

APPENDIX 8.

REVISED STATEMENT OF COMMITMENTS

Statement of Commitments

Subject	Commitments	Timing
Design Excellence Strategy	1. A Design Excellence Strategy that clearly articulates a process to achieve quality in both the private built form and the detailed design of the public domain (streets, pedestrian connections, parks and squares) is to be prepared. 2. The Design Excellence Strategy may include the preparation of site specific design guidelines, articulate a process(es) for the conduct of design competitions for major developments and the design of public open spaces, and / or establish a competitive tender process for individual development site(s). 3. A Technical Working Group is to be established to prepare the Design Excellence Strategy. The membership of the Working Group is to be determined by the proponent team and the Barangaroo Taskforce (under its terms of reference dated 26 November 2006). 4. The Terms of Reference for the Technical Working Group is to be consistent with the requirements for preparation of the Design Excellence Strategy specified in this Statement of Commitments and are to be endorsed by the Barangaroo Taskforce. 5. The Design Excellence Strategy is to be submitted by the Working Group to the Barangaroo Taskforce. The Barangaroo Taskforce will report to the IPCC on relevant matters as recommended by the proponent team and Working Group. The proponent will report to the Sydney Harbour Foreshore Authority (SHFA) Board on recommendations from the Working Group. 6. Following endorsement, the Design Excellence Strategy is to be made publicly available in a manner to be determined by the Barangaroo Taskforce.	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application relating to buildings or to the establishment of the public domain, other than for demolition or early/site preparation work.
Provision and Financing of Social and Physical Infrastructure	7. The following Implementation Plans will be prepared for the site as a whole and / or for specific components or stages of the project: ▪ Public Domain Plan; ▪ Transport Management Plan & Access Plan; ▪ Community & Social Plan; and ▪ Utility Services Infrastructure Plan. 8. The Implementation Plans are to: ▪ Verify the scope and accurately cost all of the social and physical infrastructure needed to support the proposed development. ▪ Identify the relevant requirements for timing and staging of provision of that facility, service or physical infrastructure. ▪ Identify any relevant Government agency policy initiatives that will need to be in place to deliver specific outcomes. ▪ Provide details with respect to the funding mechanism(s) for delivery of the identified infrastructure. ▪ Provide sufficient detail to enable the proponent to enter into planning agreements with developers, relevant Government	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application relating to buildings or to the establishment of the public domain, other than for demolition or early / site preparation work.

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	agencies, the City of Sydney Council and / or the Minister for Planning if and as required, to collect contributions for the provision of infrastructure either through a cash contribution or works-in-kind or both.	
	9. Technical Working Groups are to be established to prepare the Implementation Plans. The membership of the Working Groups is to be determined by the proponent team and the Barangaroo Taskforce (under its terms of reference dated 26 November 2006), and may include or consult with representatives from the Sydney Harbour Foreshore Authority, Department of Planning, City of Sydney Council, State Transit Authority, Sydney Ferries Corporation, Railcorp, Sydney Ports, NSW Maritime, Department of Housing, NSW Roads and Traffic Authority, Sydney Water and / or other infrastructure providers as is determined appropriate. 10. Terms of Reference for the Technical Working Groups are to be consistent with the requirements for preparation of the Implementation Plans specified elsewhere in this Statement of Commitments and are to be endorsed by the Barangaroo Taskforce. The Barangaroo Taskforce will report to the IPCC on relevant matters as recommended by the proponent team and Working Groups. The proponent will report to the SHFA Board on recommendations from the Working Groups. 11. The Implementation Plans may be updated throughout the development of the project. Following endorsement, the Implementation Plans are to be made publicly available in a manner to be determined by the Barangaroo Taskforce. 11. The Implementation Plans may be updated throughout the development of the project. Following endorsement, the Implementation Plans are to be made publicly available in a manner to be determined by the Barangaroo Taskforce.	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application other than for demolition or early / site preparation work.
Public Domain Plan	12. The Public Domain Plan referred to at Commitment 7 is to include the following as generally described in the Concept Plan: ▪ An introductory explanation for the types, hierarchy, interrelationships of spaces, and the appropriateness of these spaces to the end users of the public domain. ▪ A new Headland Park. ▪ Waterfront parks and squares. ▪ A foreshore promenade. ▪ An informal sports playfield. ▪ A north-south pedestrian promenade street. ▪ An internal street system that 1) defines development blocks, 2) provides for the easy flow of people and vehicles, 3) acts as a comfortable stage for activity and human interaction, 4) creates a distinctive address for each new development building, and 5) creates a connection between Hickson Road and the harbour edge. ▪ On-street bicycle lanes to create a route utilising Napoleon Street, the Napoleon Street extension, and the proposed Globe Street. ▪ An off-street cycle route within the Headland Park to link between proposed Globe Street and Hickson Road (north).	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application other than for demolition or early / site preparation work.

