

Central Barangaroo Mod 9

Engagement Outcomes Summary Report

Client: Infrastructure NSW

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1 Executive Summary

1.1 Acknowledgment of Country

We would like to acknowledge the Gadigal people who are the Traditional Custodians of this land. We would also like to pay respect to the Elders both past and present of the Eora Nation and extend that respect to all Aboriginal people.

1.2 Project Background

This report summarises the consultation activities undertaken in relation to the proposed Modification 9 to Barangaroo Concept Plan (MOD 9) for Central Barangaroo, as well as the anticipated approach to consultation during the MOD 9 public exhibition process.

In-line with the 2014 Director Generals Requirements the former Barangaroo Delivery Authority (BDA) and since July 2019, Infrastructure NSW (INSW) has continued to undertake consultation throughout the planning process with stakeholders including City of Sydney (CoS), Transport for NSW (TfNSW) and the NSW Environment Protection Authority (EPA). An outline of consultation to support this submission is included in Section 2.4.

The planning history for Barangaroo stretches back to June 2006 when environmental assessment requirements were initially issued for the original Concept Plan for the redevelopment of Barangaroo. The original Concept Plan was subsequently approved in February 2007 by the Minister for Planning.

Over the past 12 years the transformation of the former East Darling Harbour site into Barangaroo has been Sydney's most important waterfront renewal project in decades, regenerating a once neglected and inaccessible area of the city into a dynamic cultural, residential, business and retail hub.

The initial environmental assessment requirements for the overall Barangaroo renewal project were issued in June 2006 (Ref MP06_0162) and the original Barangaroo Concept Plan for the redevelopment of Barangaroo was approved in February 2007, by the then Minister for Planning.

The Barangaroo Concept Plan creates a development framework of streets and development blocks that is delivering a dynamic mix of commercial, residential, tourist, retail, community and cultural uses, whilst ensuring over half of the 22 hectare site is dedicated for public open space on or close to the harbour foreshore. The Concept Plan has been modified a number of times since 2007.

Barangaroo's mixed use development framework creates three connected precincts each with their own distinct character, known as *Barangaroo Reserve*, *Barangaroo South* and *Central Barangaroo*:

- » *Barangaroo Reserve*. At the northern end of the precinct, Barangaroo Reserve, has been designed and delivered as a six-hectare foreshore parkland offering spectacular panoramic harbour views, extensive walking and cycling trails, idyllic coves, unique event spaces and peaceful picnic spots.
- » *Barangaroo South*. To the south is Barangaroo's commercial and residential precinct featuring world class dining, retail, and premium waterfront office space. Barangaroo South includes the three International Towers, International House, Daramu House, five residential buildings, Barangaroo Ferry Wharf, the iconic Barangaroo House, and nearly three hectares of public space. It is also home to Sydney's first six-star luxury hotel, Crown Sydney Hotel Resort.
- » *Central Barangaroo* is a mixed-use precinct located between the Barangaroo Reserve, Barangaroo South and the nearby historic suburbs of Miller Point and Walsh Bay and adjacent to Barangaroo Station.

1.3 Central within Barangaroo

As Barangaroo's keystone project, Central Barangaroo will complete the sweep of city and foreshore experiences along the western waterfront of Sydney's CBD to become the vibrant civic and community heart of Barangaroo.

As a dynamic mixed-use foreshore precinct, Central Barangaroo will draw together and integrate high quality foreshore public spaces with city living, next generation workspace, community and cultural uses, a bustling shopping and dining precinct, all easily connected to Sydney's new metro network.

As a key part of Sydney Metro's city shaping network, Barangaroo Station will significantly improve access for visitors, residents, workers and shoppers alike and transform how people arrive in Sydney CBD and on the harbour foreshore. As part of this transformation, Central Barangaroo will connect seamlessly to the new metro station and create the new place to arrive in and experience the city.

Comprising the remaining development blocks 5, 6 and 7 of the approved Barangaroo Concept Plan, Central Barangaroo's built form will create an appropriately scaled visual transition between the natural setting and scale of Barangaroo Reserve and Nawi Cove in the north, to the bustling, high rise central business district scale of Barangaroo South.

The recently completed Wulugul Walk now extends along the entire Barangaroo waterfront as a vital section of the 11km Woolloomooloo to Anzac Bridge foreshore walk. Central Barangaroo's Harbour Park will create a major western harbour public open space that seamlessly integrates with Wulugul Walk, to diversify and enhance the city's waterfront experience. To the south, Central Barangaroo will shape and activate Hickson Park as a city park and to the north, help create Nawi Cove as the new place to arrive in the city.

In enabling the completion of Barangaroo as the world-class urban renewal precinct, MOD 9 for Central Barangaroo presents the opportunity to deliver the major social, economic and environmental outcomes envisaged from the outset.

1.4 Planning background

The proposed Section 75W Modification 9 to Barangaroo Concept Plan for Central Barangaroo (MOD 9) commenced in March 2014, with Director General's Requirements (DGRs) issued in April 2014. During the period between 2014 and 2019, several processes have taken place that have impacted upon the master planning, design, development and delivery of the Central Barangaroo precinct and these include:

- » the NSW Government's decision in 2015, to establish Barangaroo as one of four new CBD metro stations on the City and Southwest Line, followed by the integrated planning, design and development of Barangaroo Station
- » a two stage Request For Proposals process for the development of Central Barangaroo, the second stage of which factored in the impacts and benefits of design integration with Barangaroo Station
- » the changes to Barangaroo Concept Plan by approval of MOD 8 that impact on the potential built form of Central Barangaroo
- » view sharing negotiations undertaken and agreed with key stakeholders that impact on the potential built form of Central Barangaroo.

1.5 Central Barangaroo timeline

Work on the master planning vision and framework for Central Barangaroo originally commenced in 2013 with the appointment of a world-renowned team of international and local professionals, Skidmore, Owings & Merrill LLP + Andersen Hunter Horne (SOM + AHH). Building upon the then approved Barangaroo Concept Plan (MOD 6), SOM + AHH prepared a draft Central Barangaroo Master Plan Framework that explored opportunities to enhance the built form and public domain outcomes, as well as ensure connectivity and access across the whole Barangaroo precinct.

To inform the master planning framework, several early rounds of public consultation were undertaken in 2013. The consultation comprised a public workshop, followed by a four-week, interactive, on-line conversation, in addition to direct engagement with key stakeholders.

SOM's Central Barangaroo Master Plan Framework establishes a design and development framework that enables an increase in density of mixed-use development to ensure the precinct can create its own distinct identity, with a diversity of character and experiences, whilst being of an appropriate scale to its context. SOM's draft Master Plan Framework for Central Barangaroo informed the MOD 9 DGRs request in 2014.

In June 2015, as part of the Sydney Metro City & Southwest project, the NSW Government confirmed a strategic alignment option to build a new metro station at Barangaroo. In November 2015, the location of Barangaroo Station was confirmed as beneath the northern end of Hickson Road in Millers Point, with pedestrian access via Central Barangaroo and Nawi Cove. The station is currently being constructed beneath Hickson Road and is due to be operational in 2024 when the City & Southwest line opens.

Following this announcement, SOM undertook a detailed review of the draft Master Plan Framework to best integrate the new metro transport interchange and ensure the benefits of the proposed Barangaroo Station could be incorporated into the Barangaroo precinct and adjacent neighbourhoods.

SOM's master planning work for Central Barangaroo recommenced in 2019 with a review of changed circumstances affecting Central Barangaroo and the broader Barangaroo precinct. This review largely re-affirmed the objectives and core principles developed for Central Barangaroo, as well as the proposed built form and public domain outcomes.

