

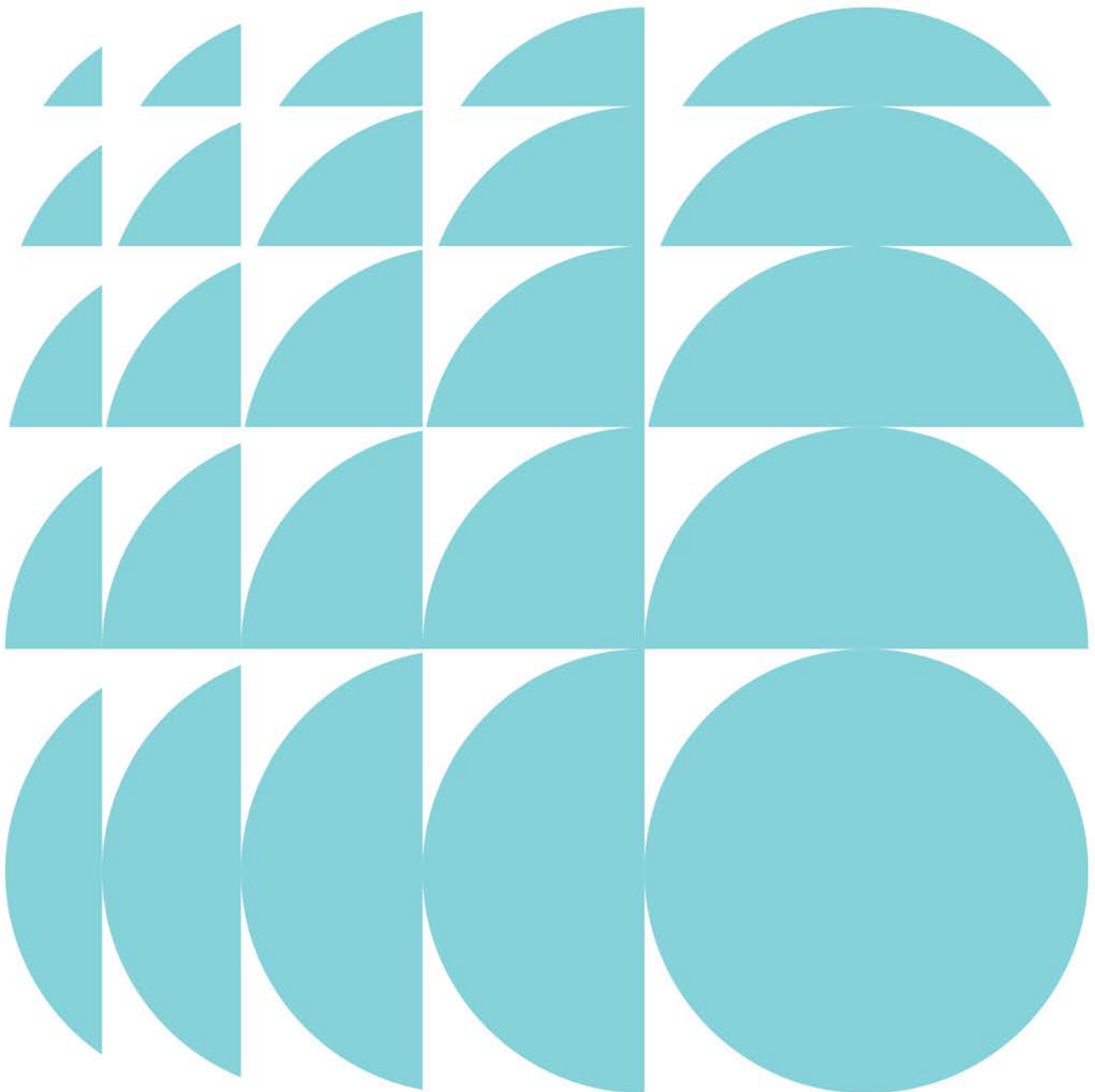
Response to Submissions

State Significant Development Application (SSD 8529)

Commercial Building C1
Barangaroo South

Submitted to Department of Planning and Environment
On behalf of Lend Lease (Millers Point) Pty Ltd

April 2018 | 10051



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Contents

1.0	Introduction	3
2.0	Summary of Submissions	4
2.1	Public Submissions	4
2.2	Agency Submissions	4
2.3	Council Submission	4
3.0	Request for Additional Information	5
4.0	Description of Proposed Development (as amended)	7
4.1	Description of Final Proposed Concept Development Application	7
4.2	Design Development from Exhibited EIS	8
4.3	Environmental, Construction and Site Management Plan	8
5.0	Additional Environmental Assessment	9
5.1	Consistency with Exhibited EIS	9
5.2	Consistency with Barangaroo Concept Plan MP06_0162 (MOD 8)	9
5.3	Design Excellence	11
5.4	Noise	11
5.5	Site Access Arrangements and Hickson Road	12
5.6	Visual Impact	12
5.7	Pedestrian Wind Conditions	12
5.8	Construction and Site Management	13
6.0	Final Mitigation Measures	14
7.0	Conclusion	15

