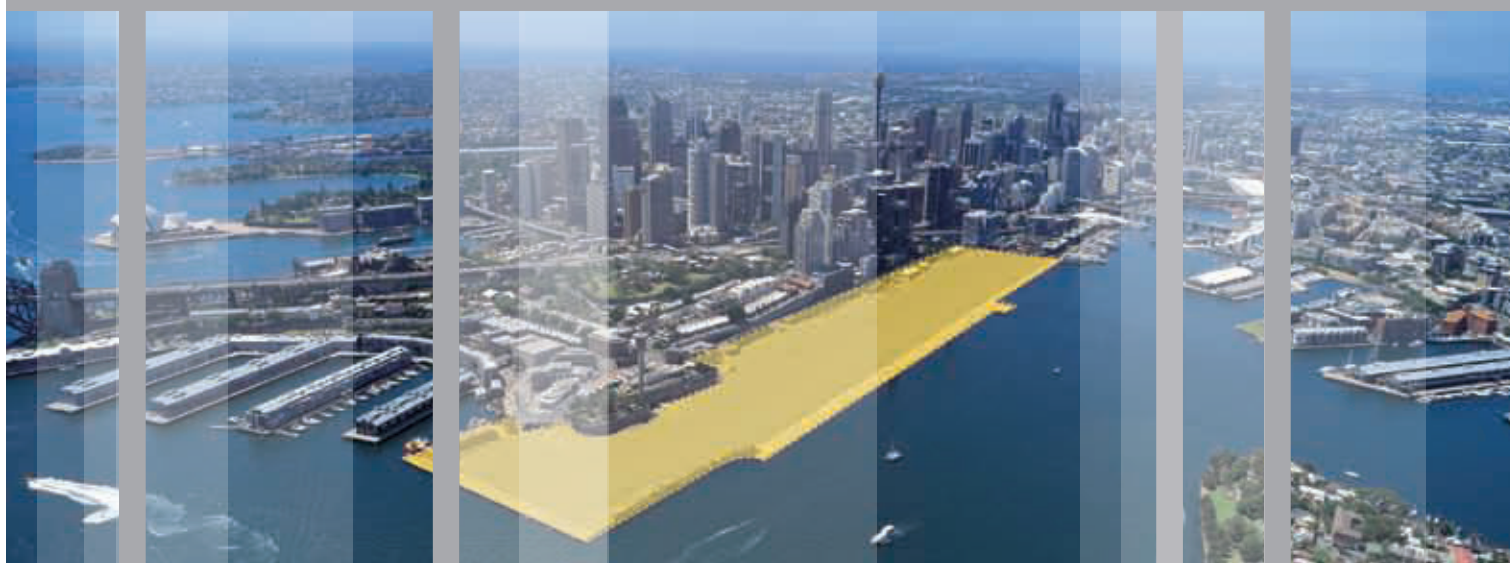


September
2009

Barangaroo

Part 3A Modification Report

HEADLAND PARK AND NORTHERN COVE



PREFERRED PROJECT REPORT



Harbour Foreshore Authority

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STATEMENT OF VALIDITY

**Submission of
of Preferred Project
Report**

Prepared under Part 3A of the *Environmental Planning
and Assessment Act 1979*

**Preferred Project Report
prepared by**

Name Nicola Gibson

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Graduate Diploma in Urban & Regional Planning
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In respect of Barangaroo Headland Park and Northern Cove

Applicant & Land Details

Applicant name Todd Murphy
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The Rocks NSW 2000

Lot No, DP Lots 1-6 DP 876514, Lot 7 43776, Lot 100, DP 838323,
Lots 6-7 DP 869022

Statement of Validity

I certify that I have prepared the contents of the preferred project report in accordance with the requirements of Part 3A of the EP&A Act, and that to the best of my knowledge, the information contained in the environmental assessment is not false or misleading.

Signature



Name Nicola Gibson

Date 31 August 2009

GLOSSARY

The Authority	Barangaroo Delivery Authority
CCP	Consolidated Concept Plan as approved by the Minister on 9 February 2007
CPTED	Crime Prevention Through Environmental Design
EP&A Act	<i>Environmental Planning and Assessment Act, 1979</i>
ha	Hectare
HIS	Heritage Impact Statement
HP Sub Plan	Headland Park Sub Plan
Minister	Minister for Planning
Minister's Terms of Approval	Approval issued on 9 February 2007 by the Minister for the Barangaroo Concept Plan and as modified on 16 February 2009
PPR	Preferred project report
RTA	NSW Roads and Traffic Authority
S75W Modification	Modification to the CCP under Section 75W of the EP&A Act

1 INTRODUCTION

The Consolidated Concept Plan (CCP) for the Barangaroo site at East Darling Harbour, Sydney dedicates the western and northern halves of the site to parkland and public open space. This includes a major new Headland Park and Northern Cove to be located at the northern end of the site.

In accordance with the Minister's Terms of Approval for the development of Barangaroo, a more naturalised design for the northern headland is now proposed which is intended to better reflect the natural headlands and bays which are characteristic of Sydney Harbour. The modified design necessitates the following changes to the Barangaroo CCP:

- the re-routing of Globe Street and the removal of Block 8 and part of Block 7 to accommodate the enlarged Northern Cove;
- the demolition of three items which are listed on Sydney Ports and Sydney Water Section 170 Heritage Registers to allow for the building up of the headland and enlargement of the cove.

To facilitate this re-design the Barangaroo Development Authority (formerly part of the Sydney Harbour Foreshore Authority) has sought a modification to the CCP under Section 75W of the *Environmental Planning and Assessment Act, 1979* (EP&A Act). This *Preferred Project Report* has been prepared on behalf of the Barangaroo Delivery Authority ("the Authority") following the exhibition of the S75W Modification Report and supporting documentation.

The amendments proposed in this Preferred Project Report (PPR) to the S75W Modification Report have occurred following the consideration of submissions from government agencies, professional organisations and the community. They involve refinement of the park and cove design, consideration of an alternative access to the car park from Hickson Road, and additional measures to ensure appropriate assessment and treatment of the heritage items which are impacted by the proposal.

The refinement of the park and cove design has been guided by the Barangaroo Design Excellence Review Panel, chaired by former Prime Minister Paul Keating. This panel of experts in the fields of architecture, landscape and culture were appointed to provide informed urban design and public domain advice on Barangaroo. In helping guide the design of the Headland Park and Northern Cove the Panel was particularly concerned that the design more clearly articulate the 1836 vision as well as respond to issues raised in public submissions.

1.1 Summary of Submissions

The S75W Modification Report was publicly exhibited from 4 February to 6 March 2009. Nine (9) submissions were received from government agencies and authorities, and twenty-one (21) submissions were received from the public, community and interest groups. Submissions were received from the following government authorities or agencies:

- City of Sydney
- Roads and Traffic Authority
- Department of Planning (Heritage Branch)
- State Transit (Sydney Buses)
- Sydney Ports
- Ministry of Transport
- Sydney Water
- NSW Maritime
- Department of Environment and Climate Change

Most of the submissions received from nearby residents supported the proposal in principle but raised objections to the proposed car park and associated traffic impacts.

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

- Traffic, public transport and parking impacts;
- Heritage impacts;
- Quality of landscaping and public domain;
- Pedestrian access, including adequacy of access for disabled;
- Safety and security, particularly given proposal to re-route Globe St;
- Overall design and topography of headland park;
- Interface issues with Millers Point;
- Amenity impacts (including impacts during construction);
- Land use and activation.

The Authority's response to the key issues raised in submissions is addressed in Section 2 of this report. Section 3 deals with proposed changes to the project following consideration of the submissions and other relevant matters and Section 4 outlines proposed changes to the Statement of Commitments.

This report should be read in conjunction with the S75W Modification Report dated January 2009 and supporting documentation.

2 RESPONSE TO KEY ISSUES

A summary of all submissions has been prepared, together with proposed responses, and is included at Appendix 1. The main issues raised are addressed below.

2.1 Car Park and Traffic

The majority of submissions received from the public raised concern about the proposed car park which is to be constructed under the headland, and the potential traffic and amenity issues that will result. The submissions argued that the car park will generate large volumes of traffic and noise pollution in the locality – estimates of up to 1000 additional car movements per day. The submissions also argued that widening Merriman Street will attract tourist buses and wedding vehicles requiring large scale changes to the street for this kind of usage. A number of submissions also questioned the justification for the carpark, given that there is an existing public car park at Towns Place.

Ensuring that the car park remains free of crime and is safe to use is also a concern that was raised in some of the submissions that were received.

The provision of a car park underneath the headland was anticipated in the CCP. Section 14.1.5 of the CCP states that a 300 space (approximate) underground public car park is proposed at the north of the site for visitors to the Headland Park. In addition, B1(3) of the Minister's Terms of Approval notes that the redesign of the headland "may include provision of a public car park".