SOM's refined Master Plan Framework for Central Barangaroo responds to the enhanced opportunities created by the metro infrastructure and design integration and benefits of the new station into both the future Barangaroo precinct and the local historic areas of Millers Point and Walsh Bay. This process culminated in the preparation of following revised key objectives for Central Barangaroo, to:

- » Deliver an innovative, creative and dynamic waterfront destination that is permeable and connected within the precinct and connected with the city
- » Ensure design excellence in the planning and built form of the precinct, creating a diverse community of architectural expression within an overall coherent urban structure
- » Provide for a diversity of products and uses integrating commercial, residential, retail, community, education, civic, cultural and entertainment activities which contribute to a vibrant and active identity
- » Create a public domain that is distinct, unique and innovative and allows for range of passive and active outdoor spaces and uses that together create a new iconic visitor attraction, consistent with the Infrastructure NSW's Activation Framework
- » Secure a balance of financial return and public benefit and amenity across the precinct
- » Deliver a culturally distinctive, locally relevant, and internationally appealing canvas for appropriate facilities, experiences and public art
- » Ensure high levels of public attraction, operational serviceability, amenity, and security across the precinct and during staging
- » Extend the principles and networks of the climate positive promise in line with current world's best practice to deliver a whole of Barangaroo outcome and create projects that respond visibly to the sustainable needs of people and the planet.

SOM's refined Master Plan Framework for Central Barangaroo gives effect to these objectives and provides for a cohesive design identity for Central Barangaroo within the context of Barangaroo and the broader city. The core principles and key considerations of the Central Barangaroo Master Plan framework include:

- » Ensuring the 50% public open space across the Barangaroo site, is maintained
- » Development to occur generally within existing development zones, footprints and with moderated height controls
- » Provision of alternate sites outside the development zone for the future delivery of a cultural venue
- » Connection and integration with Barangaroo South, Barangaroo Reserve, the Harbour and CBD precincts
- » A high level of flexibility allowing the range of uses to evolve over time
- » Contribution to the existing Barangaroo sustainability targets
- » Design excellence in the Master Plan framework that provides opportunities for design excellence in development of built form and public domain outcomes

- » Ensuring appropriate commercial returns are delivered to the NSW Government across the Barangaroo project
- » Provision for staging of the development including consideration of effective staged opening and operation of completed development parcels.

1.6 Engagement overview

Under the *Major Project Community Consultation Guidelines (2007)*, a proponent is required to:

1. Consult early, particularly where the project is likely to be contentious
2. Commit adequate resources to consultation
3. Clearly describe who has been consulted and what issues were raised
4. Demonstrate how the issues raised during the consultation process have been addressed in the environmental assessment and preferred project report (if required).

Over the course of planning and delivering Barangaroo there has been extensive engagement regarding the evolving concept plan for the precinct. Consistent with Requirements 1 and 2 (outlined above) early and adequately resourced engagement is evidenced by a process of ongoing consultation that commenced in 2009 when the former BDA, and since mid-2019 INSW, have worked alongside development partners to engage key stakeholders, neighbours and government agencies, on the future uses and plans for Barangaroo. Engagement activities led by the former BDA and INSW have included:

- » Technical Working Groups
- » Ongoing engagement of government agencies including TfNSW, Sydney Metro, EPA, and DPIE
- » Community and stakeholder briefings, meetings and drop in-sessions
- » Doorknocks
- » Formal planning exhibitions and submissions on various modifications
- » Website updates, project update newsletters and notification letters.

From 2013 through to 2014, the former BDA undertook a consultation program that specifically focussed on the preparation of the Central Barangaroo Master Plan Framework by SOM. This process entailed engagement of relevant agencies, the City of Sydney, neighbouring residents and businesses as well as the broader Sydney community. This extensive and wide-ranging program of engagement, and the issues raised by those who participated in it, are outlined in Section 2.3.

More recently, since late 2020, INSW and the Central Barangaroo development partner have consulted on the proposed changes that form the basis of MOD 9. In this process input has been sought from a wide range of stakeholders including:

- » Relevant agencies
- » The City of Sydney
- » Neighbouring developers within South Barangaroo
- » Two established groups representing the interests of local residents and businesses in Millers Point and Walsh Bay
- » The Museum of Applied Arts and Sciences and the National Trust (resident on Observatory Hill)

While this process has been targeted, it has built on previous consultation and been designed to enable individuals and organisations with a likely direct interest in the proposal to have an opportunity to express their views. Details of this recent program of engagement on the proposed changes within MOD 9 and the feedback received are outlined in Section 2.4. Sections 2.3 and 2.4 respond directly to Requirement 3 outlined above.

Consistent with Requirement 4, the proponent's response to this feedback and explanation of how it has informed the modifications that are the subject of this application are detailed in Section 3.

The next stage of engagement will be the statutory exhibition of the application for MOD 9 that will be undertaken by the Department of Planning, Industry and Environment. Feedback collected from this formal process will be addressed in a response to submissions report.

Subject to approval the Central Barangaroo development partner will continue to consult on detailed development applications for buildings and spaces within Central Barangaroo. INSW will also undertake an extensive program of community consultation to design the remaining parklands that will complete Barangaroo. Going forward, the Department's

recently released *Undertaking Engagement Guidelines for State Significant Projects* will guide consultation on future aspects of the project.

2 MOD 9 for Central Barangaroo

2.1 Completing Barangaroo

Central Barangaroo will be the key link that ties the Barangaroo precinct together, providing a sweep of experiences from the naturalistic setting of Barangaroo Reserve to the busy, high rise commercial district of Barangaroo South. Infrastructure NSW intends for Central Barangaroo to become the public heart of Barangaroo.

SOM's Master Plan Framework and MOD 9 seek to ensure Central Barangaroo becomes a vibrant, active and accessible part of the wider precinct, with welcoming public spaces and a diverse mix of residential, commercial, civic and cultural uses.

As part of the planning for Central Barangaroo, stakeholders have provided input through various consultation activities designed to:

- » Identifying opportunities for Central Barangaroo, early in the planning process
- » Educate and involve stakeholders on the revised concept plan and proposed changes
- » Obtain feedback to inform the Master Plan.

2.2 Early consultation to support master planning process

The former BDA consulted on the future of Barangaroo as part of the Central Barangaroo master planning process.

Early consultation for Central Barangaroo began with wide-ranging discussions on opportunities for public benefit, intensity of activity and public domain options across the whole site and general forums on activating Central Barangaroo as a cultural precinct. Specific engagement activities for Central Barangaroo included stakeholder briefings, community workshops, online activities and discussions with relevant agencies.

A summary of key insights heard throughout early consultation is included in section 2.3.

