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SSDA SCOPING REPORT

Central Barangaroo Early
Works - Hickson Road
Interface

Prepared for
AQUALAND
10 March 2022

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1. INTRODUCTION

1.1. OVERVIEW

This Scoping Report has been prepared by Urbis Pty Ltd (**Urbis**) on behalf of Aqualand B Development Holding Pty Ltd (**Aqualand**), the applicant of the application. This Scoping Report has been prepared to request the Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of an Environmental Impact Statement (**EIS**) that will accompany a State Significant Development Application (**SSDA**) for early works within the Central Barangaroo precinct (**the site**).

This report has been prepared in accordance with the 'State Significant Development Guide: Preparing a Scoping Report' exhibited in July 2021 by the Department of Planning and Environment (**DPE**).

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts. The report is supported by the following documentation:

- A Scoping Summary table (**Appendix A**),
- Preliminary Concept Architectural Plans prepared by Webber (**Appendix B**),
- QS Cost Summary Estimate Statement prepared by RLB (**Appendix C**), and
- BDAR Waiver Request prepared by Urbis (**Appendix D**).

1.2. APPLICANT DETAILS

The applicant details for the proposed development are outlined in the following table.

Table 1 Applicant details

| Descriptor | Applicant Details |
|-------------------|--|
| Full Name | Aqualand B Development Holding Pty Ltd |
| Postal Address | LEVEL 37, AUSTRALIA SQUARE, 264 GEORGE STREET, SYDNEY NSW 2000 |
| ABN | 39 612 713 916 |
| Nominated Contact | Rod McCoy, Project Director, Central Barangaroo |
| Contact Details | rod.mccoy@aqualand.com.au |

1.3. PROJECT SUMMARY DESCRIPTION

The proposed SSDA will seek approval for early works associated with the future mixed-use development within Central Barangaroo (refer MP06_0162). Specifically, the objective of the proposal is to undertake works associated with the construction of the Hickson Road secant pile retention wall, and include:

- Demolition of a length of an existing shoring wall capping beam along Hickson Road;
- Construction of a new secant pile retention wall and associated rock anchors;
- Excavation of land related to the secant pile retention wall and associated rock anchors;
- Localised remediation related to the secant pile retention wall and associated rock anchors;
- Associated Archaeological Investigations in the area of excavation and works; and

- Sydney Metro / Hickson Road interfaces – perimeter retention wall interface works and rock anchors, and Hickson Road public domain interface works

The Applicant proposes to expedite an initial stage of early works activities for the Central Barangaroo precinct, along a short section of Hickson Road. The proposed early works seek to coordinate the activities with ongoing and proposed construction activities being undertaken NSW Government agencies along the Hickson Road interface with Central Barangaroo.

Refer to **Section 3** of this report for a more detailed description of the proposed works and the preliminary Architectural Drawings prepared by Webber at **Appendix B**.

The estimated Capital Investment Value (**CIV**) for the proposed development is \$10,930,552 as outlined in the QS Statement prepared by RLB and provided at **Appendix C**.

The proposed development is therefore classified as State Significant Development (**SSD**) on the basis that it falls within the requirements of clause 3 of Schedule 2 of the *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**), being:

3 Development at Barangaroo

(1) *Development that has a capital investment value of more than \$10 million on land identified as being within the Barangaroo Site on the State Significant Development Sites Map.*

The proposed early works have a CIV that exceeds the \$10 million threshold and the works are located within the Central Barangaroo site which is on land identified within the broader Barangaroo Site on the State Significant Development Sites Map.

The Minister is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). Accordingly, this DA is being lodged with the DPE as an SSDA seeking development consent for the proposed early works.

DPE released the Rapid Assessment Framework (**RAF**) for SSDAs in late 2021. This included the introduction of Industry-specific SEARs which apply to SSDAs, other than those that:

- would be designated development but for the Act, section 4.10(2), or
- are partly prohibited by an environmental planning instrument (EPI), or
- are wholly prohibited by an EPI, to the extent permitted by the Act, section 4.38(5), or
- are a concept development application for State significant development.

The proposed early works are not identified as any of the above.

One of the categories of industry-specific SEARs relates to development within identified sites and precincts. These SEARs apply to eligible applications for development that is specified in schedule 2, clause 1-16 of the Planning Systems SEPP. As identified above, the proposed SSDA falls within the requirements of clause 3 of Schedule 2 of the Planning Systems SEPP, and thus, this SSDA is eligible for industry-specific SEARs.

It is acknowledged following early discussions with DPE's Major Project assessment team that DPE may issue industry-specific SEARs or site-specific SEARs for the proposed early works following review of this Scoping Report. It is noted that there are a number of the industry-specific SEARs that do not apply to the proposed nature of works under this SSDA. As such, the issue of site-specific SEARs from DPE may be more appropriate in this instance. In the event industry-specific SEARs are issued, we request DPE's feedback on certain SEARs items which are not applicable and guidance how these are to be responded to.

The site information relevant to the project is provided in the following table. A detailed description of the key features of the site and locality is provided in **Section 2.2** of this report.

Table 2 Site Details

| Descriptor | Site Details |
|-------------------|--|
| Address | Headland Park and Barangaroo Central, Hickson Road, Barangaroo |
| Legal Description | Lot 52 DP 1213772 |

| Descriptor | Site Details |
|------------|---|
| Site Area | Central Barangaroo 5.2 hectares (approx.) |

A map of the site in its regional setting is provided in **Figure 1**. The proposed early works relate solely to the Central Barangaroo precinct (outlined in yellow below).

Figure 1 Site Locality Context Plan



Source: Urbis

1.4. PROJECT BACKGROUND AND RELEVANT PLANNING HISTORY

1.4.1. Approved Barangaroo Concept Plan MP06_0162

The Concept Plan for Barangaroo (MP 06_0162) was approved in February 2007 by the then Minister for Planning under Part 3A of the EP&A Act.

To facilitate the redevelopment of the Barangaroo site under the Concept Plan, in October 2007 the site was listed in Part 12 of Schedule 3 of the then *State Environmental Planning Policy (Major Development) 2005 (Major Development SEPP)* (now *State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021 (Eastern Harbour Precincts SEPP)*). The Eastern Harbour Precincts SEPP zones the Barangaroo site part B4 Mixed Use and part RE1 Public Recreation. It also establishes maximum building heights and GFA restrictions for the nominated development blocks within the B4 Mixed Use zone.

The Concept Plan approval granted consent for the renewal of a 22ha precinct (formerly known as East Darling Harbour) as a new harbour precinct of Sydney, providing an extension to the Sydney CBD and a significant new public headland park.

The Concept Plan has since been modified ten times. The most recent modification to the Concept Plan is MP06_0162 Modification 11 (**MOD 11**), which was approved on 22 October 2020. The MOD 11 approval made no changes to the GFA or maximum building heights, and as such the most relevant amendments to the Concept Plan are those approved under MOD06_0162 Modification 10 (**MOD 10**) on 2 September 2020. The Barangaroo Concept Plan (as modified) is described as follows:

- (1) *A mixed use development involving a maximum of 602,354 sqm gross floor area (GFA), comprised of:*
 - (a) *a maximum of 191,031 sqm of residential GFA of which a maximum of 162,031 sqm will be in Barangaroo South;*
 - (b) *a maximum of 76,000 sqm of GFA for tourist uses of which a maximum of 59,000 sqm will be in Barangaroo South;*
 - (c) *a maximum of 34,000sqm of GFA for retail uses of which a maximum of 30,000 sqm will be in Barangaroo South;*
 - (d) *a maximum of 5,000 sqm of GFA for active uses in the Public Recreation zone of which 3,500 will be in Barangaroo South; and*
 - (e) *a minimum of 12,000sqm GFA for community uses.*
- (2) *Approximately 11 hectares of new public open space/public domain, with a range of formal and informal open spaces serving separate recreational functions and including an approximate 2.2km public foreshore promenade.*
- (3) *Built form design principles, maximum building heights and GFA for each development block within the mixed use zone.*
- (4) *Public domain landscape concept, including parks, streets and pedestrian connections.*
- (5) *Alteration of the existing seawalls and creation of a partial new shoreline to the harbour.*
- (6) *Construction, operation and maintenance of a concrete batching plant to supply concrete for construction of future development under this Concept Plan at Barangaroo South.*
- (7) *No approval is granted or implied for the future use of a heliport and/or a helipad MOD 9 amendment to MP06_0162.*

The proposed early works under the SSDA can be submitted under the current approved Concept Plan. The approved Concept Plan does not set any express parameters on the extent of excavation or early works within the site. Accordingly, the application is capable of satisfying the requirement for consistency with the approved Concept Plan (s4.24(2) of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*).

