



# Hickson Road Upgrade Stage 3 + Stage 4

## Heritage Impact Statement



Prepared for Infrastructure NSW and Lendlease

**October 2025**

TKD Architects acknowledge the Traditional Custodians of the lands where we work and create, recognising their continuing and unbroken connection to the land, water and sky.

We pay our respects to Elders past and present and express our gratitude for their sharing of knowledge and cultures.

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**Cover**

Looking south along Hickson Road, Barangaroo. TKD Architects, 2025.

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# Executive summary

This Heritage Impact Statement has been prepared by TKD Architects on behalf of Infrastructure NSW and Lendlease to assess the potential environmental impacts that may arise from the proposed **Hickson Road upgrade and refurbishment works** along the eastern edge of Barangaroo South and Central Barangaroo.

The report has been prepared to provide an assessment of impacts on the heritage significance of listed heritage items in the vicinity of the site. It accompanies a Review of Environmental Factors prepared by Ethos Urban that seeks approval for the proposal. The Review of Environmental Factors provides a full description of the proposed works.

The northern portion of the subject site is within the State Heritage Register Conservation Area for the Millers Point /Dawes Point Village Conservation Area (SHR 01682). Although the site does not contain any other listed heritage items, several that are listed on either the State Heritage Register or Sydney Local Environmental Plan 2012 are situated in its vicinity.

Historically, the northern portion of the site (Stage 4) contained part of several small waterfront allotments, the lower slopes of which frequently included wharfs or reclaimed land associated with small shipyards. The central portion (Northern Stage 3 and part of Stage 4) was the location of the former AGL Co Gasworks, established in the 1840s and representing the first of its kind in Australia. The southern portion (Southern Stage 3) is associated with the Grafton Bond Stores and Wharf, a complex established in the late-19th century and leased to various companies involved in shipping and commercial markets. Construction of Hickson Road through the study area in the 1910s to 1920s, resulted in the demolition of many structures and features associated with the Gasworks and Grafton Bond Store.<sup>1</sup>

## Results of Impact Assessment

The proposed development was assessed against the relevant provisions in State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021, State Environmental Planning Policy (Planning Systems) 2021 and State Environmental Planning Policy (Biodiversity and Conservation) 2021.

The assessment concludes that:

- There are no physical impacts on identified heritage items and conservation areas in the vicinity of the proposed development.
- The existing curtilage around heritage items and conservation areas is unaffected by the proposed development.
- The proposed development will enhance the setting of heritage items in its vicinity and will not affect their visual integrity and heritage significance.
- The proposed development will have a minor impact on the views to and from the majority of heritage items in the vicinity of the site because of the location of the subject site relative to the items and proposed planting. The setting of the items will, however, be enhanced by the works.

<sup>1</sup> Casey & Lowe and Heritage Now, Hickson Road Upgrade – Stages 3 & 4 Historical Archaeological Assessment & Impact Statement, September 2025.

# 1 Introduction

## 1.1 Background and purpose of report

This Heritage Impact Statement has been prepared by TKD Architects to support the Review of Environmental Factors (REF) for the Hickson Road South upgrade and refurbishment (the Activity).

The Hickson Road South (refer locality plan at Figure 1) upgrade and refurbishment design comprises of the upgrade of Hickson Road from the northern side of the Napolean Street intersection connecting to the existing road upgrade north of the High Street Steps, along with utility upgrades running adjacent to Barton Street and intersection upgrades.

This report has been prepared to assess the impact of the proposal on the cultural significance of heritage items in the vicinity of the proposed works.

This report accompanies a Review of Environmental Factors that seeks approval for the Hickson Road upgrade and refurbishment, which involves the following works:

