

21 February 2024

Your Ref: MP-06-0162 - MOD 9

Our Ref: R/2008/16/J

File No: 2024/070524

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Dear Thomas,

Barangaroo Concept Plan MP-06-0162 Modification 9 - Response to Submissions

Thank you for your correspondence dated 9 January 2024 inviting the City of Sydney (the City) to provide advice on the Response to Submissions for Barangaroo Central Concept MOD 9. The City maintains its **objection to the proposed modification**, as amended. The City's submission is outlined below.

1. Executive Summary

The City of Sydney maintains its objection to the amended proposed modification to the Barangaroo Concept Plan (MP_06_0162 – Modification 9) made under Section 75W (repealed) of the Environmental Planning and Assessment Act. The Response to Submissions report and proposed amendments incorporate some significant positive changes, however, are inadequate to resolve the substantive issues as outlined in the City's original submissions and this follow up submission.

The proposal should be referred to the Independent Planning Commission.

The shift from a retail typology to a predominantly residential typology, with ground level retail and a hotel, may be supported, however the proposed increase in gross floor area (GFA) and therefore building height and bulk, can only exceed the current floor space controls to the extent that it is not detrimental to the public interest.

Height

There should be no exceedance in height (including rooftop terraces, equipment, lighting and lift overrun etc), and in key locations, public view corridors must be retained and opened up in these sensitive locations.

The proposed building heights create blocky building typologies, bulking out the proposed envelopes. Block 5 has been maximised based on a minimum solar access offering to Hickson Park and does not appear to be founded on a well-considered place based urban design where the design of public space comes first.

Size of apartments

The City of Sydney acknowledges
the Gadigal of the Eora Nation as the
Traditional Custodians of our local area.

The reference scheme indicates few, large apartments in comparison to the quantum of additional residential GFA proposed. It does not address the housing shortage with such large apartments indicated. The preliminary satisfaction of the objectives of the ADG is linked to the massive apartment sizes. The ADG should be retested with reduced apartment sizes.

Public Views

The application fails to adequately assess the potential impacts of the proposed building envelopes, particularly the public views and vistas from Observatory Hill and Millers Point.

Hickson Park

The development of Barangaroo Central is one of the last remaining components of the Barangaroo revitalisation and should complement the delivery of important public spaces. It interfaces with Barangaroo South at Hickson Park. The City opposes a reduction to the size of Hickson Park.

The proposed encroachment of the southern boundary of Block 5 of Barangaroo Central into the Hickson Park compromises the size, amenity, and connectivity of Hickson Park. The proposed boundary does not reinstate the approved boundary which was the result of significant consideration by the Planning Assessment Commission (PAC), the forerunner to the Independent Planning Commission (IPC), during the assessment of Modification 8. Any reduction in the park area by virtue of adjusting the northern boundary is not supported as there is no net public benefit, including considering the argument of minor wind mitigation.

Private Parking

The use of outdated parking rates, which are further sought to be applied to the considerable residential uplift, is inconsistent with the sustainability objectives for the development of Barangaroo and should be reduced to reflect the current transport planning policy and discourage private car dependency an immediate service by a new Metro station.

Public Benefit

The significant changes proposed in Barangaroo Central and development on public land are not accompanied by sufficient public benefit. The public benefit offering remains unchanged and does not reflect the significant uplift proposed under this modification. It needs to be pro rata the additional floor area. There must be a minimum provision for affordable housing on site to support the City's Strategic Planning Statement and the NSW Government's priorities.

2. Background

2.1. Exhibition

The Response to Submissions Report prepared by Mecone, and accompanying documentation, was originally placed on public exhibition from 11 January 2024 until 7 February 2024. The Minister for Planning and Public Spaces, Hon Paul Scully MP, extended the exhibition period to Wednesday 21 February 2024.

2.2. History of Approvals

The then Minister approved the Barangaroo Concept Plan (MP_06_0162) on 9 February 2007.

The Concept Plan has been modified nine times since originally approved. These modifications range from administrative matters to significant changes to the use, layout, location, gross floor area and height of buildings.

A summary of the increases in GFA is provided below:

Approval	Approved / Proposed Gross Floor Area	Increase greater than originally approved
Concept Plan	391,000m ²	
MOD1	No change	-
MOD2	508,300m ²	+31%
MOD3	508,300m ²	+29%
MOD4	501,000m ²	+45%
MOD5 (withdrawn)	No change	-
MOD6	563,965m ²	+45%
MOD7	No change	-
MOD8	594,354m ²	+52%
MOD10	602,354m ²	+54%
MOD11	No change	-
MOD9 (Proposed)	667,686m²	+71%

The Concept Plan for the Headland Park and Barangaroo South has so far been realised through various Major Project Approvals and State Significant Development Approvals. Barangaroo Central is currently remains in the planning phase and involves the delivery of the future Harbour Park and Hickson Park.

The Masterplan for Barangaroo Central was prepared by Skidmore, Owings & Merrill.

2.3. Planning Assessment Commission Advice (Mod 8)

The most recent modification to the Concept Plan (MP_06_0162 – Mod 8) was approved by the Planning Commission on 28 June 2016. The modification involved, amongst other modifications, increases to the GFA and height of Blocks Y and Blocks 4A and 4B and amendments to the configuration of the block plans.

In order to accommodate the reconfiguration of Block Y, which relocated the building envelope further to the north within an area previously identified for the future Harbour Park, and the additional residential development within Barangaroo South, the southern boundary of Barangaroo Central (Block 5) was modified to enlarge Hickson Park.

This also had the added benefit of refining the geometry of Hickson Park and intended to retain the connection between Hickson Park and the Harbour Park. The PAC in their advice to the Minister dated 21 June 2016 reiterated the keys risks they had identified regarding Hickson Park:

Key risks to the success of Hickson Park derive from its land-locked location; lack of legible connections to the foreshore; relationship to the proposed buildings on Block 4 and Block Y; and uncertainty around future scale of the adjoining blocks within Barangaroo Central (in particular Block 5).¹

The Authority itself also acknowledged the need for changes to Block 5² given the compromised amenity of Hickson Park.

The Commission also identified that the staged approach to the development of Barangaroo has its inherent risks and outlined that subsequent development, i.e. Barangaroo Central, must adapt and respond to those components that are further advanced³. Those components referenced that are further advanced have now been realised following the approval and construction of the Crown Hotel and Resort (Block Y) and the approval of the Lendlease residential buildings R4A, R4B and R5 (Blocks 4A and 4B) which is nearing completion.

The increase to the size of Hickson Park was established to offset the loss of foreshore parkland and to increased connectivity the harbour. The proposed modifications to the Concept Plan for Barangaroo Central (Mod 9) seeks to erode the outcome of the offset, compromised through the approval of Modification 8. To do so undermines the justification provided for the approval of Modification 8. The City would submit to the IPC to uphold their decision in determining this application – and focus should be given to the design and amenity of Hickson Park – not as a left over space.

This is outlined further in this Submission under heading 3.4.1 below.

2.4. Barangaroo Concept Plan – Modification 9

The originally proposed modification [MOD 9 (lodged and exhibited 2022) to increase the total GFA in Barangaroo from 602,354sqm to 708,041sqm and following changes relating to Central Barangaroo (Blocks 5, 6 and 7)]:

- modify the approved building envelopes of Blocks 5, 6 and 7 including additional height and GFA, block alignments and flexible allocation of GFA across the blocks
- increase the minimum community uses GFA from 2,000sqm to 2,800sqm
- allocate up to 18,000sqm of GFA for *The Cutaway* in Barangaroo Reserve
- reduce the size of Hickson Park by increasing the area of Block 5
- modify the road network including converting Barton Street to a permanent street and removing vehicular traffic from Barangaroo Avenue north of Barton Street
- introduce Design Guidelines for Central Barangaroo to guide future detailed proposals
- amend the State Significant Precincts SEPP to support the proposed modifications

2.5. City of Sydney Submission – MOD 9

¹ Planning Assessment Commission (PAC), 21 June 2016, Supplement to Commission's Advice dated 1 June 2016 on the proposed State Environmental Planning Policy Amendment (Barangaroo) 2016 SEPP, [page 5](#)

² PAC, 21 June 2016, [page 3](#)

³ PAC, 21 June 2016, [page 2](#)

The City provided two objections, dated 8 August 2022 and 24 August 2022, in response to exhibited Modification 9, originally lodged by Grocon (former Proponent). The objections raised issues regarding:

- Request to refer application to the Independent Planning Commission
- Increased heights and scale of planning envelopes
 - View impacts from Millers Point and Observatory Hill
 - Impacts to the legibility of the landform
 - Impacts to the City skyline
 - Impacts of the cantilevered design
 - Overshadowing
 - Wind impacts
 - Exclusion of wintergardens from GFA calculations
 - Relationship between proposed height and GFA
- Heritage Impacts
 - Height increase and visual impact on heritage sites
 - Cantilever facing Hickson Street
 - New link bridge to Millers Point
 - Conservation work to Hickson Road wall and steps
- Residential land use conflict
- Extent and location of retail
- Changes to Hickson Park
- Public domain
 - Street and pedestrian connections
 - Crime Prevention through Environmental Design
 - High Street bridge
 - Nawi Terrace and Barangaroo Steps
 - Barton Plaza
 - Barton Street
 - Harbour Park
 - Hickson Road
 - Stormwater and flooding
 - Public domain materials
- Landscape
 - Contamination in deep soil and landscaped areas
 - Greening of the precinct and green roofs
 - Communal open space
 - Interface with Hickson Road and Metro entries
 - Other landscape issues
 - Deep soil
 - Canopy Targets
 - Green roofs
- Transport and access
 - Cycling
 - Car parking
 - On street parking
 - Walking
 - Loading
 - Street Network
 - Walking assessment
 - Bike facilities
 - Car share
 - Electric vehicle charging
 - Swimming and Watercraft

- Public art
- Public benefit
- Validity of Section 75W request
- Affordable Housing
- Community, recreation and cultural needs
- Design Guidelines
- Sydney Observatory – View of Night Sky

2.6. Applicant's response to submissions

The Response to Submission Report prepared by Mecone dated November 2023 has been reviewed by the City. The associated amendments to the proposal are noted.