The proposed early works will not prevent or compromise the future development of the Central Barangaroo site consistent with the approved Concept Plan.

1.4.2. Modification 9 to MP06_0162

Aqualand and Infrastructure New South Wales are currently preparing Modification 9 to the approved Barangaroo Concept Plan MP06_0162 (**MOD 9**). The Director General's Requirements (**DGRs**) were issued on 15 April 2014 for MOD 9. The application will seek amendments to the approved Barangaroo Concept Plan as it relates to Central Barangaroo. Specifically, this includes modifications to the Central Barangaroo development blocks 5, 6 and 7 with regards to building envelopes, GFA and height, as well as the street and pedestrian movement network.

MOD 9 also comprises modifications to the current Instrument of Approval and concurrent consequential amendments to the State Significant Precincts SEPP to support the modifications to the Barangaroo Concept Plan.

It is anticipated that MOD 9 will be formally lodged to DPE in the near future. The early works are not reliant on MOD 9.

1.4.3. Future Early Works

A future separate SSDA will be prepared and submitted for additional more extensive early works. It is anticipated that this will relate primarily to Central Barangaroo site establishment works and bulk excavation. More specifically, it is envisaged that this would include:

- Establish the site establishment zone/area – dewatering plant etc;
- Construction of perimeter retention diaphragm wall, including any required excavation, associated rock anchors and foundation piling;
- Associated remediation and Archaeological investigations in the area of excavation and works;
- Provision for future services;
- Associated “tie-in” works to Metro Interface Wall and the secant pile wall associated with this SSDA; and
- Excavation for the provision of a future basement and associated rock anchors for main body of the site.

2. STRATEGIC CONTEXT

This section describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project which will be explored in further detail within the future EIS.

2.1. STRATEGIC JUSTIFICATION

The proposed works will play an important role in facilitating a significant city-shaping development outcome at Central Barangaroo. This application represents the first application for works within the Central Barangaroo site, which will be the final stage to be delivered in the broader Barangaroo precinct under the approved Concept Plan (MP06_0162). Accordingly, the commencement of construction at Central Barangaroo is strategically significant in that it is the first step in the realisation of the considerable, decades-long investment in the western harbour foreshore to deliver a globally renewed, mixed-use waterfront precinct.

The early works are essential to enable the commencement of construction works at the site and to appropriately manage the impacts associated with the works, given the scale and nature of the ultimate development outcome as envisaged under the approved Concept Plan (MP06_0162). By staging the construction works, the severity of impact can be managed and mitigated in order to reduce disruption on surrounding businesses, residents and visitors. This will maintain the liveability of the Barangaroo precinct (specifically including Barangaroo Reserve, Wulugul Walk and Barangaroo South which are key tourist destinations) and the surrounding residential areas in Millers Point. This objective is a key direction communicated within the *Greater Sydney Region Plan* and the *Eastern City District Plan*, as well as an outcome arising from community consultation the applicant has previously undertaken in regard to the site (although not specifically this proposal, as outlined in **Section 5**).

The works will also tie in with the adjacent Metro station construction for Barangaroo Station, which will ensure the delivery and operation of necessary infrastructure on the site, and to reduce construction impacts on the associated operation of the Metro infrastructure. Therefore, the works will complement and support the Sydney Metro infrastructure, consistent with the clear identification of this priority in the *NSW Future Transport Strategy 2056*, the *Greater Sydney Region Plan* (specifically Objective 4) and the *Eastern City District Plan* (specifically Objectives E1, E3 and E10).

Undertaking the early works will also result in the creation of construction jobs on the site, jobs of which will be accommodated on site for an extended period of time due to the construction of subsequent staged works and the ultimate occupation and operation of the site. These works will also contribute to the strengthening of the Harbour CBD (through an increase to the current workforce), as well as contributing to the future redevelopment and operation of the site as a mixed-use precinct, which will deliver a significant increase to employment-generating floor space within the Harbour CBD.

The strategic justification of the proposed works and the consistency of the application with the following strategic plans and policies will be further assessed and documented in the EIS:

- NSW Premier's Priorities, NSW Government
- NSW State Infrastructure Strategy (SIS) 2018 – 2031, NSW Government
- Greater Sydney Region Plan (A Metropolis of Three Cities), Greater Sydney Commission
- Our Greater Sydney 2056: Eastern City District Plan, Greater Sydney Commission
- Future Transport 2056, TfNSW
- Greater Sydney Services and Infrastructure Plan, TfNSW
- Sustainable Sydney 2030, City of Sydney

2.2. KEY FEATURES OF SITE AND SURROUNDS

The site is located at Central Barangaroo, within the broader Barangaroo Precinct. The Barangaroo precinct comprises a total land holding of approximately 22ha and is located on the north-western edge of the Sydney CBD within the City of Sydney Local Government Area (**LGA**). Barangaroo runs north-south between Hickson Road and the western foreshore of Sydney Harbour, connecting the north-west edge of the city's business centre with the historic and cultural precincts of Millers Point and Walsh Bay.

This SSDA relates exclusively to works on the Central Barangaroo site, which is legally described as **Lot 52 DP 1213772**. The location of the site in the surrounding context is illustrated in **Figure 2** and photographs of the current site conditions are provided in **Figure 3**.

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below.

Table 3 Key Features of Site and Locality

| Descriptor | Site Details |
|----------------------|---|
| Land Configuration | The Central Barangaroo site comprises approx. 5.2 hectares of land within the Barangaroo Precinct. The site forms an irregular shaped land parcel in between Barangaroo South and Barangaroo Reserve. |
| Land Ownership | <p>The Central Barangaroo site is owned by the NSW State Government through Infrastructure NSW. Arrangements for the future ownership of the Central Barangaroo site are administered through the Project Development Agreement established for the site between the Central Barangaroo Developer and Infrastructure NSW.</p> <p>A summary of these arrangements are as follows:</p> <ul style="list-style-type: none"> ▪ All future 'private' ownerships in the Central Barangaroo site are 99 year leasehold only; ▪ At the time of practical completion of each building, the 99 year leasehold lot specific to that building only will be transferred to the owner of the building; ▪ The lands that remain within a residual lot continue to be owned by the NSW State Government; and ▪ At the stage of all buildings being completed on the site, 99 year leasehold lots will have been established for each building. The remaining area is retained by the NSW State Government as publicly owned public domain. |
| Existing Development | At present, the site is occupied by temporary structures for water treatment during the construction of Barangaroo South, and more generally, as a vehicle storage and construction site. It currently features a large concrete hardstand area / construction site that is occupied by temporary structures for site preparation works, machinery, materials and vehicle parking for site workers. Hoarding is currently erected around the Central Barangaroo site. |
| Local Context | <p>The surrounding locality is described below:</p> <p>North: Barangaroo Reserve is located to the north of the site, providing 6ha of open space adjacent to Sydney Harbour. Construction of Barangaroo Reserve commenced in May 2012 and was completed in August 2015. Barangaroo</p> |

| Descriptor | Site Details |
|--------------------------|--|
| | <p>Reserve features more than 10,000 sandstone blocks along the foreshore, which were extracted from beneath the Cutaway and the underground car park.</p> <p>East: To the immediate east of the site is Hickson Road, the northerly continuation of Sussex Street. Hickson Road provides a clear interface between the development of the Barangaroo precinct and the heritage character of Millers Point above. Millers Point contains many of Sydney's heritage listed building related to the area's maritime history, including small workers cottages, grand Edwardian terraces, stately homes and apartment blocks. Barangaroo Station is currently being constructed beneath Hickson Road. Further east is Observatory Hill, a State significant heritage item.</p> <p>South: To the south is Barangaroo South, a mixed-use neighbourhood which accommodates completed and approved commercial office buildings, residential apartments, shops, cafes, restaurants, a resort hotel and gaming facilities, and community uses, as well as public open space and transport infrastructure. This southern context includes a number of development proposals in various stages of planning, construction and operation, including the Renzo Piano towers, the dominating 270m Crown Sydney Hotel Resort and the Pier Pavilion.</p> <p>West: To the west of the site is the waters of Darling Harbour, and beyond this Pyrmont and Balmain East</p> |
| Transport Infrastructure | <p>Road:</p> <ul style="list-style-type: none"> The site is bound by Hickson Road to the east and Barton Street to the south. Barangaroo Avenue is also situated to the south and it is anticipated that this will extend into the Central Barangaroo site and connect to Hickson Road in the future (subject to MOD 9 assessment). <p>Rail:</p> <ul style="list-style-type: none"> The site is proximate to various rail related infrastructure including Wynyard Station (via Wynyard Walk), the future Barangaroo Station currently under construction to the immediate east and north of the proposed works location and light rail services in the Sydney CBD. <p>Bus:</p> <ul style="list-style-type: none"> Various bus services run along the adjacent Hickson Road (311, 324 and 325). Wynyard Walk also provides pedestrian access to bus services in Wynyard. <p>Water-based Transport:</p> <ul style="list-style-type: none"> The Barangaroo Ferry Hub connects Central Barangaroo to Circular Quay and other stops along the Parramatta River route. <p>Pedestrian and Cycle Networks:</p> <ul style="list-style-type: none"> Various pedestrian and cycle routes are provided in the surrounds via existing road and pathway infrastructure, including, Hickson Road and Wulugual Walk. |