Tables

Table 1 Response to Request for Additional Information	5
Table 2 – Commercial Building C1 Numeric Description	8
Table 3 – Mitigation Measures	14

Contents

Appendices

- A Architectural Drawings
Tzannes Associates
- B Design Excellence Report
Tzannes Associates
- C Green Roof Technical Manual
Junglefy
- D Detailed Response to Submissions
Ethos Urban
- E Supplementary Acoustic Assessment
Wilkinson Murray
- F Design Excellence Review
Ken Maher
- G Supplementary Wind Assessment
CPP
- H Approved Intersection Layout
Road Delay Solutions Pty Ltd and RMS
- I Proposed Intersection Layout and Road Safety Audit
Cardno
- J Pedestrian Safety Measures
Cardno
- K Environmental, Construction and Site Management Plan
Lendlease
- L Lighting Strategy
Fredon Industries
- M Correspondence with Sydney Observatory
Lendlease
- N Sustainability Report
Lendlease
- O Updated Transport Assessment
Arup

1.0 Introduction

This Response to Submissions (RTS) has been prepared by Ethos Urban on behalf of Lend Lease (Millers Point) Pty Ltd (Lendlease) in relation to State Significant Development Application SSD8529 for the construction of Commercial Building C1 at Barangaroo South. This report should be read in conjunction with updated Architectural Drawings prepared by Tzannes Associates (**Appendix A**), the exhibited Environmental Impact Statement prepared by Ethos Urban, and other supporting documents (see Table of Contents).

SSD8529 was placed on public exhibition between 9 November 2017 and 8 December 2017 and received a total of two public submissions, one submission from the City of Sydney and five submissions from Government agencies. A request for additional information from the Department of Planning and Environment was also received. The key issues raised in submissions (government agencies and the general public) can be broadly grouped into the following categories:

- Construction and operation noise.
- Traffic, transport and access.

Lendlease and its specialist consultant team have reviewed and considered the issues raised in the submissions. A detailed response to each of the issues is provided at **Appendix D**.

This RTS sets out the responses to the issues raised in accordance with clause 85A of the *Environmental Planning and Assessment Regulation 2000* ('the Regulation') and details the final project design and mitigation measures for which approval is now sought. The final project design includes amendments made by Lendlease pursuant to clause 55 of the Regulation, including changes to address matters raised in the submissions. The revised Architectural Plans (**Appendix A**), and design modifications relate to:

- The addition of a green roof soft landscaping element at roof level;
- Introduction of fixed awnings for portions of the Scotch Row elevation of the building to mitigate wind impacts;
- The addition of umbrellas associated with the northern ground level tenancy;
- Modifications to shopfront mullions at ground level;
- Modifications to the planter at ground level; and
- Minor layout and materials amendments throughout the building.

2.0 Summary of Submissions

This section provides a summary of the key issues raised by the City of Sydney, Government agencies and the general public during the public exhibition of the SSDA.

2.1 Public Submissions

A total of two public submissions were received during the public exhibition period. These public submissions related to construction and operation noise, particularly the impact on 183 Kent Street ('Stamford on Kent') located opposite the Commercial Building C1 site. A detailed response to these matters is provided at **Appendix D**, as well as in the Supplementary Acoustic Assessment prepared by Wilkinson Murray at **Appendix E**.

2.2 Agency Submissions

Submissions were received from the following government agencies:

- Ausgrid;
- Environmental Protection Authority;
- Office of Environment and Heritage;
- Road and Maritime Services; and
- Transport for NSW.

Submissions from government agencies noted standard requirements and made recommendations for protocols to be implemented during construction and prior to occupation. No agency submission objected to the SSDA.

Both the Transport for NSW and RMS submissions raise issues relating to the design and operation of Hickson Road and associated intersections and infrastructure. Hickson Road and the adjoining public domain do not form part of this application. SSD8529 relates only to the Commercial Building C1 plot area. The detailed design of Hickson Road has been completed by Lendlease on behalf of the BDA, as the Road Authority, in consultation with RMS and Transport for NSW. The Hickson Road design has been approved as part of an REF that was referred to RMS and Transport for NSW and has now been largely constructed. Notwithstanding this, where possible, a response has been provided at **Appendix D**.

2.3 Council Submission

The City of Sydney provided a submission in support of the application and did not have any further comment on the application.