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	▪ Shared use of the pedestrian promenade street by bicycles. 13. The Public Domain Plan is to provide design details with respect to the following: ▪ Indicative levels in the parks, edge conditions of parks and pedestrian connections through parks. ▪ Materials and planting. ▪ Safe and convenient walking routes and facilities. ▪ Street furniture. ▪ Design standards for the road network (dimensions, materials, drainage), kerb parking and loading spaces, crossings, cycling and taxi facilities, including bicycle parking facilities). All extensions to the existing road network within the Barangaroo site are to comply with the geometric requirements of the RTA road design guide. ▪ The mix of parking/loading/other kerb controls. ▪ Design requirements/guidelines for integrated water management/water sensitive urban design consistent with the Integrated Water Management Plan referred to at Commitment 22. ▪ Design requirements and details relating to the recreational facilities as referred to at Commitment 18. ▪ Requirements for a public parking structure of up to 300 car spaces in the Headland Park area. 14. The Public Domain Plan is to incorporate a Public Art Strategy. 15. In addition to the general matters specified at Commitment 8, the Public Domain Plan is to address: ▪ The future ownership and maintenance of parks. ▪ The feasibility, both conceptually and financially, of establishing the elevated Headland topography.	
The Transport Management and Access Plan.	16. The Transport Management & Access Plan (TMAP) referred to at Commitment 7 is to be prepared following: ▪ An assessment of the area wide traffic impacts of the development on the Sydney CBD road network using the RTA's PARAMICS traffic model (including the effects of changes to the bus service network). ▪ The preparation of the TMAP or equivalent to investigate the following: (a) a cohesive street network connecting land use components and local roads within and to CBD streets and regional roads; (b) the method by which traffic estimation figures are generated; (c) identification of public transport service opportunities and constraints with a view to encouraging a high level of travel by public transport, walking and cycling; (d) likely traffic impacts on local and regional intersections – including the key junctions for buses on Clarence at Market Street, York at Market Street, and Napoleon at Margaret Street; (e) identification of local and regional infrastructure	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application other than for demolition or early / site preparation work.

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	improvements; (f) the timing of traffic and public transport infrastructure improvements so they are in line with the staged development of the Barangaroo site. The PARAMICS model is to be used in an iterative manner during the preparation of a TMAP or equivalent to test: (a) impact on traffic operation of changes to pedestrian movements and volume configurations; (b) different bus access strategies; and (c) variations in traffic generation estimates (depending on the relative attractiveness of pedestrian, rail, and bus access). The outcomes of the area wide traffic impact modeling are to form part of the consideration of the physical road transport infrastructure to be addressed in the preparation of the TMAP. 17. The Transport Management & Access Plan is to consider and address the following matters: ▪ Design and construction of a traffic signal controlled intersection at Sussex Street / Napoleon Street, to facilitate the main point of vehicular entry into the development site intersection (to RTA requirements). ▪ The feasibility of future specialist transport services to the site (including light rail, boutique tourist bus services, river metro route) and the need to protect possible future alignments for these services. This is to include a possible future light rail system with appropriate reservation of road space on Hickson Road. ▪ Off-site improvements that will facilitate pedestrian and cycle access between the site, Wynyard Railway Station, Millers Point, the Rocks, Circular Quay and Dawes Point. This is to include consideration of pedestrian links to existing bus services and the potential for grade separated connections between the site / Hickson Road and Wynyard Station, which will meet pedestrian desire lines and provide physical linkages to the adjoining residential area of Millers Point, which will facilitate easy access to and regular use of services, facilities and public spaces at Barangaroo by existing local communities. Consideration of off-site pedestrian improvements is only where those improvements can be demonstrated to positively improve the amenities of the proposed development and its connections to surrounding developments. Consideration of more general public domain improvements for the benefit of the wider CBD is not required. ▪ Options for the extension / amendment of bus services. Initial options include extensions to services from QVB, and east-west bus link (Erskine Street, Wynyard Street and Regimental Square) and services which currently terminate at Wynyard. This is to include consideration of the need for any off-site traffic works to provide for improved east-west bus movements relating to servicing of the site. ▪ Any options for extended bus services to the site will be subject to endorsement by the Ministry of Transport (MOT), State Transit Authority (STA) Services will be progressively provided in line with the staged development of Barangaroo. ▪ Bus stops and access, including the location of bus stops along	

