

Mr Jim Betts
Secretary
NSW Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Mr Betts,

**SECTION 75W MODIFICATION APPLICATION – ENVIRONMENTAL ASSESSMENT REPORT
BARANGAROO CONCEPT PLAN MP06_0162 (MOD 11)**

1. INTRODUCTION

This Environmental Assessment Report (**EAR**) is submitted to the Department of Planning, Industry and Environment (**DPIE**) in support of a Section 75W modification to Concept Plan Approval MP06_0162 pursuant to clause 3C, Schedule 2 of *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017* (**Savings and Transitional Regulation**).

This Modification seeks approval to:

- expressly permit construction vehicles and non-construction vehicles to use Barton Street; and
- stage the delivery of Hickson Park to align with the current status of the development of the surrounding buildings in Barangaroo South and Central Barangaroo, and to avoid the potential for abortive and reinstatement works.

This Modification relates to the following conditions under the approved Concept Plan (**MOD 8**):

- Conditions B3(5), B12, C3C and C8 (Barton Street); and
- Conditions B3(1)(a) and B12 and Appendix 1 (Hickson Park Staging).

This EAR has been prepared by MG Planning on behalf of Infrastructure NSW and describes the site, its environs and provides an assessment of the proposed modifications in the context of the approved Concept Plan, and is to be read in conjunction with the Hickson Park Staging Plans (**Attachment A**), the Transport Assessment (**Attachment B**) and the updated Overall Staging Plan (**Attachment C**).

2. BACKGROUND

2.1 Barangaroo Concept Plan (MP06_0162) – Consent to be Modified

The Barangaroo Concept Plan (MP06_0162) was approved in February 2007. The Concept Plan covers urban design and policy initiatives and is the statutory planning approval that guides the development of Barangaroo. The Concept Plan has been modified seven times since it was approved, and the Statement of Commitments has been revised accordingly.

The most recent approved modification to the Concept Plan (MOD 8) was determined on 28 June 2016 by the Planning Assessment Commission (PAC).

The current approved Concept Plan (as modified by MOD 8) provides for:

- A mixed-use development with a maximum of 594,354m² gross floor area (GFA);
- Approximately 11 hectares of new public open space and public domain, with a range of formal and informal open spaces serving separate recreational functions and including a 2.2-kilometre public foreshore promenade;
- Public domain landscape concept, including parks, streets and pedestrian connections;
- Alterations of the existing seawalls and creation of a portion of new shoreline to the harbour;
- Built form principles and controls, maximum building heights and GFA for each development block within the mixed-use zone; and
- Construction, operation and maintenance of a concrete batching plant to supply concrete for construction of future development under this Concept Plan at Barangaroo South.

MOD 8 introduced Conditions B3 and B12 to the Concept Plan approval. Condition B3 sets out specific requirements for Hickson Park, Block 5, Block Y, Barton Street, and the Foreshore Promenade in the vicinity of Block Y. Condition B12 relates to the timing of delivery of the certain public domain works, including Hickson Park, in relation to the occupation of completed development within Block Y, Block 4A and Block 4B.

Conditions B3 and B12 are reproduced below.

B3 Future Built Form and Public Domain:

Hickson Park

(1) Hickson Park is:

- a) shown in the map at appendix 1 and generally defined by the boundaries of Block 4A and 4B, Block 5 (as amended in B3(2) below), Hickson Road, Globe Street and Barangaroo Avenue;*
- b) to provide view corridors from Hickson Road to the harbour;*
- c) to support large mature trees, including the provision of at least 2,000sqm of deep soil with a depth of at least 3m;*

- d) *not to be overshadowed by built form over more than an average area of 2,500 sqm between the hours of 12:00 and 14:00 on the 21 June each year; and*
- e) *to be primarily comprised of soft landscaping, including extensive areas of grass.*

Block 5

(2) The footprint and building envelope of Block 5 is to be reduced to remain within the B4 zoned land.

Future above ground buildings in Block 5:

- a) *are to minimise overshadowing of Hickson Park, ensuring no more than an average of 2,500 sqm of Hickson Park is overshadowed by built form between the hours of 12:00 and 14:00 on the 21 June each year.*

Block Y:

(3) In order to provide an appropriately dimensioned unobstructed public promenade on the northern edge of Watermans Cove, any future building to be located in Block Y is to comply with the following setback controls from the northern edge of Watermans Cove:

- a) *an average of approximately 27.5m to the ground floor façade (excluding any structures associated with any future ground floor licensed area); and*
- b) *a minimum 18.5m to the outside edge of any vertical structure associated with any ground floor licensed area. This setback is to be unobstructed including by any ground level structures associated with any future ground floor licensed area.*

(4) In order to mitigate the visual perception of bulk, the facades of the podium of any future building in Block Y are to be broken down into separate discernible elements, such that:

- a) *the southern podium façade is comprised of two major elements with an unbroken horizontal dimension of approximately 32.5 metres;*
- b) *the western podium façade is comprised of two major elements with an unbroken horizontal dimension of approximately 45 metres. The two façade elements are to be broken up by an approximately 7 metre wide recess which extends vertically for the full height of the podium; and*
- c) *the eastern façade is to appear as 3 distinct, but visually related, elements.*

Barton Street:

(5) Barton Street is approved as a temporary road only and is subject to the future environmental assessment requirements in C8. Following the completion of the development on Block Y and the construction of Barangaroo Avenue, Barton Street shall be redesigned and returned as parkland and integrated to form part of Hickson Park. Any future application in respect of Hickson Park shall ensure the design, construction and use of this area is public open space and parkland.

Foreshore Promenade in the vicinity of Block Y:

(6) The foreshore promenade along the western side of Block Y shall be designed, constructed and landscaped:

- a) *to its western most extent, as mapped in the SEPP Amendment made on 28 June;*
- b) *to read as public open space; and*
- c) *to include mature tree plantings and other soft landscaping elements and places to stop and sit.*

B12. Staging

Prior to the issue of any occupation certificate within Block 4A, 4B and Y, the foreshore promenade (to the full extent mapped in the SEPP Amendment), pier, Watermans Cove and Hickson Park (other than the temporary construction road corridor on the alignment of the former Barton St) shall be constructed, landscaped and publicly accessible.