The Traffic Report prepared by Masson Wilson Twiney for the CCP included a detailed assessment of the car parking needs for Barangaroo. This assessment found that some public car parking will be needed for visitors to the park areas, stating that:

It is considered that there is a case to be made for some additional public off-street car parking to serve the northern parklands part of the site (and associated kiosks/ pavilions) which is most distant from Wynyard Station. This location would also enable it to be used by visitors to Walsh Bay. ("East Darling Harbour Transport Concept Plan – Appendix A Car Parking Considerations", Masson Wilson Twiney, October 2006, p. 9)

The report considered that the parking should be limited to around 300 spaces and subject to appropriate restrictions/charging regimes to keep it for short term users.

In response to submissions a further traffic report has been prepared by Halcrow MWT and is provided at Appendix 2 (*Barangaroo – Concept Plan Modification (Headland Park and Northern Cove) Preferred Project Traffic Report*, Halcrow MWT, July 2009). With respect to traffic generated by the car park, the report notes that the provision of vehicular access to the proposed car park off Towns Place would increase traffic volumes on Towns Place only moderately. Traffic generation of the car park is expected to be 12 and 120 vehicle trips per hour for the morning and afternoon weekday peak hours respectively. Overall, traffic volumes for Towns Place with the car park in place are expected to be below RTA environmental limits for collector roads and therefore local amenity would remain satisfactory in terms of traffic levels.

Further detail on the traffic impact of the car park on the Towns Place and surrounding residential precinct is provided in the Preferred Project Traffic Report at Appendix 2.

However, the traffic report also indicates that it would be possible to provide access to the proposed car park directly off Hickson Road via the existing driveway at Gate D4, as shown in Figure 1. The existing driveway (Gate D4) located on Hickson Road could be used to provide a car park driveway and access road. This direct access to the car park from Hickson Road would minimise vehicle movements through Towns Place/Dalgety Road and its surrounding streets whilst still providing a high degree of accessibility to/from the strategic road network.

The traffic report also notes that as this will be the only public off-street car parking on the whole Barangaroo site, it represents a very modest provision even in the context of the already highly parking constrained Sydney CBD.

In terms of safety, it is proposed that the car park be closed at night with actual operating hours to correspond with the range of activities, including events, taking place in Barangaroo and Headland Park. A range of security measures, including CCTV and boom gates, would be incorporated into the car park.



Figure 1: Alternative car park access proposed from Hickson Road

Specific traffic and transport issues raised by government agencies are also addressed by the Halcrow MWT Preferred Project Traffic Report (refer Chapter 2 of report).

2.2 Park Design and Configuration

A number of submissions raised concerns in relation to the modified design of the headland. Concern was raised that the overall area of parkland on the headland will be reduced in comparison to the original proposal designed by Hill Thalys and that the reduction in the open space area to the south to accommodate the

enlarged Northern Cove will limit the use of the space for events and other civic activities.

Both Hill Thalys Architects and the National Trust raised concerns relating to the overall Headland Park design, stating that it is inconsistent with other headlands on Sydney Harbour. It is contended that the proposed design of the northern cove bears no resemblance to previous water bodies and will isolate the headland from the remainder of Barangaroo, effectively severing the foreshore park into two. The City of Sydney also expressed concern that the design of the northern cove has resulted in a “pinch point” at the southern side of the northern cove (near the proposed return of Globe Street) and does not provide a wide enough area to allow for free flowing pedestrian movement between the headland and the south of Barangaroo.

B1 of Minister’s Terms of Approval states as follows:

B1 Public Domain – Northern Headland

- (1) Noting the jury report recommendations on the competition winning design scheme, further detailed design plans for the northern headland are to be provided to the Department prior to or concurrently with the lodgement of the first project application for major public domain works. These are to be to the written satisfaction of the Director General.*
- (2) The plans identified in (1) above are to address the following requirements and objectives:*
 - (a) the reinstatement of a headland at the northern end of the site with a naturalised shape and form including a build up of height and a generous landscaped connection to physically link Clyne Reserve, to allow direct pedestrian access from Argyle Place and appreciation of the landform of the former headland.*
 - (b) encourage pedestrian permeability along the foreshore, with links to Hickson Road, Argyle Place, Towns Place and “Globe Street”.*
 - (c) ensure adequate viewing of the park from “Globe Street” to enhance security while limiting vehicular access into and through the park.*
 - (d) a welcoming aspect when approaching the northern headland from the south along “Globe Street” and Hickson Road, in landform, materials, accessibility and view lines.*
 - (e) public safety through the day and night considering surveillance, lighting, planting and materials.*
 - (f) the impact on and the treatment of the Sewage Pumping Station.*

- (3) *The above redesign may include provision of a public car park in the headland.*

The amended design for the Headland Park and Northern Cove as exhibited is in direct response to the requirements detailed in the Minister's Terms of Approval.

However, it is acknowledged that the headland configuration proposed in the exhibited S75W Modification Report suggested a more stylised and simplified representation of the landform than would be the case with a natural headland. To achieve a more naturalised shape and form as required by the Minister's Terms of Approval, an amended design is now proposed as shown below in Figures 2 and 3 and in the plans at Appendix 3. This amended design provides for a more natural profile, with a series of rock shelves and rocky outcrops similar to other major headlands within Sydney Harbour.

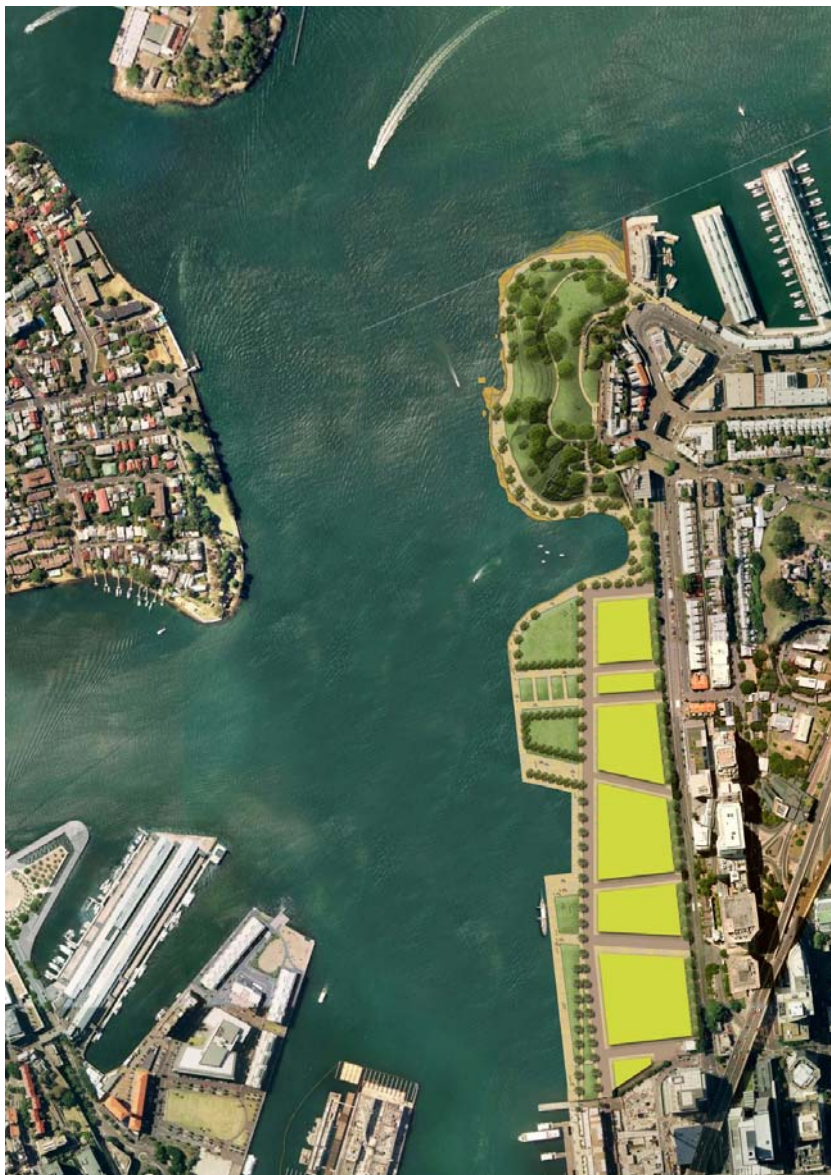


Figure 2: Proposed amendment to concept design for Headland Park & Northern Cove



Figure 3: Design developed profile

The modified design has been based on further analysis of the 1836 shoreline by the Design Excellence Review Panel, the urban design consultants and the Authority. Through the study of early plans and images, a more detailed understanding of the profile size, location and topography of the 1836 shoreline has emerged. Both the Design Excellence Review Panel and the Authority are of the view that this amended design displays a greater integrity and authenticity than the exhibited design. At the same time, the proposed design of the Headland

Park is intended as an interpretation of the original landform but is not intended to match the exact shape of the original landform.