The amended modification application seeks consent to modify Concept Plan (MP_0162) relating to Central Barangaroo and includes:

The amended modification seeks to increase the total gross floor area (GFA) in Barangaroo from 602,354sqm to 667,686sqm and seeks the following changes relating to Central Barangaroo.

Element	Approved (Mod 8)	Mod 9	
		Exhibited (2022)	Proposed (2024)
Use	MU1 Mixed use (formerly B4)	MU1 Mixed use – predominantly retail	MU1 Mixed use – predominantly residential
GFA			
Above ground GFA	Unspecified	116,189m ²	92,908m ²
Below ground GFA	Unspecified	28,166m ²	11,092m ²
Residential GFA	29,000m ²	28,000m ²	75,000m ²
Total GFA	47,688m ²	144,355m ²	104,000m ²
Heights*			
Block 5	RL 34	RL 44.5	RL 21.5 – RL 42.45
Block 6	RL 29	RL 38.7	RL 35
Block 7	RL 35	RL 73.7	RL 35

**Note: the size and configuration of Blocks 5, 6 and 7 are also proposed to be modified.*

The amended proposed modification alters the block configurations and boundaries.

Consequently, the size of Hickson Park is proposed to be reduced by 1,625sqm or 14.2% in comparison to the approved Concept Plan, albeit the reduction is less than originally proposed under this modification application.

This submission provides the City's assessment of the exhibited scheme, being the amended modification 9 scheme prepared by SJB on behalf of Aqualand (the Proponent).

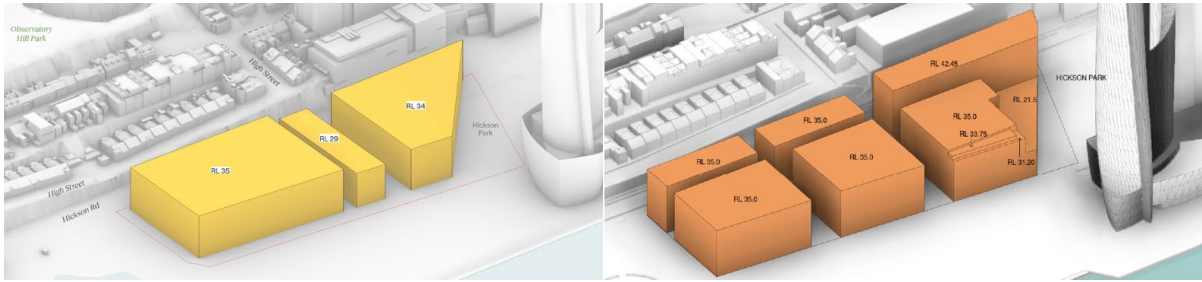


Figure 1. Approved and Proposed Blocks (Appendix C – SJB)

The Response to Submissions report also includes a direct response to the City's original submission at Table 15. The City has provided a summary response to this at **Appendix A** which outlines whether the City's objections have been resolved or where further commentary is provided in this submission.

The City maintains that the application should be referred to the Independent Planning Commission given the **lack of resolution of key issues and conflicts with conditions set by Modification 8.**

3. Assessment of proposed amendments to the Concept Plan Mod 9, as amended.

3.1. Concept Plan Envelope – Building Heights

The modification application does not provide a set of proposed building envelope plans and elevations; instead, this is described in the Urban Design Report (Appendix C). The complexity of the proposed building envelopes warrants the preparation of detailed building envelope plans to enable a proper assessment of the application to be undertaken.

Whilst it is acknowledged that these have not previously formed part of the Instrument of Approval, the complexity of the proposed building envelopes warrants reference detailed building envelope plans which should form part of the Instrument of Approval.

The proposed building envelopes seek to provide more uniform building heights across Barangaroo Central. **The deletion of the previously proposed northwestern residential tower and retention of RL 35 for Block 7 is supported.**

The proposed building envelope heights create a monoculture of buildings, further reinforced by the consistent block dimensions, except for the south end where building heights have been manipulated provided the minimum solar access offering to Hickson Park.

The varied heights of the Block 5 buildings are reflective of a solar study and do not appear to be founded based on a well-reasoned urban design approach. The height of buildings within Block 5 must retain and maximise solar access to Hickson Park.

A greater diversity in building heights should be explored to relate the building heights to the surrounding landform public views and topography. The evident dip along High Street provides a clear datum to design from.

There may be an opportunity for increased building height within the southeastern corner (eastern end of Block 5), however, this cannot be supported until it can be demonstrated that this would not adversely impact views and vistas, including from Gas Lane, or solar access to Hickson Park.

3.2. Concept Plan Envelope – Gross Floor Area

The proposed modification seeks to increase the overall gross floor area (GFA) for Barangaroo Central, being Blocks 5, 6 and 7, from 47,688sqm to 104,000sqm. This is further broken down into non-residential, residential and community components of the total GFA.

The proposed drafting of the Instrument of Approval condition B4(2) seeks to allocate the proposed GFA for Blocks 5, 6 and 7 as a 'lumpsum' allowing for a reallocation of GFA between blocks. Whilst the desire to maintain flexibility is understood, this approach with increased quantum of floor space is not supported given the uncertainty that arises across such a considerably sized development.

Extensive testing should be undertaken to understand the implications of the proposed GFA within the volume of the proposed envelopes. This should ensure that the sufficient opportunity is maintained to provide a variety of floor plates, depending on the eventual land uses, and in the case of residential, that appropriate building depths and separation can be achieved within the proposed envelopes even when the maximum proposed GFA is achieved. Additionally, space must be reserved to provide deep soil planting, landscaping and greening, and canopy cover. The canopy cover for trees in deep soil relies on removing parking and reducing the extent of the basement from the most appropriate locations for trees (block centre courtyards).

Any increase in GFA needs to be carefully considered to ensure that the future built form responds to the unique and sensitive qualities of the site and the surrounding area, and does not deteriorate public views from Observatory Park to the harbour water. This will require opening up of view corridors more significantly than what the RTS proposes so that all of the harbour waters remain visible from Observatory Park and at least twice the width of view opening compared to what is shown through the development from High Street.

The public benefit offer remains unchanged despite the increase in GFA. This must be addressed on a pro rata basis. Hickson Park cannot be adversely impacted by the proposed additional GFA.

3.2.1. Residential GFA

The residential GFA component in the modified application is proposed to be increased from 15,000sqm to 75,000sqm, being a 500% increase. This is in addition to the GFA increases already approved within Barangaroo South to accommodate residential development. The residential component would become the dominant component of the total GFA. Whilst this may be appropriate, as outlined above, any increase in GFA needs to demonstrate that the future built form would not have detrimental environmental impacts and it must be accompanied by an appropriate additional Affordable Housing (Key Worker) contribution.

The proposed exclusion of all winter gardens from the calculation of GFA has not been adequately justified and is inconsistent with how winter gardens are treated within the rest of the City of Sydney. They must be technically exact. It is unlikely that all winter gardens within

the development would meet the environmental criteria required to obtain the exclusion set out in Clause 4.5A in SLEP 2012.

Winter gardens have the potential to increase the apparent bulk of the building and reduce the articulation of facades. On what basis would a blanket exemption to GFA be agreed to? What planning power is there to provide an exemption? Surely it has to be counted or comply with the definition of GFA that applies.

Instead of agreeing to a blanket exclusion, the City recommends that winter gardens be excluded where they strictly meet amenity criteria in the City's planning controls or otherwise should continue to contribute to the calculation of GFA consistent with SEPP (PEHC) 2021 which applies to the development.

The proposed increases in residential GFA does not include any provision for the allocation of affordable housing. This is addressed under subheading 3.4 below.

3.2.2. Non-residential GFA

The non-residential GFA component, being the balance of the GFA, is proposed to be increased from 18,688sqm to 29,000sqm, noting up to 116,355sqm was previously proposed and rejected. The shift away from a shopping centre style retail component towards smaller scale and more diverse retail offerings is generally supported. As outlined above, any increase in GFA needs to be well considered and have a justifiable impact on the future built form.

3.2.3. Community or Cultural GFA

The proposed increase in the cultural GFA component from 2,000m² to 2,800m² is supported provided it is not allocated to a commercial use such as a gym or the like. The location of cultural GFA within the Barangaroo Central needs to be carefully considered to prioritise its flexibility and ensure its inclusion is a success and the types of uses spelled out by both a positive and a restrictive condition on use.

The reference scheme shows a significant portion of the proposed cultural GFA is located below ground level in Block 6 which may limit its potential use. Whilst this arrangement may be appropriate for some potential uses it may limit the legibility and activation of the facilities within the precinct.

The Instrument of Approval should not limit the location of community GFA within the envelopes to support flexibility, noting that a separate specification for below ground GFA is proposed to be allocated.

The City reiterates the key community, recreation and cultural needs outlined in our original submission dated 24 August 2022.

3.3. Reference Scheme

3.3.1. Dwelling Density

The reference scheme accommodates only 144 apartments within the proposed residential GFA of 75,000sqm. This results in apartments varying in size from around 200sqm up to 600sqm, which at a minimum is more than twice the size required for a three-bedroom apartment required by the ADG. This means the switch to a predominate residential scheme of super large apartments, is not addressing housing needs in NSW. The proposed dwelling density achieved in the reference scheme is inconsistent with the bulk and scale of the buildings that would be permitted within the envelopes and their associated impacts.

The NSW Government has identified the need to increase housing supply and has sought to introduce broad measures to increase housing supply, particularly within 'well-located areas'⁴. The proposed reference scheme is at odds with this approach and does not contribute its fair share to the housing supply need.

The proposed dwelling density should be modified to ensure that the development of Barangaroo Central contributes to the supply of housing within the City, and NSW more broadly, and is equivalent to the opportunity afforded to the development of one of the last components of Barangaroo given the high level of connectivity and amenity this location provides.

Should any increase in GFA be approved above the current controls, then the future development should deliver a comparable number of dwellings rather than reserving housing within Barangaroo Central for only a few.

3.3.1. Block Plans

The reference scheme adopts the central courtyard design from the building typology study (Appendix C, page 63). Given the depth of the blocks, this typology results in deep areas at the corners. Other reference schemes should be further explored as part of the detailed GFA testing suggested above.