| Descriptor | Site Details |
|-------------------------|--|
| Site Access | <p>Various temporary vehicle access points are provided along the eastern boundary frontage to Hickson Road which provide construction vehicle access as well as access for pedestrian workers accessing the site. No permanent access points are proposed as part of these early works.</p> <p>Pedestrian access around the site is maintained via pathway infrastructure along Hickson Road (where possible), Barton Street along the southern boundary and Wulugul Walk along the western foreshore and northern curtilage of the site.</p> |
| Easements and Covenants | <p>The portion of the Central Barangaroo site which is the subject of this early works proposal is affected by or near to a Sydney Water easement for the sewerage pumping station and an Ausgrid easement for electricity and stormwater easements. The applicant acknowledges that consultation with these service authorities regarding these elements is crucial.</p> |
| Services | <p>As part of the MOD 9 proposal, ADP identified that the site is currently serviced by existing utility services including stormwater, potable water, wastewater, recycled water, electrical, telecommunication and natural gas.</p> <p>These services are either considered adequate and/or can be augmented to accommodate the needs of the future early works if required.</p> |
| Acid Sulfate Soils | <p>Previous historic investigations undertaken as part of the broader approved Barangaroo Concept Plan works for the precinct have identified potential acid sulphate soils in soil samples for the Central Barangaroo site.</p> <p>If required following further assessment from the environmental engineer for the project, an Acid Sulphate Soils Management Plan will be prepared where any excavation of saturated soils is proposed.</p> |
| Contamination | <p>A portion of Central Barangaroo is located within the EPA Declared Remediation Area (Declaration No. 21122) relating to the former Millers Point gasworks located along the eastern edge of the site. Specifically, this area has been identified as a remediation site due to the presence of contaminated groundwater. Remediation works within the Declaration Area were completed as part of the Barangaroo South development works. On 18 June 2020, the Environment Protection Authority issued notice No. 20204418 that Declaration No. 21122 is no longer in force. The notice declared the EPA was satisfied the land was no longer contaminated.</p> <p>The early works proposed as part of this SSDA will provide further assessment of contamination / remediation associated with the portion of the Central Barangaroo site which will be excavated to construct the secant pile wall. The proposal will be required to demonstrate that the requirements of SEPP 55 are met.</p> |
| Stormwater and Flooding | <p>The external catchments directly impacting on Central Barangaroo can be broadly defined by two main catchments, identified within as the Kent Street and Hickson Road catchments. There are five existing Ø600 mm pipe networks within the project boundary that currently convey stormwater drainage from the High Street area, Hickson Road, and Central Barangaroo through Central Barangaroo directly into Sydney Harbour. Existing pipe networks in Hickson Road within the Metro</p> |

| Descriptor | Site Details |
|-------------------------------------|--|
| | Station box area have been removed (in part) and replaced by an alternative stormwater drainage diversion system as part of the Barangaroo Station works. |
| Flora and Fauna | The Central Barangaroo site is currently being utilised largely as a construction site and concrete hardstand storage area. The site is clear of any significant vegetation and no ecological communities are known. Accordingly, a Biodiversity Development Assessment Report (BDAR) waiver has been prepared by Urbis in regard to the proposed works and is submitted at Appendix D . |
| Aboriginal Heritage and Archaeology | <p>Following a review of previous investigations undertaken on site in 2012 and 2014, as well as a search of the Aboriginal Heritage Information Management Systems (AHIMS) database and State Heritage Register, there are no previously identified Aboriginal sites or places.</p> <p>Notwithstanding, the applicant and their heritage consultant Urbis have commenced the preparation of an Aboriginal Cultural Heritage Assessment report (ACHAR) and Historical Archaeological Assessment which will be submitted alongside the EIS.</p> |
| European Heritage | <p>There are no heritage items situated within the Central Barangaroo site. The following heritage items and heritage conservation areas have been identified within the broader Barangaroo precinct and surrounding areas:</p> <ul style="list-style-type: none"> ▪ Dalgety Bond Store State heritage item ▪ Munn's Spillway heritage item ▪ SPS 14 – Sewage Pumping Station No.14 heritage item ▪ Millers Point & Dawes Point Village Precinct – State Heritage Register (Listing No. 01682) ▪ Millers Point Heritage Conservation Area (HCA) – State Heritage Register (Listing No. 00884) and Schedule 5 of the Sydney LEP 2012 (CA35) ▪ Walsh Bay Wharves Precinct – State Heritage Register (Listing No. 00559) <p>Potential impacts of the proposed early works on the above heritage items and conservation areas will be further assessed with the EIS and supporting Heritage Impact Statement (HIS).</p> |

Figure 2 Site Aerial



Source: Urbis

Figure 3 Site Aerial Photographs



Picture 1 View from the north



Picture 2 View from the north-west



Picture 3 View from the west

Source: *Infrastructure NSW, June 2021*

3. PROJECT DESCRIPTION

This section outlines the key features of the proposed development, including the project area, the conceptual physical layout and design and the likely timing for delivery of the project.

3.1. OVERVIEW OF PROPOSED DEVELOPMENT

The proposed SSDA will seek approval for early works associated with the future mixed-use development within Central Barangaroo (refer MP06_0162). Specifically, the works are associated with the construction of a secant pile retention wall along the Hickson Road (eastern) boundary, and include:

- Partial demolition of an existing shoring wall capping beam along Hickson Road;
- Construction of a new secant pile retention wall and associated rock anchors;
- Excavation of land related to the secant pile retention wall and associated rock anchors;
- Localised remediation related to the secant pile retention wall and associated rock anchors;
- Associated Archaeological Investigations in the area of excavation and works; and
- Sydney Metro / Hickson Road interfaces – perimeter retention wall interface works and rock anchors, and Hickson Road public domain interface works

The Applicant proposes to expedite an initial stage of early works activities for the Central Barangaroo precinct, along a short section of Hickson Road. These proposed works are required at an early stage, in order to facilitate the coordinated design and delivery of the precinct and its neighbouring activities.

This SSDA seeks to coordinate its activities with ongoing and proposed construction activities being undertaken by NSW Government agencies along the Hickson Road interface with Central Barangaroo. The specific interface activities relate to Sydney Metro and its delivery of Barangaroo Station, Infrastructure NSW and its renewal of Hickson Road and Sydney Water and the future relocation and upgrade of its Hickson Road Sewer Pump Station.

These interface activities are summarised below:

- **Barangaroo Station** - As part of Sydney Metro's City and South West line, Barangaroo Station is scheduled to open and commence passenger operations early in 2024. The design of Barangaroo Station creates a pedestrian entrance south of Nawi Cove, combined with the delivery of station-related public domain improvement works in the vicinity of Nawi Cove and along Hickson Road. This SSDA has a direct 'tie-in' interface with the metro station, and the proposed secant pile wall aligns with the 'station box' along Hickson Road.
- **Hickson Road renewal** - Simultaneously, during 2022-2024, Infrastructure for NSW (Infrastructure NSW) will be finalising and delivering its vision and renewal strategy for Hickson Road as a leafy, tree-lined boulevard connecting the city with Barangaroo and the new metro station. This vision will integrate and complement the public domain improvement works undertaken for Barangaroo Station. Infrastructure NSW's public domain improvement works for Hickson Road will extend south from the metro station box to the junction with Watermans Quay and have a direct interface with this SSDA early works and the Central Barangaroo precinct. The proposed secant pile retaining wall will retain and stabilise Hickson Road for both the public domain improvement works stage and later precinct basement excavation works.
- **Sewer Pump Station** - Sydney Water's existing Sewer Pump Station (SP1129) is located on Hickson Road and within Block 5 of Central Barangaroo. As part of the proposed renewal plans for Central Barangaroo, it is proposed the existing SP1129 sewer pump station is relocated (and upgraded), which will facilitate a rationalisation of the ground plane, resulting in an improved streetscape along Hickson Road. The new secant pile wall proposed along Hickson Road in this SSDA is required to facilitate the process of relocating, constructing and commissioning the new Sewer Pump Station for Sydney Water.
- **Existing shoring wall** – In addition, an existing in-ground shoring wall that remains on site is required to be demolished and removed. The existing shoring wall was constructed to temporarily retain Hickson Road during excavation, decontamination and remediation activities for the EPA Declared Remediation Area (Declaration No. 21122), relating to the former Millers Point Gasworks. The EPA declared in 2018

that this land is no longer contaminated. As the shoring wall is not able to be integrated, it is now redundant and required to be demolished for the proposed secant pile retaining wall to be constructed.