The timing for the replacement of Barton St, in accordance with B3(5), is to be agreed with the Secretary.

Development Blocks 4A, 4B and Y are identified in the extract from the Concept Plan Approval at **Figure 1** below in relation to Hickson Park.

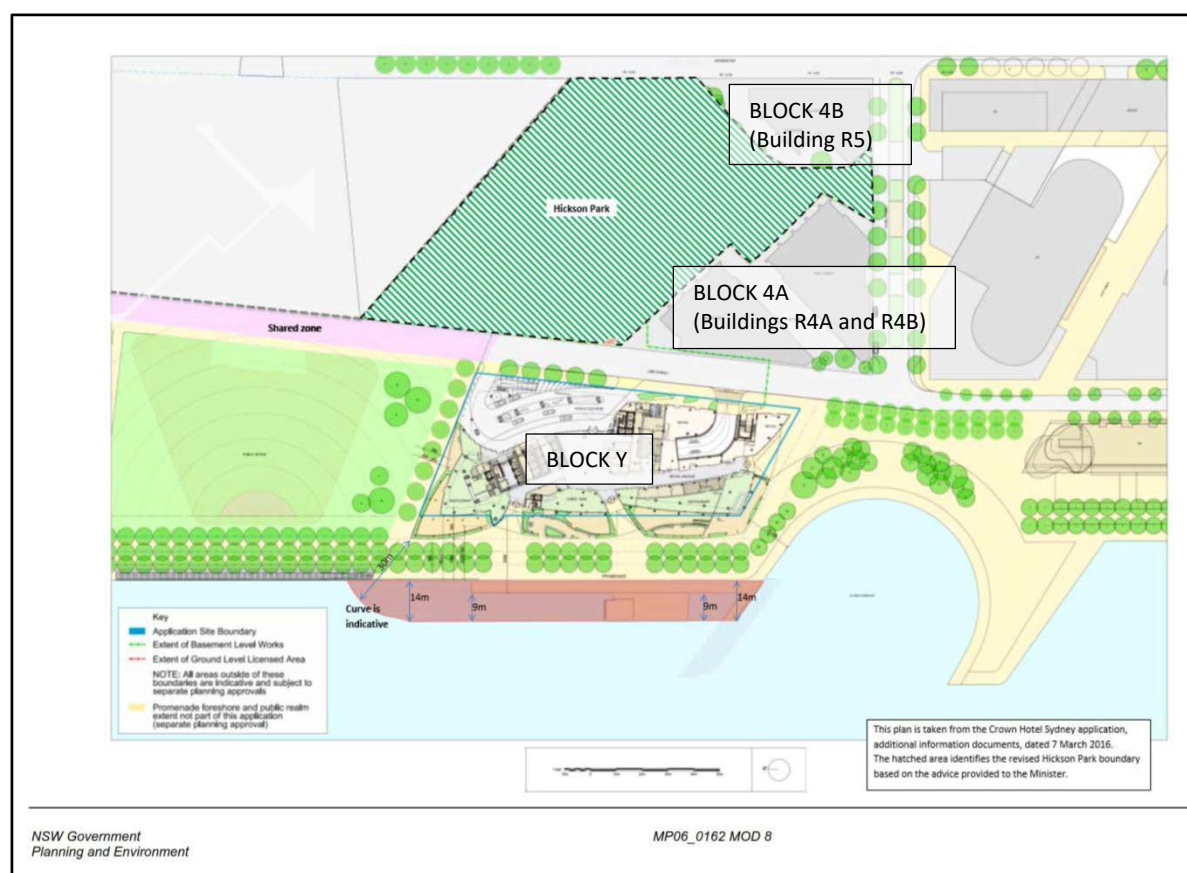


Figure 1: Barangaroo Concept Plan (MOD 8) – Appendix 1

2.2 Stage 1B Public Domain (SSD 7944)

Development consent SSD 7944 was granted by the Independent Planning Commission (IPC) on 11 September 2018 for the public domain and associated works within Barangaroo South and Central Barangaroo, including Watermans Cove (and a public pier), Hickson Park, Watermans Quay, Wulugul Walk and a section of Barangaroo Avenue, as illustrated in **Figure 2** below.