3.0 Request for Additional Information

The Department of Planning and Environment provided a letter requesting additional information about the application. A detailed response to each of these matters is provided in **Table 1** below.

Table 1 Response to Request for Additional Information

Issue	Response
Department of Planning and Environment	
<i>Built form and urban design</i>	
Provide a high-resolution version of the computer-generated images of Commercial Building C1 at the end of the Design Excellence Report in Appendix C of the EIS.	A high-resolution version of the photomontages will be provided digitally to the Department under separate cover. It is noted that these images exceed the file size limit on the Major Projects register.
<i>Traffic, transport and access</i>	
Provide further justification for the construction traffic associated with the proposed development would not compromise the safety and capacity of the surrounding intersections requiring the intersection upgrade works noting the intersection of Hickson Road and Napoleon Street is predicted to operate at a level of service (LOS) E.	Traffic modelling undertaken by Arup as part of the Transport Assessment at Appendix P of the submitted EIS shows that construction of Commercial Building C1 is expected to generate only six construction vehicle movements during peak hour, which is negligible when compared to current traffic flow. Detailed traffic modelling of the design of the Hickson Road and Napoleon Street intersection was undertaken by Arup in collaboration with Transport for NSW and RMS and considered the worst-case construction movements in the Barangaroo precinct as a result of both construction at Barangaroo and the Sydney Metro. This modelling was verified by the Sydney Coordination Office and confirmed that the proposed design of the intersection of Hickson Road and Napoleon Street is sufficient to accommodate the forecast level of traffic. The Hickson Road and Napoleon Street intersection is currently under construction. Based on the minimal amount of construction traffic and comprehensive traffic modelling that has been undertaken in accordance with the relevant Government agencies, construction traffic will not compromise the safety and security of the surrounding intersections and therefore road network.
Ensure construction traffic from the Sydney Light Rail Project is considered in the cumulative construction traffic assessment.	The traffic counts used to inform the cumulative construction traffic assessment were undertaken to incorporate the construction phase of the Sydney light Rail project. Therefore, construction traffic associated with the project is considered in the cumulative construction traffic assessment. Traffic surveys conducted by Arup have demonstrated that the partial closure of George Street and other related changes to the local road network have not resulted in any increase in traffic volume along Hickson Road. In contrast, Transport for NSW have indicated that up to 300 vehicles could be redirected into the Barangaroo area as a result of the northern closure of George Street. To reflect this, background traffic has been increased in the traffic modelling with traffic distributed proportionately according to existing flows.
Provide an assessment of the operational traffic generated by the proposed development on the LOS of key intersections surrounding the site and detail mitigation measures where intersections would operate at capacity.	As noted in Section 5.4.1 of the submitted Traffic Assessment, during operation Commercial Building C1 is forecast to generate only five vehicles in peak hour once the building is operational. Dispersion of these five vehicles on the surrounding road network would result in only 1-2 extra vehicles on any one lane. Undertaking traffic modelling to understand the impact of such a small volume of traffic would not influence the outputs, given the level of sensitivity of the model.

Issue	Response
	A full assessment of future road network operations following the full development of the Barangaroo South precinct has recently been outlined in the approved Concept Plan Modification for the site (MP06_0162 Mod 8). This assessment included the operation of Commercial Building C1. Future intersection capacity and relevant mitigation measures to accommodate the Barangaroo precinct has also been considered in this analysis and approved as part of the Concept Plan (as modified).
Provide further details about the operation of the Stage 1A car park ramp egress to Hickson Road including a better figure, details of where cars are required to stop, any traffic control devices/signals, how the design will maximise vehicle and pedestrian safety and will ensure the use of the footpath under the colonnade by pedestrians is prioritised. Provide the Road Safety Audit referred to on page 20 of the Transport Assessment in the EIS.	The basement car park ramp egress was approved via the Stage 1A Basement Approval, being MP10_0023. The adjacent road and footpath upgrades were approved via an REF, approved by the Barangaroo Delivery Authority as the Road Authority. With respect to the intersection design (signals and crossings), Technical Approval was received from the Roads and Maritime Service (RMS), as shown at Appendix H (Also represented in Figure 9 in the ARUP Transport Assessment provided with the EIS). The existing car park egress conditions are operational, and not proposed to be modified via the C1 planning application. Notwithstanding the above, further traffic investigations have been undertaken to modify the approved intersection to align the car stop line on the basement ramp egress with the C1 ground floor building/facade line. Therefore, vehicles would not stop in the colonnade on a red signal. Attached are drawings prepared by Cardno (Appendix I) and a supporting Road Safety Audit (Appendix I) outlining the modified intersection design, re-aligning the vehicle stop line. Respective pedestrian safety measures supporting the modified intersection design are provided in the document by Cardno at Appendix J.
As requested by Transport for NSW, provide details about the location of the bus stand to be delivered on Hickson Road.	Works to Hickson Road, including the provision of bus infrastructure, do not form part of this application. Lendlease advises that the approved design for the upgrade of Hickson Road (Stage 1A) does not facilitate the introduction of a bus stop on the western side of Hickson Road. This is due to the provision of a left turn only lane into Watermans Quay and the close proximity of a potential bus stop to the future traffic signals at the Hickson Road and Watermans Quay intersection, which could result in a weaving issue for buses to access the through lane. A bus stop will be provided north of Watermans Quay as part of the ongoing development of the Hickson Road upgrade. This will be delivered in consultation with the Sydney Coordination Office within Transport for NSW.
Provide clarification around the timing of the detailed design of the intersection of Napoleon Street and Hickson Road and the approval pathway.	The detailed Napoleon Street and Hickson Road intersection has been approved through Part 5 of the <i>Environmental Planning and Assessment Act 1979</i> by the Barangaroo Delivery Authority and is currently under construction.
Parking	
The Department acknowledges the value in sharing car spaces within the Stage 1A basement between like uses of buildings but raises concern where buildings would exceed the maximum parking rates allowed under the approved Barangaroo Concept Plan. Considering this, provide further details of proposed car space sharing arrangements.	Sharing of car parking spaces is not proposed as part of this application.