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	Hickson Road, and any relocation of existing stops. - Provision of off-road layover facilities for buses and for coach drop off and parking, including the need for on-street tourist coach parking facilities at the northern end of the site (in Hickson Road and Munn Street). - Provision of passenger wharf facilities, including at least one public ferry wharf with appropriate landside facilities adjacent to the site. The role of this commuter / tourist / recreational wharf, and possible adjustments to ferry services is to be the subject of consultation with Sydney Ferries / MOT / NSW Maritime / Sydney Ports Corporation. - Feasibility of creating a westward extension of Grosvenor Street to Kent Street and provision of two way vehicular access on Kent Street. - Re-alignment and / or retention of Margaret Street along the southern boundary of the site and land use implications of such changes. - Desirability of replacing existing all day (10 hour) on-street parking in Hickson Road by parallel shorter term parking	
Community & Social Access Plan	18. The Community & Social Plan referred to at Commitment 7 is to include the provision of the following facilities within the Barangaroo site: Social - A multi-purpose facility designed to accommodate a range of community programs. The facility will have the capacity to accommodate an innovative mix of functions and tenancies, including complimentary commercial concessions, and with the potential to respond to changing social needs. - A minimum of two long day-care and early learning centres. Health - A range of outdoor spaces, linkages and facilities designed to enable active recreation including walking / jogging, informal team sports, outdoor exercise, court games, and non-motorised water sports. - A range of outdoor spaces, structures and / or buildings for relaxation, social interaction and passive recreation. Cultural - Consideration of floor space for cultural industries and or cultural industries development. This may be achieved in conjunction with the development of community infrastructure. - A flexible outdoor venue for city scale cultural events. Recreation - A harbour foreshore walk / cycle path linking King Street Wharf with Millers Point. - Active sports areas and associated toilet, change and shower facilities. - A regional play space with an innovative, engaging mix of facilities and environmental features to function as a major destination for families. - Public open spaces immediately adjacent to residential areas designed to allow a range of passive recreation activities attractive to residents and regional visitors. - Well-designed pedestrian linkages allowing easy and safe access to recreational spaces and facilities from commercial and residential areas within East Darling Harbour and from	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application other than for demolition or early / site preparation work.

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	Millers Point, Walsh Bay, Kent Street, and King St Wharf. 19. Design requirements and details relating to the facilities noted at Commitment 18, and in particular to the health and recreation facilities are to be incorporated into the Public Domain Plan.	
Utility Services Infrastructure Plan	20. The Utility Services Infrastructure Plan referred to at Commitment 7 is to include and provide details in relation to the following within the Barangaroo site: ▪ Infrastructure requirements for integrated water management, including stormwater treatment, as determined through the preparation of the Integrated Water Management Plan referred to at Commitment 22; ▪ Type, extent and location of utility services (power, gas, water, sewer, stormwater, communications) consistent with the ESD principles and other commitments incorporated within this Statement of Commitments; ▪ Coordinated response to infrastructure design and delivery on the site and consideration of infrastructure benefits to the adjoining precincts. 21. As part of the preparation of the Utility Services Infrastructure Plan: ▪ Further investigations are to be undertaken with respect to the existence of any services (such as pipes and cables) and structures within the Barangaroo site. Consultation with Railcorp is to be undertaken on this issue. ▪ Locations for electricity sub-stations and transformers are to be examined. No sub-stations or transformers are to be placed in above ground public domain areas, but instead installed underground or in-buildings. ▪ Appropriate investigations are to be undertaken to ensure that the impact on safety, integrity and operation of NSW rail network – through the development’s effect on traction (electrical) power supply on the operation of current City underground rail network – is appropriate.	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application other than for demolition or early / site preparation work.
Integrated Water Management Plan & Guidelines Potable Water Demand Management Wastewater Minimisation	22. An Integrated Water Management Plan is to be prepared for future development. The Integrated Water Management Plan is to incorporate a Water Demand Management Plan, Wastewater Management Plan and Stormwater Management Plan. The public domain and infrastructure provision requirements identified in the Integrated Water Management Plan are to be incorporated into the Public Domain Plan and / or Utility Services Infrastructure Plan as relevant. 23. The Water Demand Management Plan is to include an investigation of possible schemes to reduce potable water demand through source substitution. A “fit-for-purpose” approach to alternative sources of water for substitution of potable mains water for non-potable use will be used to scope the Plan. In line with BASIX (and extending to commercial properties), water efficient appliances and fixtures are to be used for potable water demand management throughout the development.	To be prepared prior to / concurrently with the preparation of the Public Domain Plan and Utility Services Infrastructure Plan, and submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application other than for demolition or early / site preparation work.