- Adjustment to horizontal geometry of the existing Hickson Road, enabling the provision of:
  - Additional short term parking bays along the western side of the roadway
  - A new two-way separated cycleway along the eastern edge of the roadway
- Provision of two un-signalised pedestrian crossings along Hickson Road, creating a pedestrian connection to Hickson Park and Central Barangaroo
- Adjustments to two (2) existing un-signalised pedestrian crossing intersections along Waterman's Quay and Barton Street respectively;
- Installing of a formal left turn slip lane into Waterman's Quay from the north-bound approach on Hickson Road;
- Constructing new footpaths on the western and eastern sides of Hickson Road to match the already completed footpath works to the north and south of the existing extent of proposed works;
- Provision of permeable paving to accommodate existing trees;
- Landscaping works including the establishment of low-median planting between the eastern edge of the road carriageway and eastern footpath and installation of additional medium sized trees along both the eastern and western footpaths and within the landscape medians;
- Relocation and augmentation of utilities where necessary, including electrical, gas, water and telecommunications;
- Final roadworks, including kerb and gutters, road and footpath pavements, signage, lighting and line marking;
- Installation of new stormwater drainage pit and pipe infrastructure, including a trunk drainage line running adjacent Barton Street to an existing outlet to Sydney Harbour;
- Ancillary works for the project including, but not limited to, road furniture, tie-in works, earthworks, adjustments to existing stormwater drainage infrastructure and flood mitigation works

The Review of Environmental Factors prepared by Ethos Urban provides a full description of the proposed works.

Based on the identification of potential issues, and an assessment of the nature and extent of the impacts of the proposed development, it is determined that:

- The extent and nature of potential impacts are low and will not have significant adverse effects on the locality, community and the environment.

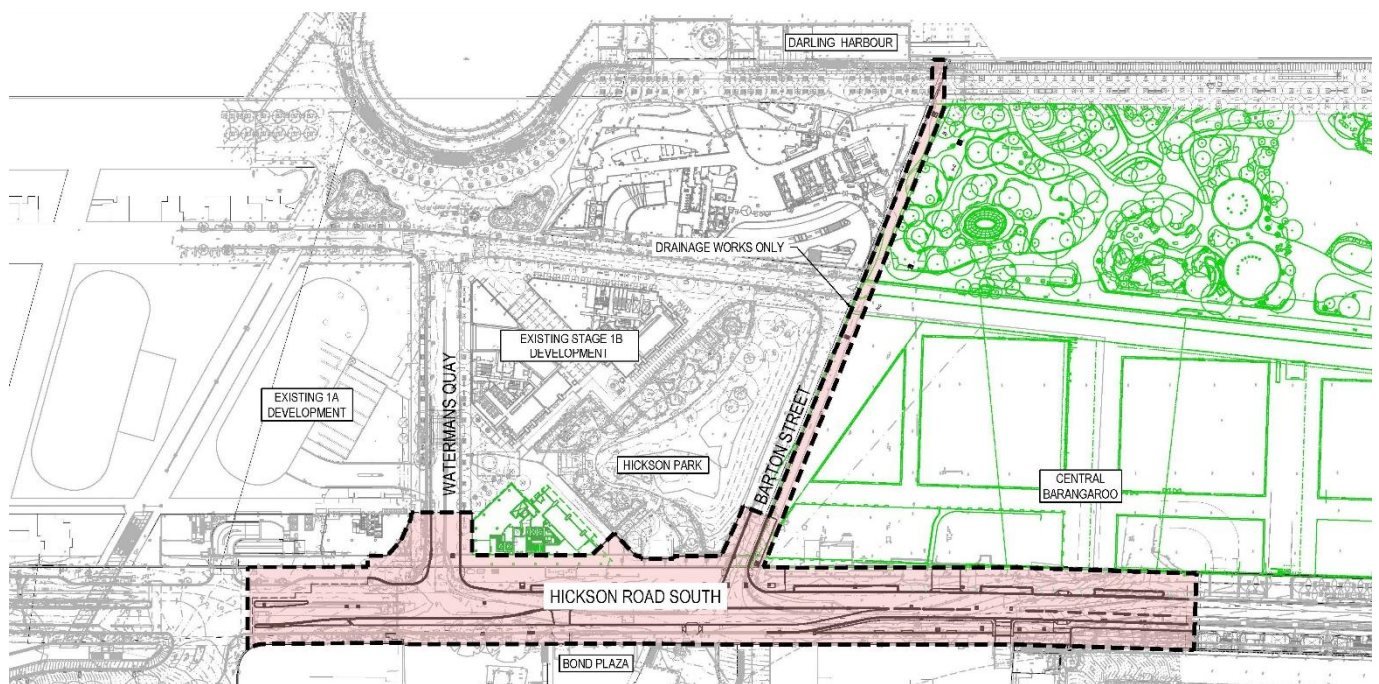
Based on the identification of potential issues, and an assessment of the nature and extent of the impacts of the proposed development, it is determined that the extent and nature of potential impacts on listed heritage items in the vicinity of the proposed Hickson Road upgrade are minimal and will not have significant adverse effects on the locality, community and the environment.