Issue	Response
<i>Noise and vibration</i>	
Ensure the noise issues raised in the public submission from residents of 'Stamford on Kent' are addressed in detail.	A Supplementary Acoustic Assessment has been prepared by Wilkinson Murray and is provided at Appendix E . The individual issues raised by the residents of the Stamford on Kent are addressed in this report and summarised below.
Provide further details around the relocation and/or integration of basement exhaust stacks as part of the proposed development and the potential noise impacts of the stacks.	Existing ventilation stacks within the C1 site are the risers to the High Voltage Rooms in the Basement and will not be relocated. These have been integrated into the design of the building. The ventilation stacks within the site are currently operational and no further works are proposed that would impact the operational noise of these stacks.
Provide details of the likely mechanical plant, services equipment that would service the development (using a conservative worst-case scenario if final details are not known at present) and assess the potential operational noise impacts on nearby sensitive receivers including the residents in 'Stamford on Kent'	Mechanical plant associated with the development consists of air handling units, provision for a future waste cooking oil power generator located in the ground level mezzanine, and roof top exhaust fans. The design and location of this mechanical plant has been undertaken based on achieving acceptable levels of noise for nearby sensitive receivers. Noise monitoring at nearby locations shows that predicted noise levels will be below ambient noise levels. It is also noted that all major plant, heat exchanges and chillers are contained within the basement of Barangaroo. As a result, there are only fans located on the roof of Commercial Building C1. As a result, noise levels at residences such as the Stamford on Kent will be below 40dBA, which is compliant with the site specific noise criteria.
<i>Site Description</i>	
Confirm the total site area.	The total site area is 2,074.3 square metres.

4.0 Description of Proposed Development (as amended)

4.1 Description of Final Proposed Concept Development Application

The application, as amended, seeks approval for:

- Construction and use of a seven storey, timber framed, commercial building comprising 11,703m² of GFA within Block 3 of Barangaroo South, providing:
 - Up to four ground floor retail tenancies, including ground level areas for future outdoor seating;
 - Colonnade to Hickson Road;
 - Six levels of office floor space including an outdoor terrace at Level 6;
 - Roof top solar PV installation and green roof soft landscaping;
 - Commercial building identification signage zones for future tenants;
 - Signage Strategy for ground level retail and building identification signage; and
 - Provision for building plant / power generator at ground level.
- Retail shopfront design options (including awnings);
- Allocation of 18 car spaces and 35 bicycle spaces within the Stage 1A basement and provision of end of trip facilities for 96 lockers;
- Treatment of publicly accessible areas to match the existing Hickson Road and Stage 1A public domain adjoining the C1 site; and
- Minor alterations to the existing basement structures to improve integration with the proposed building.

A numerical summary of Commercial Building C1 is provided at **Table 2**.

Table 2 – Commercial Building C1 Numeric Description

Development Element	Proposal
Gross Floor Area	- Retail: 708m² - Commercial: 10,995m² - Total: 11,703m²
Maximum Building Height	- Top of Parapet: RL 33.2 - BMU (temporary use only): RL 33.2
Car Parking Spaces	18
Bicycle Parking Spaces	35
End of Trip facilities	96 lockers

4.2 Design Development from Exhibited EIS

The final project design includes amendments made by Lendlease pursuant to Clause 55 of the Regulation, including:

- Introduction of planted landscaping on the roof of the commercial building;
- Minor amendments to the ground floor lobby to respond to DDA requirements;
- Introduction of a planter box and outdoor umbrellas associated with northern retail tenancy on ground level;
- Introduction of fixed awnings for a portion of the Scotch Row elevation to mitigate wind impacts;
- Amended ground floor layout to accommodate additional building plant including a future generator; and
- Further refinement of the façade design and other building services-related requirements.