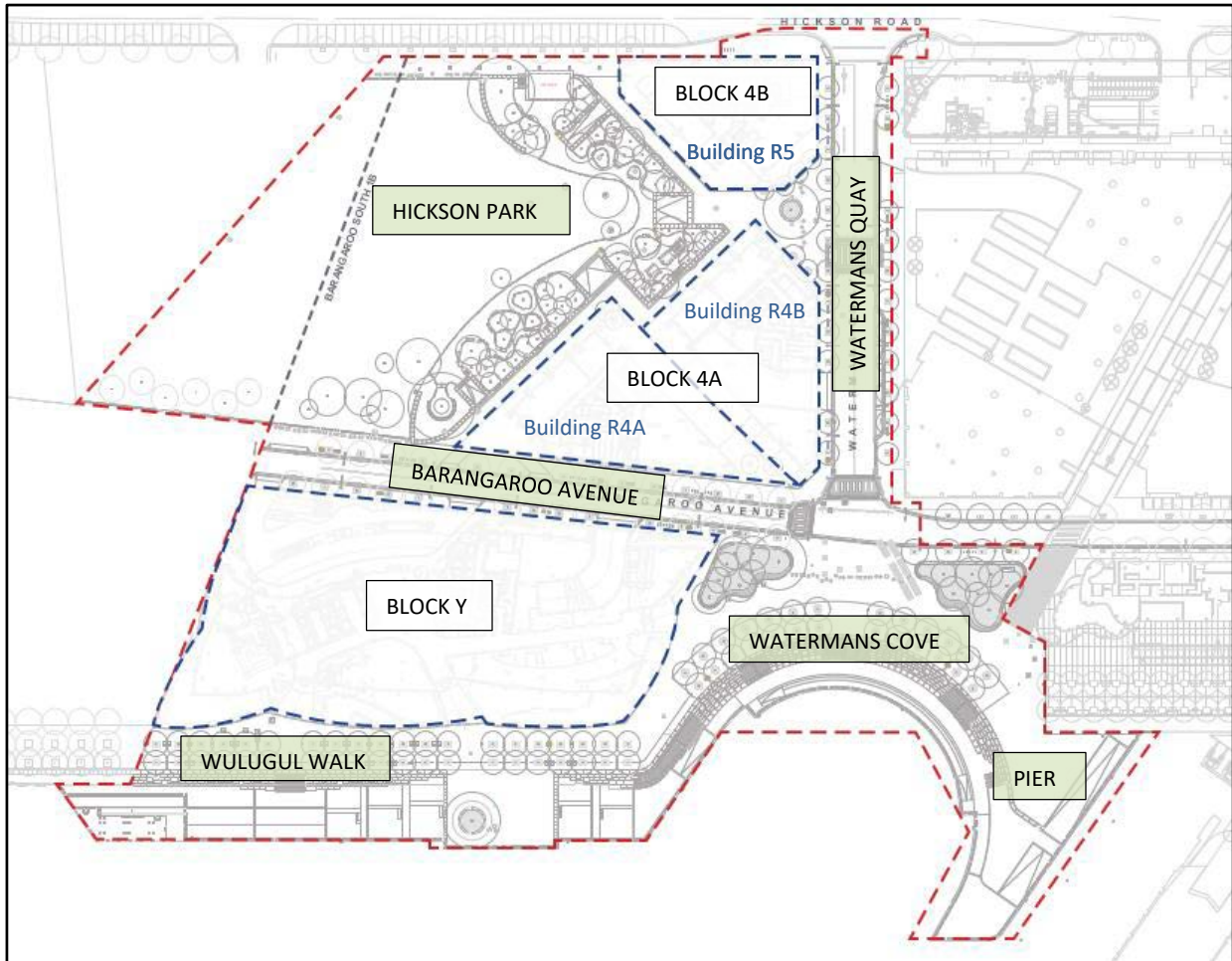


Figure 2: Overview of public domain works in SSD7944

2.3 Building approvals

A summary of the relevant building approvals in Barangaroo South include:

Crown Sydney Hotel Resort (SSD 6957) (As Modified)

- Approved by the PAC on 28 June 2016.
- 71 storey building with a total GFA of 77,500m² comprising residential apartments, hotel rooms, ancillary guest/visitor facilities, restricted gaming facility and retail, onsite parking, bicycle facilities, public domain and landscaping works.
- Scheduled to open late 2020.

Stage 1B Basement (SSD 6960) (As Modified)

- Approved by the PAC on 7 March 2017.
- Works include remediation, bulk excavation, interim public domain, interim roadway, services, infrastructure and associated works.
- Currently under construction with completion forecast for June 2021.

Building R4A (SSD 6964) (As Modified)

- Approved by the IPC on 7 September 2017.
- 72-storey mixed use building with a total GFA of 48,000m² comprising residential apartments and retail.
- Car parking located within Stage 1B basement.
- Includes public domain works including a pedestrian strada.
- Currently under construction and scheduled for completion in early 2024.

Building R4B (SSD 6965) (As Modified)

- Approved by the IPC on 7 September 2017.
- 60-storey mixed use building with a total GFA of 38,911m² comprising residential apartments and retail.
- Car parking located within Stage 1B basement.
- Includes public domain works and link bridge to Building R4A.
- Scheduled for completion late 2024.

Public Domain (SSD 7944) (As Modified)

- Approved by the IPC on 11 September 2018.
- Includes Watermans Quay (and a public pier), Wulugul Walk, Barangaroo Avenue, Watermans Quay and Hickson Park.

Building R5 (SSD 6966)

- Approved by the IPC on 3 October 2019.
- 30-storey mixed use building with a total GFA of 19,158m² comprising residential apartments and retail.
- Includes Key Worker Housing.
- Car parking located within Stage 1B basement.
- Includes public domain works.
- Scheduled for completion in mid-2025.

2.4 Concept Plan Modification Applications

Two further modifications to the Concept Plan include:

- Modification 9 (**MOD 9**) – This modification application relates to Central Barangaroo and is currently being prepared in readiness for lodgement with the DPIE; and
- Modification 10 (**MOD 10**) – This modification application relates to Barangaroo South. It has been publicly exhibited and is currently under assessment by the DPIE.

3. PROPOSED MODIFICATIONS

3.1 Barton Street

MOD 8 allows for the construction of Barton Street as a temporary construction road to reduce construction traffic congestion during the development of Barangaroo South and Central Barangaroo.

MOD 8 requires Barton Street to be returned to parkland within Hickson Park following the completion of the development of Block Y (the Crown Sydney Hotel Resort) and the construction of Barangaroo Avenue through Central, to connect with Hickson Road.

The timing for the reinstatement of Barton Street to parkland within Hickson Park has been agreed with the Secretary of the DPIE in accordance with Condition B3(5), to allow Barton Street to remain in place until Barangaroo Avenue through Central is complete and operational.

The construction of Barton Street is 'development without consent' under clause 94 of the *State Environmental Planning Policy (Infrastructure) 2007* and has been the subject of a Part 5 Review of Environmental Factors (REF), which was determined by Infrastructure NSW in June 2020. The construction of Barton Street as outlined in **Figure 3** has now commenced.