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Stormwater Management	24. The Wastewater Management Plan is to include an investigation of schemes to manage wastewater from the residential and commercial buildings as a resource, with wastewater treated and recycled as an alternate source of non potable water, especially with regard to public open space irrigation. 25. The Stormwater Management Plan is to include an investigation of the feasibility of on-site treatment of stormwater from external catchments at Millers Point, to national best practice standards. Where feasible, harvested stormwater is to be used to meet non-potable demand. Stormwater leaving the EDH site will be treated to national best practice standards as a minimum, specifically reducing average annual loads of total suspended solids by 80% and nutrients by 45%. In addition, litter and gross pollutants are to be removed from stormwater running into the harbour. Opportunities to integrate the design of Water Sensitive Urban Design (WSUD) elements (such as detention ponds) into the public domain, parks and built form are to be explored.	
Housing Strategy	26. A Housing Strategy is to be prepared that: ▪ Identifies the preferred mix of housing opportunities defined by price, dwelling type and dwelling size. ▪ Incorporates intermediate housing tenure options. ▪ Sets a suitable intermediate housing component as a proportion of total housing provision. ▪ Includes a range of mechanisms to subsidise the development of the intermediate housing component. ▪ Retains land provided for intermediate housing in Government ownership with leases up to 99 years. 27. A Technical Working Group is to be established to prepare the Housing Strategy. The membership of the Working Group is to be determined by the proponent team and the Barangaroo Taskforce (under its terms of reference dated 26 November 2006). 28. The Terms of Reference of the Technical Working Group is to be consistent with the requirements for preparation of the Housing Strategy specified in this Statement of Commitments and endorsed by the Barangaroo Taskforce. 29. The Housing Strategy is to be submitted by the Working Group to the Barangaroo Taskforce. The Barangaroo Taskforce will report to the IPCC on relevant matters as recommended by the proponent team and Working Group. The proponent team will report to the SHFA Board on recommendations from the Working Group. 30. Following endorsement, the Housing Strategy is to be made publicly available in a manner to be determined by the Barangaroo Taskforce.	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application for development within the Mixed Use Zone other than for demolition or early / site preparation work.

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Marketing and Promotion Strategy	31. A Marketing and Promotion Strategy is to be prepared to promote Barangaroo's and the broader Sydney region's development opportunities to international companies, investors and property brokers. The Strategy will cover the lifespan of the redevelopment and focus on attracting investment from outside the Sydney region and State. The Strategy will emphasise the unique attributes of the site such as the lifestyle and workforce skills available in this urban waterfront precinct. 32. A Technical Working Group is to be established to prepare the Marketing and Promotion Strategy. The membership of the Working Group is to be determined by the proponent team and the Barangaroo Taskforce (under its terms of reference dated 26 November 2006). 33. The Terms of Reference of the Technical Working Group is to be consistent with the requirements for preparation of the Retail Marketing and Promotion Strategy specified in this Statement of Commitments and endorsed by the Barangaroo Taskforce. 34. The Marketing & Promotion Strategy is to be submitted by the Working Group to the Barangaroo Taskforce. The Barangaroo Taskforce will report to the IPCC on relevant matters as recommended by the proponent team and Working Group. The proponent team will report to the SHFA Board on recommendations from the Working Group. 35. Following endorsement, the Marketing & Promotion Strategy is to be made publicly available in a manner to be determined by the Barangaroo Taskforce.	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application for development within the Mixed Use Zone other than for demolition or early / site preparation work.
Retail Management Plan	36. A Retail Management Plan is to be developed to guide and encourage the right mix of retail that will establish EDH as a distinctive retail precinct. The Plan will outline innovation management strategies, foster design leadership, and encourage originality and differentiation. 37. The Retail Management Plan is to be drafted to adapt to retail trends and changes over time by having in place a set of coordinated retail management guidelines for the site that will refresh the offerings, yet ensure consistency of vision and connection between the office and residential blocks, while maintaining an appropriate mix and market positioning of the Barangaroo retail precinct. 38. The Retail Management Plan is to include the opportunity for ephemeral retailing events, such as markets and festivals, which are consistent with the overall retail image or brand of the precinct. 39. A Technical Working Group is to be established to prepare the Retail Management Plan. The membership of the Working Group is to be determined by the proponent team and the Barangaroo Taskforce (under its terms of reference dated 26 November 2006). 41. The Terms of Reference of the Technical Working Group is to be consistent with the requirements for preparation of the Retail	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application/project application for development within the Mixed Use Zone other than for demolition or early / site preparation work.