Refer to the revised Architectural Drawings at **Appendix A** and the Green Roof Technical Manual at **Appendix C** for further detail. The amendments to the design, specifically the inclusion of the green roof, are reflected in the updated Sustainability Report at **Appendix O**. The proposed design refinements have been independently reviewed by Ken Maher, consistent with the Design Excellence Strategy for Commercial Building C1, and an updated Design Excellence Review Statement is submitted at **Appendix F**.

4.3 Environmental, Construction and Site Management Plan

An updated Environmental, Construction and Site Management Plan is appended at **Appendix K**. The plan has been updated to note that Class A and Class B hoarding would be proposed to be used during the construction of Commercial Building C1, and also the loading arrangements.

5.0 Additional Environmental Assessment

The exhibited EIS addressed the requirements of the SEARs and the potential impacts of the overall development. Except where addressed in this report, the conclusions of the original assessment remain unchanged in relation to the following matters:

- Environmental planning instruments, policies and guidelines;
- Land use and GFA;
- Design excellence;
- Built form and urban design;
- Amenity;
- Public domain and public access;
- Transport and accessibility;
- Water management;
- Air quality;
- Heritage;
- Utilities;
- Ecologically sustainable development;
- Contamination;
- Building Code of Australia;
- Environmental, construction and site management plan;
- Sea level rise and climate change; and
- Consultation.

The additional environmental assessment is set out below.

5.1 Consistency with Exhibited EIS

The key elements of the proposed development remain unchanged from what was originally submitted, being a seven storey commercial timber frame building with ground floor retail. The proposed design refinements seek to improve the amenity and efficiency of the building and overall will make a positive contribution to the built environment at Barangaroo South. Importantly, the building continues to achieve design excellence and establish a gateway to the precinct that transitions between Barangaroo South and Hickson Road.

5.2 Consistency with Barangaroo Concept Plan MP06_0162 (MOD 8)

As described above, key elements of the proposed development remain unchanged from what was originally submitted and exhibited. The proposal remains consistent with the Barangaroo Concept Plan MP06_0162 (MOD 8) as well as the accompanying Barangaroo South Built Form and Urban Design Controls as assessed in the submitted Environmental Impact Statement. Importantly, the proposal remains consistent with key development standards for the Barangaroo South site, including the maximum height and the overall GFA permitted within Block 3. The minor modifications to ground level and publicly accessible areas remain consistent with the Built Form and Urban Design Controls.

Condition C13 – Lighting Strategy

It is noted that Condition C13 was imposed as part of MP06_0162 MOD 8 to mitigate any potential lighting impacts as a result of the Crown Hotel and Resort. However, the medium-rise scale of proposed Commercial Building C1, consistent with the building envelope of earlier Modifications, specifically Modification 4 and Modification 6 of the Concept Plan, means potential light pollution impacts on neighbouring properties is unlikely.

However, a Lighting Strategy has been prepared by Fredon Industries (**Appendix L**) and outlines that the proposal will comply with the relevant Australian Standards and details measures for the design and management of future lighting. The Lighting Strategy confirms that there will be no light trespass from the building that will impact on Sydney Observatory.

The Sydney Observatory has been provided with a copy of the Lighting Strategy and invited to comment by Lendlease. A copy of the letter sent to Sydney Observatory is also provided at **Appendix M**.

Barangaroo South Built Form and Urban Design Controls

'Control 5 – Ground Floor Permeability and Accessibility of the Public Realm' includes a standard that Scotch Row must be not less than 50% open to the sky. Fixed awnings have been introduced to the Scotch Row building elevation in order to provide an environment wind condition suitable for pedestrian comfort (refer to **Section 5.7** below). The proposed increased width of the awning on Scotch Row will maintain compliance with this standard as it projects to only 2 metres and is not continuous along the full length of the building. The awning on Tower 1 opposite is also not continuous for the full length of the building and projects to varying depths of no more than 2 metres, allowing sunlight into Scotch Row. **Figure 1** demonstrates that notwithstanding the increased awning area, at least 50% of the area of Scotch Row remains open to the sky.