Given the issues raised above regarding the proposed dwelling size and density, the reference scheme does not allow for a genuine assessment of the consistency with the objectives of the ADG, particularly the solar access and natural cross ventilation requirements in 4A and 4B of the ADG. The reliance on deep apartments, ventilating through a central courtyard may be a suboptimal outcome. Further testing should be undertaken to demonstrate that the proposed building envelopes can viably be developed with more and smaller apartments.

The proposed central courtyards areas would not receive adequate solar access to the principal areas of communal open space in mid-winter as required by Desing Criteria 3D-1(1) of the ADG.

Elements such as physical privacy screens or offset windows should not be relied upon to achieve privacy between apartments. Alternatively, adequate building separation should be

⁴ Department of Planning, 2023, Diverse and well-located homes, accessed 17 January 2024
<https://www.planning.nsw.gov.au/policy-and-legislation/housing/diverse-and-well-located-homes>

provided at the outset, with privacy devices only utilised to complement the building separation. The block planes and reference scheme do not address the increased building separation requirements in Design Criteria 3F-1 of the ADG which require greater separation for the upper levels of the buildings.

3.3.2. Landscaping

The proposed allocation of only 7% of the site as deep soil planting is insufficient for the scale of the development. The inclusion of deep soil within Hickson Park to contribute to the deep soil calculation is inconsistent with the ADG as the park is a public asset and does not form part of the development site, notwithstanding the current lot boundaries. In addition, design guidance 3E-1 of the ADG requires a minimum of 15% deep soil for large sites. This figure should be adopted for Barangaroo Central.

Any application for early works including a consolidated basement should not be assessed or determined until such time that an acceptable amended modification is approved, and significant work is undertaken to site the future buildings which includes reserving consolidated deep soil planting areas.

3.3.3. Design Guidelines

The Design Guidelines outlined in the Urban Design Report (Part 8 - Appendix C) are proposed to form part of the Instrument of Approval.

Acoustics

The proposed mixed-use typology is supported but has the potential to cause conflict between the proposed uses given the intent for the ground level retail and cultural uses to contribute to the night time economy. The design guidelines should be further developed to ensure noise impacts are appropriately ameliorated for residents without disadvantaging the vibrancy of the ground level uses.

Activation

The design guidelines intend to create a high degree of activation surrounding the ground plane. The proposed active frontages should be incorporated in the guidelines with non-active frontages minimised. The future building footprints need to be aligned to ensure that the future activation of the public domain can be accommodated within the development site.

It is likely that outdoor dining areas would require awnings, wind protection and generous internal filtered kitchen exhaust risers to the roof to allow for all types of cooking over time.

This is relevant at this stage as horizontal westerly winds are to be considered. These elements become permanent fixtures and would need to be maintained within the development site. The success of the proposed activation is dependent on environmental factors being able to be managed which includes separation distances between buildings.

The design guidelines should establish different characters for the proposed plazas, laneways, arcade and public interfaces, with a hierarchy of street and laneways encouraged. Laneways should incorporate more finer grain detail. Consideration should be given to the provision of access and mechanical services.

Articulation

The design guidelines intent is to specify specific articulation areas. As was with the former cantilevered design, the City maintains that articulation zones should be maintained within the approved building envelopes to ensure that through-site links, including view corridors, are not diminished through the articulation of building facades.

Awnings

Typically, awning heights are required to be between 3.2 - 4.2m above the footpath level. The proposed 4.5m awning height should be lowered to the maximum height of 4.2m as it will diminish the functionality of the awning for weather protection. It is also suggested that a diagram be incorporated into the design guidelines to inform the design.

Crime Prevention through Environmental Design (CPTED)

The design guidelines should provide guidance on CPTED design matters, in particular target hardening and vehicle mitigation measures, to ensure that any physical barriers are well integrated into the public domain and landscaping design.

Laneways and Arcades

The proposed offset laneway concept for the north-south laneway is potentially supported provided a legible public through-site link through the development is achieved. Outdoor dining within the north-south laneway should be encouraged, however, limiting the width of the laneway to only 8m provides limited opportunities and potentially conflicts with use of the laneway as a key north south link through the precinct. A wider laneway in places that can support a greeted variety of uses and activation should be considered.

Additionally, the residential levels above rely on deep, impractical, articulation zones to achieve building separation between dwellings. This issue further supports the need to widen the laneway in places. The laneways and arcades should not be counted in open space calculations for residential.

Further clarification is required regarding the provision of landscaping, including trees within the laneways. Trees have been indicated in plan and section in the reference scheme but not shown in the vignettes.

The proposed arcade through Block 5 should have generous proportions with the internal height being taller than the width at a minimum 1.5:1 ratio.

Materiality

The use of brick as the predominant façade material, with high solid to void ratios, is supported.

Roofs

The design guidelines regarding building roofs are supported. The acknowledgment that roofs will be highly visible from many vantage points is well considered. However, the guidelines should be further refined to ensure that the design of the roofs considers the

retention of views which has not been addressed (for example, how will rooftop terraces, lighting, equipment, and lift overruns will be accommodated within height limits and not impact on public views).

Wind

The pedestrian wind comfort modelling has not been compared to the approved concept plan (Mod 8). This is unacceptable and must be rectified. Further information is required to understand the potential impact of the proposed modifications to the building envelopes with respect to wind comfort levels. However, it is evident that wind impacts may be a significant issue that will need to be resolved in the consideration of the proposed modification to the concept plan and the detailed design of the future buildings.

It is suggested that diagrams of typical wind protection measures are provided within the guidelines and should address the varying uses of the public domain areas surrounding and within the development. A consistent approach should be utilised, and the design guidelines should ensure that any wind mitigation measures are well integrated into the design of the buildings and not appear tacked on after. This should not be interpreted as supporting the reduction of the area of Hickson Park at the northern edge on the grounds of partial wind mitigation.

3.3.4. Design Excellence Strategy

The City acknowledges that the direct appointment (curated) approach to design excellence will ultimately need to be approved by the Secretary.

The City's preference is for a competitive design process to be run for each building.

3.4. Affordable Housing (Key Worker)

As previously submitted, the absence of any commitment to provide affordable housing within Barangaroo Central is at odds with the development of public land and the Project Development Agreement (PDA). The response provided to City's submission on this issue dismisses the ongoing, and particularly pertinent, current need to provide affordable housing across the state, instead the response relies on the 3% key worker housing contribution delivered through the development of Barangaroo South, noting a portion of this is located outside Barangaroo, to justify the residential development within the entire Barangaroo precinct.

For context, the City's Local Strategic Planning Statement contains an action to increase the diversity and number of affordable rental homes for lower income households... by advocating to the NSW Government... to deliver a minimum 20 per cent of floor space as affordable rental housing in perpetuity on all NSW Government sites, including on social housing sites – L3.4(c)(ii).

The City continues to advocate for additional affordable rental housing on NSW Government sites, including Barangaroo Central.

The City's affordable rental housing principles are:

- *affordable rental housing is to be provided and managed in the City of Sydney Local Government Area (LGA) so that a socially diverse residential population, representative of all income groups, is maintained*
- *affordable rental housing that is provided is to be made available to a mix of households on very low to moderate incomes*
- *affordable rental housing that is provided is to be rented to very low to moderate income households at no more than 30% of gross household income*
- *dwellings provided for affordable rental housing are to be managed so as to maintain their continued use for affordable rental housing, and*
- *affordable rental housing is to consist of dwellings constructed to a standard which, in the opinion of Council, is consistent with other dwellings in the LGA.*

The development of Barangaroo Central warrants the introduction of a significant affordable housing component over and above minimum obligations in the PDA. This is further supported by the proposed additional residential GFA sought under this application. As previously submitted, the City believes that a minimum of 10%, but preferably up to 20%, of the residential floor space of the development should be dedicated for affordable housing in perpetuity as was the undertaking with Blackwattle Bay.

The proponent should engage a suitable registered Community Housing Provider, as has been done for other SSD projects such as the Crows Nest over station development, to inform the preparation of the modified Concept Plan to ensure that capacity is provided to deliver affordable or key worker housing within the precinct.

3.5. Views and Vistas

Important public views between Observatory Hill/Millers Point and across the harbour must be prioritised.

The approved building envelopes provided a degree of articulation in building heights and sizes, with the central block stepping down to RL 29 and minimal breaks between the blocks, to support the retention of key views and vistas. The realignment of the blocks may provide some benefit; however, insufficient information has been submitted to demonstrate this, and unacceptable encroachments on public views and vistas remain evident.

Before dealing with the potential view impacts, it is important to outline that these envelopes are further refined by Condition C1(a)(i) which requires the future development of Block 5 to demonstrate that water views in full, from Millers Point and Observatory Hill, will be retained.

The City objects to the proposed modification to Condition C1 **to replace the operative word 'retained' with 'address'**. The proposed drafting does not provide the required assurance that the retention of these views will be achieved. The proposed requirement to 'address' any impact is unreasonably open to interpretation and does not provide any basis as to how view impacts are intended to be assessed or, most importantly, if and how any impacts will be avoided. It is agreed that it needs to be addressed clearly at this stage. A clear and enforceable outcome is avoided through the proponent's proposed wording.

As the development within Barangaroo moves towards the north, i.e., Barangaroo Central, views to the western part of Sydney Harbour becomes increasingly more significant. From this more northerly location, Darling Harbour opens into White Bay to the west and the wider channel of Sydney Harbour to the north. The features of Pyrmont Bay, including Darling Island, Balmain East, the Anzac Bridge, and the expanses of water become more evident.

These views are currently 'observed' as a whole with little interruption. The development of Barangaroo Central should avoid fragmenting these views, with the retention of key public views and vistas prioritised. The completeness and composition of views needs to erode the roof line and potentially reduce the amount of additional floor space sought.

SDCP 2012 specifies appreciation of Section 5.1.8 demonstrates the value placed on public views to the Harbour and the work undertaken to achieve this. Objection (c) '*To require development to respond to public views to Sydney Harbour by improving the view through building modulation*' in particular demonstrates this approach.

Additional views from surrounding areas and points of interest should also be considered. The submitted View and Visual Impact Assessment (Appendix D) provides assessment from only a few vantage points within Millers Point and Observatory Hill which directly overlook the Barangaroo Central. This was highlighted in the City's original submission.

Views to the cliff face above Hickson Road should be maximised.

As recommended by the Select Committee on Barangaroo Sight Lines, a View management Strategy must be developed in consultation with Heritage NSW and the City of Sydney.