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	Management Plan specified elsewhere in this Statement of Commitments and endorsed by the Barangaroo Taskforce. 42. The Retail Management Plan is to be submitted by the Working Group to the Barangaroo Taskforce. The Barangaroo Taskforce will report to the IPCC on relevant matters as recommended by the proponent team and Working Group. The proponent team will report to the SHFA Board on recommendations from the Working Group. 43. Following endorsement, the Retail Management Plan is to be made publicly available in a manner to be determined by the Barangaroo Taskforce.	
Parking & Servicing	43. Off-street bicycle parking and shower facilities are to be provided within buildings in line with City of Sydney Council Code rates. 44. All on-site parking areas should conform to the requirements of AS2890.1:2004. 45. The following maximum car parking rates shall apply to future development within the site: Commercial Uses - 1 space / 600m² GFA Residential - 1 bedroom unit – 1 space / 2 units 2 bedroom unit – 1.2 spaces / unit 3 bedroom unit – 2 spaces / unit Other Uses - City of Sydney Council rates Passenger Terminal - subject to a future traffic report based on demand estimates 46. All building servicing and loading facilities will be in line with City of Sydney Council code rates. 47. All service/delivery areas will conform to the requirements of AS2890.2: 2002 subject to driveways complying with the City of Sydney requirements.	At the stage of any relevant development or project application.
Heritage	48. A further study is to be undertaken to examine the potential for relocation and adaptation of the sewer pump station structure on the Barangaroo site. There will be an archival recording of the structure prior to any possible demolition or relocation. The archival recording will be prepared in accordance with the NSW Heritage Office Guidelines.	At the stage of any relevant development or project application relating to the sewer pump station structure.
Dalgety's Bond Store	49. A Conservation Management Plan (CMP) will be prepared by an appropriately experienced and qualified heritage practitioner for the Dalgety's Bond Store in accordance with the NSW Heritage Office Guidelines and in consultation with the NSW Heritage Office. Any proposal for major alterations and additions to the building site will be guided by the CMP.	At the stage of any development or project application relating to the Dalgety's Bond Store.

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Views to Millers Point Conservation Area	50. Future development within the Barangaroo site is to retain views to Observatory Hill Park from public spaces on opposite foreshores; and to retain a panorama from Pymont Park around to the Harbour Bridge as seen from Observatory Hill Park, and as shown within the Concept Plan by the photomontage images included in the Heritage Impact Statement prepared by City Plan Heritage, amended by the Barangaroo Modification Report dated June 2008 prepared by MG Planning. 51. Future development within the Barangaroo site is to provide adequate view corridors over and between new built form to maintain the key attributes of views from Millers Point. The key attributes to be retained are: 1) views to significant tracts of the water, 2) the junction of Darling Harbour and the Harbour proper, 3) the opposite foreshores, 4) panoramic qualities of existing views, and 5) the most distinctive views to landmark structures, All the above are shown within the Concept Plan and illustrated by the photomontage images included in the Heritage Impact Statement prepared by City Plan Heritage.	To be demonstrated / assessed as part of any relevant development /project application. To be demonstrated / assessed as part of any development application/ project application.
Grafton Bond Store (Sandstone Wall)	52. Future development within the Barangaroo site is to retain the ability to appreciate the Millers Point headland and the roofscape of terrace houses throughout Millers Point when viewed from public spaces on opposite foreshores. The detailed design of future development within Barangaroo should ensure a relationship between new built form and existing structures and design details within Millers Point Conservation Area. Consultation is to be undertaken with NSW Heritage as part of the detailed project Application Stage. 53. An appropriately experienced and qualified heritage practitioner will be engaged to prepare Advice and a Schedule of Conservation Works that will guide the conservation of the sandstone wall on the eastern side of Hickson Road as part of the construction of any proposed pedestrian bridge across Hickson Road. The Advice and Schedule of Conservation Works will inform the design of the proposed Hickson Road bridge and, in particular, how it meets the wall, and shall include conservation works to the palisade fence, sandstone piers and plinth, the cutting wall, the existing High Street steps (southern end), in-filled steps (northern end), and the substation at the southern end. Any new fence elements shall be sympathetic to the existing significant fence fabric.	To be demonstrated / assessed as part of any relevant development application / project application. At the stage of any development or project application relating to the construction of the proposed pedestrian bridge across Hickson Road.
Moreton's Hotel	54. A Conservation Management Strategy (CMS) will be prepared by an appropriately experienced and qualified heritage practitioner for the Moreton's Hotel in accordance with the NSW Heritage Office guidelines and in consultation with the NSW Heritage Office. The CMS will provide specific guidelines and conservation policies for the implementation and construction of any pedestrian walkway running through (with owner's consent) or alongside the Hotel, but will not address the whole Moreton's Hotel site.	At the stage of any development or project application relating to Moreton's Hotel.