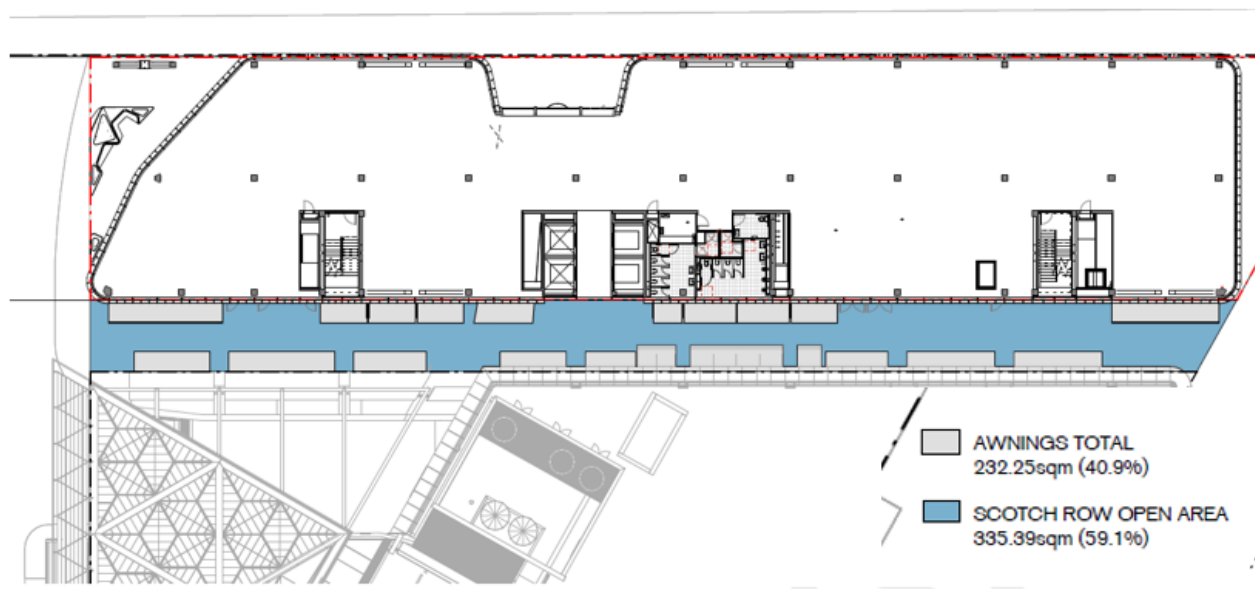
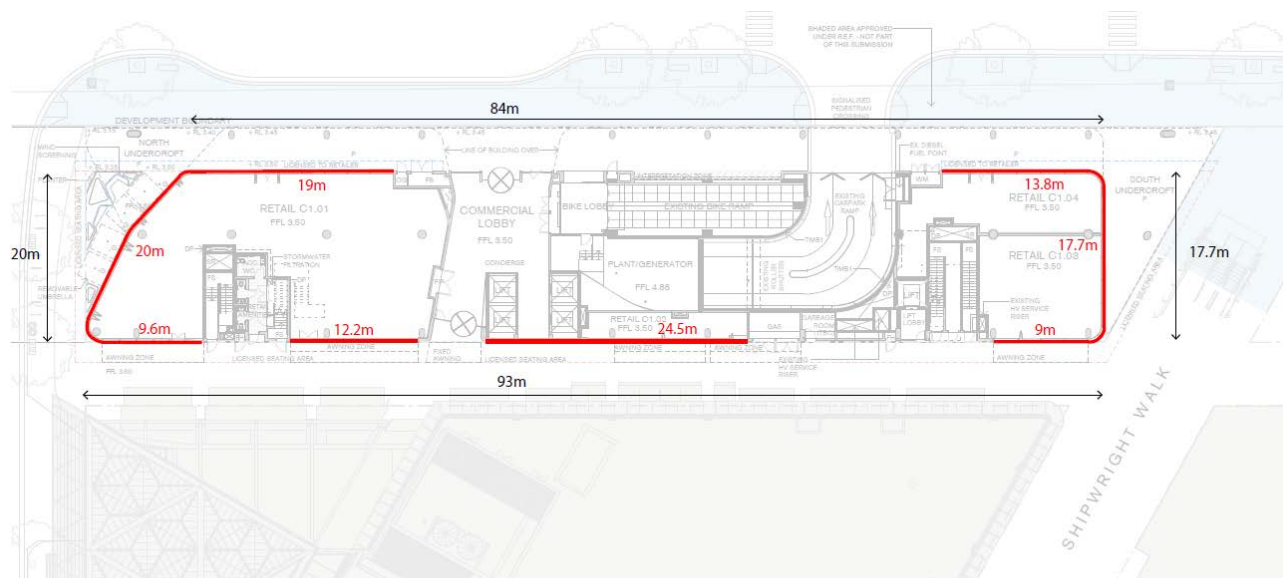


Figure 1 - Calculation of area of Scotch Row open to the sky

Source: Tzannes

'Control 8 – Active Streetfronts' contains a standard that at least 60% of the ground level is to be active on the primary street wall facades. The proposed design of the building incorporates at least 58% of the ground level as an active frontage. The diagram at **Figure 2** below shows that building entrances to internal areas such as office lobbies, exists and service areas or loading docks have not been counted towards the 60% requirement. This minor numeric variation is driven by the loss of active frontage caused by the existing basement access ramp and existing established services operating on the C1 Plot, approved via the earlier basement application being MP10_0023.