## 1.2 Methodology and terminology

This heritage impact statement follows the 'Guidelines for preparing a statement of heritage Impact', published by the Department of Planning and Environment (2023). The report adopts the terminology defined in the Australia ICOMOS Burra Charter, 2013 for the conservation and management of places of cultural significance in Australia.

## 1.3 Site location and description

The site of the proposed works is the section of Hickson Road, Millers Point, extending north from Napoleon Street to the north of the High Steps between Hickson Road and High Street. This section of Hickson Road forms part of the eastern boundary of Barangaroo and is bounded on the east by several heritage items (Figure 1). Existing site conditions are described in Figures 2 to 6 inclusive.



1 Locality plan (not to scale).  
Source: Enspire, Hickson Road South 240059-00-REF-C01.





2 Hickson Road - existing conditions looking south to the Napoleon Street intersection.



3 Intersection of Hickson Road and Watermans Quay.



4 Looking north along Hickson Road from near Barton Street and adjacent to The Bond at 30-36 Hickson Road.



5 Intersection of Hickson Road and Barton Street.



6 Looking south along Hickson Road from the foot of High Steps.

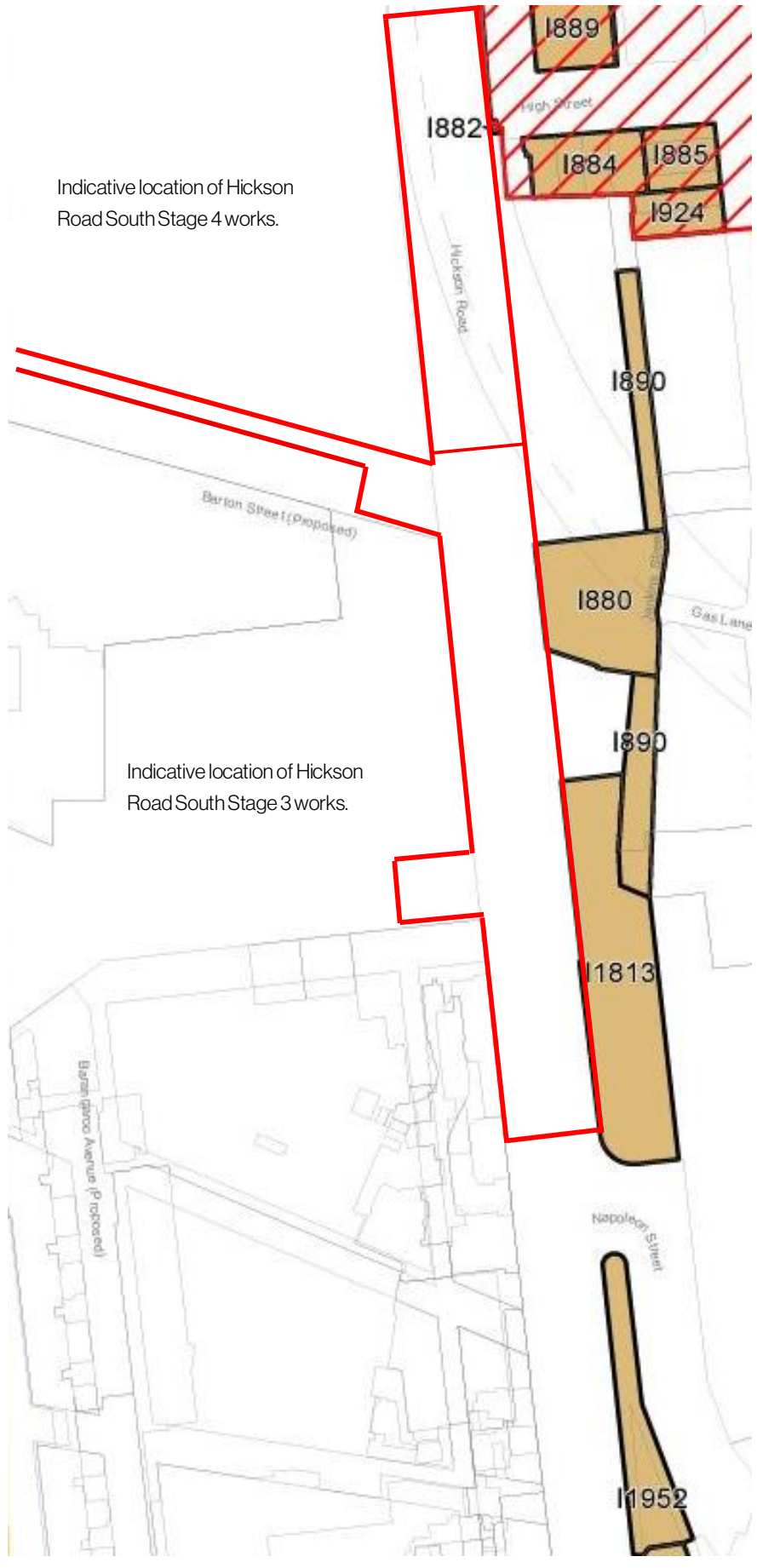
## 1.4 Documentation

Documents referred to in this report include civil engineering drawings prepared by Enspire Solutions Pty Ltd and landscaping drawings prepared by Hassell.

## 1.5 Heritage management context

The site of the proposed works is in the vicinity of several heritage items listed in Schedule 5 of Sydney Local Environmental Plan 2012 (LEP) and the State Heritage Register (SHR), which are summarised in the following table. Their locations are indicated on Figure 7.

Item name	Statutory listing
Grafton Bond Store and sandstone wall Hickson Road, Millers Point/201–217 Kent Street, Sydney.	State Heritage Register listing no. 01431 Sydney LEP 2012 item no. I1813
MSB Stores Complex 36 Hickson Road/2-4 Jenkins Street, Millers Point.	State Heritage Register listing Item no. 01435 Sydney LEP 2012 item no. I880
Lane off Gas Lane including sandstone walls and wrought iron street light, Jenkins Street, Millers Point.	Sydney LEP item no. I890