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Munn Street Terraces	55. A Heritage Impact Statement (HIS) will accompany any application for works to Munn Street or in the vicinity of the Munn Street Terraces. That HIS will include an assessment of how the development proposed satisfies the following Principles: ▪ The design of the building proposed adjacent to the west of the Terraces will be sympathetic in bulk and scale and retain a reasonable level of amenities for the occupants of the Terraces. ▪ Works to Munn Street will retain and conserve the front verandas, other building elements of significance along the southern frontage and the remnant cross walls and floors from the demolished terraces attached to the western elevation. ▪ Works to Munn Street will retain and conserve significant landscape elements associated with the former street and the Terraces, such as the sandstone retaining walls and fences.	At the stage of any development application / project application relating works to Munn Street or in the vicinity of the Munn Street Terrace.
Moores Wharf Building	56. A Conservation Management Strategy (CMS) should be prepared for the Moores Wharf Building in accordance with the NSW Heritage Office Guidelines if a change of use or activity is proposed that requires substantial alteration to the place. The CMS will provide guidelines for the adaptive reuse of the building, which will be implemented in association with any development application for the building. The CMS will also suggest other appropriate uses in addition to the current use for Ports Security administration, particularly uses related to harbour activities.	At the stage of any development application / project application relating to the Moores Wharf building.
Sandstone Seawall	57. An appropriately experienced and qualified heritage practitioner will be engaged to prepare Advice and a Schedule of Conservation Works that will guide the conservation of the majority of the sandstone seawall section that will be retained, subject to its condition, at the north-western end of the wharves.	At the stage of any development application / project application relating to the sandstone seawall.
Palisade Fence and High Steps (High Street)	58. The proposed pedestrian bridges over Hickson Road will include conservation works to the palisade fence, sandstone piers and plinth, the cutting wall, the existing steps (southern end), in-filled steps (northern end), and the substation at the southern end. The conservation works will be implemented through preparation and adoption of a Schedule of Conservation Works. Any new fence elements will be sympathetic to the existing significant fence fabric. An appropriately experienced and qualified heritage practitioner will be engaged to provide advice on the construction of the pedestrian bridge, how it meets the wall, and the conservation of the wall.	At the stage of any development application / project application relating to the proposed bridges over Hickson Road.
Port Operations and Communications Centre (Harbour Control Tower)	59. Any proposal for change to the Harbour Control Tower itself will be guided by the thorough assessment of the structure's significance. Any required conservation policies will be formalised in a Conservation Management Strategy format. Heritage buildings will be provided with a curtilage deemed appropriate in any CMP prepared for that heritage item. CMPs for relevant heritage items should include the whole of the site and reference and acknowledge heritage items outside that site which may be impacted by any proposal.	To be assessed at the stage of any development application / project application relating to the Harbour Control Tower.

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Archaeology	60. An appropriately experienced and qualified heritage practitioner or archaeologist will be engaged to prepare an Archaeological Assessment and Management Plan (AAMP) in consultation with relevant stakeholders and statutory authorities, including the NSW Heritage Office. The AAMP will identify areas of archaeological potential and provide guidelines and strategies for the management of the archaeological resource. If significant seawalls and former wharf structures are identified through the archaeological assessment and excavation processes then their conservation and interpretation within the site will be investigated. Having regard to the condition and significance of any archaeological remains uncovered, any highly significant remains will be incorporated into further stages of development with an appropriate level of interpretation. Depending upon the recommendations of the AAMP, significant archaeological deposits may be 1) uncovered and displayed <i>in situ</i>, 2) recorded and removed with possible display or use for interpretation / public art, or 3) recorded and re-buried with above surface interpretation. If any identified archaeological relics are found, work will be stopped and the Heritage Council of NSW will be notified immediately.	Prior to the lodgement of the first development application / project application involving surface disturbance.
Interpretation	61. An appropriately experienced and qualified heritage practitioner will be engaged to prepare an Interpretation Plan for the whole Barangaroo site in accordance with the NSW Heritage Office Heritage Interpretation Policy. The Plan will explore various cultural, social and environmental themes related to the site including, but not limited to: ▪ The natural landscape ▪ Aboriginal history ▪ Manipulation of the landscape ▪ Maritime industry, trade and commerce ▪ Labour, workers and social movements ▪ Archaeology The plan will make recommendations for: ▪ Public Art ▪ Naming ▪ Interpretive Signage and Installations ▪ Display of Archaeological Deposits ▪ Built Form Strategies The plan will also include strategies for: ▪ Staged Implementation ▪ Ownership ▪ Identification of Responsible Stakeholders ▪ Future Maintenance	Prior to commencement of any works on the site including any demolition or excavation works.
Archival Recording	62. The proponent will undertake an Archival Recording of the whole Barangaroo site prior to works being undertaken. The archival recording is to be prepared in accordance with NSW Heritage Office Guidelines.	Prior to commencement of any works on the site including any demolition or excavation works.