Summary of early activities undertaken

Timing	Detail
Consultation prior to the appointment of Skidmore Owings Merrill (SOM)	
2009-2013	Recognising that plans for public benefit, intensity of activity and public domain were important to the overall plans for Barangaroo, the former BDA undertook a range of engagement activities, early in the planning process. These activities were aimed at informing and shaping the vision and planning for Central Barangaroo and included: <ul style="list-style-type: none">» Four community forums in early 2010 with approximately 400 people participating» an Open Day held on site in mid-2010 with approximately 250 people attending» A Cultural Community Forum in late 2010 at the Sydney Opera House with around 220 people attended the forum

Timing	Detail
	<ul style="list-style-type: none"> » Two community information sessions in mid-2011, discussing remediation trials and the Headland Park construction » A community information session was held in late 2011 to discuss Barangaroo Reserve (then Headland Park) » Broader information sharing was undertaken in early 2012, when Peter Walker the designer of Barangaroo Reserve (formerly Headland Park) attended the City of Sydney's 'City Conversations' event » A community forum was held in mid-2012, regarding proposals to enhance the neighbouring public domain in Millers Point » Information on the Barangaroo Central Waterfront Promenade and Interim Public Domain works was also available on the former BDA's website.
2012	<p>Agency Consultation</p> <p>The Barangaroo Planning Reference Group (BPRG) was established to further enhance the way the former BDA engaged with some of its key stakeholders and to seek feedback.</p> <p>As part of the planning process for the Barangaroo Central Waterfront Promenade and Interim Public Domain, a briefing was held with the BPRG in early 2012.</p> <p>The BPRG included representatives from the:</p> <ul style="list-style-type: none"> » NSW Department of Planning and Infrastructure » City of Sydney Council » Sydney Water » Transport NSW » Roads and Maritime Services » Land and Housing Corporation » Sydney Ports Corporation » NSW Office of Environment and Heritage » NSW Trade and Investment and Lend Lease.
Consultation following appointment of SOM	
2013-2014	<p>Following the appointment of SOM in early 2013, the former BDA undertook a range of consultation with key stakeholders to gain input specifically on the Central Barangaroo Master Plan. Activities included:</p> <ul style="list-style-type: none"> » A stakeholder briefing in Walsh Bay March 2013, covering the draft Central Barangaroo Master Plan principles » Public Workshop April 2013, held at Museum of Contemporary Art » Online survey and live forums April – May 2013 » Stakeholder briefing on the new masterplan framework July 2013 » Master Plan public display November 2013 » EOI to cultural and community organisations May 2014
Consultation following announcement of the Sydney Metro Barangaroo Station	

Timing	Detail
2016 -2019	MOD 10 Exhibition and submissions MOD 11 Exhibition and submissions

2.2.1 Ongoing consultation

Outside of the activities outlined above, the former BDA undertook ongoing community information sessions and attended a range of meetings with various community and stakeholder groups. This is now undertaken by INSW. Over this time the former BDA continued to update interested stakeholders and members of the community through:

- » A monthly ‘What’s On’ newsletter, sent to approximately 10,000 subscribers
- » A quarterly ‘Project Update’ newsletter, sent to approximately 4,500 subscribers
- » Ad hoc project newsletters to support key project milestones and announcements
- » opportunities for public submissions as part of the exhibition process for key planning applications.

The former BDA continued to engage with interested stakeholders on the progress of the Central Barangaroo process, construction issues and the current and future activation of Barangaroo. In addition to targeted community forums, the former BDA attended meetings with local community groups.

With a commitment to ensure interested community members have an opportunity to hear more and ask questions in relation to the Barangaroo project, the following mechanisms have been put in place:

- » A 24 hour 1300 information phone line and a dedicated project email
- » Key information about Barangaroo is regularly updated on the former BDA’s and now INSW website and social media channels.

2.2.2 Consultation to support Sydney Metro’s Barangaroo Station

This consultation was undertaken by Sydney Metro. It was a key component in informing planning for Barangaroo Station which is currently being constructed beneath the northern end of Hickson Road in Millers Point. When operational in 2024, the station will be one of four key underground CBD stations on the Sydney Metro City and Southwest line, providing easy pedestrian access options into Central Barangaroo and Nawi Cove.

The decision to create a metro station at Barangaroo and the connections and accessibility this infrastructure affords has influenced many aspects of this modification.

2.3 Key insights from early consultation

Public consultation played a key role in the development of the Central Barangaroo Master Plan, which provides the framework for the Mod 9 application.

Feedback received through various consultation activities prior to the submission of MOD 9 has been reviewed including submissions made in response to formal statutory requirements for other planning applications concerning Barangaroo. This feedback has informed the proposed modification to the Concept Plan and is outlined in this section.

2.3.1 Prioritising public space

- » Stakeholders raised the need to see the waterfront expanded and consider vibrancy and creativity day and night
- » Throughout consultation activities, stakeholders raised the need for Barangaroo to be a place for informal “drop in” and spontaneous cultural enjoyment as well as programmed cultural events

- » Local government agencies and authorities noted that the park design should consider the broader public domain design and the integration of public space and connectivity between different areas of Barangaroo.

2.3.2 Public transport improvements

- » Throughout various planning stages, local government agencies and authorities raised issues in relation to traffic impacts, increased demand and improved bus route connectivity
- » Support for increased ferry services to serve the precinct were submitted
- » Concerns were raised by various local government authorities and agencies in relation to public transport impacts caused by additional demand. Questions were also raised in relation to traffic management and impacts on bus services during construction phases, with an expressed desire to ensure relevant authorities were updated throughout the planning processes
- » Concerns on impacts to existing railway networks and public transport connections were raised, with a belief that they may not be able to cope with additional commuters
- » Comments in relation to parking, with a desire to see how public transport will be incentivised was an ongoing issue raised.

2.3.3 Connectivity to the broader CBD

- » Stakeholders and community members continued to raise the need to integrate Barangaroo with the CBD, including the stitching together of the waterfront
- » Concerns were also raised for further consideration to be given to pedestrian connections between the precinct and surrounding areas, as well as the future metro station and along Hickson Road.

2.3.4 Heritage and natural landscape

- » Throughout various consultation activities, the public raised concerns to ensure that the transformation of Barangaroo acknowledges the heritage of both the local area and its maritime history
- » Drawing on the Bennelong and Barangaroo connections, some participants were keen to see a space similar to Bennelong Point: edgy, green and a spectacle on the harbour
- » There was support for designs that consider natural and historical sensitives for heritage values and modifications to headland and Northern Cove
- » Some stakeholders raised concerns in relation to heritage view impacts and the changing Sydney landscape
- » Further comments were made in relation to sustainability and energy and waste management and plans to meet the Sustainable Sydney 2030 strategy.

2.3.5 Design, scale and built form

- » Local government agencies and authorities raised issues in relation to the built form, land use and had concerns for plans in relation to the public domain
- » Concerns were raised in relation to the proposed Gross Floor Area (GFA) and noted that the City did not support the proposed modification to the Barangaroo Concept Plan
- » Comments were made to see further plans for recreation facilities, community spaces and centres to service families and children whilst ensuring long-term viability.

2.3.6 Sightlines and views

- » Local government agencies and authorities commented on view impacts towards and from Millers Point and heritage impacts to broader skylines

- » The National Trust raised concerns in relation to visual impacts to the Harbour and integration with the Sydney Harbour regional environmental plan (REP)
- » Local government agencies and authorities commented to ensure appropriate setbacks were considered, to mitigate overall visual, wind and overshadowing impacts to surrounding buildings
- » Local residents were concerned that the increased height:
 - > impacts on views from surrounding areas
 - > creates privacy issues for nearby residents
 - > overshadows streets public spaces and nearby buildings

2.3.7 Amenity impacts

- » Vibrancy and public usage from day to night and how safety is being considered in plans
- » Comments were also made in relation to shared use of space for both pedestrians and cyclists, as well as end of trip facilities
- » Concerns were raised about securing full pedestrian access along the foreshore, with a need to see variety and diversity in the treatment of the pedestrian access along and down to the water's edge
- » Ongoing questions were raised in relation to shading from the sun, wind and weather protection for members of the public outside of licensed areas.