Overall, the proposed early works under this SSDA for Hickson Road will enable delivery coordination with other NSW Government agencies that can minimise impact on proposed Hickson Road public domain improvement works, whilst coordinating with the design of future early works activities required to deliver the broader Central Barangaroo precinct.

3.2. DESCRIPTION OF EARLY WORKS

The primary works proposed as part of these early works involves the construction of a reinforced concrete secant pile retaining wall which is supported by a combination of temporary ground anchors and temporary steel bracing.

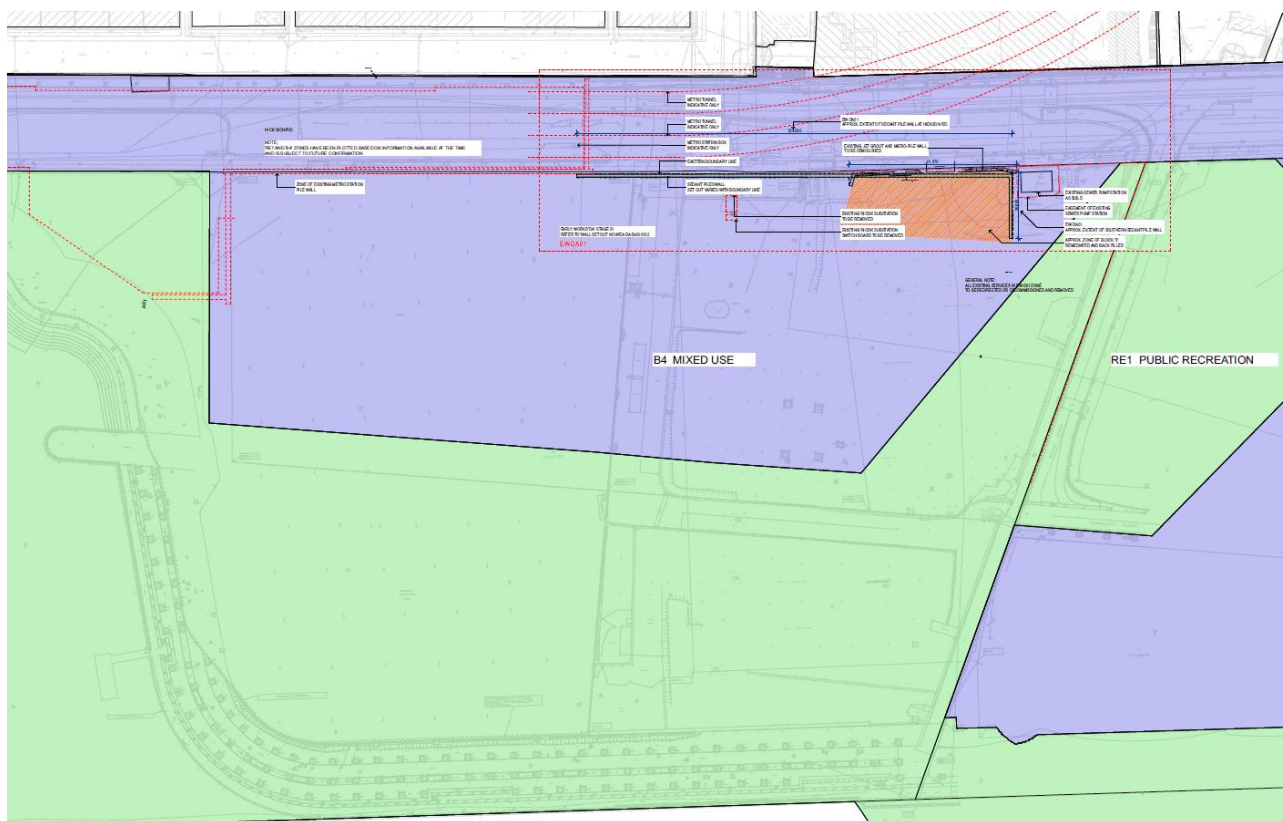
There is an existing jet grout and micro-piles wall extending approximately 51.67 metres along the eastern boundary which is to be demolished as part of the proposal.

The proposed secant pile wall is located parallel to the eastern boundary along Hickson Road for a distance of approximately 130 metres, with a short return leg in the south-east corner of the site which extends westward approximately 20.6 metres. The location of the proposed works within the Central Barangaroo site is illustrated in **Figure 4** below, with further detail illustrated in the extract of the Site Plan provided in the following **Figure 5**. As can be seen, the proposed works are wholly contained within the B4 mixed use zone and do not encroach into the RE1 zone or current Hickson Park boundary.

The secant pile wall is set back a minimum of 50mm from the eastern property boundary. The southern return leg of the wall is setback approximately 2.52 metres from an existing Sydney Water Pump Station and is situated outside of the respective easement.

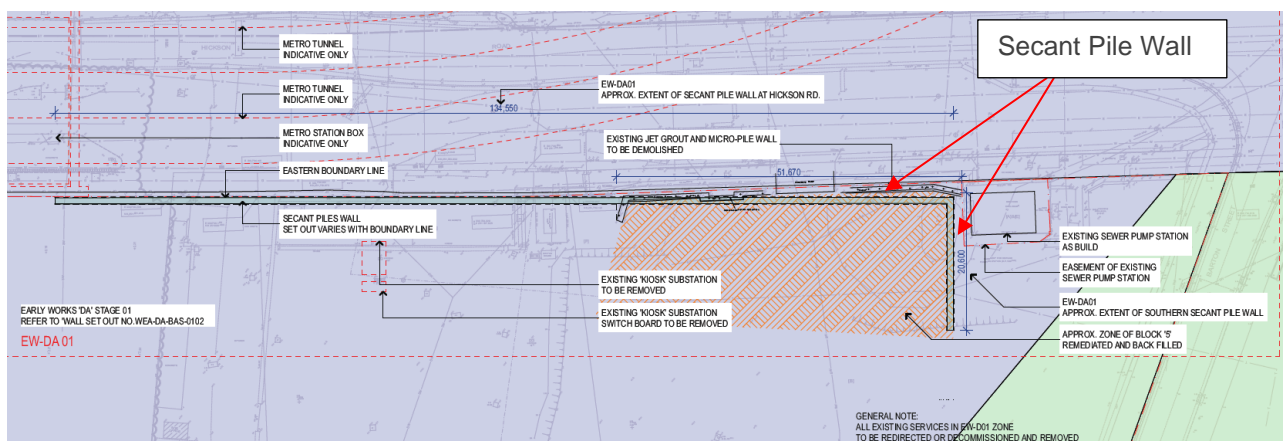
The secant pile retaining wall is the subject of a Specialist Engineering Assessment (SEA) report in line with Sydney Water procedures given its proximity to the pumping station and the applicant acknowledges that consultation with Sydney Water is crucial to the project.

Figure 4 Preliminary Site Plan illustrating location of proposed works



Source: Weber

Figure 5 Extract of Preliminary Site Plan illustrating detail of secant pile wall

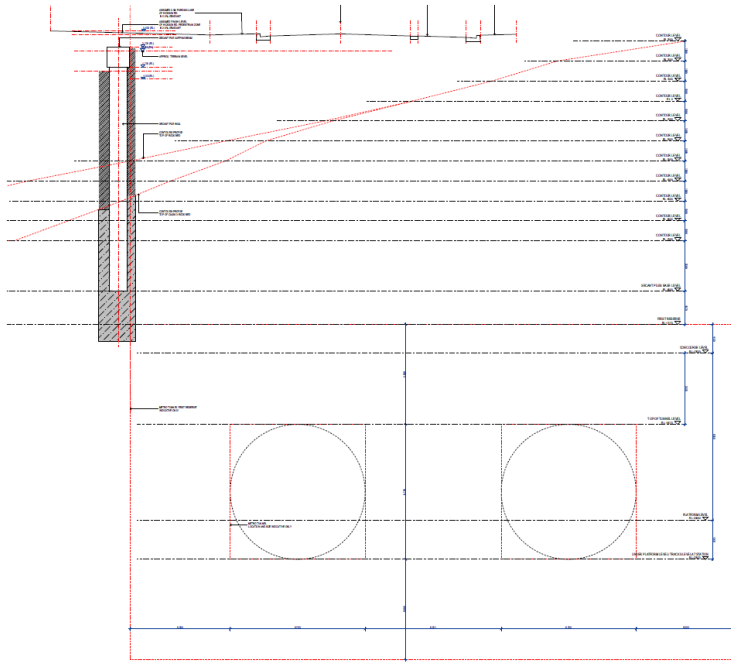


Source: Weber

As demonstrated in the Eastern Section Plan below, the secant pile wall is approximately 900mm wide and will extend to a maximum overall depth of RL -9.5 (approximately 6.8 metres deep) commencing at approximately RL 2.7. This includes a 1.1-metre-wide capping beam, which is approximately 1 metre deep. The indicative location of the Metro tunnel commences at RL -17.82 and extends approximately 6.7m deep, as illustrated in **Figure 6**.