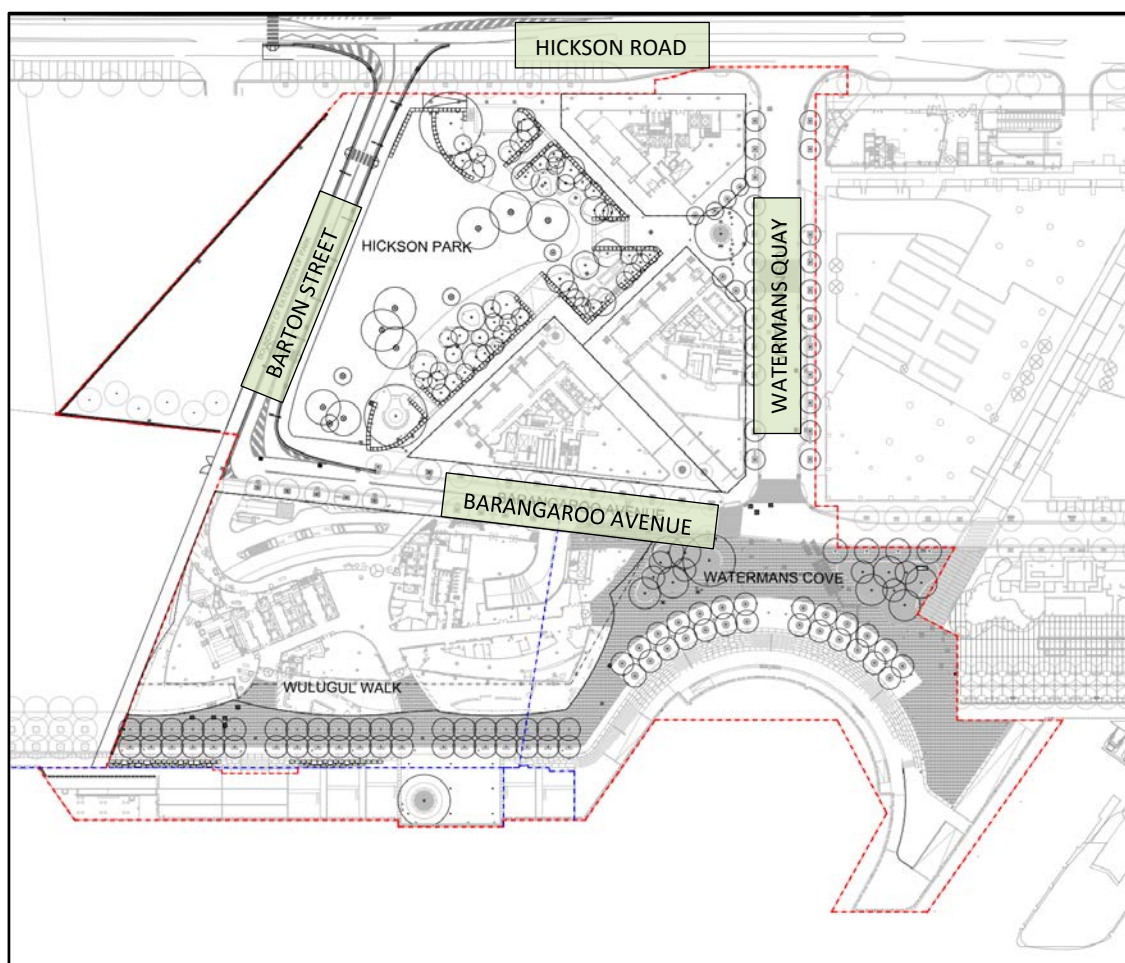


Figure 3: Road network in Barangaroo South including Barton Street

Condition C8 provides that the intersection of Barton Street with Hickson Road shall be for temporary construction purposes only, and Infrastructure NSW is seeking to modify the Concept Plan to allow Barton Street to operate as a temporary public road (i.e. for all vehicles) to ease pressure on the road network while development in Barangaroo South and Central Barangaroo is occurring. No changes are proposed to the road design.

In 2015 a Transport Management and Accessibility Plan (**TMAP**) was developed for the Barangaroo South precinct in support of MOD 8. This TMAP detailed the future traffic and transport environment within Barangaroo South, including the appropriateness of the proposed vehicle access and circulation routes. While findings supporting the TMAP remain valid, there are interim site condition changes since the preparation of the document, those being:

- i. The TMAP assumed that the development of Building R4A (in particular) would be completed at approximately the same time as the Crown Sydney Hotel Resort in Block Y. There have been amendments to the program for the R4A, R4B and R5 Buildings that have resulted in the construction of these buildings occurring well after the opening of the Crown Sydney Hotel Resort in late 2020. This change in program has several implications on the operation of the transport network, including:
 - a. an effect on the timing for the implementation of traffic lights at the intersection of Hickson Road and Watermans Quay immediately adjacent to the R5 Building, impacting the capacity for vehicles to efficiently arrive to and depart from the Barangaroo precinct; and
 - b. the requirement for construction vehicles entering and exiting the development site for the R4A, R4B and R5 Buildings to interact with general traffic in the Barangaroo precinct, including those travelling to/from the Crown Sydney Hotel Resort, and to Barangaroo South more broadly.
- ii. The extension of Barangaroo Avenue through Central Barangaroo in Block 5, as envisaged in the Concept Plan (MOD 8), has been delayed and is still some years away from being completed. The consequence of this change in program expectation is that, for a period, all traffic entering and exiting the Crown Sydney Hotel Resort would be reliant on using Watermans Quay and Barangaroo Avenue only.

Since the development of the TMAP in 2015 there has also been a significant take up of ride-share as a mode of transport, particularly with the growth of ride-sharing apps such as Uber. When the TMAP was prepared, ride-sharing apps were in their infancy and the precinct was planned and designed based on the level of taxi / ride-share usage at that time.

Barton Street therefore provides an opportunity to, as an interim solution, manage the transport implications of these site condition changes and the growth of ride-share vehicles prior to the completion of a permanent road connection through Central Barangaroo. This will ensure a good level of both

pedestrian and traffic circulation is maintained through the Barangaroo precinct, in line with the objectives of the TMAP.

3.2 Hickson Park

Condition B12 requires Hickson Park (among other areas of the public domain) to be constructed, landscaped and made publicly accessible prior to the issue of any Occupation Certificate within Block 4A (Buildings R4A and R4B), Block 4B (Building R5), or Block Y (Crown Sydney Hotel Resort). It is understood that the intent of this Condition was to ensure that key areas of the public domain were delivered together with the first building to be occupied in these Blocks.

The Crown Sydney Hotel Resort in Block Y will be the first of these buildings to receive an Occupation Certificate, several years before the completion of Building R4A, Building R4B and Building R5, therefore requiring Hickson Park to be delivered beforehand, for Condition B12 to be satisfied.

Hickson Park is defined in Condition B3(1)a) by reference to the map at Appendix 1 of MOD 8 outlined in Figure 1 of this EAR. For context, this map was prepared several years before the Development Application for the Public Domain (comprising the detailed design of Hickson Park and the surrounding public domain areas) was prepared and consent was granted (SSD 7944).

Hickson Park is separated by Barton Street to comprise:

- the area located on Block 4 within Barangaroo South; and
- the area described as the expansion of Hickson Park in MOD 8, located on Block 5 within Central Barangaroo.