2.3.8 Community benefits and social infrastructure

- » Residential development will assist to ensure the area is an activity hub and has a sense of community and place
- » Some participants who attended stakeholder consultation sessions indicated that Central Barangaroo needed to “communicate” Barangaroo as a Sydney destination and where possible consider the potential for site animation and activation
- » Ongoing comments were raised for a mix of social and affordable housing included in the plans
- » Cultural investment in the area and performance space was highlighted by some stakeholders
- » Desires to see public indoor and outdoor recreation facilities and how the design responds to providing a place for all ages were raised
- » Community members noted that facilities and spaces must be flexible, enduring and suitable for a range of uses and by a range of organisations
- » Comments were raised on the broader benefit to the city, with a need to see information on the long-term vision and public benefits for all.

2.4 Consultation to support this submission

To support consultation efforts undertaken early in the planning process, from mid-2019, INSW and the Central Barangaroo Developer have undertaken discussions with a range of agencies and organisations to refine and develop concepts that underpin MOD 9 proposal.

Summaries of key issues raised in these discussions are outlined below.

2.4.1 Department of Planning Industry and Environment

INSW and the Central Barangaroo Developer met with DPIE representatives on 22 Dec 2020 and 1 April 2021 to present evolving concepts for the MOD 9 application. The feedback from these meetings outlined areas that would need to be addressed in the eventual application including:

- » How any proposed increase in building height in Block 7 fits appropriately with the surrounding context of Nawi Cove and Millers Point.
- » How the pedestrian network facilitates movement within Central Barangaroo's public domain and the whole precinct, particularly pedestrian priority areas, such as Barangaroo Ave.
- » How the proposal has considered and caters for additional demand, pedestrian movements and traffic to and from Barangaroo (metro) Station.
- » Showing that the Central Barangaroo building envelope can achieve sufficient building articulation to break down its apparent mass and scale from the public domain.
- » Articulating and demonstrating public benefit of MOD 9 proposal vs. the currently approved Concept Plan including:
 - > qualitative and quantitative comparison of the public benefit
 - > additional public benefit associated with uplift
 - > the real public benefit that will be experienced by non-paying visitors.

2.4.2 Transport for NSW / Sydney Metro

Representatives from INSW met with TfNSW and Sydney Metro in June and December 2020 to provide an update on the project. Matters discussed included:

- » The interface between Barangaroo Metro station and Central Barangaroo
- » Project timing
- » Links through Central Barangaroo to the ferry terminal and impacts on ferry services
- » Mix of uses and potential patronage generated by Barangaroo Central.

In August 2021, INSW and the Central Barangaroo development partner presented the revised concept plan that forms the basis of MOD 9 to representatives of TfNSW and Sydney Metro. Issues noted by the Sydney Metro included:

- » The processes for coordinating construction in areas adjacent to the Metro station and detailed design of key interfaces between Central Barangaroo and the station.
- » The influence of interfaces on basement design. Sydney Metro advised that they can provide a for-information documentation package to assist in resolving detailed basement design.

2.4.3 NSW Government Architect

In 2020 INSW and September 2021 met with the NSW Government Architect and provided high level overview of precinct and revised concept plan. The following queries were raised:

- » Mix of uses proposed
- » Consideration of wind impacts and solar access

- » Rationale for any additional height proposed for Block 7
- » The ground plane needs to be thought of as architecture.

2.4.4 EPA

In September 2021 INSW and the Central Barangaroo development partner presented the revised concept plan that forms the basis of MOD 9 to the NSW EPA. The EPA noted that due to the high-level nature of the concept plan they could make no specific comments at this time. They requested that when detailed plans are available, to see information about basement excavation, including associated remediation, spoil removal, and acoustic attenuation strategies.

2.4.5 City of Sydney

2019 Feedback

In 2019 following a presentation from SOM on the updated master plan, the City noted the following matters for further consideration.

Access and public domain

- » Equitable access needs to be designed and built into the development
- » There needs to be greater legibility in public domain and access ways throughout the different blocks and levels of Central with:
 - > a clear definition of public areas, publicly accessible private open space and private open spaces including the nature of access to external verandas
 - > a rationale for what is it that is going to intuitively draw people up and through these spaces
 - > direct laneways through blocks
 - > strong links to Nawi Cove, High Street and Kent Street.
- » Support for the Barton St configuration and civic nature of Barangaroo Avenue within Central (provided it can accommodate emergency vehicles etc).
- » The role and nature of Hickson Rd in terms of activation within the broader context of Central needs greater thought.
- » Wind in harbourside locations makes activation of west facing dining areas difficult to achieve. Glazing isn't a preferred solution so consideration should be given to colonnades along the western frontage of the development as well as Hickson Rd to mitigate climate impacts and create a sense of human scale.
- » Concerns were noted about the desirability of placing built form and pavilions in the park area.
- » Servicing to support markets may be difficult to achieve if the markets are on Level 1 as opposed to ground level.
- » Steps should provide a direct link from the top to the bottom of Central.
- » Roofs could accommodate workers health and wellbeing amenities such as running tracks sporting courts etc.

Planting

- » Operational and maintenance difficulties with planting on walls and facades of buildings.
- » Desire to see greater provision of tree canopy within the identified park area.

Uses and building form

- » There is a lack of co-working / community-based creative spaces in the city. This kind of use may also help activate the precinct at night-time.
- » How does the design of the precinct connect with Nawi Cove and cultural heritage of this area?
- » In principle a tower on Block 7 is not supported as it will impede views to and from Observatory Hill.

2021 Feedback

In August 2021, INSW and the Central Barangaroo development partner presented the revised concept plan that forms the basis of MOD 9 to the City of Sydney. Issues noted by the City included:

Planning and design development processes

- » The City requested that a succinct statement of changes be provided in the application along with an easily understood visual representation that clearly indicates:
 - > the changes being sought compared to the existing approved envelopes, including underground GFA and basements
 - > public vs private open spaces throughout the development.
- » It was also suggested that clear and easily understood descriptions be provided in the MOD 9 application for:
 - > terminology such as public space, publicly accessible open space and private open space
 - > how public space has been calculated
 - > how GFA has been categorised and calculated.
- » While the calibre of the architects being proposed to develop detailed designs was supported, the City expressed reservations that a non-competitive process of directly appointing architects may not yield the best design excellence outcome. They also noted that a landscape architect should be part of the team from the outset.
- » The scope and ambition of the sustainability strategy for Central Barangaroo and if this strategy would be included as part of the application.
- » Whether designing with Country has been considered in developing this revised Concept Plan.
- » It was recommended that Councillors be briefed on the modification prior to exhibition.

Building form

- » Concerns were raised about the tower proposed for block 7 as it will:
 - > impact on views from surrounding dwellings and streets
 - > obtrude upon the vista from Observatory Hill
 - > overshadow sections of the foreshore park.
- » The City noted this aspect of the proposal will be controversial.

Open space and public domain

- » Concerns were expressed that the foreshore park was not within the modification application and this may not be conducive to an integrated outcome.
- » The City requested they be engaged in the design process for the foreshore park.
- » The foreshore park should have minimal built form and where a pavilion is proposed it should serve the everyday needs of park users rather than have a commercial focus.
- » Deep soil will be necessary to support the desired level of tree canopy.
- » Barangaroo Avenue should read as a street to mark a distinct marker of the transition from the public domain foreshore park and the private development zone.

Amenity

- » Design at the concept plan and building level needs to anticipate and mitigate wind effects to ensure the comfort of people in streets and parks.
- » Around the northern part of the precinct there is potential for conflict between residential use and the level of activation anticipated for Nawi Terrace. Noise attenuation measures both at source and receptor will need to be considered from the outset.