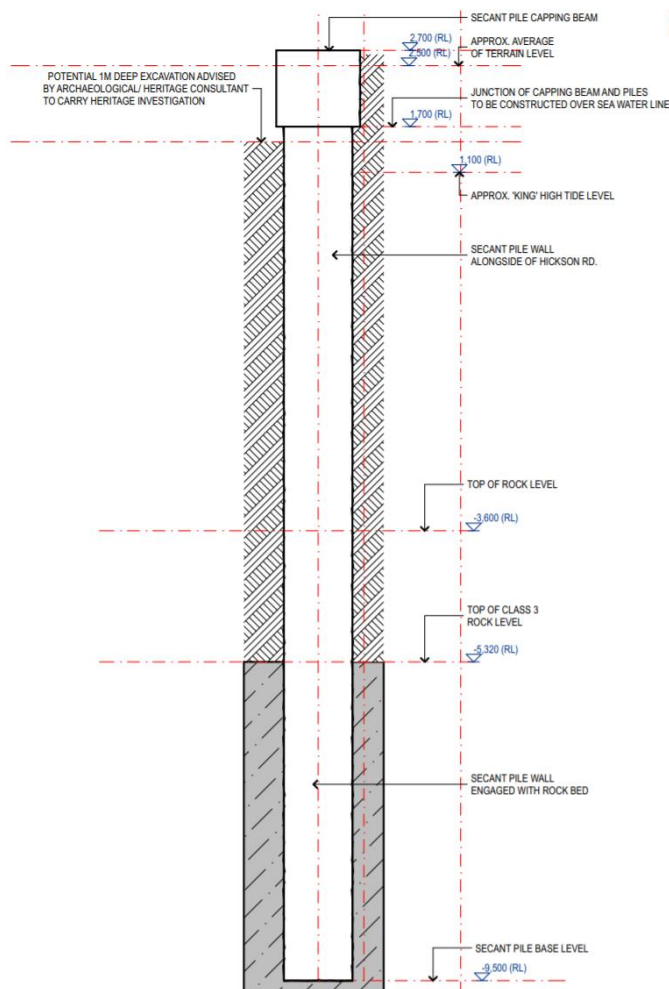
An extract of the Eastern Section Plan with further detail of the secant pile wall is provided in the following **Figure 7**.

Figure 6 Preliminary Eastern Section Plan illustrating indicative Metro tunnel location



Source: Webber

Figure 7 Extract of Preliminary Eastern Section Plan with further detail of secant pile wall



Source: Weber

The proposed early works will include localised remediation of excavated material associated with the secant pile retention wall.

The estimated CIV for the proposed works is \$10,930,552 (refer to **Appendix C**). The proposed early works are further detailed within the preliminary Architectural Plan set prepared by Webber at **Appendix B**.

3.2.1. Indicative Staging

It is envisaged that the proposed early works will largely be carried out in the three following stages:

- **Stage 1:** Partially demolish the existing shoring wall capping beam along the Hickson Road interface.
- **Stage 2:** construct the new secant pile retaining wall including excavation and remediation of the related land and any required archaeological investigations.
- **Stage 3:** construct the secant pile wall capping beam upon completion of secant piles and tie capping beam into Sydney Metro interface shoring wall.

Construction is anticipated to be undertaken over an approximated 12-month program. Staging details and timing for delivery will be confirmed as part of the EIS.

3.3. FEASIBLE ALTERNATIVES

Clause 7 in Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (the Regulation) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

In developing the proposed approach, a number of alternatives have been considered by the applicant to ensure the proposal is fit for purpose and enables the future detailed design and construction of built form at Central Barangaroo as envisaged under the Concept Plan. In summary, four key options were considered to address the project objectives and site constraints and opportunities:

- Scenario 1 – ‘do nothing’
- Scenario 2 – develop under alternative siting arrangements (alternative location)
- Scenario 3 – develop alternative design (extensive early works for entirety of Central Barangaroo site)
- Scenario 4 – proposed early works

In summary, the proposed early works are considered the most suitable option given to facilitate the coordinated design and delivery of the precinct and its neighbouring activities including Sydney Metro and its delivery of Barangaroo Station, Infrastructure NSW and its renewal of Hickson Road and Sydney Water and the future relocation and upgrade of its Hickson Road Sewer Pump Station (refer **Section 3.1**).

The proposed early works will not prevent the future development of the Central Barangaroo site consistent with the approved Concept Plan (MP06_0162). The staging of early works enables the applicant to better manage potential construction related impacts by breaking down the scale and nature of works being undertaken.

Given the timing and need to undertake ‘tie-in’ works with the adjacent Metro station construction works, Hickson Road renewal works and Sydney Water upgrade works in this portion of the site, the ‘do nothing’ and alternative location scenarios are not appropriate for the intended works. Constructing the secant pile retention wall in a different location from the eastern boundary would undermine the purpose of coordinating construction of the wall here with ongoing and proposed construction activities being undertaken by NSW Government agencies along the Hickson Road interface with Central Barangaroo.

Furthermore, the development of an alternative design and undertaking the full extent of early works for Central Barangaroo is inappropriate at this point in time. The full extent of the diaphragm wall and excavation required to support the provision of a future basement is yet to be determined.

Further analysis of these alternatives will be provided in the EIS documentation as required.

4. STATUTORY CONTEXT

Identification of the relevant statutory planning policies applying to the site and proposal is outlined below.

Table 4 Statutory Requirements of the project

| Matter | Guidance |
|------------------------|---|
| Power to grant consent | <p><i>Environmental Planning and Assessment Act 1979</i></p> <p>This development is proposed under Part 4 of the EP&A Act 1979, Division 4.1 State Significant Development, Section 4.38 and is subject to the Minister's consent.</p> <p>The Minister of Planning and Public Spaces is the consent authority for SSDA. The Minister may delegate this function to staff within the DPE. Notwithstanding, the Independent Planning Commission (IPC) will be the consent authority in the following circumstances:</p> <ul style="list-style-type: none"> ▪ The application is not supported by the relevant Council, ▪ The Department has received more than 50 unique public objections, or ▪ The application has been made by a person who has disclosed a reportable political donation in connection with the development application. <p><i>State Environmental Planning Policy (Planning Systems) 2021</i></p> <p>Pursuant to clause 3 of Schedule 2 of the Planning Systems SEPP, development with a capital investment value of greater than \$10 million and identified as being within the Barangaroo precinct is assessed as SSD.</p> <p>As the CIV of the proposed works will exceed a capital investment value of more than \$10 million and is within the Barangaroo precinct, the future development on the site will be submitted for approval as an SSD application.</p> |
| Permissibility | <p><i>State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021</i></p> <p>The Eastern Harbour Precincts SEPP is the principal environmental planning instrument applying to the site. The application relates to a portion of the land zoned B4 Mixed Use under the SSP SEPP.</p> <p>The proposed works are associated with the future mixed-use development of the Central Barangaroo precinct, as approved under the Concept Plan MP06_0162. Further discussion of the permissibility of the proposal will be outlined in the EIS.</p> |
| Other approvals | <p><i>National Parks and Wildlife Act 1977</i></p> <p>The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. The provisions of the Act apply to both indigenous and non-indigenous relics.</p> <p>Pursuant to Section 4.41 of the EP&A Act, SSD is exempt from the need for a section 90 permit for the removal of items of Aboriginal heritage.</p> <p>Due to the location of the site within an area of known maritime, industrial and urban (as a place that hosted important historical and political events) history, there is a potential for historical archaeological relics on the site. Accordingly, an Aboriginal Cultural Heritage and Archaeology Report (ACHAR) will form part of the EIS and</p> |