Having regard to the ongoing development of the R4A, R4B and R5 Buildings in Barangaroo South following the completion of the Crown Sydney Hotel Resort in Block Y and the proposed future construction of the basement and above ground structures in Central Barangaroo, Infrastructure NSW is seeking to modify the Concept Plan to allow Hickson Park to be delivered in stages as outlined in the staging plans comprising **Attachment A**.

For completeness, prior to the issue of an Occupation Certificate for the Crown Sydney Hotel Resort (SSD 6957) (As Modified), all other areas of the public domain required to be constructed, landscaped and publicly accessible in accordance with Condition B12, including the foreshore promenade known as Wulugul Walk, Waterman's Cove, the Pier, Barangaroo Avenue, Barton Street will be completed, together with the extent of Hickson Park illustrated in the **Figure 4** below.

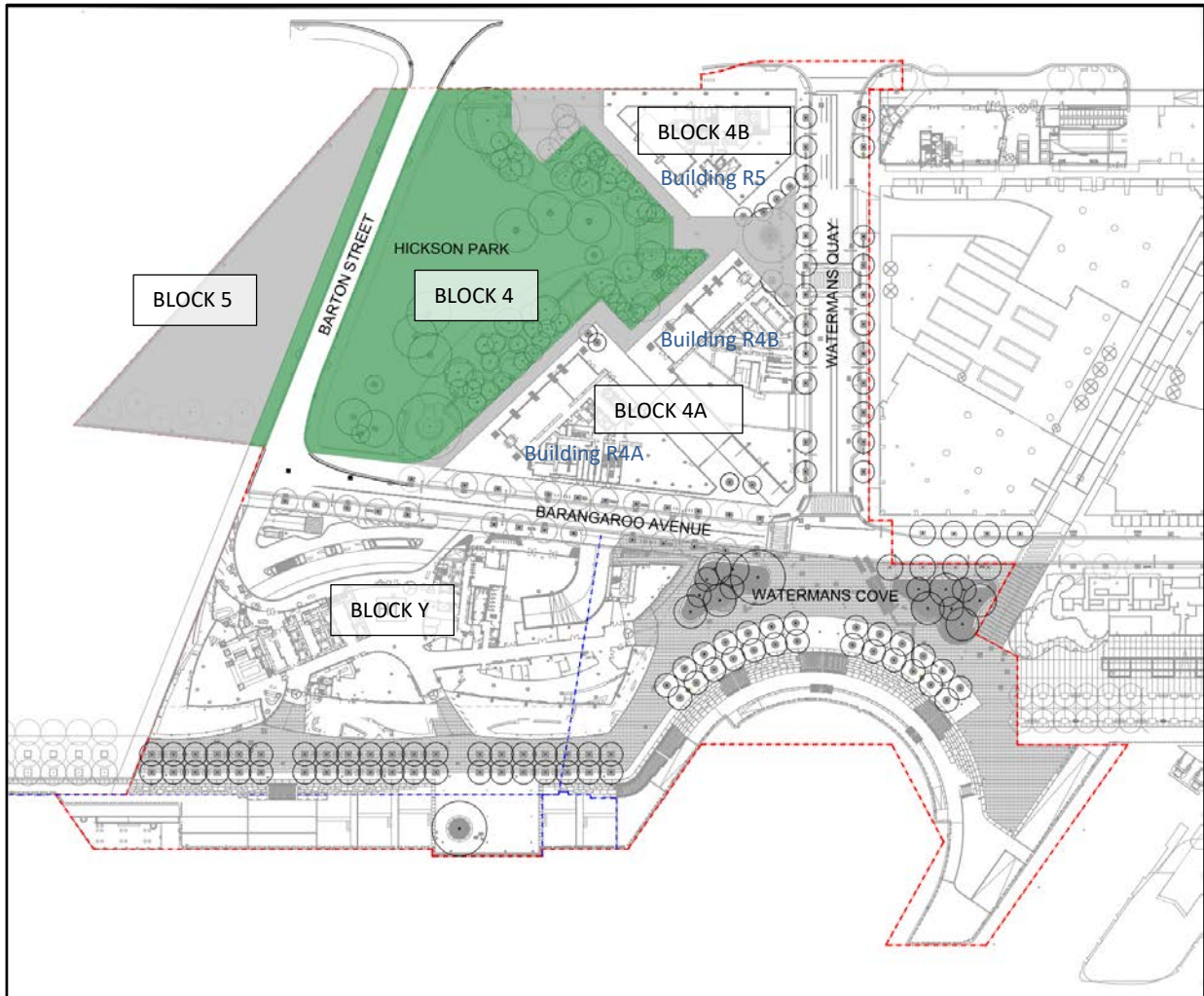


Figure 4: Hickson Park area completed prior to the issue of an Occupation Certificate for the Crown Sydney Hotel Resort on Block Y

In relation to the area of Hickson Park located on Block 5, it is noted that the delayed commencement of the development of Central Barangaroo will mean that, if this section of Hickson Park is required to be completed prior to the opening of the Crown Sydney Hotel Resort in late 2020, it is likely that this area will subsequently need to be demolished and then rebuilt in the future, following the completion of the basement and above ground structures in the vicinity of this area of Central Barangaroo.

Infrastructure NSW contemplates that the development of Central Barangaroo will be dependent on using this area for site staging and sequencing, basement works, drainage and various enabling and infrastructure works. Consequently, the delivery of this section of Hickson Park before such works have been completed is likely to result in substantial abortive works and additional costs to government, which is not consistent with the orderly and economic use and development of land.

It is intended that the delivery of this section of Hickson Park be aligned with the timing for the reinstatement of Barton Street to parkland within Hickson Park, as agreed with the Secretary of the DPIE in accordance with Condition B3(5).

In relation to the area of Hickson Park located on Block 4, it is noted that if the full extent of Hickson Park as reflected in the map at Appendix 1 of MOD 8 is required to be completed and publicly accessible before the Amenities Building and each of the R4A, R4B and R5 Buildings have been completed, it will result in one or more of the following unsatisfactory outcomes:

- the high likelihood that the areas of the public domain that abut and fall directly between each of Buildings R4A, R4B and R5 and surrounding the Amenities Building will be damaged during the adjacent construction activities, resulting in potential demolition and reworks
- genuine public safety concerns regarding the potential safety risks to the public associated with a fall from height, noting that certain areas of the public domain abut and fall directly between the high-rise construction sites for Buildings R4A, R4B and R5.