Streets and ground plane

- » Some reservations were expressed about pedestrianizing Barangaroo Avenue due to:
 - > potentially blurring the distinction between private and public domain

- > concerns about emergency and servicing access when required.
- » The City noted their preference was to prioritise access and connections throughout Central Barangaroo via the ground plane rather than have it on the first level.
- » The elevated level one north/south pedestrian connections were questioned due to their potential to overshadow the east/west streets linking Hickson Rd and Barangaroo Avenue.

Community and culture

- » The City has provided a list of ten key community recreation and cultural needs and seeks a response to how these will be accommodated within Central.
- » Generic community or cultural spaces are not desirable. Specific uses should be identified upfront, and the facilities designed accordingly, rather than being an afterthought that is inserted into the development.
- » The City noted they were completing design guidelines for community facilities and these would be instructive in preparing detailed designs.
- » Similarly, public art should be part of the design team's thinking from the outset, so it is intrinsic to the precinct and not an afterthought.
- » The City requested they continue to be engaged about community and cultural facilities including the future of the Cutaway.

2.4.6 Museum of Applied Arts and Sciences

In August 2021, INSW and the Central Barangaroo development partner presented the revised concept plan that forms the basis of MOD 9 to MAAS. Issues noted by MAAS included:

- » A request to be involved in ongoing engagement regarding the strategy for and /design of community and cultural spaces in Central Barangaroo.
- » The importance of maintaining flexibility of use in public spaces within Central and improved building design to minimise wind impacts in streets and public areas.
- » The proposed High Street link over Hickson Road would be improve accessibility to the Observatory.
- » The amenity and transport infrastructure provided by Central would be highly complementary to the Observatory's existing programming.
- » Concerns with potential sky view loss impacts, due to height and light spill and requested:
 - > to review the Sky View Loss Impact Assessment Report
 - > ongoing consultation as detailed building designs are developed to ensure associated risks to sky views are mitigated.

INSW and the Central Barangaroo development partner agreed that they would continue to engage with MAAS on these matters.

2.4.7 Sydney Water

In August 2021, INSW and the Central Barangaroo development partner presented the revised concept plan that forms the basis of MOD 9 to the Sydney Water. Issues noted by Sydney Water included a request for ongoing consultation about:

- » The approach to integrated water management at Central, noting they had an MOU in place with the City of Sydney to facilitate precinct scale solutions for integrated water cycle management within the CBD.
- » Resolving the interfaces between the basement excavation and the Sewer Pumping Station.

INSW and the Central Barangaroo development partner agreed that they would be in position to engage further about the Sewer Pumping Station within the next few weeks. continue to engage with MAAS on these matters.

2.4.8 Crown Sydney Hotel Resort and Lendlease

Meetings were held with Crown Sydney Hotel Resort and Lendlease from March 2020 through to November 2020. Matters discussed included:

- » Central Barangaroo envelope design and view corridors
- » The Barton Street alignment

- » Hickson Park interface
- » Public domain interface and delivery
- » Consultation with DPIE.

2.4.9 National Trust

In August 2021, INSW and the Central Barangaroo development partner presented the revised Concept Plan that forms the basis of MOD 9 to the National Trust. Issues noted by the National Trust included:

- » Concerns regarding the impact of the north western residential tower upon harbour views from Observatory Hill and High Street.
- » Consideration be given to alternative locations for the tower rather than in the north west corner, as tall form in this area detracts from the prominence of the headland when viewed from Observatory Hill as well as blocking key vistas to Balmain and the western harbour islands.
- » The increase in the height of the proposed block 7 tower location was not appropriate, and that heights of buildings along Hickson Rd should reflect changes in topography along High Street.
- » The proposed High Street bridge connection was supported as it improved connectivity between Barangaroo and Observatory Hill.
- » Concerns about the ongoing modifications to planning controls for Barangaroo and the increase in heights and GFA being sought compared to the original SOM Mater Plan.
- » Maintaining the commitment to providing 50% public open space within Barangaroo and concerns that the foreshore park area was outside of this current modification.
- » In principle support for the adaptive reuse of the Dalgety Bond Store and the choice of architect to undertake this work.
- » Given the surrounding context of Millers Point, Walsh Bay and Dawes Point, heritage needs to be more closely considered as part of the overall urban design strategy rather than being a secondary consideration as it appears to be in planning for Barangaroo to date.
- » The incorporation of community and cultural uses into Central was supported however disappointment was expressed that the potential of the Cutaway as a cultural asset for Sydney has not been realised and integration of the Cutaway into Central Barangaroo should be part of MOD 9.

2.4.10 Neighbouring community groups

The Central Barangaroo Developer met with representatives of the Walsh Bay Precinct Management Association on Tuesday 11 May 2021 to provide an overview of the concept for Central Barangaroo and seek initial feedback. Matters discussed included:

- » The overall scale of the development in terms of GFA
- » Construction program and impacts of ongoing construction on businesses and residents
- » Activation and local retail amenity
- » Questions about proposed building heights
- » Desire for ongoing consultation with the Association

The Central Barangaroo Developer met with representatives Millers Point Residents Action Group on Tuesday 8 June 2021. to provide an overview of the concept for Central Barangaroo and seek initial feedback. Matters discussed included:

- » Future utilisation of Dalgety Bond Store building and its incorporation into Central Barangaroo
- » More detail was requested on the Central Barangaroo developer's approach to sustainability
- » Building program and concerns about the extent of excavation required and managing this high impact activity
- » Concerns about building heights and visual and overshadowing impacts along High St and Kent St
- » Desire to see more detailed building designs
- » Pedestrian connections to High Street
- » Community aspirations for a public pool adjacent to Barangaroo, potentially at Marrinawi Cove
- » A request for ongoing consultation as the detailed scheme is developed and before public exhibition.

3 How MOD 9 responds to issues raised

3.1 Design Principles

Feedback received through consultation activities has informed the Concept Plan modification process.

This section includes information prepared by INSW and the Central Barangaroo development partner that:

- » summarises the urban design principles, design strategy and key moves for Central Barangaroo
- » outlines how proposed MOD 9 has responded to issues raised in stakeholder feedback.

In envisioning the last phase of Barangaroo's renewal, the urban design principles for Central Barangaroo respond to and build upon the planning, design and development guidance provided in SOM's Master Plan Framework for Central Barangaroo. Building upon this framework, the urban design principles for Central Barangaroo propose to:

1. Connect with the continuous Harbour Walk
2. Create major foreshore public spaces
3. Establish a new city gateway and new front doors for Barangaroo
4. Create a network of connected streets and paths
5. Establish an integrated and distinct city precinct
6. Create Hickson Road as the civic address
7. Create a connected, diverse and active place
8. Optimise metro station access with new uses and activities
9. Define a distinctive, well scaled built form response
10. Respect city and harbour views

3.2 Design strategy and key moves

To realise these urban design principles, the design strategy for Central Barangaroo proposes three key integrated planning and design moves:

1. Improve the movement network and create better places

MOD 9 for Central Barangaroo proposes to improve Barangaroo's movement network by redirecting and reducing the impact of vehicular traffic, whilst significantly improving pedestrian movement, amenity, safety and the quality of future public spaces and places.

The key movement network and place improvements propose to:

- » remove vehicular traffic from Blocks 5 and 6 and enable Central Barangaroo's Harbour Park to extend eastwards between Hickson Park and Street C;
- » establish Barton Street as a permanent two-way vehicular connection between Barangaroo Avenue and Hickson Road, designed to redirect Barangaroo Avenue's north-south vehicular traffic, define the northern edge of Hickson Park and activate the southern edge of Central Barangaroo Block 5;
- » redesign Streets C and D as shared pedestrian street zones that connect Hickson Road with Barangaroo Avenue, Harbour Park and Nawi Cove; and

- » create a finer grain and walkable network of activated streets, laneways, public parks and urban places that offer improved movement, pedestrian safety, amenity and quality of place.