| Matter | Guidance |
|--------|--|
| | <p>supporting documents, as discussed with the DPE during pre-lodgement engagement on this application.</p> <p><i>Biodiversity Conservation Act 2016</i></p> <p>Clause 7.9 of the <i>Biodiversity Conservation Act 2016</i> applies to SSD applications and requires SSD applications to be accompanied by a BDAR unless it is determined the proposal is not likely to have any significant impact on biodiversity values.</p> <p>The development is not likely to have any significant impacts on biodiversity values as the development involves works to a highly disturbed and modified site. As outlined in Section 2.2 of this report, the site is currently free of any vegetation and structures and accommodates a concrete batching plant associated with development works at Barangaroo South. The likelihood of any threatened species or populations on the site is low. In addition, the scope of works is entirely sub-surface and are not of a scale to impact existing fauna or flora.</p> <p>Accordingly, a BDAR Waiver has been prepared to request the requirement to submit a BDAR is waived under clause 7.9(2) of the <i>Biodiversity Conservation Act 2016</i>. Refer to BDAR Waiver provided at Appendix D.</p> <p><i>Sydney Water Act 1994</i></p> <p>Section 78 of the Sydney Water Act requires consent authorities to notify Sydney Water where an application for development could affect Sydney Water services. The proposed works are located adjacent to an existing Sydney Water sewer pump station, however, do not protrude into the surrounding sewer pump easement. Accordingly, the applicant has commenced consultation with Sydney Water and will continue to consult during the preparation of the EIS.</p> <p><i>Roads Act 1993</i></p> <p>Any works proposed to a public road as part of the proposed development would require the consent of the RMS.</p> <p>Consultation would be undertaken with the RMS during the preparation of the EIS to ensure adequate consideration of potential issues affecting the adjacent Hickson Road corridor. Following issue of a development consent, a Section 138 approval will be sought for any road works or traffic signal amendments where required.</p> <p><i>Rural Fire Act 1977</i></p> <p>The site is <u>not</u> identified as bushfire prone land.</p> <p>It is further noted that pursuant to section 4.41 of the EP&A Act, SSD is exempt from the need for a bushfire safety authority and from conforming with the <i>Planning for Bushfire Protection 2019</i> under Section 100B of the <i>Rural Fires Act 1977</i>.</p> <p>There is no further approval required under the <i>Rural Fires Act 1977</i>.</p> |

| Matter | Guidance |
|--|---|
| | <p><i>Water Management Act 2000</i></p> <p>Under the <i>Water Management Act 2000</i>, a licence would be required if water was to be extracted from a creek or if any waterways were to be realigned during construction.</p> <p>Under section 4.41J of the EP&A Act, approvals under sections 89, 90 or 91 of the <i>Water Management Act 2000</i> are not required.</p> <p><i>Protection of the Environment Operations Act 1997</i></p> <p>The <i>Protection of the Environment Operations Act 1997</i> (POEO Act) enforces licences and approvals formerly required under separate Acts relating to air, water and noise pollution, and waste management with a single integrated licence. Under Section 48 of the POEO Act, premise-based scheduled activities (as defined in Schedule 1 of the EP&A Act) require an Environment Protection Licence (EPL).</p> <p>Assessments carried as part of the EIS for the proposal would determine the need for an EPL. The general provisions of the POEO Act in relation to the control of pollution of the environment will apply throughout the development.</p> <p>During construction, appropriate management measures would be implemented in relation to the control of noise, dust, erosion and sedimentation, and stormwater discharge to ensure that the pollution control provisions of the POEO Act are satisfied. Further details of these management measures will be provided in the EIS.</p> |
| Pre-Conditions prior to granting consent | <p><i>Environmental Planning and Assessment Act 1979</i></p> <p>Division 4.4 of the EP&A Act sets out the framework for concept development applications, which establish a concept proposal and for which subsequent detailed proposals are prepared and assessed in separate development applications.</p> <p>Section 4.24(2) of the EP&A Act states the determination of any further development application in respect of the site cannot be inconsistent with the Concept Approval.</p> <p>This application seeks consent for early works for the purposes of facilitating the future development of the Central Barangaroo precinct, consistent with the Concept Approval MP06_0162 (which outlines land uses and distribution, building heights and envelopes, GFA and key connections through the broader Barangaroo precinct). The EIS will outline the consistency of the proposed works with the Concept Approval MP06_0162.</p> <p><i>State Environmental Planning Policy (Resilience and Hazards) 2021</i></p> <p>The <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> (Resilience and Hazards SEPP) requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.</p> <p>The consistency of the proposal with clause 4.6 of the Resilience and Hazards SEPP will be detailed in the EIS. It is noted that whilst a portion of the site was located within the EPA Declared Remediation Area (Declaration No. 21122) relating to the</p> |

| Matter | Guidance |
|-------------------------------------|---|
| | <p>former Millers Point gasworks, on 18 June 2020, the Environment Protection Authority issued notice No. 20204418 that Declaration No. 21122 is no longer in force. The notice declared the EPA was satisfied that this portion of the land was no longer contaminated.</p> <p>Further geotechnical and site contamination investigations will be undertaken for the area of the site which forms part of the proposed early works. All documentation will be appended to the EIS and discussed accordingly.</p> |
| Mandatory matters for consideration | <p><i>Environmental Planning and Assessment Act 1979</i></p> <p>Section 4.15 of the EP&A Act outlines the matters that a consent authority must take into consideration when determining development applications. These matters are summarised as:</p> <ul style="list-style-type: none"> ▪ Provisions of environmental planning instruments (including draft instruments), ▪ Development control plans, ▪ Planning agreements, and the <i>Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)</i> ▪ The environmental, social and economic impacts of the development, ▪ The suitability of the site, ▪ Any submissions, and ▪ The public interest, including the objects of the EP&A Act and the encouragement of ecologically sustainable development (ESD). <p>These requirements will be addressed and detailed in the EIS. A preliminary identification of key environmental planning instruments applying to the site and proposed development are identified below.</p> <p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></p> <p>The <i>State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)</i>, provides that the consent authority is to have regard to the following matters of consideration:</p> <ul style="list-style-type: none"> ▪ Excavation in, above, below or adjacent to rail corridors (clause 2.98 of Division 15) ▪ Development near proposed Metro stations (clause 2.102 of Division 15) ▪ Impact of road noise or vibration on non-road development (clause 2.119 of Divisions 17). ▪ Development likely to affect an electricity transmission or distribution network (clause 2.47 and clause 2.48 of Division 5) <p>The consistency of the proposal with these provisions will be detailed in the EIS, and where required will contain an outline of any mitigation measures required to ensure the structural stability and to reduce construction impacts associated with the proposed works. The application will be notified to Sydney Metro within 7 days after the application is made for their consideration prior to the determination.</p> <p>In addition, as future development on the site will affect an existing electricity substation and require the de-commissioning and removal of the substation, the EIS</p> |

| Matter | Guidance |
|--------|--|
| | <p>will be referred to Ausgrid for comment. The applicant will consult with Ausgrid during the preparation of the EIS to ensure significant issues are resolved where possible.</p> <p><i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></p> <p>The site is located within the Sydney Harbour Catchment area and the Foreshores and Waterways area. The <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP)</i> provides that the consent authority is to consider Chapter 10 (Sydney Harbour Catchment) of the Biodiversity and Conservation SEPP with regards to the maintenance, protection and enhancement of views, biodiversity, public access and relationship with the waterway and foreshore uses.</p> <p>The consistency of the proposal with these provisions will be detailed in the EIS. It is noted that due to the nature of the proposal relating to sub-surface early works, the proposal will not have significant view or visual impacts, or impact on the use of the foreshore and waterway zone.</p> <p><i>Sydney Local Environmental Plan 2012</i></p> <p>The Sydney LEP 2012 does not apply to the site and as such is not a relevant matter for consideration of the consent authority.</p> |

5. COMMUNITY ENGAGEMENT

The following sections of the report describe the engagement activities that have already been carried out for the project and the engagement to be carried out during the preparation of the EIS. This section has been prepared with input from the Community Engagement consultant WSP.

5.1. ENGAGEMENT CARRIED OUT

Initial discussions with the DPE's Major Projects assessment team have been undertaken from December 2021 to January 2022. The team confirmed that under the new Rapid Assessment Framework (**RAF**), a Scoping Meeting may be required to discuss the proposal following their review of the Scoping Report. Alternatively, DPE may take the view that a Scoping Meeting is not required and will inform the applicant accordingly. DPE have also acknowledged that the proposal may likely be eligible for industry-specific SEARs.