3.5.1. Millers Point

The View and Visual Impact Assessment (Appendix D) does not provide the amount of detail required to assess the potential impacts of the proposed building envelopes on the views enjoyed from Millers Point, in particular the views along High Street. The assessment only includes a single vantage point from the southern end of High Street. No assessment has been provided for vantage points further north along High Street. Given the length of Barangaroo Central, it is considered necessary to assess the view impacts as a whole and not limit the assessment to a single location.

Whilst the amended modification improves the potential view corridor from the southern end of High Street, where a view corridor from Kent Street through Millers Point exists, to the western part of Sydney Harbour. It is difficult to understand from the submitted analysis whether this is now equivalent to the views achieved under the approved Concept Plan.

Notwithstanding the improvement, the view corridor does not extend as far south as High Street Gardens or the High Street Steps which are important public domain spaces which should also retain significant views.

No assessment has been provided for the potential view corridor through the proposed northern plaza within the development. This plaza provides the opportunity to establish a view corridor which would allow more significant public views to be retained at intervals along High Street for the length of Barangaroo Central. Despite the lack of analysis, it is evident that reducing the width of the proposed northern plaza to only 10m at the eastern end adjacent to Hickson Road is a missed opportunity. The additional floor space allocated

to that building is only minor in comparison to the potential public benefit of maintaining the 20m width through the length of the plaza to support views through the site. Careful consideration should be given to the proposed increased building heights and the location of breaks between or through the building forms. Should the proposed modification be approved, the Instrument of Approval should include adequate measures to establish and protect these view corridors, including the retention of the current wording of Condition C1.

3.5.2. Observatory Hill

The amended modification deletes the previously proposed northern residential tower (RL 73.7). The deletion of this inappropriate tower is supported.

The retention of the maximum height (35 RL) over the northern end of the site is noted, however, views from Observatory Hill to the western part of the Harbour - Pyrmont and Balmain East. As outlined under heading 3.1 above, opportunities should be explored to align building heights and locations to maximise views to the western part of the Harbour including to the expanse of water itself. The retention of the wording of C1 is reiterated.

3.5.3. Gas Lane

The view corridor between the southern end of Block 5 and the northeastern corner of the Crown Hotel and Resort (Block Y) has been significantly reduced in comparison to the Concept Plan. This public view is enjoyed from Kent Street and within Gas Lane with 'BMS Stores', a State Heritage item, located in the foreground. The opportunity for views to the water provides a connection between the city streets and Sydney Harbour. The views along High Street and Gas Lane are both shown on the Public Protection Map 2 – Figure 5.48 in Part 5 of SDCP 2012.

3.6. Public domain

3.6.1. Hickson Park

The City strongly objects to any reduction in the size of Hickson Park and the associated impacts to the quality, amenity, and connectivity of the park. The park is proposed to be reduced from 11,414sqm to 9,789sqm, being a decrease of 1,625sqm or 14.2%. This is totally unacceptable with the public park being treated as a left over space.

As outlined in the background section above, Hickson Park was a significant point of contention raised by the Planning Assessment Commission and was the subject of several recommendations to offset the impacts of the modifications to Barangaroo South made under Modification 8. Approximately 7,500sqm⁵ of significant public foreshore was lost as a result of the reconfiguration and relocation of Block Y – Crown Casino. In order to offset this, Hickson Park was increased in size and a connection was established between Hickson Park and Harbour Park by shifting the southern boundary of Block 5 towards the north, increasing the gap between Block Y and Block 5 to 48m. This is proposed to be reduced to 36m.

⁵ Planning Assessment Commission, 1 June 2016, Advice on the proposed State Environmental Planning Policy Amendment (Barangaroo) 2016, [page 4](#)

The area of the park proposed to be lost created through clear reasoning and serves a multitude of public purposes. Despite this clearly documented reasoning, the proposed amended modification still undermines this, notwithstanding the improvement in comparison to the originally exhibited modification.

Approval of the proposed modification would mean that the impacts caused by the development of Block Y and Blocks 4A and 4B, which have since occurred, would no longer be effectively offset.

In an attempt to justify the proposed reduction in the size of Hickson Park, the urban design report (Appendix C) states that the area of public park lost would be made up for through the provision of public through-site links through Barangaroo Central itself. This justification cannot be supported because:

- a. the nature and use, and therefore associated public benefit, of a public park is markedly different to that of the internal plazas and laneways within the development.
- b. a network of permeable streets or through-site links has always been contemplated in the Concept Plan for Barangaroo Central and would be required to achieve appropriate block configurations and building depths regardless.

Additionally, the assertion that the deletion of Barton Road also improves the park is of no value given the road is approved as a temporary road as per Condition B3(5).

3.6.1.1. Geometry

The approved northeastern boundary of Hickson Park is perceivably parallel to the southwestern boundary adjoining the base of Lendlease buildings R4A and R4B and creates a largely regular parallelogram shape. The proposed realignment of the northeastern boundary would close off the gap to the west to the future Harbour Park, located along the foreshore, and result in converging building masses when viewed from within the park.

The resulting geometry affects both the shape of the park and its connectivity to the foreshore and water to the northwest. The connection should provide a clear and impressive visual and spatial link between the spaces. The Commission was clear that Hickson Park should not be a land locked space 'behind' the Block Y built form⁶. The City reinforces the Commission's view. This alone is one reason why it must be redecided by the Independent Planning Commission.

The design report lacks any genuine investigation of the most appropriate shape for the park, around which the built form can interact. The design of the park should be prioritised, allowing this to inform the built form that adjoins and interacts with it.

The size and shape of Hickson Park should ensure that it is an important civic space in its own right and not just be the end result of the residual land left over from subsequent developments surrounding it.

⁶ PAC, 1 June 2016, [page 4](#)

3.6.1.2. Connectivity

The intended continuity between Hickson Park and the future Harbour Park must be maintained. People's experience moving through the Barangaroo precinct should not be impinged by the convergence of built forms.

As outlined in the background above, the gap between Block Y and Block 5 was recommended by the Commission *"to provide a strong and coherent relationship to the Central Parklands"*⁷ which sought to satisfy one of the Barangaroo Design Advisory Panel's concerns for Hickson Park.

Narrowing this gap is also inconsistent with the intent of Condition B3(1)(b), recommended by the Commission, which outlines that the purpose of Hickson Park is *"to provide a view corridor from Hickson Park to the harbour"*.

From a heritage perspective, the relationship between MSB Stores complex, a State Heritage item⁸, and the water should also be fostered. The complex is significant for its association with the port facilities and maritime activities of Darling Harbour. The location and siting of the buildings aligns with the currently approved corridor to the Harbour and should not be diminished.

3.6.1.3. Wind comfort

The proposed realignment of the southern boundary of Block 5 is sought to be justified by the marginally improved wind comfort conditions achieved along the south interface within Hickson Park, referred to in the as the northern promenade. However, the unfavourable wind condition identified would not be experienced everyday throughout the year. The reduction in the size and connectivity of Hickson Park is not justified nor supported, particularly because the area lost could otherwise be an enjoyable space throughout the year when prevailing wind conditions are more favourable.

In addition, despite the claimed marginally improved wind comfort levels along the length of the northern promenade of Hickson Park, which inevitably benefits the proposed development, the narrowing of the gap between the northeastern corner of the Block Y and the southwestern corner of the proposed Block 5 envelope in turn increases wind impacts within the gap. The suggested trade-off between areas where wind comfort levels are improved or reduced does not provide a net public benefit, and not to the degree that would justify any reduction in the size of Hickson Park.

⁷ Former name for the future Harbour Park, being the 1.85 hectares set along the waterfront in Central Barangaroo

⁸ Item I880 listed of State significance in Part 1 of Schedule 5 to SLEP 2012.

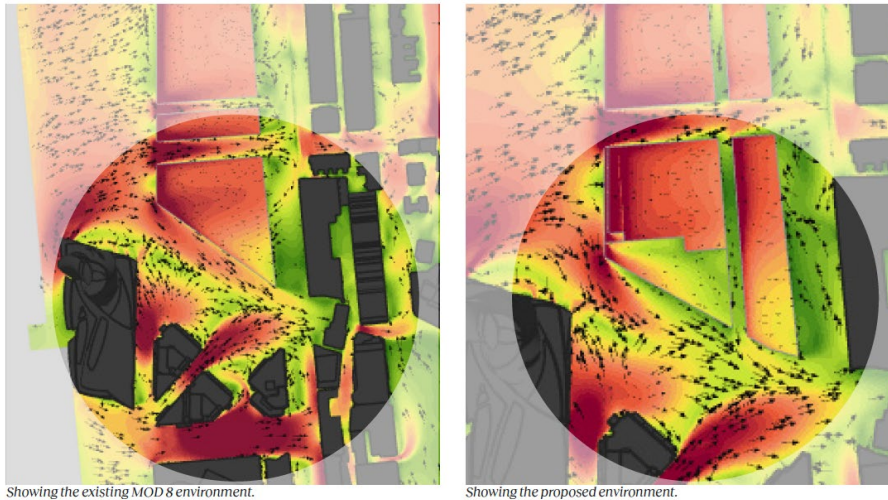


Figure 2. Wind Comfort extracts (SJB Appendix C, page 130)

The Pedestrian Wind Assessment (Appendix F) does not provide any analysis of the approved concept envelopes. The comparisons to the predevelopment conditions serve little purpose in assessing the impacts of the proposed modifications.

3.6.1.4. Solar access

Key to the justification for the proposed reconfiguration and heights of the building envelopes and the increase in GFA within Barangaroo Central is the claimed improved solar access to the public domain, as distinct from Hickson Park. As outlined above, from a public benefit perspective, the nature and use of the proposed plazas and laneways is inferior to that of Hickson Park and does not provide justification to compromise the park.

The proposed modifications would result in a smaller area (m²) of the park that is not overshadowed in comparison to the approved Concept Plan. Whilst the proportion (%) of the park that would be overshadowed is less, this is because the total area of the park has been reduced by 1,625m².

In addition, the proposal seeks to modify Condition B3 to delete (2)(a) and modify (1)(d) to increase the area of Hickson Park that may be overshadowed by the built form of Block 5 to on average 3,000sqm, from 2,500sqm, between the hours of 12:00pm and 2:00pm.