2. Increasing public open space and accessible public domain

MOD 9 for Central Barangaroo proposes to increase the overall provision of public open space to over 11 ha, an area greater than 50% of the Barangaroo precinct.

To complement this harbour foreshore public open space, MOD 9 proposes a connected network of finer grained urban spaces and places designed as part of the Central Barangaroo development blocks, to provide approximately 3,500sqm of accessible and activated public domain in three new urban spaces:

- » Nawi Terrace, as an elevated publicly accessible urban space, with north-facing views over Nawi Cove and west over Harbour Park;
- » Barangaroo Steps and a new pedestrian bridge over Hickson Road, as a linear public space connection, linking Harbour Park with High Street, Millers Point; and
- » Barton Plaza, as a busy urban space located at the heart of Barangaroo, where Hickson Park, Harbour Park, Barangaroo South and Central Barangaroo all converge.

Detailed design of the foreshore park will be subject to a separate planning application and will entail significant community and stakeholder consultation.

3. Integrating and shaping the built form response

MOD 9 proposes amendments to the shape, form, massing and modulation of the Central Barangaroo building envelope to enable new streets, new pedestrian connections, new urban spaces and new buildings that can better respond to both context and opportunity.

The key changes to Central Barangaroo building envelope propose to:

- » optimise the benefits of proximity and direct access to the city's evolving metro network, via the adjacent Barangaroo Station
- » establish a mixed use and multi-level development designed for easy access with Barangaroo Station, via multiple entry points and vertically integrated retail offering a platform to place experience
- » increase allowable Concept Plan GFA to enable an intensity of commercial, retail, residential and community use activity, in a location with optimal access to new metro infrastructure, CBD activities and services and harbour foreshore amenity, with limited overall development impact
- » allow for greater variation in building heights across Blocks 5, 6 and 7, to enable 'city markers' to be created that can assist legibility and wayfinding, both at the scale of the precinct and the city
- » modulate building form and heights within Block 7, to increase building height on the northwest corner and reduce height in the centre and enable Nawi Terrace to be created as a north facing urban space overlooking Nawi Cove
- » modulate the building form and height of Block 5 adjacent to Harbour Park and Hickson Park to create a flagship building with reduced building height and reduced building footprint, setback to create Barton Plaza as a key urban space and facilitate foreshore and city views
- » adjust the Block 5 site boundary to respond to both the reduced building footprint of the proposed flagship building and support Barton Street as a key vehicular connection between Barangaroo Avenue and Hickson Road.

3.3 How the application responds to key issues raised

3.3.1 Creating a distinctive place

As Barangaroo's 'keystone' precinct, Central Barangaroo will operate on all fronts to:

- » frame and activate Nawi Cove,
- » create a strong western parkland edge to the city

- » activate the northern edge of Hickson Park
- » enable the evolution of Hickson Road as a civic street.

Central Barangaroo will be a multi-level mixed use development, combining commercial, retail, residential and community uses – and all easily accessed via Barangaroo (metro) Station

A series of generous and distinctive parks will contribute to achieving the objective of 50% open space across Barangaroo. Harbour Park will provide a centrally located landscaped civic and events space at the water's edge, with Hickson Park becoming a quieter urban green space for residents and workers wanting some fresh air and sun.

Whilst Barangaroo Steps will become the civic heart of the precinct, Nawi Cove and Nawi Terrace will combine to become a key city destination. Central Barangaroo's Block 7 has the potential to combine with Barangaroo Station and the amphitheatre setting of Nawi Cove to create a new city gateway and an active civic space that celebrates arrival into the city and onto the western harbour.

The proposed re-massing and creation of Nawi Terrace at the heart of Block 7 can effectively extend the Nawi Cove space into Central Barangaroo. The NSW Government's future activation of the Cutaway for community and cultural uses will play an important role in defining the character and activation of Nawi Cove and it can evolve as a cultural activity hub that contributes to the city's cultural network.

The concept design for Central Barangaroo provides opportunities to enhance and interpret heritage elements and cultural significance. It also aims to highlight the precinct's important and authentic sense of place and bridge the gap between the natural experience of Barangaroo Reserve, the adjacent heritage areas of Millers Point and Walsh Bay and the dense urban fabric of Barangaroo South.

Whilst the Central Barangaroo developer's Dalgety Bond Store building is not part of MOD 9 for Central Barangaroo, the future adaptive re-use of this heritage building can play an important role in the character, revitalisation and ground floor activation of Nawi Cove, as well the potential for vertical connections to Munn Street and onto Argyle Street.

The vision for Hickson Road is for a leafy, tree-lined city boulevard and the civic address for Central Barangaroo. Designed at a human scale, with reduced road lanes, generous shaded pedestrian footpaths and a dedicated bike lane on its eastern edge, Hickson Road will give pedestrians and cyclists greater priority and make the city more walkable.

Wind impact and solar access studies undertaken have informed the overall MOD 9 concept design of Central Barangaroo and Harbour Park. More detailed design of blocks and buildings will be informed by comprehensive 'thermal comfort' studies that evaluate the combined impacts of different environmental factor of temperature, humidity, wind, solar radiation, and how the space is to be used.

To address pedestrian comfort and amenity, MOD 9 for Central Barangaroo proposes cantilevered buildings along Barangaroo Avenue and Hickson Road. Due to the design and physical extent of the Barangaroo Station box, the design of colonnades along the western edge of Hickson Road is not feasible. Later, detailed design will address these considerations and explore the environmental opportunities and challenges of designing the western edge of the precinct.

For more detail, please refer to the Central Barangaroo Urban Design Report.

3.3.2 Public spaces

In accordance with the Master Plan Framework, MOD 9 for Central Barangaroo will deliver on the requirement for over 50% of public open space across the whole of Barangaroo and create a precinct where public domain takes centre stage.

In-line with the design principles, no change is proposed to the extent of public open space and the objective to ensure 50%

Central Barangaroo creates opportunities for three urban spaces that can complement the main foreshore public parks and positively contribute to the creation of a cohesive urban neighbourhood that connects the city with the western harbour.

These urban spaces can create opportunities to add diversity, character and finer grain of spaces and places that can complement and work in concert with the broader network of foreshore public open space established by Harbour Park, Nawi Cove and Hickson Park. Some of the opportunities to create urban spaces within Central Barangaroo are:

- » Nawi Terrace is an opportunity to create a sunny, north facing urban space as part of Block 7. An urban space in this location can offer northerly connections and views over Nawi Cove and westerly connections and views over Harbour Park. Nawi Terrace also benefits from direct access to Barangaroo Station and has the potential to become a comfortable and popular city destination all year round.

- » Barangaroo Steps, when combined with a potential bridge link over Hickson Road, create an opportunity for a local civic connection between historic Millers Point and the western harbour foreshore. As a central connecting space,
- » Barton Plaza will be a pivotal and busy urban space at the hub of where Barangaroo South and Central Barangaroo, Hickson Park and Harbour Park, all converge. Barton Plaza works in unison with the future iconic flagship retail building to create a city marker for Central Barangaroo.

Overall substantial new public parkland and plaza space frames the development blocks, providing further public benefit by creating and containing new spaces and experiences, tailored to be unique to each site. Activated streets that are people focused have also been designed, along with better connections from Hickson Road and the harbour. Wulugul Walk also supports the relationship between public domain in Central Barangaroo and the adjoining precincts north and south, further enhancing connectivity and access to the public domain.