This application therefore also seeks to provide for the staged delivery of Hickson Park as illustrated in the Staging Plans outlined in Attachment A to provide exclusion zones to assist in the safe construction of the Amenities Building and each of the R4A, R4B and R5 buildings.

By way of background, during the Response to Submissions phase of the application for development consent of the Public Domain (SSD 7944) significantly larger exclusion zones to support the construction of the adjoining residential sites were sought. In the Statement of reasons for the decision of that application, the then Planning Assessment Commission concluded that any application to stage the delivery of Hickson Park to provide exclusion zones could only be contemplated through a formal modification to the Concept Plan, which this application now seeks to do.

For completeness, the Commission also raised concerns in relation to the extent of the mature planting that was proposed to be deferred and the uncertainty of the timing for the completion of those exclusion zone areas (noting that the R5 Building did not have development consent at that time). It also commented that construction of similar scale buildings in equally dense public areas is common practice without the use of extensive exclusion zones and further information would be needed to explain why exclusion zones were appropriate.

Pursuant to this application, the size of the deferred areas (exclusion zones) surrounding each tower has significantly reduced and all planting (including all mature planting) within Hickson Park proper (as defined by the sandstone walls) will be completed. The only tree that will be deferred is a single fig tree immediately between the R4B and R5 buildings, which has already been procured.

Development Consent for the R5 Building has since been granted and the One Sydney Harbour development is now in delivery.

This application also addresses the fact that, unlike similar scale buildings elsewhere in the CBD, these buildings directly abut onto a public park, as a destination where pedestrians will spend significant periods

of time. This increases the risk of potential injury arising from a falling object from height from those buildings under construction, compared to a passer-by on a public footpath on their way to a destination. All three high-rise buildings will be under construction simultaneously to create, in effect, an entirely new city block (as opposed to a single building under construction in an otherwise established area).

The proposed staging of the exclusion zones reflects the program for the delivery of Buildings R4A, R4B, and R5 and will allow the extent of Hickson Park as defined by the large grassed area, extensive planting beds, ramped entrances and the sandstone retaining walls at the southern end to be completed (as illustrated in Figure 4 above) prior to the opening of the Crown Sydney Hotel Resort in late 2020.

It is intended that the delivery of these sections of Hickson Park will be aligned with the completion of the Amenities Building and the issue of the Occupation Certificate for each building.

3.3 Secretary's Environmental Assessment Requirements

The DPIE has confirmed that the Director General's Requirements (DGRs, now referred to as SEARs) issued for MOD 8 to the Barangaroo Concept Plan remain applicable to this Modification.

3.4 Modifications to Conditions of Approval

This application seeks to modify Conditions B3(5), B12, C3C and C8 and replace the map of Hickson Park at Appendix 1 of MOD 8, as set out below. Deletions are shown in ~~bold strike through~~ and insertions are shown in ***bold italics and underlined***.

Condition B3(5)

B3 Future built form and public domain

...

Barton Street

*(5) Barton Street is approved as a temporary road ~~only~~ ***for construction vehicles and non-construction vehicles*** and is subject to the future environmental assessment requirements in C8.*

*Following the completion of the development on Block Y and the construction of Barangaroo Avenue ***in Central Barangaroo***, Barton Street shall be redesigned and returned as parkland and integrated to form part of Hickson Park. ~~Any future application in respect of Hickson Park shall ensure the design, construction and use of this area is public open space and parkland.~~*

Reason for Modification: For clarification that Barton Street is approved as a temporary road for all vehicles, and for clarification that the completion of the construction of Barangaroo Avenue includes the extent of Barangaroo Avenue in Central Barangaroo. The reference to any future application in respect of Hickson Park has been deleted since SSD 7944 has already been determined.

Condition B12

B12. Staging

Prior to the issue of any occupation certificate within Block 4A, 4B or Y, the foreshore promenade (to the full extent mapped in the SEPP Amendment), pier, and Watermans Cove ~~and Hickson Park (other than the temporary construction road corridor on the alignment of the former Barton Street)~~ shall be constructed, landscaped and publicly accessible.

Hickson Park (other than the road corridor for Barton Street) shall be completed in accordance with the Staging Plan Nos 1-7 (BAR418-SIN-SK-063) prepared by Grant Associates and dated 04.06.2020.

The timing for the replacement of Barton Street, in accordance with B3(5), is to be agreed with the Secretary.

Reason for Modification: To reference the Staging Plans for the delivery of Hickson Park.

Condition C3C

C3C Traffic and Transport related matters- Consultation with Roads and Maritime Services (RMS) and Transport for NSW (TfNSW)

The Proponent is to undertake further consultation with the RMS and TfNSW regarding the following:

- a) any proposed traffic signals at the Hickson Road/Shelley Street and Barton Street/Hickson Road intersections;*
- b) coach set-down provisions within the Barangaroo Precinct, ensuring there are no laybys on Barangaroo Avenue;*
- c) the construction of Barton Street as a temporary road ~~temporary access road only for the construction of Block Y and the implications for the road network in Barangaroo;~~ and*
- d) the conversion of Barangaroo Avenue from the northern exit of the porte cochere on Block Y to the north-western corner of Block 5 to a shared zone.*

The results/ recommendations arising from the above consultation is to be included in the updated TMAP and is to inform the relevant future development application/s for the public domain works.

Reason for Modification: For consistency with Condition B3(5).