Particular consideration has also been given to how pedestrians can experience the water's edge and the profile of the park itself. The modified design therefore provides for a dedicated pedestrian promenade around the foreshore, together with a series of rocky outcrops and an amphitheatre. It should be noted that the shoreline will be a modern interpretation rather than an exact replica of an actual rocky foreshore.

The area of public open space (land component) in the amended design is comparable to that in the approved plan (approximately 5.2ha as compared to 5.1ha in the approved plan).

A number of concerns were raised regarding the potential isolation of the Headland Park from the remainder of Barangaroo and that the enlarged Northern Cove creates a "pinch point" between the cove's edge and Hickson Road. This view is not supported by the Authority. The enlargement of the cove is in response to the Minister's Terms of Approval and allows for greater interaction with the foreshore's edge. It also provides for greater definition of the headland. The Headland Park is designed to perform a different function to the remainder of the Barangaroo development and physically separating the park by the Northern Cove helps to distinguish it as recreational parklands.

There is still a width of some 30 metres between the cove and Hickson Road which will readily allow for pedestrian flow. A comparison of promenades in other cities shows that this is ample area to accommodate pedestrians and movement of people during events (refer Promenade Comparison Study at Appendix 5).

Further details on the headland configuration are provided in the *Barangaroo Headland Parklands Urban Design Report (Preferred Project Report)* prepared by Conybeare Morrison (July 2009) and provided at Appendix 6.

2.3 Landscape

Concern has been raised regarding the preliminary landscape design shown in the S75W Modification Report, particularly the view that a monoculture of similar spaces across the headland is proposed which does not provide a variety of unique areas for different users. There is a perceived lack of diversity in landscape and spaces and no indication of playgrounds, viewing areas, bicycles paths or picnic facilities. Concern was also raised that the proposal ignores the cut sandstone cliff which is seen as a fundamental characteristic of the area.

The overall landscape design intent is for the park to mainly consist of grassy slopes with scattered trees, similar to Mrs Macquarie's Chair, although with its own design characteristics which allows the Barangaroo Headland Park to develop its own identity.

However, in view of issues raised in submissions further design refinement has been undertaken as shown in the drawings at Appendix 3. A Supplementary Landscape Statement has also been prepared by Context and is provided at Appendix 4. The amended design has addressed the following issues:

- Path locations and circulation – further design has been undertaken regarding accessible path locations and circulations. All paths will comply with mobility requirements.
- Sandstone cut – the amended design addresses the historic sandstone cut by allowing visibility of the cut at its southern end and integrating the full height of the cut into the design of the car park. This will allow the cut to be used as a design feature and viewed from certain spaces within the park. At the same time, it is intended that the park be read as a grassed headland when viewed from the harbour and the cut would not be visible.
- Access to Northern Cove – the proposal has been amended to include a path and steps leading to the water in the Northern Cove. These steps have the potential to be used for small watercraft.
- Planting – the amended design provides for greater shrub planting areas at the southern end of the Headland Park. The specific landscape design and plant species will be further addressed during the detailed design phase.
- Levels – Further design has been undertaken with consideration to levels within the park, path and tree locations.

Another important feature of the modified design is the retention of the concrete caissons which currently form part of the wharf structure. Removal of the caissons has the potential to cause significant environmental damage to the sea bed and surrounding marine environment. It is therefore preferable that they remain in place. The amended design proposes that the caissons form part of the shoreline through a series of terraces extending from above the mean high water mark to below the water. This is shown in Figure 4 below.

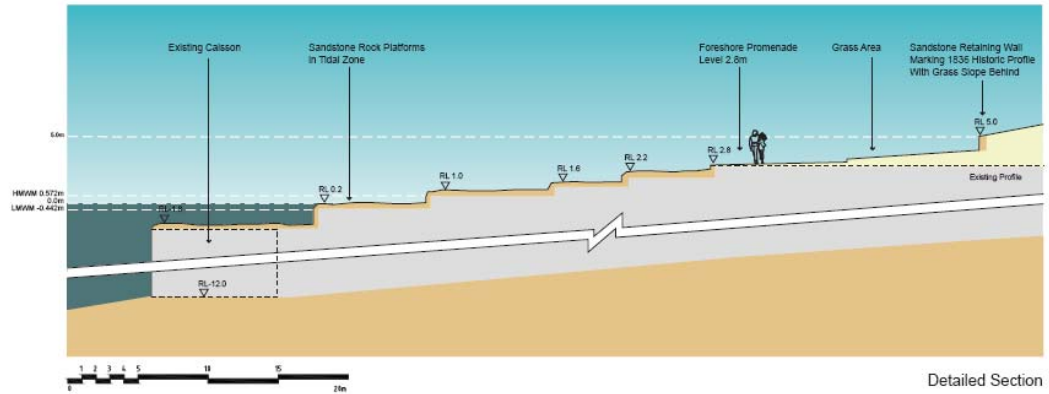


Figure 4: Proposed terraces incorporating existing caissons

It is important to note that the detailed landscape design and pedestrian access will be the subject of further consideration and refinement as part of the Project Application for the park. It is also proposed to prepare a specific Headland Park Sub Plan (HP Sub Plan) as part of the broader Public Domain Plan for Barangaroo (refer discussion in Section 2.5 below). In terms of landscaping, it is envisaged that the HP Sub Plan will provide details on, amongst other matters:

- indicative levels and edge conditions of the parks,
- pedestrian connections which provide for safe and convenient walking routes and facilities,
- street furniture, materials and planting,
- design requirements and details for recreational facilities,
- design requirements for water sensitive urban design measures.

2.4 Park Activation

A number of submissions, including that received from the City of Sydney, raised concern that there is a need to activate the public domain, including the Headland Park and central public domain area. The City of Sydney suggested that these uses could include interactive buildings such as a museum.

The overall objectives and uses anticipated for the Barangaroo parklands are articulated in the CCP. Three types of parklands are proposed: the Headland Park, the Playfields and the Urban Waterfront and whilst these parklands are to be integrated within the overall structure of Barangaroo, they are also to be designed to deliver particular kinds of uses suitable for that part of the parklands. In the case of the Headland Park, it is intended that it will cater for passive and informal recreation, such as walking, jogging, picnics and the like. It will also be available for a variety of events (such as New Year's Eve fireworks) and civic uses.

The CCP anticipates that there will be a variety of active uses to support the public domain. It states as follows:

... a variety of small buildings and structures supporting active land uses will be sensitively designed to complement the parklands, squares and streets. The buildings within the public domain are limited to café, kiosks and pavilions and associated outdoor seating areas, retail kiosks, public toilet facilities and small structures for storage of sports equipment. Such facilities will bring activity to the parks and streets and enhance safety and security. These structures will be secondary to the park's dominant use as public open space. (p.114)

As a focus for activity, the Authority is proposing that a cultural facility be provided within the Headland Park as part of the 'cultural ribbon' identified by the City of Sydney in its *Sustainable Sydney 2030* vision for Sydney. The City's 'cultural ribbon' concept refers to the foreshore promenade that extends from the Art Gallery of NSW, taking in the Sydney Opera House and Sydney Harbour Bridge at Dawes Point, amongst other memorable events. It is envisaged that the facility would provide a world class cultural destination and be pivotal in fostering cultural vitality, participation and engagement within the Headland Park. This is consistent with the *Sustainable Sydney 2030* vision for Sydney.

Future uses for the Headland Park and Northern Cove, including the cultural facility proposed by the Authority and the interactive buildings suggested by the City of Sydney, will be investigated as part of the more detailed design phase and will be subject to a separate planning process.

The view that the removal of part of Block 7 will reduce the potential for activation of the public domain is not supported. Rather, the removal of part of Block 7 allows for the parklands to stretch to Hickson Road, providing greater public access to the open space areas. This also allows for better access between the Central Public Domain and Headland Park.

The opportunity to integrate the Headland Park with the existing urban fabric of The Rocks with the park will also open up access to the park and encourage greater use by residents and visitors to The Rocks.

2.5 Urban Design

A number of submissions raised concern regarding the overall design intent of the proposed modifications and the extent to which the changes will or will not achieve the urban design objectives for the Barangaroo site. The City of Sydney

noted that limited detail has been provided with regard to the resolution of a number of design elements comprising both the public domain and built form.

In response to these concerns Conybeare Morrison has identified eight urban design objectives to guide the future development of the Headland Park and Northern Cove. These urban design objectives are detailed in Table 1 below. It is proposed that the Statement of Commitments be amended to require that future Project Applications for the Headland Park and Northern Cove will need to demonstrate how the proposed development meets these objectives.