As part of this strategy, MOD 9 proposals for Central Barangaroo and Harbour Park, when combined with Nawi Cove, Hickson Park and Hickson Road, are able to achieve a future tree canopy cover of 50%.

Most of the foreshore park area will comprise deep soil, capable of supporting the desired level of tree canopy. As indicated in the illustrative reference design for MOD 9, this vegetation will be augmented by a strategy of creating green roofs and terraces that are accessible to both workers and the public. The approach to greening buildings within Central Barangaroo doesn't rely on green facades.

For more detail, please refer to the Central Barangaroo Urban Design Report.

3.3.3 Built form, design and scale

A fundamental principle of the master planning framework was to deliver a critical mass of mixed-use development on Central Barangaroo through increased density to ensure the precinct has its own distinct identity, character and experience. These objectives cannot be met within the existing Concept Plan approval for Central Barangaroo, therefore a flexible approach to the application of land use types across Central Barangaroo has been considered. The MOD 9 building envelope RLs for Blocks 5, 6 and 7 along Hickson Road are proposed slightly higher than the current approved Barangaroo Concept Plan.

Consideration of building scale has also been applied, with the building envelopes for each street block identifying the maximum development parameters within which a building can be sited. It is intended that variations in form, bulk, articulation and scale will occur within the building envelope, for each building to provide the optimum urban design response.

Clarity of the line between park and built form is an important design driver for Central Barangaroo. Block 7 provides this by an anchoring moment at the north west corner. A bold and clear edge helps to define Nawi Cove as a distinct and important space within the public realm - a space that will become a critical entry point to Barangaroo, facilitated by Sydney Metro.

At the scale of the city, Central Barangaroo's Block 7 combines with Barangaroo Station and the amphitheatre setting of Nawi Cove to:

- » create a new city gateway and civic space that celebrates arrival into the city and onto the western harbour foreshore.
- » create a new activity centre and dynamic harbour city destination that optimises local access and regional connectivity via the metro network.
- » define the form of the north-western edge of the city, mediating between with foreshore parklands, historic areas and the CBD.

At the scale of the precinct, Central Barangaroo's Block 7 has the potential to:

- » create street edge buildings that offer both a sense of enclosure and activation to the southern edge of Nawi Cove, Hickson Road and Barangaroo Avenue.
- » reshape the massing and built form of Block 7 to create Nawi Terrace as a large, elevated and sunny public space at the heart of the block, with views over Nawi Cove and Harbour Park and combined with easy and direct connections to Barangaroo Station and level 1 activities within Central Barangaroo.
- » create an opportunity for a taller iconic building on the north west corner of the block, designed to act as both a city marker and precinct landmark that can improve legibility and assist wayfinding, and elegantly 'turn the corner' from Barangaroo Avenue into Nawi Cove.

Further information in relation to sightlines and views is included in Section 3 of the Central Barangaroo Urban Design Report.

3.3.4 Sightlines and views

Efforts to mitigate sightline and view impacts have been considered and a view sharing approach underpins this application. Considerations for surrounding neighbours have been incorporated, with the composition of built form separating taller building elements so that views over and through Central Barangaroo can be provided for existing and future developments.

In the CBD section of Kent Street, the street itself has a typical RL of 24m and buildings will benefit from western harbour views northwest over Central Barangaroo.

In the northern and historic Millers Point section of Kent Street, the street itself has a typical RL of 23m-24m and views west from existing buildings are already impacted by the currently approved Central Barangaroo building envelope of RL 35m.

Where buildings will become evident to surrounding neighbours, they will be designed to the highest quality with the facade articulation responding to sustainability aspirations of Central Barangaroo.

Concerns regarding the proposed Block 7 tower and its potential impact on views to and from Observatory Hill are acknowledged. Views to and from Observatory Hill from certain locations are impacted to some extent by the Block 7 tower proposal, as will be views from some surrounding residential buildings. The plan seeks to appropriately balance the retention of key vistas from Observatory Hill to surrounding areas (including the Headland Park and Dawes Point) with the provision for a single tower to act as a marker of the precinct.

At approximately 73 meters high, the proposed Block 7 tower will be of the highest quality design and function as both a city marker and precinct landmark that can improve legibility and assist wayfinding. It also enables the creation of Nawi Terrace as a large, elevated and sunny public space at the heart of Barangaroo.

Sydney Observatory sky watching views to the western sky are not impacted by the Block 7 tower proposal and there is a commitment to work with MAAS as detailed designs are developed to ensure impacts such as light spill are suitably mitigated.

Further information in relation to sightlines and views is included in Section 3 of the Central Barangaroo Urban Design Report and the Sydney Observatory Sky View Impact Assessment Report.

3.3.5 Managing pedestrian movement and enhancing connectivity to surrounding areas

The design principles include consideration of connection and integration with Barangaroo South, Barangaroo Reserve, the Harbour and CBD precincts. The proposed modification maintains connectivity across Barangaroo and to the Sydney CBD; and the construction of a Sydney Metro station at Central Barangaroo will also result in Barangaroo being better connected and more accessible to all of Sydney.

Central Barangaroo is a precinct that transitions between historic areas, the CBD, foreshore parklands and the forthcoming metro network infrastructure.

The design of the Central Barangaroo needs to integrate with Barangaroo Station below ground at approx. RL -21m and create a bridge connection to High Street, Millers Point at approx. RL 20m and connect with the local street network and foreshore parks at approx. RL 3.5m.

To ensure a walkable precinct with easy local access, these topographic challenges require a multi-layered design approach with built form serving a critical function in mediating these level changes.

The SOM Master Plan Framework established the High Street bridge and Barangaroo Steps as a key local connector from Millers Point to Central Barangaroo and the western harbour foreshore. The Barangaroo Steps will create direct pedestrian connectivity to Barangaroo and will form an important local connection for students, residents, workers and visitors.

The design concept for Barangaroo Steps is to create the opportunity for a number of spaces and places at key intersections of pedestrian movement and activity, including the Level 1 north-south path.

The MOD 9 proposals reinforce this principle and propose Barangaroo Steps as a key connector and the civic heart of Central Barangaroo. The Steps will be both a place within itself and a key point of access to community facilities and other public spaces within Central Barangaroo.

Plans for Central Barangaroo have been adjusted with streets designed to place a greater priority on pedestrian access and amenity. Plans also incorporate multiple ways of travel. The construction of a Sydney Metro station at Central Barangaroo will also result in Barangaroo being better connected and more accessible to all of Sydney.

To improve Barangaroo's overall movement and access network, MOD 9 for Central Barangaroo proposes a multi – level and highly permeable network of streets, laneways and arcades that will:

- » Transform Barangaroo Avenue by removing vehicular traffic from Blocks 5 and 6 to create a tree lined pedestrian avenue and enable Central Barangaroo's Harbour Park to extend eastwards between Hickson Park and Street C.
- » Redirect Barangaroo Avenue's north south vehicular traffic along Barton Street to Hickson Road, with Barton Street as a two way and permanent connection.
- » Concentrate the majority of local vehicular movements in the precinct onto Barangaroo Avenue (South), Barton Street and Hickson Road.
- » Enable pedestrians to walk directly via Gas Lane and Bond Plaza over Hickson Road via a pedestrian crossing and onto the northern pavement of Barton Street and directly onto the foreshore parklands beyond.

Internal streets within Central Barangaroo are designed to be walkable and pedestrian friendly and able to accommodate Council's requirements e.g. street trees, footpaths. More detailed design development of streets, blocks, spaces and buildings will continue to address these matters.