It is noted that the proposed Modification to Instrument of Approval (Appendix B) document has not identified the modification to Condition B3(1)(d) which should be shown in bold with the previous figure struck out to clearly indicate the proposal.

The assertion (Appendix C, pages 22 and 37) that the approved concept envelopes result in greater overshadowing to Hickson Park than that permitted by Condition B3(1)(d) of the Concept Plan is irrelevant. The approved envelope does entitle a building to be constructed that would achieve the maximum extent of the envelope as the envelope is further refined by these prescriptive conditions. It would have been contemplated that the design of the buildings within Block 5 would need to be refined to comply with the conditions of the approval, including Condition B3(1)(d).

Whilst the City would support modifications to the building envelopes to ensure solar access to Hickson Park can be maximised, it is not to say that the current approval which relies on conditions, is not adequate to achieve this same intent.

The proposal modifications result in a smaller park, of which more of the park would be overshadowed. This is the substance to the City's objection. As outlined above, this is not offset by the proposed improvement of any publicly accessible spaces within the development.

The Department should not limit the scope of its solar access assessment to only consider the brief period between 12:00pm and 2:00pm in mid-winter, as required by Condition B3(1)(d). Hickson Park is intended to be utilised throughout the day and is not a lunch time park for office workers like other examples within the City. It should be open to the Department to consider the potential overshadowing impact caused through the day.

The solar access diagrams (Appendix C) again compare the current proposal to the previously proposed modification and not the approved concept (Mod 8). This makes it difficult to assess the impacts of the proposed modifications.

3.6.1.5. Landscaping

The amount of detail provided in the reference schemes is minimal. A landscape analysis should be undertaken to generate an appropriate design for this space. The lack of analysis undertaken is reflective of the issues raised above, particularly regarding the size, geometry and connectivity of the park. Whilst the reference scheme includes deep soil within the proposed area of Hickson Park, this needs to be maintained when the park is reinstated to its approved boundaries.

The landscape concept plans attempt not to over-design or over-program the park, however, in doing so appears to have a dominance of hardscape elements. The proposed water feature is in a location that will experience the most severe wind impacts as wind is funnelled between the reduced gap between Block Y and Block 5.

3.6.1.6. Private-public interface

The location of any outdoor dining or activation along the northern promenade of Hickson Park adjacent to the southern face of Block 5 should be accommodated within the development envelope and should not spill out into the land reserved for Hickson Park, regardless of whether this is within the existing Lot boundary to be developed by the Proponent.

A clear demarcation/distinction should be provided between the public and private domains. Whilst this boundary should remain permeable to welcome people into the development, the development should not be afforded any opportunity to spill out into and privatise the public domain.

3.6.2. Laneways, Arcades and Plazas

The introduction of a north-south laneway near the eastern side of Barangaroo Central is supported. The north-south link continues the existing axis through Barangaroo South along

Scotch Row. Efforts should be made to maintain this perceived axis despite the implications through Hickson Park given the siting of the Lendlease residential building R5 (Block 4B).

The proposed 8m width is the minimum width that should be considered. However, the proposed concept envelopes seek to provide flexibility in the siting of the buildings along the laneway which would interrupt the continuity of the laneway. The proposed 4m clear continuous laneway width may be insufficient to protect the length of the laneway as a clear north-south pedestrian link. Whilst the intent for people to move more slowly through the development and stop and interact with the retail offerings is acknowledged, the north-south laneway needs to have capacity to achieve its inevitable roll as a preferred path through Barangaroo Central given the proximity of the northern end to Barangaroo Metro station and the shelter offered within the laneway form.

The proposed landscaping within the laneways and plazas is located in areas that would be compromised by basement and services below, excessive paving and likely structures above.

The landscape concept should be reconsidered to provide deep soil and planting that can sustain substantial tree planting throughout the development.

3.6.3. Barton Road and Barangaroo Avenue

Whilst the master plan has always been defined by a permeable network of streets, the need to provide vehicle access should be limited. As previously submitted, Barangaroo Avenue should function as a pedestrian boulevard with all vehicle access being provided from Hickson Road. Vehicle access along the boundary and like occurs along Tumbalong Boulevard in Darling Harbour.

It is noted that Condition C14 requires consultation with Transport for NSW in relation to the design of the intersections on Hickson Road. Hickson Road is a regional road, meaning that the City is the roads authority under the Roads Act 1993. The condition should be amended to include the City in the consultation process.

The reinstatement of the removal of Barton Road is supported.

3.6.4. Public Art

The City maintains, a future public art strategy for the Barangaroo Central should be developed that supports the implementation of projects identified in the Barangaroo Public Art and Cultural Plan, including The Hungry Mile project being developed in partnership with the City of Sydney. The public art strategy should be consistent with the aims of the Barangaroo Public Art and Cultural Plan and the City of Sydney's broader aims for the Eora Journey: Recognition in the Public Domain Program and Yananurala | Walking on Country (Harbour Walk), and the projects outlined in the Harbour Walk Storytelling Report endorsed by Council in December 2019.

3.7. Access and Transport

3.7.1. Car parking rates

The proposal seeks to maintain the approved car parking rates outlined in Condition C4, however, once extrapolated across the proposed additional residential GFA will result in significantly more on-site parking. The City objects to the retention and extrapolation of these parking rates for two reasons:

a. Rates Per Dwelling

The approved parking rates⁹ were established in 2007 when the Concept Plan was first approved and were consistent with Clause 65 in SLEP 2005, repealed in 2012, that applied at the time. Since this time, with the subsequent gazettal of SLEP 2012, parking rates for development within the City have been significantly decreased and the public transport network has been significantly improved which has especially been the case for Barangaroo.

Current parking rates¹⁰ within the City for comparable development (Type B) would be limited to a maximum of:

- 0.2 spaces per studio
- 0.4 space per one-bedroom dwelling
- 0.8 space per two-bedroom dwelling
- 1.1 space per three-or-more-bedroom dwelling

The development will benefit from the imminent opening of Barangaroo Metro Station, construction of a pedestrian connection to Wynyard through Barangaroo South, the relocation of Ferry services to Barangaroo Wharf and broader improvements to the network. The proposed rates per dwelling are excessive for the future development of Barangaroo Central given the evolution in traffic planning and changes planning policy, shifting further away from car centric development, which has occurred in the nearly two decades since the consent was first issued.

b. Overall Quantity

The proposal seeks to increase the residential GFA from 15,000sqm to 75,000sqm, an increase of 60,000sqm. The retention of the approved parking rates once extrapolated across the additional apartments achieved within the proposed GFA would significantly increase the total number of parking spaces within the precinct. The Barangaroo precinct was intended to reducing car dependency and enhance the movement of people walking or cycling.

The higher parking rates should not continue to apply to the future development of Barangaroo, but especially not to the additional GFA sought under this modification application.

In its current form, the development will provide excessive parking spaces and therefore would encourage unnecessary private car use on top of a new Metro station.

⁹ Instrument of Approval – Condition C4(1)(b)

¹⁰ Clause 7.5(1)(b) SLEP 2012

3.7.2. Bicycle parking rates and End-of-trip facilities

The Instrument of Approval should be amended to specify the bicycle parking rates for the development. The bicycle parking rates should be consistent with SDCP 2012.

Bicycle parking areas should also be provided with facilities to charge e-bikes.

Any future development must provide suitable end-of-trip facilities for all non-residential uses. The Traffic Management and Accessibility Plan (Appendix G) states that end-of-trip facilities have been removed from the development due to the removal of offices from Barangaroo Central but the modifications, whilst geared towards residential development, would not preclude a commercial development given a maximum non-residential GFA has not been specified within the total GFA allowance.

3.7.3. Carshare

A Carshare scheme should be provided for the development to reduce demand for private car ownership. Car share vehicles should also be electric vehicles.

3.7.4. Electric Vehicles

The City maintains that electric charging facilities should be provided within the basement. The Traffic Management and Accessibility Plan (Appendix G) references the installation of such facilities. The Instrument of Approval should include a condition requiring the installation of separately metered chargers for each parking space to ensure that this occurs.

3.7.5. Consolidated Basement Design

The reference scheme proposed a consolidated basement which is supported given it reduces traffic within the development and surrounding streets. The Instrument of Approval should include a condition requiring a consolidated basement.

3.8. Pedestrian Bridge connection to Millers Point

The relocation of the proposed pedestrian bridge linking High Street, Millers Point and the northeastern corner of Barangaroo Central, adjacent to the Barangaroo Metro entry is generally supported. The location of the pedestrian bridge at the low point in High Street more closely reflects the historic location of the former pedestrian bridge, demolished in the 1960s, crossing Hickson Road and provides improved connectivity for the Millers Point community to Barangaroo.

The proposed bridge would be located within the visual curtilage of the Millers Point State Heritage Conservation Area. The form of the bridge should be simplified, with a straight bridge being more in keeping with the local character. The physical intervention to the Hicksons Road sandstone wall and palisade fence should be minimised.

The proposed bridge should be well-proportioned to provide a generous and civic connection that is easily identifiable and invites a link into Barangaroo Central. The bridge and vertical circulation within Block 5, whatever form this should take, should present to the people as a public space and should not evoke the feel for people that they are entering the private domain of the residential development.

Consultation will be required with the City to ensure that the proposed link does not create additional demand for on street parking within Millers Point.

4. Conclusion

The City maintains its objection to the proposed modification of the Barangaroo Concept Plan. Should the Department of Planning, Housing and Infrastructure seek to determine the application, the City requests that the application is referred to the Independent Planning Commission.

Should you wish to speak with a Council officer about this objection, please contact Michael Stephens, Senior Planner on 9265 9040 or at mjstephens@cityofsydney.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read 'G Jahn', with a large, stylized initial 'G'.