Condition C8

C8 Road design in vicinity of Block Y

The future design of Barangaroo Avenue shall:

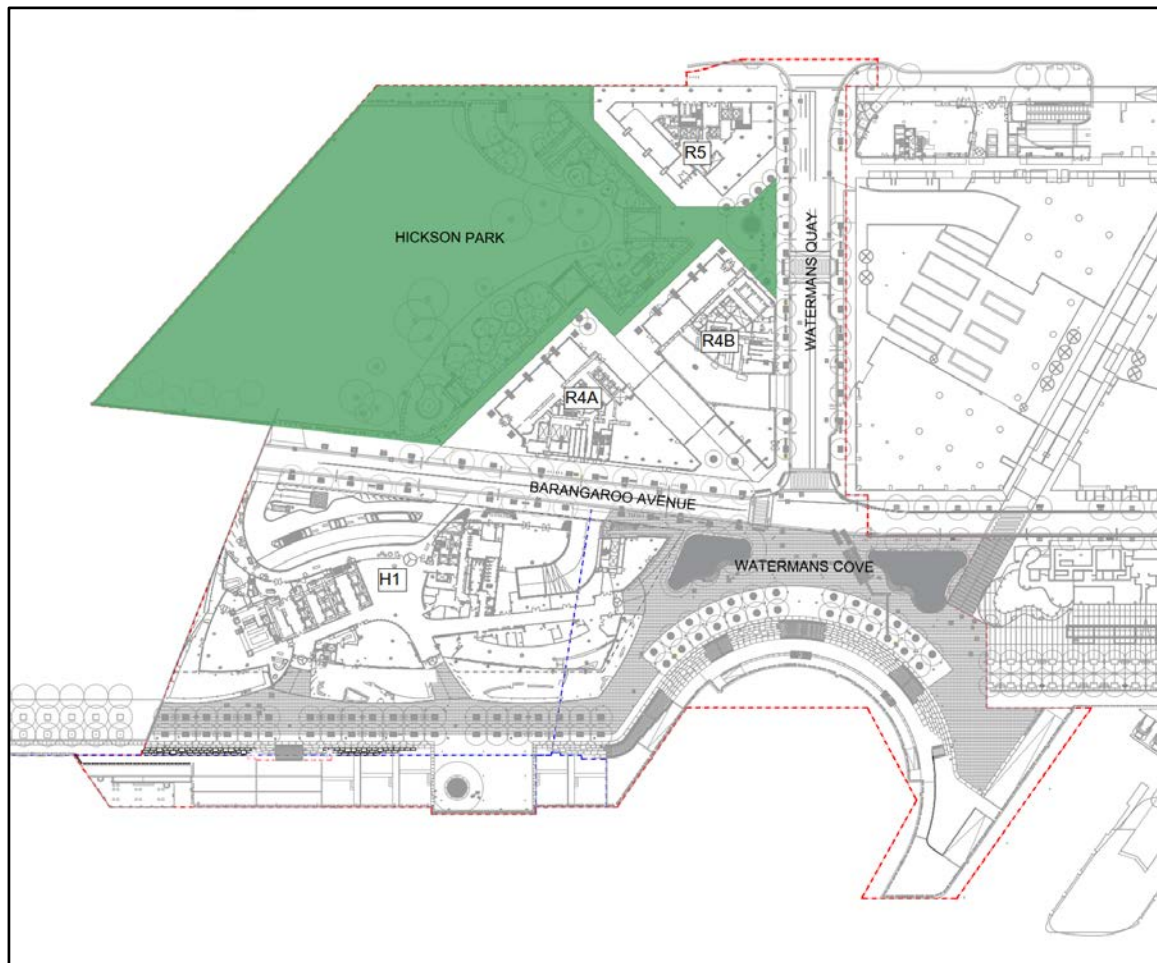
- a) provide for a shared zone between the northern exit of the Porte Cochere on Block Y to the north-western corner of Block 5;
- b) minimise the road surface area, to promote pedestrian access and safety; and
- c) shall comply with Transport for NSW guidelines on shared zones and RMS specifications to minimise the potential for vehicular and pedestrian conflict and improve the amenity and quality of the streetscape.

Any future application for the shared zone section of Barangaroo Avenue shall also be accompanied by a Road Safety Audit.

The provision of any future intersection with Hickson Road in the vicinity of the boundary between Block 4 and 5 shall be for the temporary road (Barton Street) ~~temporary construction purposes only~~ and is to ensure that pedestrian access between Hickson Park and the waterfront in the vicinity of Block Y is prioritised. In this regard, any relevant future public domain application shall be designed to minimise the potential for vehicular and pedestrian conflict and shall be designed and appropriately treated to improve road and pedestrian safety. Any future application shall also be accompanied by a Road Safety Audit.

Reason for Modification: For consistency with Condition B3(5).

Insert New Appendix 1 – Hickson Park



Reason for Modification: For consistency with SSD 7944.

4. ENVIRONMENTAL ASSESSMENT

4.1 Substantially the same development

Pursuant to clause 3C(1) of Schedule 2 of the Savings and Transition Regulation, Section 75W continues to apply to the modification of a Concept Plan approved before or after the repeal of Part 3A. However, clause 3BA(5) limits the powers under Section 75W to only if the Minister is satisfied that:

- (a) The proposed modification is to correct a minor error, misdescription or miscalculation; or
- (b) The proposed modification is of minimal environmental impact; or
- (c) The project to which the concept plan as modified relates is substantially the same as the project to which the concept plan currently relates (including any modifications previously made under section 75W).

The proposed modifications to the Barangaroo South Concept Plan result in substantially the same project to which the Concept Plan (As Modified) relates for the following reasons:

- The proposed modifications do not seek to alter the approved built form or floor space controls of the Concept Plan;
- The proposed modifications do not alter any land uses approved under the Concept Plan;
- The proposed modifications do not alter the ultimate area of public open space provided under the Concept Plan and will continue to ensure the public open space identified in Condition B12 is delivered as early as practicable;
- The proposed modifications to Hickson Park relate only to its staging and are required to maintain public safety, and to avoid undertaking works that would subsequently need to be demolished and rebuilt in the future as a consequence of the development and delivery of Central Barangaroo and around the areas of Block 4A and Block 4B; and
- The proposed modification to Barton Street relates to its use as a temporary public road only (i.e. for use by all vehicles) and does not involve any works.

4.2 Traffic impact

JMT Consulting has prepared a Transport Assessment to consider the traffic and transport implications of Barton Street becoming a temporary public road (refer Attachment B). The Transport Assessment has undertaken an assessment of the following matters:

- traffic circulation arrangements;
- future traffic flows and road network operation;
- arrangements for taxis / ride-share vehicles;
- construction traffic arrangements;
- pedestrian movements and safety issues in Barangaroo South; and
- the Barton Street design, including measures to maintain good levels of pedestrian safety and connectivity.

The Transport Assessment indicates that there are significant benefits to the transport network if Barton Street were to be used as a temporary road (by all vehicles) prior to the opening of Central Barangaroo. These are summarised in Table 1. No adverse impacts have been identified.