One of the key actions arising from the objectives will be the preparation of a Headland Park Sub Plan for the Headland Park and Northern Cove. The HP Sub Plan will sit under the Barangaroo Public Domain Plan, the preparation of which is a requirement of the CCP Statement of Commitments. The HP Sub Plan will evolve hand-in-hand with the design of the parkland and be in place prior to the construction of the Headland Park/Northern Cove. The Statement of Commitment relating to preparation of the Public Domain Plan is proposed to be amended to include the requirement for preparation of the HP Sub Plan.

Table 1: Headland Park and Northern Cove – Urban Design Objectives

Objective 1: Excellence	
OBJECTIVE	Create a memorable Headland Park that captures the community’s imagination and pride through design excellence.
INTENTION	<p><i>The Headland Park is to be a special place in the city. The location and size of the new parklands set up opportunities for the Headland Park to complement the archipelago of headlands in Sydney Harbour as part of the city’s fabric.</i></p> <p>Similar to other harbour edge icons such as Mrs Macquarie’s Chair, Botanic Gardens, Sydney Opera House, Dawes Point, Sydney Harbour Bridge and others; Barangaroo Parklands should be of iconic status and a world class amenity for everybody’s enjoyment as a destination.</p>
ACTION	In accordance with the Revised Statement of Commitments, ensure the Headland Park design is continuously reviewed by the Barangaroo Delivery Authority at all stages of development to ensure the highest of design and implementation standards,
Objective 2: Encourage Patronage	
OBJECTIVE	Establish attractive parklands that encourage public use.

INTENTION	<p><i>The parklands are for everybody's use; strategies are required to increase patronage.</i></p> <ul style="list-style-type: none"> • Maximising public use and activation of all parkland spaces is a priority that will assist with improving safety. • Attract the broad public to the parklands and harbour edge throughout the week, activation at all times is required. • Ensure universal access requirements are addressed in the design of all parkland spaces. Steep parkland spaces restrict public use. • Accommodate a variety of large and small public events. Conveniently located public amenities are required throughout the parklands with appropriate capacity resolution.
ACTION	<p>Include in the Headland Park Sub Plan a summary recreational plan that informs the planning and design of the Headland Park to include (minimum):</p> <ul style="list-style-type: none"> • the desires of the general and local communities • transport needs and connections • activation of the parkland spaces • cultural and recreational needs • the park location and space capacity constraints • relationship to the increasing population of the city and Barangaroo
Objective 3: Connected	
OBJECTIVE	<p>Ensure the parkland spaces are very well connected to the surroundings; physically, visually and socially.</p>
INTENTION	<p><i>All parts of the parklands are to be connected to the city, local areas and neighbouring amenities.</i></p> <ul style="list-style-type: none"> • Connections invite usage and life in the precinct. • The foreshore edge is to be inviting, comfortable, interesting and pleasant waterfront edge that encourages use. • The continuous foreshore promenade through the parklands should define the north-western edge of the city. • Millers Point, Walsh Bay, Dawes Point and Barangaroo are to be interconnected and well-connected to Sydney CBD and all other areas to increase parkland patronage. • A visual or physical connection for Globe Street axis is to be considered across Northern Cove. This could include a bridge or axial, spatial or visual relationship that would create a 'welcoming amenity' or feature. • Accessible public transport facilities are required to improve connectivity and patronage. • Provide private vehicular parking under the headland to encourage patronage.
ACTION	<p>Provide a comprehensive, integrated Headland Park Sub Plan (HP Sub Plan) in accordance with the Revised Statement of Commitments - Public Domain Plan. The HP Sub Plan shall include general analysis and must include responses to all the objectives in this Urban Design Report.</p>

Objective 4: Cultural Experience	
OBJECTIVE	Include significant cultural experiences in the parklands.
INTENTION	<p><i>The parklands should include cultural experiences as part of the 'cultural ribbon' through the city.</i></p> <p>Consider creating a facility under the headland and develop a cultural experience commensurate with the status of the location.</p>
ACTION	Provide proposals and options to increase cultural experiences at the Headland Park as part of the development of the HP Sub Plan.
Objective 5 – Diverse and Sensitive	
OBJECTIVE	Provide parklands that have a range of diverse uses that are sensitive to local communities.
INTENTION	<p><i>The Headland Park should include passive and active recreation spaces with a diversity in activities that is sensitive to neighbouring areas.</i></p> <ul style="list-style-type: none"> • The parklands need to provide active and passive recreation uses. The diversity of amenities could include outdoor education and leisure facilities. All activities must be compatible and consistent with parkland uses. • Parkland activities should be sensitive to the surrounding community including visual, noise and general amenity considerations.
ACTION	Include in the HP Sub Plan strategies and design responses for the diverse activation of the parklands while being sensitive to the local community .
Objective 6: Enhance Safety	
OBJECTIVE	Enhance safety through design and management.
INTENTION	<p><i>The Parklands must be safe at all times and for all users. Safety is a major parkland priority.</i></p> <ul style="list-style-type: none"> • All active and passive recreational spaces, connections and amenities of the parklands are to include enhanced safety measures. • Increase the visibility of all areas through landscape design, topographic form, vegetation (plant) location and selection to enhance safety through surveillance. • Obligations in relation to occupation, health and safety standards, environmental safeguards, quality standards and building codes will apply to parkland design, construction and operations. • Safety facilities are to be built into the design of the parklands including illumination, active and passive surveillance and emergency response facilities, consistent with the natural qualities of the parklands.
ACTION	<p>The Headland Park shall be designed employing Crime Prevention Through Environmental Design (CPTED) safety strategies and assessed accordingly. All aspects of the design construction and operation of the parklands shall be completed in accordance with the requirements of the following:</p> <ul style="list-style-type: none"> • Occupation Health and Safety Act • Environmental Acts

	<ul style="list-style-type: none"> • Australian Standards • Building Code of Australia • Other safety / quality assurance standards as required <p>Provide details showing compliance with safety, CPTED strategies, standards, Acts and Quality Assurance in the HP Sub Plan.</p>
Objective 7: Respect Heritage	
OBJECTIVE	Respect the history of the place through interpretation of the natural and cultural landscape.
INTENTION	<p><i>An inspirational approach to revealing the heritage of the precinct to users is required. The location has a rich natural and cultural history which is significant in the development of the city and the nation.</i></p> <ul style="list-style-type: none"> • Interpretation of the ancient natural landscape should be revealed in the Headland Park. • Respecting the cultural geography through interpretation, including Aboriginal and non-Aboriginal heritage and the continuing cultural manifestations, will assist users in understand the importance of the area to the development of the city and the nation. • Specific heritage strategies are required for existing heritage features
ACTION	Include in the HP Sub Plan an integrated, innovative heritage conservation and adaptive reuse summary including a management and interpretation strategy.
Objective 8: Sustainability	
OBJECTIVE	Improve the sustainability of the parklands and surrounding area of influence through social equity, management (auditing) and innovation.
INTENTION	<p><i>Increasing the sustainability of the parklands and showcasing sustainability features is required to ensure the parkland legacy.</i></p> <ul style="list-style-type: none"> • Due to the Headland Park's scale, location, social, economic value and importance, the parklands should demonstrate an exemplar sustainable approach. • Provide services and programs at the cutting edge of sustainable design and management. • Parkland space is a scarce resource for the growing population of the CBD. Increasing the sustainability (social economic and environmental) of the parklands for the benefit of future generations is to be achieved through innovation. • Facilities for the management and maintenance of the parklands are required to be accommodated within the precinct. • Parkland infrastructure is required to focus on improving its long term use, improving sustainable provisions and being integrated with other stages of development. • Infrastructure provisions should adopt a 'systems approach'. This could include waste from one process being transformed on site to a resource for another process.
ACTION	Include in the HP Sub Plan a best practice sustainability program for the parklands and its area of influence. Include assessments during the design, construction and operations stages of the project to reduce all environmental impacts and improve sustainable outcomes.

2.6 Heritage

2.6.1 General

Concern was raised in submissions that the proposed modification to the headland is not a valid representation of the site's history and that there is a general lack of authenticity with the modified design. As discussed in Section 2.2, in response to this concern the design has been amended to achieve a more naturalised shape and form as required by the Minister's Terms of Approval (refer plans at Appendix 3). The modified design has been based on further analysis of the 1836 shoreline by the Design Excellence Review Panel, the urban design consultants and the Authority. Through the study of early plans and images, a more detailed understanding of the profile size, location and topography of the 1836 shoreline has emerged. Both the Design Excellence Review Panel and the Authority are of the view that this amended design displays a greater integrity and authenticity than the exhibited design. At the same time, the proposed design of the Headland Park is intended as an interpretation of the original landform but is not intended to match the exact shape of the original landform.