Graham Jahn AM LFRAIA Hon FPIA
Director
City Planning | Development | Transport

Refer to Section 2.6 of the City's Submission

ISSUE	RESPONSE TO SUBMISSION	CITY RESPONSE
Requests referral to the Independent Planning Commission (IPC)		
Council rejects the MOD 9 in its current form and requests that it be referred to the IPC.	Noted. It is at the discretion of the Minister to determine whether advice is sought from the IPC.	Maintain Objection
1. Objects to the height, scale and GFA of the site compared to the approved Concept Plan		
<p>1.1 Unacceptable visual impacts to and from Millers Point and Observatory Hill:</p> <ul style="list-style-type: none"> • Narrow existing views from High Street • Misleading comparison between MOD 8 and MOD 9 envelopes in the VVIA • Condition C1 not supported with reference to PAC determination under MOD 8 to retain views from Millers Point and Observatory Hill to the western part of Sydney Harbour 	<p>The overall form and scale of the proposal has been reduced significantly. The tower form at Block 7 has been removed with the height of Block 7 remaining unchanged from the existing Concept Approval at RL 35.</p> <p>An updated VVIA has been prepared (Appendix D), which provides an assessment of additional views from the immediate and wider context.</p> <p>The proposal has been refined to increase the view corridor from Hickson Park to Harbour Park.</p> <p>The proposal has been amended to widen/expand the east-west connections under the approved Concept Plan, which comprise a 10m wide northern link and a 20m wide southern link.</p> <p>The amended Concept Plan slightly shifts the location of the approved Concept Plan southern link (Plaza South) and is retained as a 20m wide connection.</p> <p>The northern link (Plaza North) is shifted further north, and its width increased from 10m to 12m from Hickson Road and is then increased up to 20m towards Harbour Park.</p> <p>The view from High Street has been significantly improved with the increased widths of the east-west links.</p> <p>Extensive analysis has been undertaken in relation to the form, function and quality of the amended Hickson Park alignment. It demonstrates the amended MOD 8 line preserves views, maintains solar access and improves pedestrian wind comfort.</p> <p>Refer to Section 6.1 and Appendix C.</p>	<p>Maintain Objection</p> <p>If floor space is to be added beyond the current maximum, it must not be added so that it narrows or restricts public views to and from public places such as Observatory Park and the water of the harbour. Slots and framed corridors are insufficient – they must be more expansive. The changes suggested do not go far enough.</p> <p>Refer to Section 3.5</p>

<p>1.2 Impacts to the legibility of surrounding built form. The 74m tower is at odds with surrounding landform as it is located at the low point of the cliff wall</p>	<p>The tower form at Block 7 has been removed.</p> <p>The height of Block 7 has been reduced from RL 73.7 and RL 38.7 to RL 35, which is consistent with the existing Concept Approval.</p>	<p>Resolved</p>
<p>1.3 Impacts to the city skyline and inconsistency with the city morphology, which transitions from the city centre to the Millers Point heritage area</p>	<p>The proposed envelopes and development blocks have been refined to provide an appropriate city skyline transition and tapering of built form from Crown Casino to Nawi Cove.</p> <p>The tallest building envelope is located in the southeastern portion of the site in Block 5 at RL 42.45, which responds to the higher point of the cliff wall and taller built form at this location. The envelope then steps down at Blocks 6 and 7 to RL 35.</p> <p>The revised building envelopes and blocks provide a framework for development to sit within the context of the city's morphology and sandstone cliffs along Hickson Road. The heritage considerations of this are discussed in Section 8.3.</p>	<p>Maintain Objection</p> <p>The heights under the current controls to all blocks should not increase even if the blocks are rearranged. Only additional floorspace that doesn't fill the rearranged envelopes to preserve public views should be agreed to.</p> <p>Refer to Section 3.1</p>
<p>1.4 Impacts of the 3m cantilever design over the public domain on Hickson Road, Street D, Barangaroo Avenue and Barton Street and associated visual impacts and transition between public and the private domain.</p>	<p>The proposed 3m cantilever design has been removed. No built form will encroach into the public domain.</p> <p>A 600mm façade articulation zone is proposed however, will not contain GFA and is documented in the Design Guidelines. These are considered acceptable to facilitate improved building design and treatments at detailed stages of design and will be reviewed in context of the amended Design Guidelines.</p> <p>Refer to Appendix C.</p>	<p>Resolved</p>
<p>1.5 Additional height and GFA resulting in increased overshadowing to public spaces (Harbour Park and Hickson Park).</p>	<p>Shadow diagrams are provided, which demonstrates the overshadowing to Harbour Park and Hickson Park.</p> <p>In relation to Hickson Park, Condition B3 stipulates that the amount of overshadowing of future built forms of Block 5 to Hickson Park is limited to a maximum of 2,500m² between 12pm and 2pm mid-winter.</p> <p>To ensure detailed building designs are more closely aligned with the overshadowing levels identified in the amended Concept Plan building envelope, it is proposed to amend Condition B3 to increase the area allowed to be overshadowed from 2,500m² to 3,000m².</p> <p>Refer to Section 8.5.1.</p>	<p>Maintain Objection</p> <p>Hickson Park should not be treated as left over space at the whim of a development scenario. The current area and shape of the park reflects an earlier matter dealt with by the Commission.</p> <p>Refer to Sections 3.2 and 3.6.1, particularly 3.6.1.4</p>

<p>1.6 Proposed residential tower exacerbates wind impacts to the south. Further wind tunnelling is required to ensure open spaces are suitable for people to dwell and enjoy.</p>	<p>Additional wind modelling has been undertaken by RWDI with respect to the amended envelope.</p> <p>The testing demonstrates the amended Concept Plan building envelopes achieve improved wind conditions along Hickson Park and internally when compared to the approved Concept Plan.</p> <p>Refer to Section 9.4 and Appendix F.</p>	<p>Resolved</p> <p>Maintain Objection</p> <p>Refer to Section 3.6.1.3</p>
<p>1.7 Does not support the exclusion of wintergardens from GFA calculations.</p>	<p>The proposal continues to seek exclusion of wintergardens from GFA for residential and commercial uses.</p> <p>This approach was introduced via MOD 8 in Barangaroo South for residential and tourist uses. It is proposed to continue this approach to Central Barangaroo.</p> <p>Wintergardens will be assessed on merit in future applications, having regard to their objectives and design standards.</p>	<p>Maintain Objection</p> <p>Refer to Section 3.2.1</p>
<p>1.8 Height increases of 3-10m are not commensurate to the extent of GFA proposed above ground.</p>	<p>An Urban Design Report has been prepared by SJB, which demonstrates the distribution of above ground GFA within the reference design.</p> <p>Refer to Appendix C.</p>	<p>Further information required</p> <p>Refer to Section 3.2</p>
<p>2. Heritage Impacts</p>		
<p>2.1 Additional visual assessment is required of Millers Point Conservation Area and Millers Point and Dawes Point Village Precinct.</p> <p>The assessment on the distant views in the catchment area is inadequate and further tests should be carried out.</p>	<p>An updated VVIA and HIS has been prepared that provides additional assessment from heritage views and the wider catchment.</p> <p>Refer to Appendix D Appendix M.</p>	<p>Maintain Objection</p> <p>Refer to Section 3.5</p>
<p>2.2 Cantilevered built form along Hickson Road and encroachment into the Millers Point Conservation Area.</p>	<p>As described in point 1.4, the proposed cantilevered built form has been removed from the proposal and the SEPP amendment has been deleted from the amended MOD 9 proposal.</p>	<p>Resolved</p>
<p>2.3 Preference for a pedestrian bridge at the lowest point of High Street from a heritage and visual perspective.</p>	<p>The proposal has been revised to provide a pedestrian bridge at the lowest point of High Street (northern end of Block 7).</p> <p>The proposed design of the bridge will be subject to future applications.</p>	<p>Potentially Resolved</p> <p>Refer to Section 3.8</p>

<p>2.4 A proper diagnosis and conservation to the wall of Hickson Road should be carried out when works are undertaken as well as Hickson Steps being repaired.</p>	<p>This will be considered as part of future applications.</p>	<p>Acceptable</p>
<p>Residential Land Use Conflict</p>		
<p>The residential tower in the north-western corner introduces a sensitive land use that is likely to prejudice the operation of the adjoining retail and food and drink premises as well as the use of Harbour Park, The Cutaway and Star Gazers lawn.</p> <p>The residential tower would diminish the enjoyment of the foreshore precinct as a public asset for leisure, recreation, entertainment, culture and education.</p>	<p>The proposal has been revised to remove the tower form at Block 7 to RL 35 consistent with the heights currently approved under the Concept Plan.</p> <p>MOD 9 does not seek approval for the distribution of land uses across Blocks 5, 6 and 7. These will be developed as part of future applications across the site.</p> <p>Nonetheless, the proposed land use mix is not considered to prejudice the operation of adjoining retail, food and drink and users of harbour park or give rise to any unreasonable conflicts.</p> <p>The approved Concept Plan already allows for the types of uses proposed to occur over time. To achieve a true mixed-use outcome for the Project, these uses will support the activation, critical mass and vibrancy of the Project.</p> <p>Any future applications for food and drink premises and retail will be required to address any potential amenity impacts and adopt appropriate mitigation measures, including a Plan of Management.</p>	<p>Resolved</p> <p>Also Refer to Section 3.3.3</p>
<p>3. Extent and Location of Retail</p>		
<p>Question the extent of retail given existing retail in Barangaroo South and whether internalised retail strategy is appropriate.</p> <p>Concerns over clarity around final mix of uses being subject to future detailed applications.</p>	<p>The ability to deliver the significant underground retail component originally planned by the Central Barangaroo Retail Developer has been impacted by a range of external factors following lodgement of MOD 9.</p> <p>The amended MOD 9 proposal increases the maximum allowance for residential GFA across Central Barangaroo and reduces retail (although still increased from the approved Concept Plan). This has been undertaken in response to changing market demand for retail and commercial office floorspace in Barangaroo and Sydney CBD.</p> <p>While the residential maximum GFA is proposed to be increased, this will remain as a cap at 75,000m².</p> <p>The underground and internalised retail strategy has been revised significantly, with the overall below ground GFA being reduced from</p>	<p>Potentially Resolved</p>