It should be noted that as part of the planning, design and development processes undertaken to date, the Applicant and Infrastructure NSW have been in continuous dialogue with two key NSW Government stakeholders:

- **Sydney Metro** – in respect of Barangaroo Station construction interfaces and future pedestrian connectivity; and
- **Sydney Water** – in respect of the proposed relocation and upgrade of the existing sewer pump station within the Central Barangaroo site.

It is noted that Infrastructure NSW (the applicant for MOD 9) has engaged with the various stakeholders with regard to the approved Concept Plan MP06_0162 and the pending MOD 9, however not specifically in relation to this Scoping Report and SSDA.

5.2. COMMUNITY VIEWS

Given the nature of works involving below ground early works and site establishment, the project is considered unlikely to generate significant community feedback. However, the applicant is committed to ensuring the local community is aware of and can comment on the Project. This will be achieved through the implementation of an appropriate community stakeholder consultation strategy.

WSP have identified the following likely matters of interest to residents and surrounding stakeholders:

- Measures to mitigate amenity impacts due to construction including noise, dust and air quality
- Site health and safety
- Timing and duration of works including the extent of night works planned
- Protection of nearby heritage buildings
- Cumulative impacts of the early works and other construction activities works within the precinct
- Pedestrian and cycle access to the foreshore and along Hickson Road
- Traffic impacts and worker parking in surrounding streets
- Community relations program to support construction including processes.

5.3. ENGAGEMENT TO BE CARRIED OUT

In accordance with the DPE's expectations around early and effective engagement for State significant projects, it is advised that engagement will be carried out prior to lodgement of the EIS and detailed appropriately in the EIS in accordance with the DPE's *Undertaking Engagement Guidelines for State Significant Projects*.

The EIS for the early works will outline the detailed engagement strategy for all stages of the planning process and will be supported by a program of targeted engagement to inform preparation of studies and management plans that will accompany the SSDA.

WSP have identified that the communication and engagement methods could potentially include: a project website, 1800 number and call centre, project updates in the form of newsletters, e-newsletters and emails, site signage and noticeboards, doorknocks, meetings and presentations to key stakeholders and a place manager in the future for when higher impact and longer duration construction activities are underway.

It is anticipated that the following stakeholders will be engaged at various stages throughout the process:

- Infrastructure NSW
- Sydney Metro
- Transport for NSW
- Sydney Coordination Office within TfNSW
- NSW Environment Protection Authority (EPA)
- Sydney Water
- Ausgrid
- City of Sydney
- The City of Sydney's Aboriginal and Torres Strait Advisory Group
- Sydney Trains
- EES
- Registered Aboriginal Parties
- NSW Heritage Council
- Heritage NSW
- Crown Sydney Hotel Resort
- Surrounding residents and business in Millers Point and Walsh Bay

It is anticipated that feedback provided will assist in finalizing:

- The early works Community Relations Plan,
- Construction and Environmental Management Plan (CEMP), and
- Construction Pedestrian and Traffic Management Plan.

6. PROPOSED ASSESSMENT OF IMPACTS

The key planning considerations relevant to the construction and operation of the proposal have been identified below, including a brief discussion of their relevance to the SSDA. The proposed approach to assessing these key considerations within the EIS documentation is outlined below, in addition to the categorisation of impact and the level of assessment as required by the DPE's *'State Significant Development Guide: Preparing a Scoping Report'*.

A Scoping Summary table is provided at **Appendix A**.

6.1. MATTERS REQUIRING FURTHER ASSESSMENT IN THE EIS

6.1.1. Construction and Waste Management

A Construction and Demolition Waste Management Plan (**Waste Management Plan**) will be prepared and accompany the EIS. The Waste Management Plan will detail all likely waste streams to be generated during demolition and construction and outline proposed measures to dispose of the waste offsite. A Preliminary Operational Waste Management Plan is not required to be submitted considering the nature of the works relating to early works only with no operational aspects. All demolition, construction waste will be reused or recycled where possible.

A Preliminary Construction and Environmental Management Plan (**CEMP**) will be prepared and provided as part of the EIS. The CEMP will detail:

- Timing of construction works to be undertaken;
- Construction hours of operation and programme (including any staging);
- Materials handling strategy;
- Construction traffic, noise, soil erosion, dust control and stormwater management;
- Environmental management strategies during construction; and
- Waste management.

A Preliminary Construction Pedestrian and Traffic Management Plan will also be prepared as part of the EIS documentation which will outline proposed traffic control and pedestrian management plans, construction vehicle movements / routes and how any potential impacts on the surrounding movement networks would be managed and mitigated during construction phase of the works.

The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS, noting the complexities of managing the cumulative impacts associated with the construction of the proposal, Barangaroo Metro Station, ongoing development in Barangaroo South and potential upgrade works to Hickson Road. In this respect, specific consultation on this matter with adjoining landholders, Sydney Metro and Transport for NSW will be essential.

6.1.2. Amenity

6.1.2.1. Air Quality

An Air Quality Impact Assessment will be prepared and submitted as part of the EIS to ensure no adverse effects on local air quality. During construction, potential air quality and odour impacts may include:

- Dust emissions from excavation, materials handling and land forming activities;
- Heavy metals detected within the soil may be released to the air attached to the dust;
- Combustion emissions from mobile and plant equipment during construction; and
- Odour impacts from exposure of soil contaminants during excavation activities and treatment of contaminated ground water during excavation.

Air quality will be managed through appropriate mitigation measures such as the implementation of a CEMP and Air Quality Monitoring Program. The nature of the impact is both direct and cumulative and as such

consideration will be assessed utilising a detailed level of assessment within the EIS. This plan will be submitted within the EIS documentation as required.

6.1.2.2. Noise and Vibration

A Noise and Vibration Impact Assessment will be prepared in accordance with the relevant NSW Environment Protection Authority (EPA) or other relevant industry guidelines and submitted as part of the EIS. The assessment will detail the demolition and construction noise and vibration impacts on nearby sensitive receivers and structures (specifically the Barangaroo Metro Station 'metro box' and tunnelling works) and will outline the proposed management and mitigation measures to be implemented.

As the SSDA relates to early construction works, the primary assessment guideline for the EIS will be the EPA Interim Construction Noise Guideline. The guideline indicates that a quantitative analysis for the noise impacts should be undertaken, which will be used to develop appropriate noise mitigation for the SSDA.

The ambient noise levels surrounding the site are currently impacted by noise from nearby, long term and major construction activities, which accordingly precludes the long-term measurement of the true level of ambient noise at the site. Accordingly, the Noise and Vibration Impact Assessment will seek to rely upon historical noise data from the site collected between 2010 – 2015, supplemented with short-term monitoring undertaken at the site during "builders RDOs" where there is no or minimal activity on the site.

The applicant will seek to discuss this methodology further with the DPE during the pre-lodgement phase, in order to ensure support for the proposed assessment approach.

6.1.3. Utility and Infrastructure

A Utilities and Infrastructure Assessment will be prepared and submitted as part of the EIS. The assessment will identify existing services and assess potential impacts of the proposed early works on existing utility infrastructure and service provider assets in proximity to the proposed works, and in consultation with relevant service authorities.

As previously highlighted, the return leg of the proposed secant pile retaining wall is in proximity (approx. 2.5m) to an existing Sydney Water Pump Station. The Applicant acknowledges that consultation with Sydney Water is key and is aware a Specialist Engineering Assessment (SEA) will be required in accordance with their procedures. The Applicant's engineer has begun undertaking a preliminary SEA in relation to the south-eastern portion of the Central Barangaroo Site. Early investigations inform that the existing pump station will be relocated from its current location at some time in the future. However, the exact timing of the relocation is currently not known, as such the SEA will consider it to be operational at, during and after construction activities. The Applicant will continue to undertake the SEA process in consultation with Sydney Water.

Given the proposal relates to early works with no "operational" development, it is not anticipated that there will be a need for any infrastructure upgrades. However, this will be investigated in coordination with relevant service authorities and determined as part of the EIS.

6.1.4. Hazards and Risks

6.1.4.1. Geotechnical and Contamination

A suite of geotechnical and contamination investigations has been carried out across the site since the broader Barangaroo project inception in 2009 (as part of the Barangaroo Concept Plan) due to the site's history of soil contamination, import of impacted fill material, and previous land uses. Some of the relevant existing documentation include:

- Remedial Action Plan (**RAP**) prepared by JBS (dated May 2013); and
- Current Site Audit Report (**SAR**) prepared by Environ Australia and accompanying Section B Site Audit Statement (**SAS**) obtained from the NSW EPA (dated July 2013).

Given the site's well-documented history as reclaimed land and the extensive investigations previously undertaken, it is well acknowledged that geotechnical and contamination matters will need to be addressed to ensure suitable structural designs and to appropriately address statutory contamination requirements (Resilience and Hazards SEPP) and mitigation measures for the proposed early works.