The National Trust raised concerns about the impact that the Barangaroo development may have on the Millers Point/Dawes Point village precinct which is listed on State Heritage register. Large volumes of traffic entering the car park could have further impacts on this area. An alternative entrance to the car park is requested to be given further consideration so as to minimise the impacts that the development may have. As detailed in Section 2.1 above and in the Preferred Traffic Report at Appendix 2, the traffic analysis indicates that there is unlikely to be significant traffic impact from the carpark on the surrounding Millers Point area.

In response to issues raised in submissions regarding heritage, an Addendum Heritage Report has been prepared and is provided at Appendix 7.

The Heritage Branch of the Department of Planning has made a number of general recommendations regarding the assessment, interpretation and management of heritage on the site. These have generally been incorporated into the Statement of Commitments. Further detail is provided in the Addendum Heritage Report.

2.6.2 Impact on Heritage Items

The building up of the headland and expansion of the Northern Cove will necessitate the removal of three heritage items:

- the MWS&DB Sewage Pumping Station,
- the Sydney Ports Harbour Control Tower, and
- the Sandstone Seawall.

These items are listed on the relevant government agency's Section 170 Register but are not listed on the State Heritage Register.

MWS&DB Sewage Pumping Station

The building up of the natural landform will mean that the Sewage Pumping Station will either need to be buried in situ or relocated elsewhere. The Heritage Branch of the Department of Planning has recommended that a further study be undertaken that investigates the following options for the Sewage Pumping Station:

- retention of the Pumping Station in situ, albeit buried, as a future archaeological resource. (It should be noted that the Urban Assessments Branch of the Department of Planning has suggested that the Pumping Station be retained in situ by constructing retaining walls around building and covering the top at raised ground level with a traversable steel grid); or
- its relocation and adaptive reuse within the Barangaroo site (including a recommended methodology for this course of action); or
- its relocation to a relevant location (including a recommended methodology for this course of action); and
- recommendations for its interpretation, both within the Barangaroo site and elsewhere, should the study conclude that this is the most appropriate option.

The Department also recommends that the proposed Statement of Commitment regarding the removal of the Pumping Station (proposed Statement of Commitment 48A) should only be implemented if recommended by the above study.

Sydney Water has similarly recommended that an appropriate heritage assessment be undertaken to guide future decisions about the Sewage Pumping Station. Sydney Ports has also argued that a Heritage Impact Statement (HIS) should be prepared for this item as well as the Harbour Control Tower and seawall (discussed below).

It is proposed that the Statement of Commitments be amended to require the preparation of a detailed HIS which will include a structural engineer's report to determine the feasibility and methodology for any relocation of the pumping station.

Harbour Control Tower

Sydney Ports has noted that the Harbour Control Tower is listed as a State Significant item on the Sydney Ports Section 170 Register and that it will be considered for listing on the State Heritage Register. Sydney Ports has

recommended that prior to any decision to demolish the Tower a HIS should be prepared to address the significance of the item. The HIS and any proposed mitigation measures should be considered by the Minister for Planning as the relevant approval authority before a decision is made.

The Control Tower has been identified by City Plan Heritage in their Addendum Report as not being of significant historical, technical or aesthetic quality. It is also noted that the Tower is less than 50 years old and has not been the recipient of a Royal Australian Institute of Architecture award.

Both the Heritage Branch and Urban Assessments Branch of the Department of Planning have not objected to the proposed demolition of the tower. The Heritage Branch has acknowledged that the role the tower has played in its association with the maritime operations of the Barangaroo site can be interpreted without the need for the physical retention of the tower. The Heritage Branch supports the archival recording of the tower prior to its demolition and the tower's interpretation as part of an Interpretation Strategy for the Barangaroo site.

However, given Sydney Port's view regarding the significance of the Harbour Control Tower it is proposed that a HIS be prepared prior to any decision regarding its demolition.

Sandstone Seawall

A number of submissions, including submissions from the City of Sydney and the Department of Planning (Heritage Branch), raised concern regarding the removal of the sandstone seawall which is listed as a heritage item on the Sydney Ports Section 170 Register.

The sandstone seawall is considered to have heritage importance due to its association with the expansion of early wharf facilities and the development of the western side of the city. However, the building up of the headland in accordance with the Minister's Terms of Approval will necessitate the removal of the seawall.

Both the City of Sydney and the Department of Planning have recommended that the sandstone be reused on site. It is also noted that the removal of the wall could also provide an opportunity for the excavation of the seabed and historic marine infrastructure to be disturbed /uncovered.

The Department of Planning has proposed a number of conditions to guide the reuse of the sandstone wall as well as any excavation of the seabed. These are proposed to be included in the Statement of Commitments.

All other heritage items in the area surrounding the Headland will be unaffected. The modifications to the Headland will create a context for the remaining heritage items to be appreciated and valued in a naturalised environment.

2.7 Re-Routing of Globe Street

The enlargement of the northern cove and the creation of the elevated headland will require proposed “Globe Street” to turn towards Hickson Road south of the cove instead of heading northward around the headland. A number of submissions have raised concern that the re-routing of Globe Street is contrary to the urban structure proposed under the winning competition scheme, reduces public access to the Headland Park and increases the risk to public safety. Hill Thalys noted that the proposed Globe Street link around the Headland Park was intended to integrate Sydney’s western foreshore from Lime St/King St to Walsh Bay and to match Macquarie St/College St spine that defines city’s eastern edge.

Conversely, the City of Sydney notes in its submission that the raising of the landform as proposed to meet street level at Merriman Street is a *far better, more integrated public domain outcome than the original concept that would have resulted in a sheer cliff and narrow strip of landscaping separated from the main park by a proposed extension of Globe Street.*

As noted above, the Minister’s Terms of Approval required more detailed design work to achieve, amongst other matters, the following objectives:

- the reinstatement of the headland, including a building up of height, to allow direct pedestrian access from Argyle Place and appreciation of the landform of the former headland; and
- an enlargement of the northern cove to achieve a greater naturalised shape, form and edges.

This design intent means that the re-routing of Globe Street is unavoidable. It is not possible to build up the landform to provide direct pedestrian access to the east and enlarge the cove while retaining Globe Street in its same alignment. However, as noted by the City of Sydney, by removing Globe Street in this location the proposal strengthens the pedestrian connection between the Headland Park and the adjacent elevated plateau.

It is acknowledged that a strength of the CCP is the direct and visible link through the site from King Street Wharf to the Clyne Reserve and the continuous urban fabric along this link. This link, which takes the form of Globe Street, provides a strong edge to the western waterfront of Sydney in much the same way that Macquarie Street provides a strong edge to the eastern side of the city. As the

proposed new layout is a significant departure from the concept of a continuous link as proposed in the CCP, urban designers Conybeare Morrison have recommended that the axis of Globe Street should continue through Barangaroo to the Headland Park. However it is not necessarily required to be in the form of a road to achieve the urban structure. Globe Street axis may cross over the water intrusion of Northern Cove as a lightweight bridge, floating dock, pontoon or other device allowing the public to cross the inlet.

A suitable visible termination of Globe Street at or across Northern Cove will be addressed in the detailed design stage of the project development.

The Urban Design Report at Appendix 6 also identifies a range of other strategies aimed at providing clear visual and physical connections to the Headland Park through Barangaroo.

As noted in the Modification Report, although the reconfigured headland involves the removal of Globe Street in this part of the site, the modified headland still provides the opportunity for surveillance and activation. In particular, Merriman Street and the residences to the east will now directly front the parkland. Under the CCP this area was disconnected from the parkland, sitting above the cliff on the eastern side of the proposed Globe Street. This disconnection between Millers Point and the parkland meant that there was no surveillance and that the park itself was essentially isolated from the existing community. The proposed modification will bring the landform up to Merriman Street, providing for better integration of Millers Point with the park and allowing for direct connection and surveillance.

A range of other measures to minimise crime and ensure public safety are discussed in Section 6.4.3 of the Modification Report. The Headland Park Sub Plan will identify specific Crime Prevention Through Environmental Design (CPTED) measures that will be built into the parklands together with the management regime to be implemented.