	<p>28,166m² to 11,092m². The revised below ground GFA still contemplates some local retail being provided to support new residents and workers and will supplement the existing retail offering in Barangaroo South.</p> <p>In relation to final mix of uses being subject to future applications, it is standard practice for concept approvals in the City of Sydney to not approve the proportion of land uses, precise total quantum of floor space and indicative floor layouts. It is acknowledged these are matters for detailed applications.</p>	
<p>4. Changes to Hickson Park</p>		
<p>While the conversion of Barton Street into a permanent street is generally supported, Council is opposed to the reduction in size to Hickson Park.</p>	<p>Detailed testing and analysis has been undertaken in consultation with GANSW in relation to the size, form and quality of Hickson Park. The outcome is an alternative alignment from that of the exhibited MOD 9 proposal and approved Concept Plan.</p> <p>When compared to the approved Concept Plan, the size of Hickson Park has been reduced from 11,414m² to 9,789m². Based on the approved Concept Plan, the park is overshadowed by 3,836m² between 12pm and 2pm mid-winter.</p> <p>The analysis undertaken demonstrates the revised built form massing of Block 5 will result in 2,561m² of Hickson Park overshadowed (26.1%). This represents an improvement of 7.5% when compared to overshadowing under the approved Concept Plan (33.6%).</p> <p>Furthermore, the quantum of open space compared to the approved Concept Plan has increased, allowing for increased public amenity and accessible spaces and an appropriate offset for the minor reduction in area to Hickson Park. The amended proposal increases open space and public domain within the site to 6,938m² and represents a net increase of 1,264m².</p> <p>The form and function of Hickson park will be assisted by Barton Street being a temporary street and will be removed.</p> <p>In reviewing this approach, the principles of the PACs determination were used as a benchmark to determine its appropriateness.</p> <p>Refer to Section 8.5 and Appendix G.</p>	<p>Maintain Objection</p> <p>Hickson Park should not be treated as leftover space between developments. Despite any discussions with GANSW, the City does not support any reduction in area of Hickson Park and solar access must be maintained, not diminished.</p> <p>Refer to Section 3.6</p>
<p>5. Public Domain</p>		

<p>6.1 The proposal to underground and internalise streets and connect them with the Metro station may hinder street activation and public life at ground level.</p> <p>Pedestrian volumes, footpath widths, and vertical connections need to be carefully assessed and coordinated to ensure efficient and accessible navigation and clear sight lines.</p>	<p>The overall underground retail strategy has been reconsidered following exhibition. There is no longer an internalised below ground retail offering proposed, which supports the activation of the ground plane.</p> <p>The overall below ground GFA has been reduced from 28,166m² to 11,096.8m². This may allow for some local convenience retail and to accommodate back of house and ancillary support areas for future uses.</p> <p>Pedestrian volumes have been carefully considered in the updated TMAP prepared by ARUP (Appendix G).</p> <p>The amended building envelopes have responded to ongoing discussions with ARUP to ensure public spaces are dimensioned to support pedestrian movements and support different functions.</p> <p>The amended movement network, including an expanded east-west plaza, laneway and north-south link, will reinforce activation and public life at ground level.</p>	<p>Generally Resolved Refer to Section 3.6.2</p>
<p>6.2 Additional Crime Prevention Through Environmental Design (CPTED) objectives are required in relation to target hardening and hostile vehicle mitigation measures (HVM)</p>	<p>Additional CPTED principles are capable of being addressed in future detailed SSDAs to address surveillance, territorial reinforcement, activity/space management and access. This will be captured in detailed SSDA stages based on the proposed landscaping design at the time.</p>	<p>Refer to Section 3.3.3</p>
<p>6.3 General support for a bridge to connect Barangaroo Central to the City. Concerns around parking in Millers Point. Council seeks involvement in the selection of location and design process of the bridge.</p>	<p>The location of the bridge is proposed to be shifted further north in alignment with the historic Millers Point bridge. The applicant will engage with the Council in relation to the bridge design at the relevant stage of delivery.</p>	<p>Potentially Resolved</p>
<p>6.4 Nawi Terrace and Barangaroo Steps design concerns:</p> <ul style="list-style-type: none"> • Potential conflict of uses along Nawi Terrace • Accessibility between the Metro Station upstairs to Nawi Terrace to be improved • Location of cultural interfaces to be located on the street and not elevated to terraces • Commercial and managed nature of Nawi Terrace and the cultural heart is inappropriate 	<p>The public domain and open space areas of MOD 9 have been revised to reflect a new hierarchy and function of spaces. These correspond with the amended building envelopes.</p> <ul style="list-style-type: none"> • All pedestrian connections will be at-grade • Cultural interfaces will be located at street <p>The elevated terrace (Nawi Terrace) has been deleted.</p>	<p>Potentially Resolved Refer to Section 3.2.3</p>

<p>6.5 If Barton Plaza is to be a public plaza, escalators and vertical transport must be integrated into buildings and not occupy public space.</p>	<p>The space previously known as Barton Plaza (Hickson Park interface) can accommodate vertical transport into the building design as part of detailed applications.</p>	<p>Resolved Notwithstanding, Refer to Section 3.6.1</p>
<p>6.6 General comments on Barton Street:</p> <ul style="list-style-type: none"> • Further information on the qualities of Barton Park • Recommended size of pedestrian crossing be increased • Clarification around cycleway connections along Barton Street 	<p>Barton Street is proposed to be removed from the amended MOD 9 proposal.</p>	<p>Resolved Refer to Section 3.6.1</p>
<p>6.7 Harbour Park general comments including:</p> <ul style="list-style-type: none"> • Integration of plaza and wind conditions • Programming of spaces and tree canopy provision • Size of the open turf area • Clarification of GFA in harbour park in the form of a pavilion structure 	<p>The design and approval of Harbour Park is subject to a separate approval process and has recently been the subject of a design competition.</p> <p>Two small pavilions will be integrated into the park design to provide amenities within the park and provide opportunities for food and beverage.</p>	<p>Resolved Design competition progressed Issues to be addressed under separate SSD</p>
<p>6.8 Impact of increased heights and cantilevered forms on Hickson Road and the amenity use by the public. Request clear footprints and studies into the public domain along Hickson Road including street tree provision and how they relate to the building overhangs.</p>	<p>The cantilevered 3m building overhang has been removed and the SEPP amendment to facilitate this has been deleted.</p>	<p>Resolved</p>
<p>6.9 Planning for the provision of stormwater infrastructure, impact of any flooding on building and underground thresholds, coordinated with the works underway in Hickson Road must be shown.</p>	<p>The amended proposal has been aligned with the works in Hickson Road. Separate applications for Hickson Road early works have been prepared. These include:</p> <p>SSD-39587022 – Early works – Hickson Road Interface – seeks consent for Sydney Metro/Hickson Road interfaces, relocation of stormwater and other services, excavation of land, partial demolition of existing soring wall capping beam along Hickson Road and localised remediation.</p> <p>SSD-46922214 – Central Barangaroo Early Works Phase 2 – proposes to undertake bulk excavation and site establishment works for the installation of the perimeter retention wall, and conduct remediation and</p>	<p>May be resolved under separate early works applications but objection to early works applications progressing maintained until satisfactory form for MOD 9 is provided.</p>

	archaeological investigations within the site. This will support a future basement structure, consistent with the parameters of the Concept Approval.	
6.10 Ensure consistent public domain treatments similar to the rest of Barangaroo and in line with Council's palette of materials and street furniture for the CBD.	6.10 Ensure consistent public domain treatments similar to the rest of Barangaroo and in line with Council's palette of materials and street furniture for the CBD.	Acceptable
6. Landscape		
7.1 Remediation Action Plan does not confirm the locations in plan of vegetation at grade and VENM soil depths to support tree and plant maturity. Clarification on location and proposed soil depths.	A Remedial Action Plan (RAP) will be required at detailed SSDA stage for individual buildings/blocks when considering deep soil and their location. Nonetheless, the reference scheme submitted with the amended proposal indicates potential for deep soil pockets along the western boundary adjacent to Barangaroo Avenue and within Hickson Park.	Noted Refer to Section 3.3.2 and 3.1.6.5
7.2 40% green cover and 27% canopy cover. Planters to be designed in accordance with Landscape Code Volume 2.	Noted. Compliance with Landscape Code Volume 2 will be considered at detailed SSDA stage.	Noted
7.3 Design must allow for communal open space for 25% of the block area with solar and high quality communal uses.	The submitted reference schemes indicate potential for communal open space within future building forms and will be the subject of detailed applications. Refer to Appendix C	Maintain Objection Refer to Section 3.3.1
7.4 Interface of Hickson Road and Metro entries: <ul style="list-style-type: none"> • Ensure awnings do not impact on delivery of Hickson Road footpath, avenue of street trees and street furniture at the western edge • Ensure universal access on new footpath and station entries to Council standards • Reduce reliance on hostile barriers at entries and Hickson Road carriageway • Public access and legibility of metro station entry from Hickson Park and Wurrugal Walk 	Capable of being achieved subject to detailed design as part of future applications. The supporting reference scheme indicates the potential location of the Metro entries and the Hickson Road pedestrian bridge.	Refer to Section 3.6.1.6

<p>7.5 Additional comments regarding deep soil, Water Sensitive Urban Design, materials and hardscape, wayfinding and legibility, plant species, drainage and rainwater harvesting will be outlined in Council's further detailed submission to be provided.</p>	<p>These matters are capable of being achieved as part of future applications and in accordance with the revised Design Guidelines.</p>	<p>To be resolved Refer to Section 3.3.2 & 3.6.1.5</p>
<p>8. Transport and access</p>		
<p>8.1 Little information in relation to cycling provision or integration with surrounding open space.</p>	<p>The amended TMAP provides an overview of cycle routes and their integration with the public domain. As part of the SoC, a Public Domain Plan will be required to include further information relating to bicycle lanes and routes. Refer to Appendix G.</p>	<p>Noted.</p>
<p>8.2 To address community concerns about demand for car parking with the extent of retail proposed, the proposal should design the retail strategy around a no-drive approach.</p>	<p>An amended TMAP has been provided, which provides an assessment of the traffic generation and impacts associated with the amended MOD 9 proposal. The overall findings of the amended TMAP indicated traffic volumes will be slightly lower when compared with was assessed for the exhibited MOD 9 proposal. It is important to note the changes since lodgement have amended the broader retail strategy for Central Barangaroo and that future detailed SSDAs will consider measures to promote public transport to minimise retail journeys. Refer to Appendix G.</p>	<p>Resolved regarding retail demand. However, referral to Section 3.7.1 regarding residential parking.</p>
<p>8.3 Strongly encourage a commitment to a shared / consolidated basement to minimise traffic within the development and surrounding street network as part of the modification.</p>	<p>Noted. The indicative reference scheme identifies the ability for the basement in Central Barangaroo to be consolidated. The overall footprint and configuration of the basement will be subject to future detailed SSDAs.</p>	<p>Refer to Section 3.7.5</p>
<p>8.4 Barton Street is generally supported as a permanent two-way street and Laneway B supported as a pedestrianised laneway. Barangaroo Avenue should be a pedestrianised boulevard only, without timed service vehicle access.</p>	<p>It is proposed that Barangaroo Avenue is a shared zone. It is anticipated that the volume of vehicles using Barangaroo Avenue will be low, due to:</p> <ul style="list-style-type: none"> Residential trips to and from Central Barangaroo will all use Hickson Road, where proposed basement car parking access is located, 	<p>Refer to Section 3.6.3</p>