Opportunities to activate the street frontages on all sides of the building have been maximised and the proposed design is considered acceptable on the basis that the ground floor uses will contribute to a vibrant public domain. This is consistent with the objective of the control, which is 'to ensure a vibrant public domain will be created at street level'. Commercial Building C1 is one component of the overall Barangaroo South precinct and it is considered that this minor variation will not detrimentally impact the high level of activation and amenity that is currently provided within the precinct and will be further enhanced upon completion of the building.



Active Ground Plane - active area shown red

Figure 2 – Active street frontage

Source: Tzannes

5.3 Design Excellence

The amended Design Excellence Report, prepared by Tzannes Associates and submitted at **Appendix B** sets out how the proposed development achieves design excellence. Consistent with the Design Excellence Strategy prepared and endorsed for Commercial Building C1, Ken Maher has reviewed the proposed design amendments and the revised Architectural Plans at **Appendix A**. The Supplementary Independent Peer Review Statement, submitted at **Appendix F** confirms that Commercial Building C1, as proposed, continues to exhibit design excellence as per clause 19(3), Part 12, Schedule 3 of *State Environmental Planning Policy (State Significant Precincts) 2005* and Condition C2(1) of the Barangaroo Concept Plan.

5.4 Noise

Construction Noise

The Supplementary Acoustic Assessment (**Appendix E**), confirms that no excessive noise and vibration associated with construction is predicted for this project. There is an Environmental, Construction and Site Management Plan (ECSMP) in place for construction at Barangaroo South, which will be adhered to during the construction of Commercial Building C1. Wilkinson Murray find that no specific action beyond those set out in the ECSMP are necessary.

Out of hours construction is not proposed. Construction would only take place out of hours in the case of an emergency and where the necessary approvals have been obtained.

Operational Noise

As confirmed in the Supplementary Acoustic Assessment (**Appendix E**), operational noise has been assessed by undertaking background monitoring at 38 Hickson Road, a residential receiver which is located to the north of the Commercial Building C1 site. It is noted that the residents of the Stamford on Kent made submissions relating to noise and that, according to the Supplementary Acoustic Assessment, the results of monitoring at 38 Hickson Road would be greater than any impacts at the Stamford on Kent.

The monitoring found that operational noise associated with the mechanical plant and any proposed power generator would be below 40dBA, therefore acoustic amenity is maintained at surrounding sensitive receivers.

5.5 Site Access Arrangements and Hickson Road

The SSDA does not propose any change to existing access arrangements between Hickson Road and the Barangaroo South basement, accessed via the C1 site. The design of the basement egress, adjoining footpath, road-way and associated operating intersection have been approved and constructed under separate applications. A copy of the approved intersection layout is provided at **Appendix H**.

Notwithstanding the approved and operating access arrangements, further investigations have been undertaken to modify the approved intersection to align the car stop line on the basement ramp egress with the C1 ground floor building/facade line. Drawings of the proposed intersection layout and Road Safety Audit are provided at **Appendix I**. Pedestrian Safety Measures that could be incorporated with the future intersection design are provided at **Appendix J**. These include the installation of lighting, signage and line marking.

The modified intersection design will require approval from the RMS, and will be obtained separate to this planning application. As noted earlier, Lendlease and the Barangaroo Delivery Authority (as the Road Authority) will engage with the RMS to seek technical approval of the modified intersection design.

An updated Transport Assessment prepared by Arup is provided at **Appendix O**. This updated assessment reflects the investigation of modifying the approved intersection.

5.6 Visual Impact

The proposed design refinements involve minor changes to the external appearance of the building through the addition of the green roof and other external refinements relating to the modulation of the façade and shopfronts. The majority of external modifications do not significantly alter the visual impact of the building, with the exception of the green roof.

The proposed green roof will enhance the visual impact of the building predominantly when viewed from above. Green roofs and other similar green infrastructure has been installed at Barangaroo South, including on Barangaroo House and the residential buildings Anadara and Alexander, and contribute to an appealing aesthetic where the built form is complemented by plants. The proposed green roof will generally not be visible from the public domain, as a result the overall visual impact will be low.

5.7 Pedestrian Wind Conditions

Overall, the original Wind Assessment (Appendix Q) of the EIS as exhibited) remains unchanged, with the exception of the components addressed below.

