

4 August 2025

Our Ref: 2025/435028
File No: R/2022/11/A

Thomas Piovesan
Department of Planning, Housing and Infrastructure

via Major Projects Portal

Dear Thomas

Advice on EIS – Central Barangaroo Early Works Phase 2 – Excavation and Perimeter Wall – SSD 46922214

Thank you for your correspondence dated 7 July 2025 inviting the City of Sydney Council (the City) to comment on the above proposal.

The application seeks approval for early works, proposing bulk excavation and site establishment works for the installation of the perimeter retention wall, excavation and remediation as well as archaeological investigations. Specifically, the works sought are:

- Site establishment and installation of temporary plant and machinery
- Construction of perimeter retention wall, including any required excavation
- Associated remediation and archaeological investigations in the area of excavation
- Provision of future services
- Associated “tie-in” works to the Metro Interface Wall and the secant pile wall proposed under SSD-39587022
- De-stressing and removal of existing anchors supporting Sydney Metro pile wall
- Bulk excavation for the provision of a future basement and associated rock anchors
- Construction of foundation piling
- Installation of waterproofing membrane
- Construction of hydrostatic slab
- Structure and waterproofing for the Barangaroo Metro Station southern entrance interface next to the existing Sydney Metro pile wall.

The City raises the following matters for your consideration:

1. Public Domain

- **Flooding and Water Quality**

The flood report by GRC shows that the Hickson Road flood levels experience very minor impacts during the 1% AEP event (Figure E1). During the PMF event the flood levels increase up 50mm (Figure E2). One of the concerns is that there is a carpark entrance at 30-34 Hickson Road, Millers Point, and it is unclear whether this property has an underground carpark.

As the works program is temporary, this does not appear to be such a large risk to the extent of stopping works and a temporary 600 mm diameter pipe realignment appears acceptable. Ultimately, the final pipe alignment would need to demonstrate that there will not be any significant impacts to flooding for the Aqualand Site and this can be reviewed once more information becomes available to the City.

- **Stormwater**

It is noted that the temporary stormwater diversion proposes part of the pipeline being located outside of the site within the Hickson Road 'road reserve'. The pipeline also appears to be located within some recently completed paving works north of the Crown tower.

Given the location of the proposed retaining wall, the proponent is to confirm prior to determination how the permanent pipe works are to be diverted back into the property. The pit detail on the stormwater plans is for pipe sizes up to and including 450mm diameter only. The City's standard junction pit is 900mm square. Pipes and pits within City property are to comply with the City's standards.

- **Public Domain**

The existing public domain is in excellent condition along the northern portion of the site, being recently completed. A Public Domain Damage Security condition is recommended.

2. Tree Management

It is noted there are approximately 23 newly planted trees along Hickson Road in front of the site. The EIS report does not make comment to the recent tree plantings, and these trees are not depicted in the architectural drawing set. It is unclear if these trees will be subject to any excavation/construction impacts and that they will be adequately protected during the proposed works. Further information is required to confirm the retention and protection of these trees.

3. Heritage and Archaeology

The subject site shares a boundary with the State heritage listing of the Millers Point and Dawes Point Village Precinct (SHR 01682) and the Millers Point Conservation Area (CA 35) under the Sydney Local Environmental Plan 2012.

The proposed new perimeter retention wall is immediately adjacent to the State listed conservation area's western boundary. There is no significant fabric or features present on the western boundary of the SHR listed conservation area, and the curtilage of this conservation area is not affected by the proposed work.

No significant concerns are raised regarding the conclusions and recommendations of the submitted Aboriginal Cultural Heritage Assessment Report and Historical Archaeological Assessment, subject to review and endorsement by Heritage NSW.

4. Noise Impacts

The proposal seeks to conduct the excavation and site establishment works between 7am and 6pm, Monday to Friday and between 8am and 1pm on Saturday. No work is to occur on Sundays or public holidays, other than emergency operations. Additional work on Saturdays between 7am to 8am and 1pm to 5pm may also occur, with high impact activities to be undertaken between the hours of 8am and 6pm Monday to Friday and between 8am and 1pm Saturday.

The report has recommended a series of measures including community consultation, equipment changes and noise barriers to reduce exceedances to the criteria. It is recommended conditions be imposed ensuring that highly intrusive equipment works are not to commence until 8am each day; and for a Construction Noise Vibration Management Plan be submitted prior to a Construction Certificate.

5. Traffic and Transport

The Traffic and Transport Accessibility Statement includes details of construction vehicle site access, anticipated vehicle volumes and routes to and from the site, as well as worker site access, public transport access and parking. There are a number of inconsistencies that require revision prior to determination:

- Appendix AJ Site Establishment Plan is inconsistent with the construction site access arrangements shown in Figure 6, and Site Establishment Plan included as Figure 7 in the Traffic and Transport Accessibility Statement (Appendix Q). Swept paths included in Appendix AJ also show vehicles crossing site boundaries and being excessively wide in areas such as on approach to Gate 3 Southern Exit. The vehicle swept paths do not align to marked roadways.
- Work zones are inconsistent with the existing road layout and cannot be delivered as shown. If they are required, the work zones need to be designed to be compatible with the existing layout, noting that Hickson Road is now a single lane in each direction with no kerbside parking.
- The Traffic and Transport Accessibility Statement figures 8 and 9 lack dimensions of the roads, driveways and vehicles. Impacted items (trees, smart poles) are to be clearly identified.
- The Traffic and Transport Accessibility Statement also does not acknowledge the recently constructed Hickson Road separated cycleway, a 350m long cycleway that is just north of the proposed Gate 2 Central entry/exit. The cycle network map included is outdated.

Parking rates should be consistent with the City's parking controls at the time of the building application consent. This may affect the extent of basement and should be considered with this application.

Please ensure that updated plans are provided and that there is consistency across documentation. Any commentary on site existing conditions (including pedestrian footpaths, and newly planted trees) is to be reflective of the conditions on the ground today, as Central Barangaroo has undergone significant change. Should the proposal be supported, the City has recommended draft conditions contained in Attachment A.

Should you wish to speak with a Council officer about the above, please contact Jessica Symons, Senior Planner, on 9265 9333 or at jsymons@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
Chief Planner / Executive Director
City Planning | Development | Transport