	<ul style="list-style-type: none"> • Trips to Crown Hotel will be accessed from Watermans Quay intersection – these numbers are expected to be low and predominantly taxis, and • Service vehicles undertaking deliveries to retail shops are expected, but these will occur early in the mornings and the volume of vehicles is expected to be low. <p>Future applications will confirm the specific elements and operation of the shared zone.</p> <p>Refer to Appendix G.</p>	
8.5 Walking assessment should use the methodology set out in TfNSW's <i>Walking Space Guide</i> (2020) rather than Fruin which is only suitable for within constrained interchanges.	<p>The TMAP has been amended to provide a high-level pedestrian assessment using the <i>Walking Space Guide</i> (2020).</p> <p>The assessment concludes the proposed pedestrian routes have significant levels of capacity and will be able to accommodate high levels of activity and trips generated by the Metro and Central Barangaroo.</p> <p>Refer to Appendix G</p>	Resolved
8.6 Cycle parking and end of trip facilities for all land uses, including visitor parking, should meet the Sydney DCP rates.	<p>The SoCs outlines a minimum quantum of off-street bicycle parking and shower facilities to be provided with development. Future SSDAs will be required to demonstrate consistency with the SoCs.</p> <p>Refer to Appendix G</p>	Refer to Section 3.7.2
8.7 Sydney DCP car share rates should be applied. The applicant should consider the balance between providing the car share bays on-street and off-street.	<p>The TMAP has been amended to address car share rates.</p> <p>Based on the indicative reference scheme, approximately 40 car shares spaces would be required. We note however, Condition C4 does not specify a requirement for car share rates.</p> <p>Additional considerations have been made to a reduction in on-street parking within the site, with the amended proposal indicating a reduction of 14 spaces compared to the previously exhibited proposal.</p>	Refer to Section 3.7.3
8.8 Commit to providing adequate charging facilities for electric vehicles.	<p>The TMAP has been amended to allow for the installation of EV charging points. This will be considered at detailed SSDA stages.</p>	Refer to Section 3.7.4
8.9 Consider the likely demand for kayak storage and provide adequate facilities.	<p>Facilities for kayak storage, including their location, will be considered as part of detailed application stages.</p>	Noted

8. Public art		
<p>A future public art strategy for should be developed that supports the implementation of projects identified in the Barangaroo Public Art and Cultural Plan.</p> <p>Consistent with the aims of the Barangaroo Public Art and Cultural Plan and the City of Sydney’s broader aims for the Eora Journey: Recognition in the Public Domain Program and Yananurala Walking on Country (Harbour Walk), and the projects outlined in the Harbour Walk Storytelling Report endorsed by Council in December 2019.</p>	<p>Requirements for a Public Domain Plan are identified in the amended SoCs. This is to incorporate a Public Art Strategy.</p>	<p>Refer to Section 3.6.4</p>
9. Public benefit		
<p>Lack of increased public benefit that is commensurate with the proposed uplift within Central Barangaroo, and no affordable housing is provided.</p>	<p>Public benefits have been identified holistically throughout the evolution of planning for Barangaroo with agreement that the various benefits will be delivered in different ways in each precinct. The contribution of \$226 million provided by Central Barangaroo is significant and will complement the vision for Barangaroo.</p> <p>Central Barangaroo is a cultural and arts led precinct, with flexible zoning to accommodate residential, tourism and retail uses. It provides links between the cultural and open spaces of Barangaroo Reserve and Barangaroo South. Development in Central Barangaroo will deliver significant public benefits totalling \$226 million include:</p> <ul style="list-style-type: none"> • \$78 million to support cultural facilities and initiatives (financial contribution) • \$61 million for public domain improvements (in kind) • \$45 million for the embellishment of Harbour Park to world-class standard, including flexible event spaces to accommodate a range of cultural activities (financial contribution) • \$8 million for Metro Station Southern entry • \$2 million for fit-out for arts and community facilities • \$11 million for urban arts contribution • \$11 million in development contributions • \$10 million for provision of pedestrian footbridge 	<p>Maintain Objection</p> <p>Refer to Sections 3.2, including 3.2.3, 3.4, and 3.6.1</p>

	<p>The proposal also continues to increase the permissible community and active use GFA up to 24,000m² including allocation of up to 18,000m² of potential community uses to the Cutaway, 1,000m² of potential community uses in the RE1 zone and retention of 5,000m² GFA for active uses in the RE1 zone. Despite a reduction of GFA following exhibition, the public benefits remain unchanged.</p> <p>Commitment 35 of the SoCs requires a total of 3% of residential floorspace in Barangaroo South to be allocated to key worker housing.</p> <p>Barangaroo South remains the primary contributor to affordable housing delivery with 3% of residential floorspace as affordable housing. This includes 0.7% offsite and 2.3% onsite.</p> <p>Barangaroo Reserve (i.e., the headland) provides 55% of the open space in Barangaroo and accommodates ‘The Cutaway’, a distinctive cultural and arts space.</p>	
<p>10. Lack of information to confirm that a Section 75W request is valid</p>		
<p>There is no further information provided to confirm that Section 75W is available for Modification 9. Council requests confirmation that the requirements of the</p>	<p>Pursuant to clauses 3C(1) and clause 3BA(3), MOD 9 remains a modification request under Section 75W of the EP&A Act.</p> <p>This is discussed in Section 8.4.1.</p>	
<p>24 August 2022 Additional Matters</p>		
<p>1. Provision of affordable housing given the uplift being proposed.</p>	<p>The provision of affordable housing is only one of a suite of public benefits being delivered across Barangaroo. The total package of public benefits has been identified holistically throughout the evolution of planning for Barangaroo with agreement that the various benefits will be delivered in different ways in each precinct.</p> <p>Barangaroo South is the primary contributor to affordable housing delivery with 3% of residential floorspace as affordable housing (0.7% offsite and 2.3% onsite).</p> <p>Central Barangaroo is a cultural and arts led mixed use precinct and the proposed modifications including an increase in the provision of GFA dedicated solely to community use by 2,800m² within Central Barangaroo.</p>	<p>Maintain Objection Refer to Section 3.4</p>

	While no affordable housing is proposed within Central Barangaroo, the significant other public benefits specifically related to Central Barangaroo have a total value of \$226 million.	
2. Consider Council's 10 community, recreational and cultural needs recommendations for Barangaroo Central.	<p>Noted. The cultural needs identified are capable of being considered as part of a future applications for Central Barangaroo. These could incorporate a range of elements including indoor courts, flexible indoor/outdoor spaces, rehearsal studios, live music, multi-purpose community facilities, children play spaces.</p> <p>An addendum to the previously submitted Community and Cultural Strategy Assessment has been prepared, which confirms that the amended Concept Plan is capable of meeting the suggested items.</p> <p>Refer to Appendix R.</p>	<p>Noted</p> <p>Refer to Section 3.2.3</p>
3. Clarification on the role of the Design Guidelines and building envelopes proposed in relation to the GFA.	<p>The amended Concept Plan is supported by refined Design Guidelines, which support the desired built form outcomes explored as part of the amended building envelopes.</p> <p>The Design Guidelines have purposefully remained objective based to facilitate detailed design within the building envelopes during detailed SSDA stages.</p> <p>The amended building envelopes support the GFA being proposed, as evidenced by the reference scheme demonstrating a proof-of-concept outcome within the building envelopes.</p> <p>Refer to Appendix C.</p>	Refer to Sections 3.2 and 3.3.3
<p>4. Additional landscape matters including:</p> <ul style="list-style-type: none"> • Deep soil is to be provided in consolidated zones in public areas and outside of the basement to support medium to large trees. Extent of basement not supported. • Contribute to canopy targets by 2050 and provide higher proportion of medium to large sized canopy trees • Clarity required on communal open space provision and role of open space in the Design Guidelines. • Green roof requirements and further detail. 	<p>The proposal has been amended to incorporate capacity for deep soil across the site. These include deep soil zones along the western boundary adjacent to Harbour Park and in the northern boundary of Hickson Park.</p> <p>The indicative deep soil plans submitted in the Urban Design Report (Appendix C) indicate potential for deep soil.</p> <p>In relation to canopy targets, the amended building envelopes and through-site links that are open to the sky, have capacity to support additional mature tree planting. The east-west through-site links depict a 6m wide hard/soft landscaping zones over basement to support mature trees and plantings.</p>	<p>Maintain Objections</p> <p>Refer to Sections 3.3.2 and 3.6.1.5</p>

	Specific details relating to the green roofs will be provided at detailed application stages. Nonetheless, the indicative reference scheme shows potential for solar panels and green roofs.	
<p>5. Additional transport and access matters:</p> <ul style="list-style-type: none"> • All internal streets should be designed for low speed vehicle movements. • Concerns relating to car parking provision and impacts on Millers Point • Clarity required on number of on-street parking spaces • TfNSW Walking Space Guide (2020) and inclusion of background pedestrian flows 	<p>All internal streets are capable of being designed for low speed vehicle movements and will be explored in further detailed design stages.</p> <p>As described in the submitted TMAP, the updated reference scheme provides a reduction in car parking as a result of changes to the underground retail strategy.</p> <p>20 on-street parking spaces are proposed on Hickson Road. This is based on the draft Hickson Road masterplan design.</p> <p>A high level assessment of the <i>Walking Space Guide (WSG)</i> has been provided to ensure sufficient walking space in the street design and to allow for interactions between people walking and vehicles</p> <p>The assessment confirms the routes have significant levels of capacity to accommodate high levels of activity and trips generated by the Metro and Central Barangaroo.</p>	Refer to Section 3.6.3.
6. The proposal and has not been adequately addressed in the sky view impact assessment.	An amended Sky View Impact Assessment has been prepared (Appendix E) that addresses this issue.	Resolved