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Supervision and Advice	63. An appropriately qualified and experienced heritage professional is to be engaged to provide advice in the preparation of any proposal and to supervise in the undertaking of approved works to places or structures of heritage significance.	Prior to lodgement of any future applications and throughout works.
ESD	64. There is to be an environmental focus on strategies for Water, Energy, Micro-Climate, Environmental Quality / Amenity, Landscape, Transport, Waste and Materials for the development. Each building on site will achieve the primary benchmark of a “5 star” standard of Commercial: Green Star 5 star, and Residential: Green Star Residential score >60, and each development will be required to demonstrate how it satisfies each of the following Key Performance Indicators for each of the ESD focus areas referred to below.	ESD report to be lodged with each development application / project application.
Water	65. There is to be a 35% reduction in Potable Water Consumption compared to a standard practice development and a 40% reduction in flow to sewer compared to a standard practice development.	To be demonstrated / assessed as part of each relevant development / project application.
Energy	66. There is to be a 35% reduction in Greenhouse Gas Emissions compared to a standard practice development. 20% of power is to be purchased from low impact, renewable sources or alternatively there should be a 20% reduction in GHG emissions through carbon offsets. The purchase of renewable energy should be at World Best Practice level.	To be demonstrated / assessed as part of each relevant development /project application.
Micro Climate	67. Key public open spaces (parks and squares) are to receive direct sunlight in mid-winter.	To be demonstrated / assessed as part of each relevant development / project application.
Landscape	68. Primarily non-invasive plant species are to be used on the site.	As above
Transport	69. Ensure that there is sufficient public transport to achieve points under the public transport credit for Green Star Rating Tools for commercial buildings and a future Green Star Tool for residential buildings.	As above
Waste	70. Centralised recycling areas are to be provided in all buildings and 100% of waste bins for public use are to allow for waste separation.	
Wind	71. Wind tunnel modelling and verification of proposed treatments will be carried out at the building design application stage due to the significant exposure of the site to the southerly and westerly winds. Any development proposal for the southern portion of the site should be subjected to a wind tunnel study, carried out in accordance with the procedures outlined in industry recognised guidelines such as the Australasian Wind Engineering Society Quality Assurance Manual.	Wind report to be lodged with each development application /project application
Geotechnical and Environmental Site Remediation	72. Further site investigations and assessments will be undertaken prior to a Remedial Action Plan (RAP) being prepared. The RAP may be prepared in stages that follow the progressive redevelopment of the site and development blocks. The RAP will address a range of known existing site conditions.	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application /project application involving surface

Subject	Commitments	Timing
	73. A Technical Working Group is to be established to oversee the preparation of the RAP. The membership of the Working Group is to be determined by the proponent team and the Barangaroo Taskforce (under its Terms of Reference dated 26 November 2006). The Terms of Reference of the Technical Working Group are to be consistent with this Statement of Commitments and endorsed by the Barangaroo Taskforce. 74. The RAP is to be submitted by the Working Group to the Barangaroo Taskforce. The Barangaroo Taskforce will report to the IPCC on relevant matters as recommended by the Working Group. The Project Team will report to the SHFA Board on recommendations from the Working Group. 75. Following endorsement, the RAP is to be made publicly available in a manner to be determined by the Barangaroo Taskforce.	disturbance.
Residential Amenities	76. Building Types: In terms of the classifications under the Residential Flat Design Code (RFDC) , generally the residential buildings on the Barangaroo site are to consist of Row Apartment, Courtyard Apartment, Slab (Block), Tower and Hybrid building types. 77. Building Heights, Floor Space Ratios and Setbacks: All building heights and setbacks are to comply with the development block envelope controls contained within the Concept Plan. 78. Building Depth: The maximum building depth, as measured from glass-to-glass excluding balconies, is limited to 18 metres. In Row Apartment, Courtyard Apartment and Slab (Block) types 15 metres glass-to-glass is preferred. 79. Building Separation: Building separations should have regard to separation distances set out in the RFDC. Where smaller separation distances are provided consistent with the Concept Plan urban design envelopes, the amenities, privacy and solar access to existing and proposed dwellings and the public domain need to be adequately considered. 80. Landscape Design: Generally, landscape spaces for future residents of Barangaroo will be in the form of roof terraces and balconies. All private landscape design should be consistent with the design principles set out on pp46-47 of the RFDC. Due to the frontage of the extensive new harbour-side park, the proposed street tree planting and the adjacency to the city centre, there is no requirement for deep soil planting within blocks. 81. Apartment Mix: Housing across the Barangaroo site should provide a variety of types, sizes and configurations. Flexible live / work housing types are highly appropriate for the city centre fringe location. 82. Solar Access: Living rooms and private open spaces for at least 70 % of apartments in a development should receive a minimum of 3 hours direct sunlight between 9 a.m. and 3 p.m. in mid-winter. For up to 30 % of dwellings, 2 hours is required (excluding	To be demonstrated / assessed in any relevant development application / project applications for residential development.

