial Consultation Complaints management in section 5 should include reference that an email will be made available and also state the position of the person who will be primarily responsible for accepting and handling complaints. It must also include a requirement that the complaints are responded to in a timely and effective manner and details regarding further resolution of disputes if needed.	OPM Section 13 - Section 5.1, page 21 updated to include person responsible for managing complaints, that an email address will be provided on the website and resolutions will be sought in a timely manner, with dates of close out recorded.
		D12 - Operational Noise and Vibration Management Plan	Secretary- NSW Dpt. Of Planning	3	Initial Consultation A2 - Recommendations from Noise Impact Assessments doesn't include the following (that was submitted with the SSD 7561 RtS Addendum dated 3 April 2018): Existing onsite monitoring of noise levels to be continued on the Bar's western balcony and western walkway as per STC Noise Management Plan.	OPM Section 13 - Section 4.4.3 page 18 added to include requirement for noise monitoring at STC Bar Western Balcony between 10pm and 12am. No operations after 12am are currently permitted by Conditions.
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D12 - Operational Noise and Vibration Management Plan	Secretary- NSW Dpt. Of Planning	1	Final Consultation Section 4.4.3 - the heading refers to the western walkway but the text refers to the western bar. I note the SSD 7561 RtS Addendum dated 3 April 2018 refers to: Existing onsite monitoring of noise levels to be continued on the Bar's western balcony and western walkway as per STC Noise Management Plan. Please amend for consistency.	OPM Section 13 - As requested and to be consistent with the STC Noise Management Plan, the Western Walkway has been added as a monitoring location.
		D12 - Operational Noise and Vibration Management Plan	Secretary- NSW Dpt. Of Planning	2	Final Consultation Please also confirm the origin of the 64 dBA as the noise level referred to in the monitoring in section 4.4.3? I note there are references to a 64 dBA limit during the daytime period but not night-time?	The 64dBA limit prior to 12am is derived from the STC Noise Management Plan which states: Up until 12am if the measured dB of any noise from the Bar is more than 10 dB above background (generally 54dB LAeq 15min) the SPL level of any amplified music is reduced. This noise limit provides more clarity than "10dB above background" because: - 'background' is an ambiguous term in acoustics and typically refers to the LA90 noise level, not the LAeq - Any measured background noise level on the night of an event would be affected by noise from the event, hence not an appropriate criteria - These measurements are not used to determine compliance, only to provide an indication on excessive noise levels on site, hence the existing indicative noise limit of 64dBA is considered appropriate.

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		D12 - Operational Noise and Vibration Management Plan	Secretary- NSW Dpt. Of Planning	3	Final Consultation Please also place this mitigation measure with the others in the table in Appendix A2.	This is now been included
		D12 - Operational Noise and Vibration Management Plan	Secretary- NSW Dpt. Of Planning	4	Final Consultation Please address the errors with macros/cross-referencing on p. 15 & p. A6 (x2).	This has been addressed.
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D12 - Operational Noise and Vibration Management Plan	City of Sydney	1	I have received comments back from some internal units regarding noise management plan submitted for consultation. No issues have been raised by the City's Health and Building Unit regarding these documents.	No further action required
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D12 - Operational Noise and Vibration Management Plan	EPA	1	The EPA is the appropriate regulatory authority for the Walsh Bay Arts Precinct, and therefore must maintain a regulatory distance from operational management plans. As such we are unable to provide advice on the documentation.	No further action required
8671	PART D - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	D14 - Wayfinding and Signage Strategy	Heritage Division	NA	Approved without comment	No further action required
7561	PART E - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	E3 - Operational Plan of Management	Secretary- NSW Dpt. Of Planning	1	copies of correspondence with Council and government agencies, including any approvals	Section 1: Operational strategies (v1.4), clause 11, page 23
7561		E3 - Operational Plan of Management	Secretary- NSW Dpt. Of Planning	2	amended appendices for Food and Beverage and Wayfinding and Signage that refer to SSD 7561, and ensure any similar issues with other documents are addressed	Section 8: Food and beverage (v1.1), pages 2, 5, and 10 (of the PDF). Section 11: Wayfinding and signage (v1.2), clause '2 Introduction', page 3.

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7561	OCCUPATIONAL OR COMMENCEMENT OF USE	E3 - Operational Plan of Management	Secretary- NSW Dpt. Of Planning	3	clearly delineate between who is responsible for which activities, complaints, compliance, reporting, monitoring etc. across both the SSD 7561 & SSD 8671 consents	Section 1: Operational strategies (v1.4), clause 10, page 21
7561		E3 - Operational Plan of Management	Secretary- NSW Dpt. Of Planning	4	provide a website address or a commitment to doing so within an acceptable timeframe	Section 1: Operational strategies (v1.4), clause 10, page 21
7561		E3 - Operational Plan of Management	Secretary- NSW Dpt. Of Planning	5	corrected references to sections within the covering OPM	Section 1: Operational strategies (v1.4), 'Table clarifying OPM reference where consent conditions are addressed', page 7
7561	PART E - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	E4 - Operational Noise and Vibration Management Plan	NA	NA	See D12 comments and responses	See D12 comments and responses
7561	PART E - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	E5 - Loading Dock Management	City of Sydney	NA	See D9 comments and responses	See D9 comments and responses
7561	PART E - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	E5 - Loading Dock Management	TfNSW	NA	See D9 comments and responses	See D9 comments and responses
7561	PART E - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	E6 - Waste Management Plan	NA	NA	See D11 comments and responses	See D11 comments and responses
7561	PART E - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	E7 - Green Travel Plan	City of Sydney	NA	See D6 comments and responses	See D6 comments and responses
7561	PART E - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	E7 - Green Travel Plan	BDA / now INSW	NA	See D6 comments and responses	See D6 comments and responses
7561	PART E - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	E7 - Green Travel Plan	TfNSW	NA	See D6 comments and responses	See D6 comments and responses
7561	PART E - PRIOR TO OCCUPATIONAL OR COMMENCEMENT OF USE	E8 - Wayfinding and Signage Strategy	Heritage Division	NA	See D14 comments and responses	See D14 comments and responses