

13351
20 October 2015

Daniel Keary
Executive Director Industry and Key Sites
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Keary,

**BARANGAROO – STAGE 1C REMEDIATION AND EARTHWORKS (SSD 6956)
FURTHER RESPONSE TO SUBMISSIONS**

We refer to the additional submissions received by the Department of Planning and Environment in relation to the proposed Stage 1C Remediation and Earthworks (State Significant Development SSD 6956) for which a Response to Submissions Report was submitted in September 2015.

We note that the submission from Sydney Water and the Environment Protection Authority made no further comments in relation to the proposal, and as such require no further response.

Issues raised in submissions from the following agencies have been responded to below:

- Department of Primary Industries (NSW Office of Water)
- Transport for NSW
- Roads and Maritime Services

Department of Primary Industries – NSW Office of Water (DPI Water)

The DPI Water requests clarification about the interaction of the project with groundwater, with specific reference to the response outlined in Table 1 of the RTS:

In response to this, it is highlighted that the *Remedial Action Plan Crown Hotel Development (Part of ORWN Area), Barangaroo South* (the Crown RAP), which is attached to the Environmental Impact Statement (EIS) as Appendix F, sets out in detail the interaction between the groundwater system and the Stage 1C groundwater retention wall system. The geotechnical assessment report provided at Appendix E of the EIS also provides details of the existing groundwater conditions. The geotechnical assessment explains that the fill material across the site is highly permeable, and that the near surface water table responds strongly to tidal variations.

As such, whilst the perimeter retention wall will prevent the flow of groundwater, the extent of excavations proposed under the Stage 1C Remediation and Earthworks (SSD 6956) is generally limited to the unsaturated soil zone, where there will be limited interaction with the groundwater table and extensive dewatering is not expected to be required. As explained in the RTS, *short-term groundwater extraction may arise during the demolition and excavation of the existing caisson wall structure, which will require excavation below the unsaturated soil zone*. Future excavation associated with the construction of the Crown Sydney Hotel Resort basement (sought under SSD 6957) will also require further dewatering.

As requested by the DPI Water, a Groundwater Post-Cut off System Monitoring and Management Plan will be developed as part of the detailed design of the groundwater management system, and this will be supported by further hydrogeological investigations (if required). Crown will liaise further with DPI Water in relation to licencing requirements for the future dewatering requirements.

Transport for NSW

TfNSW notes that Crown agrees to the preparation of a Construction traffic and Pedestrian Management Plan, and suggests specific wording in relation a condition that would impose such a plan, including the need for Crown to consult with the CBD Coordination Office, TfNSW and the RMS in the preparation of the plan, and for the plan to be endorsed by the Coordinator General of the CBD Coordination Office.

Crown does not object to the suggestions and recommendations of TfNSW.

Roads and Maritime services (RMS)

RMS provides a number of comments relating to updated programs and schedules that should be considered as part of the Stage 1C Remediation and Earthworks.

In relation to the EIS, RMS identifies that the State Plan was updated after the public exhibition of the EIS. It is not considered necessary to re-assess the proposed development against the new "Premier's Priorities", however it is considered that the continued development of Barangaroo is consistent with the broader objectives of the NSW Government relating to the delivery of infrastructure and the creation of jobs.

In relation to the Construction Traffic Management Plan (provided at Appendix M of the EIS), RMS identifies a number of revisions required in order to ensure consistency with the updated programs and schedules for transport arrangements and related projects in the vicinity of Hickson Road.

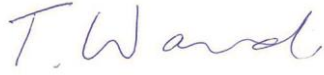
In response to this, an updated Construction Traffic Management Plan has been prepared, and is attached to this letter. The updated Construction Traffic Management Plan addresses RMS comments as follows:

- Section 2.2 has been updated with amended description of pedestrian conditions.
- Section 2.3 has been updated so that it relies on the July 2013 traffic counts.
- Section 3.1 has been updated to amend the expected future works schedule for Hickson Road remediation works.
- Section 3.2 has been updated to amend the expected construction works schedules for surrounding project sites. It is highlighted that this analysis is limited to project sites where truck movements are envisaged for the Barangaroo precinct – i.e. Hickson Road and Sussex Street. As such, it does not respond to changing operational programs of existing facilities (such as the Overseas Passenger Terminal) or to a number of project sites identified by RMS located further afield – including: Sydney metro, Walsh Bay redevelopment, SICEEP, CBD and Sydney East Light Rail, One Carrington Street.
- Section 5.3 has been updated to refer to revised CBD bus operations. The revised Construction Traffic Management Plan concludes that traffic modelling indicates minimal changes to the operation of the road network during the Stage 1C Remediation and Earthworks, and therefore that bus services are not expected to be impacted by the proposal.

Finally, the RMS raises concerns relating to the queuing of vehicles on Hickson Road. Crown does not intend to cause any queuing on Hickson Road, as all construction traffic and queuing will be accommodated on the project site.

We trust that this letter is sufficient for the Department to continue its assessment of SSD 6956 for the Stage 1C Remediation and Earthworks. Should you have any queries about this matter, please do not hesitate to contact me on 9409 4962 or tward@jbaplanning.com.au.

Yours faithfully

A handwritten signature in blue ink that reads "T. Ward". The signature is written in a cursive, slightly stylized font.

Tim Ward
Associate

Attachments:

- *Revised Construction Traffic Management Plan, prepared by Arup, dated 14 October 2015*