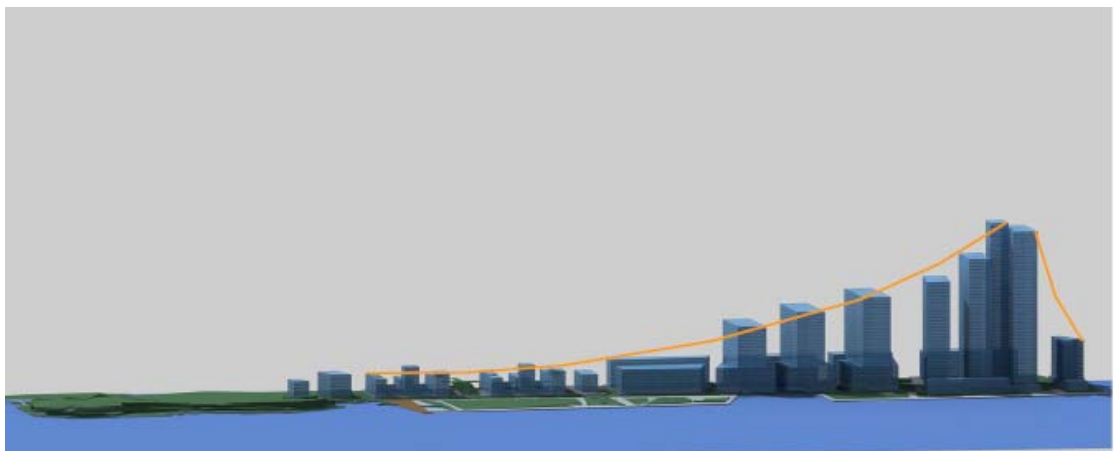
2.8 Removal of Block 8 and Part Block 7

Hill Thalys raised a number of concerns regarding the proposed change to the building form arising from the proposed removal of Block 8 and part of Block 7. They contend that the New High St project proposed in the original scheme was intended to relate to the urban form and scale of the original High St housing to the east and that the proposal to reduce Block 7 ignores the design intent and loses the historical connection. They also argue that with the approved increase in commercial floorspace and removal of Block 8 and part of Block 7 there will be

significant adverse impacts from the resulting bulk of scale of buildings and the loss of the tapering effect proposed under the CCP.

The block configuration for Blocks 7 and 8 proposed in the CCP was intended to essentially reflect the block pattern of the housing along High Street at Millers Point. This response arose out of a recognition that the built form within Barangaroo needed to be sensitive to the heritage significance and urban fabric of Millers Point. However, the view that this can only be achieved through implementing the block configuration as proposed in the CCP is not supported. There are a range of alternative design and urban structure responses that could equally respect and acknowledge the housing along High Street. Moreover, retaining Blocks 7 and 8 as shown would mean that the enlargement of the Northern Cove and building up of the headland as required by the Minister's Terms of Approval could not be achieved.

The view that removing Block 8 and part of Block 7 is contrary to the CCP principle of tapering buildings is also not supported. The tapering of the built form derives from the high buildings that are to be built at the southern end of the site, as can be seen from the drawing below. The removal of Block 8 and part of Block 7 will have minimal impact on achieving this principle.



The City of Sydney raised concerns regarding the loss of residential floorspace associated with the removal of part of Block 7, particularly in relation to activation of the site. This has been addressed in Section 2.4 above and in the Urban Design Report at Appendix 6.

2.9 Other Issues

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

3. PREFERRED PROJECT

On the basis of the submissions received and consultation with the Department of Planning and other government agencies, the following amendments have been made to the project to minimise any potential environmental impacts. Accordingly, the S75W Modification Report (as exhibited), together with the following amendments, comprise the Preferred Project.

1. Alternative Car Park Access

Given the concerns raised by residents regarding the potential traffic impact of the proposed car park, an alternative location for vehicular access to the car park as shown in Figure 1 will be considered by the Authority as part of the detailed design of the Headland Park/Northern Cove. Under this alternative arrangement, the existing driveway (Gate D4) located on Hickson Road could be used to provide a car park driveway and access road.

2. Headland Park/Northern Cove

To achieve a more naturalised shape and form as required by the Minister's Terms of Approval, an amended design for the headland is now proposed as shown on the plans at Appendix 3. The design of the parklands and cove has also been amended to address the following issues:

- Path locations and circulation – further design has been undertaken regarding accessible path locations and circulations. All paths will comply with mobility requirements.
- Sandstone cut – the amended design addresses the historic sandstone cut by allowing visibility of the cut at its southern end and integrating the full height of the cut into the design of the car park. This will allow the cut to be used as a design feature and viewed from certain spaces within the park. At the same time, it is intended that the park be read as a grassed headland when viewed from the harbour and the cut would not be visible.
- Access to Northern Cove – the proposal has been amended to include a path and steps leading to the water in the Northern Cove. These steps have the potential to be used for small watercraft.
- Planting – the amended design provides for greater shrub planting areas at the southern end of the Headland Park. The specific landscape design and plant species will be further addressed during the detailed design phase.
- Levels – Further design has been undertaken with consideration to levels within the park, path and tree locations.
- Retention of caissons – the amended design retains the caissons as part of the terraced shoreline.

3. Urban Design Objectives - In response to concerns regarding the urban design of the Headland Park and Northern Cove a series of additional urban design objectives are proposed to guide their future development. These design objectives are summarised in Table 1 and detailed in the Urban Design Report at Appendix 6.

4. Statement of Commitments

It is proposed to amend the Statement of Commitments to incorporate the following:

- a. the urban design objectives in Table 1, including a requirement for the preparation of the Headland Park Sub Plan as part of the Public Domain Plan;
- b. a requirement for the preparation of Heritage Impact Statements for the three heritage items prior to any decisions regarding their reuse, relocation or demolition;
- c. various other recommendations of the Heritage Branch of the Department of Planning;
- d. minor procedural amendments discussed in the Barangaroo S75W Modification Report – Headland Park and Northern Cove (January 2009).

The revised Statement of Commitments is detailed in Section 4 of this report.

4. REVISED STATEMENT OF COMMITMENTS

The CCP includes a Statement of Commitments which details a range of measures to be undertaken by the Authority and other agencies to ensure the development of Barangaroo achieves the objectives set out in the report. The Statement of Commitments is in addition to the Minister's Terms of Approval for the development.

As discussed in the S75W Modification Report for the Headland Park and Northern Cove, the Statement of Commitments is proposed to be amended to accommodate some minor changes which are procedural only and are intended to allow for the preparation of separate plans/strategies as applicable so that works can commence in stages.

A number of other changes are proposed to address specific issues raised in submissions, as discussed in the PPR. The modified Statement of Commitments is provided in the table below (text to be deleted shown as struck through, new text shown in bold).

PROPOSED REVISED STATEMENT OF COMMITMENTS FOR BARANGAROO

Subject	Commitments	Timing
Design Excellence Strategy	<ol style="list-style-type: none"> 1. A Design Excellence Strategy/ Strategies that clearly articulates a process to achieve quality in both the private built form and/ or 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 and remediation .
Provision and Financing of Social and Physical Infrastructure	<ol style="list-style-type: none"> 7. The following Implementation Plans will be prepared for the site as a whole and / or for specific components or stages of the project: <ul style="list-style-type: none"> ▪ Public Domain Plan; ▪ Transport Management Plan & Access Plan; ▪ Community & Social Plan; and ▪ Utility Services Infrastructure Plan. 8. The Implementation Plans are to: <ul style="list-style-type: none"> ▪ 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 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. 	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 and remediation
	<ol style="list-style-type: none"> 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 	

Subject	Commitments	Timing
	<p>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.</p> <p>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.</p> <p>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.</p>	
Public Domain Plan	<p>12. The Public Domain Plan/ Plans referred to at Commitment 7 is to include the following as generally described in the Concept Plan:</p> <ul style="list-style-type: none"> ▪ 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). ▪ Shared use of the pedestrian promenade street by bicycles. <p>12A. Within the framework of the Public Domain Plan, a Headland Park Sub-Plan (HP Sub Plan) will be prepared for the Headland Park. The will address the following:</p> <ul style="list-style-type: none"> ▪ all planning, accessibility and design issues related to the connectivity of the Headland Park to its surrounding environment; ▪ incorporate traffic and transport planning, event management and recreational capacity ▪ proposals and options to increase cultural experiences at the Headland Park ▪ measures to provide for diverse activation of the parklands while being sensitive to local community needs ▪ Crime Prevention Through Environmental Design (CPTED) safety strategies ▪ heritage conservation and adaptive reuse as part of the urban and landscape design, including management and interpretation (refer also SoC No. 60) 	<p>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 and remediation.</p> <p>To be prepared as part of future Project Application for the Headland Park</p>

Subject	Commitments	Timing
	<ul style="list-style-type: none"> ▪ Sustainability program for the Headland Park at design, construction and operations stages <p>12B. To inform the preparation of the HP Sub Plan for the Headland Park a Recreational Plan will be prepared which will consider the following:</p> <ul style="list-style-type: none"> ▪ the desires of the general and local communities ▪ transport needs and connections ▪ activation of the parkland spaces ▪ cultural and recreational needs ▪ the park location and space capacity constraints including the relationship to the increasing population of the city and Barangaroo ▪ universal access ▪ operation times, events and management 	<p>To be prepared as part of future Project Application for the Headland Park</p>
	<p>13. The Public Domain Plan/ Plans is to provide design details with respect to the following:</p> <ul style="list-style-type: none"> ▪ 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. <p>14. The Public Domain Plan is to incorporate a Public Art Strategy.</p> <p>15. In addition to the general matters specified at Commitment 8, the Public Domain Plan is to address:</p> <ul style="list-style-type: none"> ▪ The future ownership and maintenance of parks. ▪ The feasibility, both conceptually and financially, of establishing the elevated Headland topography. 	
<p>Transport Management & Access Plan</p>	<p>16. The Transport Management & Access Plan (TMAP) referred to at Commitment 7 is to be prepared following:</p> <ul style="list-style-type: none"> ▪ 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: <ul style="list-style-type: none"> (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 Margret Street; (e) identification of local and regional infrastructure improvements; 	<p>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 and remediation.</p>