Item	Summary of key changes as a result of the use of Barton Street as a temporary public road by all vehicles	Implications for the transport network
Traffic circulation	<ul style="list-style-type: none"> Barton Street would act as a 'relief-valve' for traffic by providing another opportunity for vehicles to access Hickson Road via Barangaroo Avenue Instead of all traffic converging at the Watermans Quay / Barangaroo Avenue intersection, vehicles can instead bypass Watermans Quay and utilise Barton Street to access Hickson Road 	Beneficial
Traffic flows / road network operation	<ul style="list-style-type: none"> The use of Barton Street would distribute the traffic load across the Barangaroo South precinct and reduce traffic flows on Watermans Quay and Barangaroo Avenue The future Hickson Road / Watermans Quay traffic lights would operate in an improved manner with Barton Street in place 	Beneficial
Taxis and ride-share vehicles	<ul style="list-style-type: none"> Barton Street provides an opportunity to maintain a good level of operations for taxis and ride-share vehicles in Barangaroo South, particularly following the opening of the Crown Sydney Hotel Resort in late 2020 	Beneficial
Construction traffic arrangements	<ul style="list-style-type: none"> Barton Street would provide for a safer and more efficient environment for construction traffic accessing the One Sydney Harbour development by reducing the need to access the precinct via Watermans Quay 	Beneficial
Pedestrian circulation	<ul style="list-style-type: none"> Barton Street runs through Hickson Park and would therefore impact north-south pedestrian connectivity through the open space. However, these impacts will be mitigated by providing two zebra crossings that meet key pedestrian desire lines and a continuous footpath that provides a connection between Hickson Road and the public access path to the foreshore 	Neutral

Table 1: Transport implications of the use of Barton Street as a temporary road by all vehicles

4.3 Landscape and public domain

The proposed staged delivery of Hickson Park will temporarily reduce the amount of open space to be provided at Barangaroo upon the opening of the Crown Sydney Hotel Resort. However, substantive completion of the public domain in accordance with Condition B12 will be delivered through the construction of the foreshore promenade, Watermans Cove and public pier, together with the majority of Hickson Park south of Barton Street.

The area of Hickson Park proposed to be delivered immediately prior to the opening of the Crown Sydney Hotel Resort will comprise extensive planting and soft landscaped areas that will remain of a size suitable for a wide range of passive recreation activities and events.

An appropriate level of public amenity will be maintained with all the mature tree planting able to be provided except for a single Fig tree located alongside Watermans Quay and immediately between the R4B and R5 Buildings that will be under construction for several years.

Further, the staging of the areas located immediately adjacent to the Buildings are located in an area that is not part of the main park but rather in a paved area outside of the sandstone retaining walls that provides a transition zone between Building R4A, R4B and R5 forecourts and the park.

As noted above, the completion of each of these areas will be aligned with the completion of the construction of each of these Buildings.

The area of Hickson Park located on Block 5 and Barton Street will be returned to parkland following completion of Barangaroo Avenue in Central Barangaroo, which is currently anticipated to be in or around 2025.

On balance, it is considered that the benefits of protecting public safety, avoiding potential rebuilding and associated costs at Hickson Park on Block 5, and providing for appropriate interim traffic arrangements until the permanent road network in Barangaroo has been completed, outweigh the temporary reduction in open space on day one.

4.4 Public safety

In contrast to a typical construction site in the CBD, which is surrounded by public roads with commuters protected from within their vehicles and pedestrians protected by Class B hoardings above footpaths, the construction works at Buildings R4A, R4B and R5 are located immediately adjacent to and directly between parts of a public park (Hickson Park).

Consequently, the period of exposure for a member of the public to the risk of suffering an injury as a consequence of an item falling from a high-rise building under construction is far greater than is the case in the CBD. The public is likely to spend a far greater period of time in the park, compared to a person that is ordinarily within proximity to a construction site for a matter of seconds as they walk or drive by towards their intended destination.

Noting that there are no physical protections available to the public inside Hickson Park, the primary means of protection is therefore to introduce an appropriate distance between park users and the construction activities, to reduce the likelihood of an injury and, in turn, improve amenity. As a result, the proposed

staging of Hickson Park around Blocks 4A and Blocks 4B is expected to assist in the appropriate management of safety associated with these ongoing construction activities.

4.5 Overall Staging Plan

MOD 8 included an overall staging plan, which has now been updated to reflect the proposed staged delivery of Hickson Park (**Attachment C**).

5.0 CONCLUSION

The Modification Application (MOD 11) seeks approval to modify the Barangaroo Concept Plan MP06_0162 (MOD 11) to:

- expressly permit construction vehicles and non-construction vehicles to use Barton Street; and
- stage the delivery of Hickson Park to align with the current status of the development of the surrounding buildings in Barangaroo South and Central Barangaroo, and to avoid the potential for abortive and reinstatement works.

The Modification is proposed to address the site-specific context of the Barangaroo project delivery timeframes and is considered suitable for the site.

The amended proposal retains all components of the approved overall layout and spatial characteristics of the Concept Plan approval (as Modified) and no changes are proposed to the approved built form, floor space controls or land uses. The modifications are required as a direct result of the delay in finalising the development proposal for Central Barangaroo and completing Barangaroo Avenue. The proposed modifications to Hickson Park relate only to its staging and are required to maintain public safety and to avoid undertaking works that may subsequently need to be demolished and rebuilt in the future as a consequence of the development and delivery of Central Barangaroo and Buildings R4A, R4B and R5. Similarly, the proposed modification to Barton Street is temporary only and will improve traffic flows in the interim until Barangaroo Avenue is completed and operational within Central Barangaroo.

The proposed modifications do not alter the ultimate area of public open space provided under the Concept Plan and will continue to ensure the public open space identified in Condition B12 is delivered as early as practicable.

Having regard for the environmental, strategic, and physical commonalities and differences between the approved Concept Plan (MOD 8) and Mod 11, the Minister can be satisfied that the project to which the Concept Plan as modified relates is substantially the same as the project to which the Concept Plan currently relates. Based on the assessment within this EAR and the accompanying Transport Assessment, it has been determined that there are limited environmental impacts beyond those originally assessed and determined to be acceptable in the approved Concept Plan.

Given the merits described above it is requested that the application be approved.