Northern Outdoor Seating Area

CPP have reviewed the proposed design refinements to the northern ground floor outdoor seating area and confirm at **Appendix G** that the outdoor umbrellas and planter box introduced to the design will improve the pedestrian wind environment around the site and will not negatively alter the pedestrian wind conditions as assessed in the Wind Assessment submitted at Appendix Q of the EIS as exhibited. The outdoor umbrellas will be removed in high wind conditions and the planter box does not pose a safety risk to pedestrians.

Scotch Row

Detailed wind tunnel testing has been completed to analyse the pedestrian wind conditions for Scotch Row (submitted at **Appendix G**). This testing confirmed that based on the architectural design, as lodged, Scotch Row would not maintain a wind condition consistent with the pedestrian comfort criteria. Therefore, additional scenarios have been tested to analyse the optimal solution, balancing wind conditions with the 'openness' of Scotch Row as per the Barangaroo South Built Form and Urban Design Controls. The wind tunnel testing utilised a 2.2 metre wide awning, which found that the pedestrian comfort criteria was achieved. The review at **Appendix G** confirms that a 2 metre wide awning to portions of the western elevation would also achieve both the pedestrian comfort criteria and the requirement for 50% of Scotch Row to be open to the sky (refer to **Figure 1** previously).

5.8 Construction and Site Management

The Environmental Construction and Site Management Plan has been updated to note the provision of Class B hoarding at locations and loading requirements (refer to **Appendix K**).

Noting that the C1 site is located within the operating Stage 1A precinct of Barangaroo South, Class B Hoarding is proposed at locations for site enclosure and pedestrian safety. A final Environmental Construction and Site Management Plan will be prepared prior to the issue of a relevant Construction Certificate.

6.0 Final Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 3** below. The mitigation measures proposed as part of the original EIS are maintained and no new mitigation measures are required, as demonstrated in the assessment above.

Table 3 – Mitigation Measures

Mitigation Measures
Air and Odour
Implement proactive air quality management practices in accordance with existing environmental management plans, including material handling and equipment usage practices.
Reflectivity
A more detailed study will be undertaken during detailed design to ensure the material specified results in a compliant solution and that glare risk is remediated.
Noise
- Location of acoustically significant plant adjacent to the Tower 1 podium should be avoided where possible. - Procedures and management measures in the existing side-wide environmental management plan should continue to be applied during the construction of Commercial Building C1.
Traffic
Implement travel demand management measures in accordance with Transport Assessment prepared by Arup.
Building Code of Australia
Alternative solutions that address non-compliances with the deemed to satisfy provisions of the BCA should be considered. The alternate solutions should be assessed against the relevant Performance Requirements of the BCA by suitably qualified persons.
Environmental, Construction and Site Management Plan
The ECSMP and associated sub-plans will be prepared prior to the relevant Construction Certificate and implemented during the construction phase of the development.

7.0 Conclusion

Lendlease and its expert consultant team have considered all submissions made in relation to the public exhibition of SSD8529 for Commercial Building C1 at Barangaroo South. A considered and detailed response to all submissions made has been provided within this report and in the accompanying documentation.

In responding to and addressing the range of matters raised by government agencies and the general public, Lendlease has sought to refine the project design and the application is amended pursuant to clause 55 of the Regulation. As outlined within this report, the analysis of the amendments to the proposed development confirms that all key elements of the original proposed development that was exhibited remain unchanged.

The refined development does not substantially differ from the originally publicly exhibited development proposal. The environmental impacts of the amended development remain consistent with the original application and deliver a project that results in an overall improvement to the original publicly exhibited development. The proposal has significant planning merits as it will:

- Create a transition between Barangaroo South and Hickson Road and establish a gateway to the precinct;
- Contribute to design excellence in Sydney through the delivery of high quality building design and create an inviting environment for future visitors and workers;
- Achieve development on the site that is consistent with the objectives of the relevant strategic policies, environmental planning instruments, plans and guidelines.
- Adhere to and deliver the Barangaroo Concept Plan (MOD 8) and the Barangaroo South Built Form and Urban Design Controls.
- Create a high quality public realm that facilitates pedestrian connections throughout the Barangaroo precinct.
- Complement existing and future development at Barangaroo and provide increased activation throughout the precinct.

In conclusion, the construction and use of Commercial Building C1 represents a key component of the Barangaroo urban renewal project that will have significant public benefits for Sydney. The design excellence of the proposal in combination with the high level of amenity it provides for future workers and visitors will complement the ongoing development of the Barangaroo precinct and support Sydney as a global city.

Given the planning merits described above, and the public benefits associated with the proposed development, it is recommended that the amended State Significant Development Application be approved.