Subject	Commitments	Timing
	<p>(f) the timing of traffic and public transport infrastructure improvements so they are in line with the staged development of the Barangaroo site.</p> <p>The PARAMICS model is to be used in an iterative manner during the preparation of a TMAP or equivalent to test:</p> <ul style="list-style-type: none"> (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). <p>The outcomes of the area wide traffic impact modelling are to form part of the consideration of the physical road transport infrastructure to be addressed in the preparation of the TMAP.</p>	
	<p>17. The Transport Management & Access Plan is to consider and address the following matters:</p> <ul style="list-style-type: none"> ▪ 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 Hickson Road, and any relocation of existing stops. ▪ Provision of off-road layover facilities for buses and 	

Subject	Commitments	Timing
	<p>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).</p> <ul style="list-style-type: none"> 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 Plan	<p>18. The Community & Social Plan/ Plans referred to at Commitment 7 is to include the provision of the following facilities within the Barangaroo site:</p> <p>Social</p> <ul style="list-style-type: none"> 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. <p>Health</p> <ul style="list-style-type: none"> 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. <p>Cultural</p> <ul style="list-style-type: none"> 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. <p>Recreation</p> <ul style="list-style-type: none"> 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 Millers Point, Walsh Bay, Kent Street, and King St Wharf. <p>19. Design requirements and details relating to the facilities</p>	<p>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 and remediation.</p>

Subject	Commitments	Timing
	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	<p>20. The Utility Services Infrastructure Plan/ Plans referred to at Commitment 7 is to include and provide details in relation to the following within the Barangaroo site:</p> <ul style="list-style-type: none"> 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. <p>21. As part of the preparation of the Utility Services Infrastructure Plan:</p> <ul style="list-style-type: none"> 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 and remediation .
Integrated Water Management Plan & Guidelines Potable Water	22. An Integrated Water Management Plan/ Plans 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.	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 and remediation .
Demand Management	23. The Water Demand Management Plan/ Plans 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	
Wastewater Minimisation	24. The Wastewater Management Plan/ Plans 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.	

Subject	Commitments	Timing
Stormwater Management	<p>25. The Stormwater Management Plan/ Plans 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</p>	
Housing Strategy	<p>26. A Housing Strategy is to be prepared that:</p> <ul style="list-style-type: none"> 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. <p>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).</p> <p>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.</p> <p>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.</p> <p>30. Following endorsement, the Housing Strategy is to be made publicly available in a manner to be determined by the Barangaroo Taskforce.</p>	<p>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 and remediation.</p>
Marketing and Promotion Strategy	<p>31. A Marketing and Promotion Strategy/ Strategies 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.</p>	<p>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 and remediation.</p>
	<p>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).</p> <p>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</p>	

Subject	Commitments	Timing
	<p>in this Statement of Commitments and endorsed by the Barangaroo Taskforce.</p> <p>34. The Marketing & Promotion Strategy/ Strategies 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.</p> <p>35. Following endorsement, the Marketing & Promotion Strategy is to be made publicly available in a manner to be determined by the Barangaroo Taskforce.</p>	
Retail Management Plan	<p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>40. The Terms of Reference of the Technical Working Group is to be consistent with the requirements for preparation of the Retail Management Plan specified elsewhere in this Statement of Commitments and endorsed by the Barangaroo Taskforce.</p> <p>41. 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.</p> <p>42. Following endorsement, the Retail Management Plan is to be made publicly available in a manner to be determined by the Barangaroo Taskforce.</p>	<p>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 and remediation.</p>
Parking & servicing	<p>43. Off-street bicycle parking and shower facilities are to be provided within buildings in line with City of Sydney Council Code rates.</p> <p>44. All on-site parking areas should conform to the requirements of AS2890.1:2004.</p> <p>45. The following maximum car parking rates shall apply to future development within the site:</p> <p>Commercial Uses - 1 space / 600m² GFA</p> <p>Residential - 1 bedroom unit – 1 space / 2 units - 2 bedroom unit – 1.2 spaces / unit - 3 bedroom unit – 2 spaces / unit</p>	<p>At the stage of any relevant development or project application.</p>

Subject	Commitments	Timing
	<p>Other Uses - City of Sydney Council rates</p> <p>Passenger Terminal - subject to a future traffic report based on demand estimates</p> <p>46. All building servicing and loading facilities will be in line with City of Sydney Council code rates.</p> <p>47. All service/delivery areas will conform to the requirements of AS2890.2: 2002 subject to driveways complying with the City of Sydney requirements.</p>	
Heritage Sewer Pump Station	<p>48. A Heritage Impact Statement will be prepared to for the sewage pumping station which is to guide its future treatment. The Heritage Impact Statement is to consider the following options:</p> <ul style="list-style-type: none"> ▪ retention of the Pumping Station in situ, albeit buried, as a future archaeological resource; or ▪ its relocation and adaptive reuse within the Barangaroo site (including a recommended methodology for this course of action); or ▪ its relocation to a relevant location (including a recommended methodology for this course of action); and ▪ recommendations for its interpretation both within the Barangaroo site and elsewhere, should the study conclude that this is the most appropriate course of action. <p>The Heritage Impact Statement will be prepared in consultation with a heritage experienced engineer to ensure minimum alteration and damage to the fabric. Moving the whole structure in one piece should be investigated.</p> <p>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.</p> <p>48A If the Heritage Impact Statement recommends either relocation or demolition, archival recording of the structure will be undertaken. The archival recording will be prepared in accordance with the NSW Heritage Office Guidelines.</p>	At the stage of any relevant development or project application relating to the sewer pump station structure.
Dalgety's Bond Store	<p>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.</p>	At the stage of any development or project application relating to the Dalgety's Bond Store.
Views to Millers Point Conservation Area	<p>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 Pyrmont 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</p>	To be demonstrated / assessed as part of any relevant development / project application.
	<p>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:</p> <ol style="list-style-type: none"> 1) views to significant tracts of the water, 2) the junction of Darling Harbour and the Harbour 	To be demonstrated / assessed as part of any relevant development application/ project application.

Subject	Commitments	Timing
	<p>proper,</p> <p>3) the opposite foreshores,</p> <p>4) panoramic qualities of existing views, and</p> <p>5) the most distinctive views to landmark structures,</p> <p>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.</p>	
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.	To be demonstrated / assessed as part of any relevant development application / project application.
	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.	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.
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: <ul style="list-style-type: none"> ▪ The design of the building any structures 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.
Moore's Wharf Building	56. A Conservation Management Strategy (CMS) should be prepared for the Moore's 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	At the stage of any development application / project application relating to the Moore's Wharf building.

Subject	Commitments	Timing
	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.	
Sandstone Seawall	<p>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.</p> <p>57. A Heritage Impact Statement will be prepared in relation to the proposed relocation and reuse of the sandstone seawall in the vicinity of the Headland Park.</p>	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)	<p>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.</p> <p>59 A Heritage Impact Statement will be prepared to assess the significance of the Harbour Control Tower The Heritage Impact Statement will be undertaken using the State Heritage Register criteria for listing.</p>	To be assessed at the stage of any development application / project application relating to the Harbour Control Tower.
7Archaeology	<p>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 in situ, 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.</p> <p>60. All affected potential historical archaeological sites or</p>	Prior to the lodgement of the first development application / project application involving surface disturbance.