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	south-facing units). 83. Single Orientation Apartments: Apartment buildings should aim to maximise cross ventilation. The number of single aspect apartments with a southerly aspect (SW-SE) should be limited to a maximum of 10 % of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and how energy efficiency is addressed.	
Acoustic	84. All future development application / project applications will be required to include a Noise Impact Assessment & Mitigation Measures report. All noise emissions from a building's plant and equipment are to be at levels complying with the recommendations of the NSW EPA Industrial Noise Policy. When setting noise emission limits for each site, the cumulative impact of noise emissions from all the sites in the fully developed precinct shall be taken into account. 85. Any future traffic management plans will incorporate strategies that minimise transportation noise levels associated with vehicle movements. 86. To prevent negative impacts resulting from the ordinary operation of the passenger terminal and other community facilities, the envelope of buildings constructed within Barangaroo should be designed to limit sound intrusion from these noise sources. Typical noise levels in occupied spaces adjacent to these noise sources during peak usage periods should comply with the recommended noise levels in AS2107. 87. Plans of management developed for noise generating community facilities shall contain measures that seek to balance the use of these facilities with the amenities of nearby potentially sensitive land uses. 88. Where deemed appropriate, the facades of new residential and commercial buildings along Hickson Road should be designed to reduce traffic noise levels in occupied spaces in accordance with the levels recommended in AS 2107. 89. Noise emissions from patrons within proposed licensed premises will be assessed during development approval against Liquor Administration Board Guidelines and appropriate plans for managing patrons' arrival / departure developed. 90. All future development application / project applications will be required to include a Construction Management Plan incorporating measures for managing construction noise and vibration emissions including time limits on audible construction activities.	Noise Impact Assessment and Mitigation Measures report to be submitted with all relevant development application / project applications.
Built Form	91. The built form of each development block will follow the Design Principles, Design Requirements, and Development Controls as set out in Part B and as amended by the Barangaroo Modification Report dated June 2008 prepared by MG Planning. Final designs for each development block will be prepared by	To be demonstrated / assessed as part of any development application / project application for commercial use.

Subject	Commitments	Timing
	development partners who will be subject to the Design Excellence Strategy. 91A. The built form of development blocks 2 to 5 inclusive shall comply with the performance based urban design controls contained in Table 1 to Section 2.1.1 of the Barangaroo Part 3A Modification Report – Commercial Floor Space Preferred Project Report prepared by MG Planning dated October 2008.	As above
Commercial Uses	92. All future development applications for commercial uses will be required to address how the proposal: ▪ Complements, connects with and extends the commercial activity of the existing Sydney CBD; ▪ Contributes to the character of Barangaroo as a unique business address; ▪ Offers opportunities for major corporate tenants; ▪ Where appropriate includes a mix of support related commercial and retail offerings such as convenience retail, personal services, cafes, bars and health and recreation facilities; ▪ Enhances and encourages walking and cycling and connectivity to public transport services; ▪ Provides a clear interface to the public domain and includes publicly accessible open space or pedestrian connections and arcades within the private development.	To be demonstrated / assessed as part of any development application / project application for commercial use.
Sydney Ports Consultation	93. Sydney Ports Corporation shall be consulted on all aspects of the Barangaroo redevelopment that affect the operation of the Wharf 8 Passenger Terminal, any additional passenger terminal, the harbour control tower and the harbour safety function in the Moore's Wharf building, including potential use of the new harbour inlet by non-motorised recreational craft. 94. Sydney Ports Corporation shall be consulted on the detailed exclusion zone requirements for the Wharf 8 Passenger Terminal at future project application stages of development. 95. The operation of the Wharf 8 Passenger Terminal will continue uninterrupted during its temporary relocation while the final new building is constructed and during the relocation back to the existing location in the new facilities. 96. Moores Wharf and the Harbour Control Tower will be fenced off for security purposes prior to future public access on site. 97. Sydney Ports and NSW Maritime shall be consulted regarding any proposals associated with Port Operational Requirements that result in the extension of structures alongside or over water into Sydney Harbour. 98. Future car parking for the Wharf 8 Passenger Terminal will be provided consistent with the current car parking provisions for the facility, and subject to the needs of the future terminal.	Subject to consultation with Sydney Ports

Subject	Commitments	Timing
Ongoing Consultation and Information	99. Ongoing consultation with Government agencies including City of Sydney Council (Strategic Planning Department, Community Services and Programs Unit and Recreation and Community Services Unit), Department of Housing NSW, NSW Maritime, Railcorp, Sydney Ports, NCOSS, private landowners, and community stakeholders will take place according to established planning and development approval procedures. 100. NSW Maritime will be consulted in relation to the following: ▪ Any proposal that has the potential to impact upon navigational safety. ▪ The potential to expand ferry and charter boat operations within the redevelopment site. ▪ On-going maintenance of seawalls, launching and berthing facilities. ▪ Proposed encroachments into NSW Maritime's land at Darling Harbour. ▪ The development of the proposed coves and inlets which will become part of the navigable waters of Sydney Harbour. ▪ Other issues which will inevitably arise from the interface with NSW Maritime's land. ▪ Port security matters. 101. Further consultation and information sessions will be held as necessary to communicate the redevelopment process and to ensure all stakeholders have the opportunity to keep up to date on the progress of the redevelopment.	Ongoing
CPTED	102. All future development is to be designed in accordance with the principles of the Crime Prevention Through Environmental Design.	To be demonstrated / assessed as part of any relevant development / project application.
Construction	102. All future development is to be designed in accordance with the principles of the Crime Prevention Through Environmental Design.	To be demonstrated / assessed as part of any relevant development / project application.