Where required, a Remediation Action Plan (**RAP**) and other supplementary plans which may include a Remedial Works Plan (**RWP**), Validation Sampling and Analysis Quality Plan (**VSAQP**), Construction Quality

Assurance Plan (**CQAP**), Construction Environmental Management Plan (**CEMP**) and Asbestos Management Plan (**AMP**) will be prepared and implemented.

Further investigations will be undertaken and provided as part of the EIS to determine what documentation is required to be submitted to support the small portion of early works and excavation proposed.

6.1.4.2. Stormwater Management

Stormwater impacts associated with the proposed early works will be assessed by a qualified consultant and the assessment will be provided with the submission of the EIS. A Stormwater Management Plan and Sediment & Erosion Control Plan will accompany the EIS submission and will provide details regarding proposed onsite stormwater management, as well as any proposed water capture and reuse and erosion and sediment control measures required to mitigate offsite impacts.

6.1.5. Heritage

6.1.5.1. European Heritage

An identification of items and areas of heritage significance in the broader Barangaroo precinct is provided in the following table.

It is noted that there are no heritage items within the Central Barangaroo site.

Table 5 Identification of heritage items proximate to the site

| Item | Type | Listing | Location |
|--|---------------|---|---|
| Dalgety Bond Store | Heritage item | Identified as a heritage item in the State Environmental Planning Policy (Major Development) 2005, Sydney LEP 2012, and NSW State Heritage Register | Located within Barangaroo Reserve (north Barangaroo), immediately to the north of the Central Barangaroo site |
| | | Located within the SHR conservation area listing for the Millers Point and Dawes Point Village Precinct | |
| | | Infrastructure NSW S170 Heritage and Conservation Register | |
| Munn's Slipway | Heritage item | Infrastructure NSW S170 Heritage and Conservation Register | Located within Barangaroo Reserve in Nawi Cove |
| SPS 14 – Sewage Pumping Station No. 14 | Heritage item | Infrastructure NSW S170 Heritage and Conservation Register | Located within Barangaroo Reserve at 4 Towns Place, Barangaroo |

The following conservation areas are located in the vicinity of the Barangaroo precinct:

- Millers Point & Dawes Point Village Precinct – State Heritage Register (Listing No. 01682)
- Millers Point Heritage Conservation Area (**HCA**) – State Heritage Register (Listing No. 00884) and Schedule 5 of the Sydney LEP 2012 (CA35)
- Walsh Bay Wharves Precinct – State Heritage Register (Listing No. 00559)

In addition, there are a number of significant views and vistas to, from and across the site, in particular from High Street south and north, which demonstrates the historical relationship between the housing along High

Street and the former wharves of Darling Harbour, and from Observatory Hill west over the conservation area to the harbour. The visual relationship connecting the residential areas of Millers Point to the former industrial wharves and the harbour provides evidence of their significant historical connection and is an important part of the setting of the High Street Terraces and the state significant Millers Point/Dawes Point Village Precinct.

The scope and nature of the works are not of a scale that would significantly impact the heritage significance of the above heritage items or heritage-significant views. The construction of the secant pile retention wall is below ground and will have no impact on view corridors towards the heritage items, the heritage significant views themselves, or the interpretation of the significance of these items.

Notwithstanding this, the EIS will be accompanied by a heritage impact assessment which considers both the State and local heritage listings, further discusses any associated impacts and outlines mitigating measures proposed (if necessary). It will also address the relevant considerations under clause 21 of Appendix 9 of the SSP SEPP.

6.1.5.2. Aboriginal and Cultural Heritage

Extensive heritage documentation assessing the potential for historical archaeology and Aboriginal archaeology in the Barangaroo precinct have been prepared during the Concept Plan assessment and related applications (such as in Barangaroo South and Barangaroo Reserve).

These documents broadly identified that whilst the site is highly disturbed (due to historical occupation) and the likelihood for Aboriginal archaeological relics on the site is low, the site does have potential for historical archaeological relics associated with the maritime occupation of the site and subsequent urban redevelopment phase.

As the works are largely sub-surface and will require excavation, the nature of the impact would be direct. Accordingly, this will be subject to a detailed level of assessment and an Aboriginal Cultural Heritage Assessment Report and Historical Archaeology Assessment will accompany the EIS.

6.2. MATTERS REQUIRING NO FURTHER ASSESSMENT

Table 8 below summarises the relevant matters that require no further assessment in the EIS.

Table 8 No additional assessment requirements

| Issue | Justification |
|--------------|--|
| Biodiversity | <p>It is formally requested that a waiver for the preparation of the BDAR is granted by the DPE and EES. This requested is submitted in accordance with clause 7.9(2) of the <i>Biodiversity Conservation Act 2016</i> as follows:</p> <p><i>Clause 7.9 - Biodiversity assessment for State significant development or infrastructure</i></p> <p><i>(2) Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.</i></p> <p>A request to waive the requirement to submit a BDAR report is submitted in accordance with the following:</p> <ul style="list-style-type: none"> The development is not likely to have any significant impacts on biodiversity values as the development involves works to a highly disturbed and modified site. There are no areas of native or exotic vegetation within or adjacent to the site, and there is no suitable habitat for threatened fauna species associated with the existing temporary structures or vehicle storage currently accommodated on the site. |

| Issue | Justification |
|---|--|
| | <ul style="list-style-type: none"> The proposed works do not require tree removal and as such would not adversely impact any native animals and plants, including threatened species, populations and ecological communities, or their habitats. <p>Given the lack of any biodiversity values at the site and the highly urbanised nature of the surrounding area, a BDAR waiver application is considered appropriate for this assessment. Accordingly, it is proposed that this consideration will not be assessed within the EIS documentation as a formal waiver under clause 7.9(2) of the <i>Biodiversity Conservation Act 2016</i> is requested.</p> |
| Hazard and Risks – Bushfire, Biosecurity, Land movement | <p>The site is not identified as bushfire prone land.</p> <p>The existing and proposed operations are not classified as hazardous or offensive development or a biosecurity risk.</p> |
| Air – gas | <p>The proposal is for early works only and as such there will be no future operation which will emit any gases that warrant assessment such as greenhouse gas.</p> |

6.3. ANTICIPATED DELIVERABLES

To assist in informing the SEARs, the following are the expected deliverables (reports & documentation) to support the EIS for the SSDA:

- Environmental Impact Statement (EIS).
- Existing Site Survey Plan.
- QS Cost Summary Report.
- Architectural Plans (site/context plans, wall setout plan, sections, elevations etc).
- Civil Engineering Report and Civil Engineering Drawings.
- Stormwater Management (including Erosion and Sediment Control Plan) and Flooding Assessment.
- Utilities and Infrastructure Management Plan.
- Geotechnical Investigation
- Site (Contamination) Investigation
- Remediation documentation (as required) may include:
 - Remedial Action Plan (RAP), Site Audit Report/Statement, Remedial Works Plan (RWP), Acid Sulfate Soils Management Plan (ASSMP), Human Health and Ecological Risk Assessment (HHERA), Soil and Water Impact Assessment etc. It is noted that a number of these documents may only be required in the future in response to any conditions of consent.
- Hazard Assessment / Hazardous Material Survey
- Health Impact Assessment and an Air Quality Impact Assessment
- Noise and Vibration Impact Assessment
- Demolition and Construction Waste Management Plan
- Construction Environmental Management Plan (CEMP).
- Preliminary Construction Pedestrian & Traffic Management Plan.
- Historical Archaeological Assessment
- Heritage Impact Statement (Aboriginal & European heritage)
- Aboriginal Cultural Heritage Assessment
- BDAR or BDAR Waiver
- Consultation / Engagement Report
- Structural Report (given proximity to Sydney Metro infrastructure)
- Staging Plan

7. CONCLUSION

The purpose of this report is to request SEARs for the preparation of an EIS to support the proposed early works at Central Barangaroo. Aqualand is committed to working with key stakeholders, including State Government agencies, relevant authorities and the City of Sydney Council to deliver the proposed early works whilst ensuring minimal impact during construction.

This SEARs request outlines the approval pathway for the application, the legislative framework, and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the proposal is suitable for the site and the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

We trust that the information detailed in this letter is sufficient to enable the DPE to issue either industry-specific or site-specific SEARs to guide the preparation of the EIS.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

SCOPING SUMMARY TABLE

APPENDIX B

PRELIMINARY CONCEPT ARCHITECTURAL DRAWINGS

APPENDIX C

**QS COST SUMMARY ESTIMATE
STATEMENT**

APPENDIX D

BDAR WAIVER