Subject	Commitments	Timing
	<p>'relics' of Local and State significance are to be subject to professional Archaeological Assessment in accordance with Heritage Council guidelines. The Assessment must address both terrestrial and maritime archaeological resources and must be prepared by a practitioner (or practitioners) with both terrestrial and maritime experience. The Assessment must consider the desirability and staging of any proposed archaeological excavation and/or recording before construction works commence and also other mitigation strategies such as archaeological monitoring (or 'watching brief') during construction works.</p> <p>60A. A Research Design including an Archaeological Excavation Methodology will be prepared in accordance with Heritage Council guidelines for each site which is to be impacted by the proposal. Those documents will be prepared for the approval of the Director of the Heritage Branch, Department of Planning. The archaeological Excavation Director will be a qualified archaeologist, and will meet the current Excavation Director Criteria for State significant sites as published by the NSW Heritage Council.</p> <p>60B. After archaeological works are undertaken, a copy of the final excavation report(s) will be prepared and lodged with the Heritage Branch, Department of Planning, to the State Library of NSW and also to the Local Studies Library in the City of Sydney. The information within the final excavation report will be in accordance with Heritage Branch requirements.</p> <p>60C. A repository for the relics salvaged from any historical archaeological excavations will be nominated by the Barangaroo Delivery Authority.</p>	
<p>Interpretation</p>	<p>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:</p> <ul style="list-style-type: none"> ▪ The natural landscape ▪ Aboriginal history ▪ Manipulation of the landscape ▪ Maritime industry, trade and commerce ▪ Labour, workers and social movements ▪ Archaeology <p>The plan will make recommendations for:</p> <ul style="list-style-type: none"> ▪ Public Art ▪ Naming ▪ Interpretive Signage and Installations ▪ Display of Archaeological Deposits ▪ Built Form Strategies <p>The plan will also include strategies for:</p> <ul style="list-style-type: none"> ▪ Staged Implementation ▪ Ownership ▪ Identification of Responsible Stakeholders ▪ Future Maintenance ▪ any individual demolished, dismantled or buried heritage items; ▪ historic/significant buildings retained within the precinct; and ▪ the public domain areas of the precinct. <p>61A. After completion of the archaeological fieldwork, the findings of the archaeological work should be incorporated into the Interpretation Plan.</p>	<p>Prior to commencement of any works on the site including any demolition or excavation works.</p> <p>The final Interpretation Plan should be submitted for the approval of the Director of the Heritage Branch, Department of Planning, for approval within 6 months of the completion of the construction works.</p>

Subject	Commitments	Timing
Archival Recording	<p>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.</p> <p>62. Photographic and archival recording of all affected heritage items, as identified in the specialist reports prepared as part of the Environmental Assessment for the project, will be undertaken prior to the commencement of any construction activity. Recording will be completed in accordance with the Guidelines Issued by the Heritage Council of NSW. Copies of these photographic recordings will be made available to the Heritage Branch, Department of Planning, to the State Library of NSW and also to the Local Studies Library in the City of Sydney.</p>	Prior to commencement of any works on the site including any demolition or excavation works.
Supervision and Advice	<p>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.</p> <p>63. Specialist consultants in heritage, landscape, interpretation, historical archaeology and maritime archaeology will be nominated for the Barangaroo project. The consultants will have appropriate qualifications and experience commensurate with the scope of works. The name and experience of the consultant/s will be submitted to the Director of the Heritage Branch, Department of Planning, for approval prior to commencement of works. The heritage consultant/s will advise on the detailed design resolution of new heritage related works, undertake site inductions, and inspect design and installation of services involving heritage items and fabric (to minimise impacts on significant fabric and views) and manage the implementation of the conditions of approval for the project. A report by the principal heritage consultant (illustrated by works' photographs) will be submitted to the Director of the Heritage Branch, Department of Planning, for approval, advice and comment within 6 months of the completion of the works which describes the work, any impacts/damage and corrective works carried out.</p>	Prior to lodgement of any future applications and throughout works.
Notification of demolition of Section 170 Heritage Items	64. The Director of the Heritage Branch, Department of Planning is to be notified in writing within 14 days of the demolition of any heritage item listed on a Section 170 Register by the relevant government agency responsible for that Register.	
ESD	65. 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 relevant development application / project application.
Water	66. 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	67. 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%	To be demonstrated / assessed as part of each relevant development /

Subject	Commitments	Timing
	reduction in GHG emissions through carbon offsets. The purchase of renewable energy should be at World Best Practice level.	project application.
Micro Climate	68. 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	69. Primarily non-invasive plant species are to be used on the site.	As above.
Transport	70. 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	71. 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	72. 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 relevant development application / project application.
Geotechnical and Environmental Site Remediation	<p>73. 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.</p> <p>74. 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.</p> <p>75. 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.</p> <p>76. Following endorsement, the RAP is to be made publicly available in a manner to be determined by the Barangaroo Taskforce.</p>	To be submitted to the Barangaroo Taskforce prior to the lodgement of any development application / project application involving surface disturbance.
Residential Amenities	<p>77. 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.</p> <p>78. 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.</p>	To be demonstrated / assessed in any relevant development application / project applications for residential development.
	79. Building Depth: The maximum building depth, as measured from glass-to-glass excluding balconies, is limited to 18 metres. In Row Apartment, Courtyard	

Subject	Commitments	Timing
	<p>Apartment and Slab (Block) types 15 metres glass-to-glass is preferred.</p> <p>80. 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.</p> <p>81. 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.</p> <p>82. 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.</p> <p>83. 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 south-facing units).</p> <p>84. 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.</p>	
Acoustic	<p>85. 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.</p> <p>86. Any future traffic management plans will incorporate strategies that minimise transportation noise levels associated with vehicle movements.</p> <p>87. 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.</p>	Noise Impact Assessment and Mitigation Measures report to be submitted with all relevant development application / project applications.
	<p>88. 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.</p>	

Subject	Commitments	Timing
	<p>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.</p> <p>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.</p>	
Built Form	<p>91. The built form of each development block will follow the Design Principles, Design Requirements, and Development Controls as set out in Part B. Final designs for each development block will be prepared by development partners who will be subject to the Design Excellence Strategy.</p>	To be demonstrated / assessed as part of any development application / project application for commercial use.
Commercial Uses	<p>92. All future development applications for commercial uses will be required to address how the proposal:</p> <ul style="list-style-type: none"> ▪ Compliments, 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	<p>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.</p> <p>93A Transfer of the HCT to Barangaroo Delivery Authority will not be undertaken until such time as Barangaroo Delivery Authority and Sydney Ports are satisfied on selection of an alternate suitable site and the transfer of existing equipment and staff along with uninterrupted operations under the Port Safety Operating License.</p> <p>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.</p>	Subject to consultation with Sydney Ports.
	<p>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.</p> <p>96. Moores Wharf and the Harbour Control Tower will be fenced off for security purposes prior to future public access on site.</p> <p>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.</p>	

Subject	Commitments	Timing
	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.	
Ongoing Consultation and Information	<p>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.</p> <p>100. NSW Maritime will be consulted in relation to the following:</p> <ul style="list-style-type: none"> ▪ 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. <p>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.</p>	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	<p>103. An Environmental and Construction Management Plan will be required as part of any future development on the site.</p> <p>103A. All construction contractors, subcontractors and personnel are to be inducted and informed by the nominated heritage consultant/s prior to commencing work on site as to their obligations and requirements in relation to historical archaeological sites and 'relics' in accordance with existing guidelines issued by the Heritage Council of NSW.</p> <p>103B. Significant heritage items and built elements that are to be retained are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed.</p>	To be provided with any relevant development / project application.
Headland	104. The future detailed design of the Headland Park including the northern cove, Globe Street and adjacent Block 7 is to be prepared in accordance with the Headland Park Urban Design Framework and Preferred Project Parkland Objectives detailed in the "Barangaroo Headland Parklands Urban Design Report (Preferred Project Report)" prepared by Conybeare Morrison (July 2009).	To be demonstrated as part of any project application which relates to the Headland Park and surrounds.

5. CONCLUSION

The Authority is seeking the Minister for Planning's approval to modify the Consolidated Concept Plan for Barangaroo to allow for the following changes:

- with the enlargement of the Northern Cove there will be a need for the proposed "Globe Street" to turn towards Hickson Road rather than continue northwards around the headland. It will also necessitate the removal of Block 8 and part of Block 7;
- The building up of the headland to achieve a more naturalised form and the enlarged cove will require the demolition of three items which are listed on the Sydney Ports and Sydney Water Section 170 Heritage Registers – the Sydney Ports Harbour Control Tower, the MWS&DB Sewage Pumping Station and the sandstone seawall along the north-western edge of the site.

The Section 75W Modification Report also provided for a 300 space car park within the built up headland. This car park was anticipated in the CCP and allowed for in B1(3) of the Minister's Terms of Approval for the CCP.

The amendments proposed in this Preferred Project Report to the Section 75W Modification Report have occurred following the consideration of submissions from government agencies, professional organisations and the community. They involve refinement of the park and cove design, consideration of an alternative access to the car park from Hickson Road, and additional measures to ensure appropriate assessment and treatment of the heritage items which are impacted by the proposal. A series of urban design objectives are also proposed to guide future development of the Headland Park and Northern Cove.

The proposed modifications have been developed in direct response to the Minister's requirements as set out in B1 of the CCP Terms of Approval. Overall, the proposed modification will provide for an enhanced parkland experience for residents, workers and visitors alike. The new headland will strengthen the visual and pedestrian connections between the Headland Park and the elevated plateau around Argyle Place and The Rocks. It will provide a focal point for a range of cultural and recreation activities, particularly centred on the harbour experience and panoramic views offered by the site. The enlarged Northern Cove will enable greater connection between the site and the water. The naturalised configuration of both the headland and the bay will provide an alternative recreational experience than that provided by the more urban public open space to the south.