In the southern section of the precinct, physical and visual connectivity with Nawi Cove will be considerably enhanced through the proposed re-massing of Block 7. This moves away from the currently approved impenetrable street wall onto Nawi Cove for Block 7 and creates Nawi Terrace as a new, north-facing public space, overlooking Nawi Cove.

A key design driver for Central Barangaroo is the proposal to create a network of finer grained streets, laneway and pedestrian connections and opportunities for the design and integration of smaller scale publicly accessible urban spaces.

These urban spaces can create opportunities to add diversity, character and finer grain of spaces and places that can complement and work in concert with the broader network of foreshore public open space established by Harbour Park, Nawi Cove and Hickson Park.

For more detail, please refer to the Central Barangaroo Urban Design Report.

3.3.6 Mix of uses

MOD 9 for Central Barangaroo proposes a multi-level mixed use development, combining commercial, retail, residential and community uses - all easily accessed via Barangaroo (metro) Station. There is a predominance of commercial office and retail uses and limited residential uses. The actual balance, distribution and design of land uses will be determined in future detailed development applications.

Barangaroo Steps is proposed to act as the civic heart of the project. The area beneath the steps and along Level 1 will be the location for a range of flexible community and creative spaces, the future use and design of which will be determined in later applications.

For more detail, please refer to the Central Barangaroo Urban Design Report.

3.3.7 Amenity impacts

The Master Plan retains intentions to create a people focused place through an urban structure that considers diversity of uses, including the design of development blocks and street networks, and the delivery of a waterfront promenade and public domain.

The design concept for Central Barangaroo includes an intensity of mixed land uses at upper levels allowing the precinct to be occupied day and night. Flexibility of use has been considered, to cater for different levels and types of use across day and night, through the week and weekends. It is recognised that Central Barangaroo will be destinational in nature and at times

will host community events and gatherings. Detailed designs of buildings will be developed to address any potential use conflicts.

Existing neighbourhoods will be buffered from impacts relating to community events by the built form along the Hickson Road frontage of Central Barangaroo.

Overshadowing is largely consistent with the existing concept plan except for that created by the proposed Block 7 tower. Detailed analysis indicates morning shadows cast by the tower are largely within the footprint of that cast by taller buildings along Kent St. There is minimal overshadowing of parkland.

Wind effects in harborside locations are well recognised and will be tested throughout subsequent stages of building design. An innovative and more holistic Thermal Comfort Analysis is proposed to inform detailed design development.

Amenity impacts relating to future construction will be addressed through implementation of a comprehensive construction management plans and supporting community relations activities.

For more detail please refer to Central Barangaroo – Environmental Assessment Report (EAR), Urban Design Report, Noise Report and Air Quality Report.

3.3.8 Community and social infrastructure

Holistically Barangaroo is varied harbourside precinct, that:

- » creates a vibrant and sustainable location for national and global businesses
- » is an inclusive and inviting place for Sydneysiders to visit, gather and celebrate
- » provides amenity for surrounding communities.

Plans for MOD 9 provide additional opportunities for residents and visitors to work, shop, relax, and engage in a rich mix of recreational and cultural activities within Central Barangaroo, Harbour Park and the Cutaway (depending upon future community uses).

The plans within MOD 9 will be able to readily accommodate several uses and facilities outlined within the *Barangaroo Community and Cultural Spaces Strategy*.

The vision for Central Barangaroo is designed to create a sense of place for residents. A range of smaller open spaces and community meeting places suited for the adjacent community and local workforce have been included in plans. The vision for Central Barangaroo is designed to create a sense of place for residents. A range of smaller open spaces and community meeting places suited for the adjacent community and local workforce have been included in plans. The proposed basement area beneath the Barangaroo Steps and along Level 1 will be the location for a range of flexible community and creative spaces, the future use and design of which will be determined in later applications.

MOD 9 for Central Barangaroo proposes the use of roofs and terraced areas to create landscaped breakout spaces for workers, as well publicly accessible community gardens in key locations. Detailed development applications for blocks and buildings will explore these ideas further.

The modified plans respond to City of Sydney's statement of 10 key community, recreation, and cultural needs and accommodates almost all of these needs. There is a commitment to consult with the City and other stakeholders as detailed designs are prepared for community and cultural facilities within the development.

While this application seeks additional GFA for the Cutaway it does propose any particular use for this space. The plan recognises the Cutaway's potential as key cultural venue for Sydney and seamlessly integrates this facility with the public domain of Nawi Cove and the amenities to be provided within Central Barangaroo.

For more detail, please refer to the *Barangaroo Community and Cultural Spaces Strategy*.

3.3.9 Public transport improvements

The construction of the Sydney Metro station at Central Barangaroo is a catalyst to enhance the development of the precinct, providing new opportunities consistent with the principles and objectives of the Master Plan.

The core design components supporting the modification focus on a seamless interface with the metro station and facilitating ready and amenable access for customers wanting to get to Barangaroo South and the ferry terminal, Barangaroo Park and the diverse activities and uses that will be part of the life of Central Barangaroo.

Broader considerations for public transport and traffic impacts have also been included in the Barangaroo Concept Plan, Transport Management and Accessibility Plan – MOD9.

4 Consultation to support future planning and delivery

4.1 Next steps for MOD 9

Following the lodgement of Modification 9, INSW will undertake consultation to support the exhibition process and encourage submissions to the Department of Planning, Industry and Environment to inform the assessment process. As part of the statutory requirements, engagement will be undertaken across the following milestones:



Consultation across the statutory exhibition process

Activities that will be undertaken to further inform Government Agencies, key stakeholder groups and communities include the following:

Stakeholder group	Activity	Aim
Agencies and authorities	Presentations to City of Sydney, TfNSW and other agencies during the exhibition period	To orient and familiarise relevant agencies and authorities with the detail of the application and EAR
	Meetings as the response to submissions report is being prepared.	To work through in detail, matters raised in submissions.
Millers Point RAG and Walsh Bay Precinct Management Association	Presentations during the exhibition period	To orient and familiarise local stakeholder groups with the detail of the application and EAR to inform their submissions.
	Meetings as the response to submissions report is being prepared.	To work through in detail matters raised in local stakeholder groups submissions.
Nearby residents Community members and community organisations	Information sessions and/or webinars	Present place and design principals, identify relevant issues and opportunities addressed in MOD 9.
Interested parties	Newsletter	Update and inform subscribers through the 'What's On' newsletter in relation to the exhibition period, engagement opportunities and provide an overview of the scheme.
Broader stakeholders and communities	Webinars and website updates	Update and inform on the exhibition period and provide an overview of the scheme.

4.1.1 Consultation throughout Stage 2 Development Applications

A systematic approach to consultation will be undertaken as detailed applications for the development of individual buildings and open spaces are prepared and assessed. A program will be developed to ensure key relationships are maintained and

that relevant community members and stakeholders are aware of upcoming project planning decisions and areas of influence.

Information sessions will also be held as needed, with the aim to further communicate the development process and to ensure all stakeholders have the opportunity to keep up-to-date on the progress of the development.

The Central Barangaroo Developer will also continue to meet with local community organisations including Walsh Bay Precinct Management Associations and Millers Point Resident's Action Group at key milestones as the project progresses.

Going forward, the Department's recently released *Undertaking Engagement Guidelines for State Significant Projects* will guide consultation on future aspects of the project.

4.2 Contact details

For more information in relation to the Central Barangaroo development contact Infrastructure NSW:

Email: barangaroo.info@infrastructure.nsw.gov.au.

www.barangaroo.com