Trees and sandstone retaining walls (adjacent Napoleon Street), Sussex Street, Sydney.	Sydney LEP no. I1952
Terrace Duplexes, 3 - 9 High Street Millers Point.	State Heritage Register listing no. 00918 Sydney LEP item no. I884
Terrace, 115 - 121 Kent Street Millers Point.	State Heritage register listing no. 00908 Sydney LEP item no. I885
Terrace, 123-125 Kent Street Millers Point.	State Heritage Register listing no. 00901 Sydney LEP item no. I924
Terrace duplex group 74–80 High Street, Millers Point.	Sydney LEP item no. I889
Palisade fence and High Steps High Street, Millers Point.	Sydney LEP item no. I882
Millers Point Heritage Conservation Area	State Heritage Register listing no. 00884
Millers Point/Dawes Point Conservation Area	Sydney LEP item no. C35



- 7 Heritage items listed by the City of Sydney in the vicinity of the Hickson Road South Stage 3 and Stage 4 works.  
Source: Sydney LEP 2012 Heritage Map HER\_014 with TKD Architects overlay

The northern portion of the subject site is located within the State Heritage Register Conservation Area for the Millers Point /Dawes Point Village Conservation Area (SHR 01682).

## 2 Historical background

Hickson Road was named after Irish civil engineer Robert Rowan Purdon Hickson (1842–1923).

Historically significant sites on which the section of Hickson Road forming the site of the Stage 3 and Stage 4 works is located include the Grafton Wharf and its associated infrastructure, of which the Grafton Bond Store is a remnant and the Australian Gaslight's gasworks facility, of which the MSB Stores were a part. This section of Hickson Road was completed in 1928.

c.1835 Grafton Wharf was established to service the various businesses that had been established on the waterfront.

1839 The Australian Gas Light Company (AGL) purchased land on Darling Harbour for the construction of a gasworks and associated facilities during July.

c.1845 A five storey warehouse, a workshop and a cottage were completed on the AGL site.

1868 On the AGL site (Figure 8) the main section of the MSB Stores (identified as Building 1) had reached its present form, incorporating the cottage and additional infill structures.



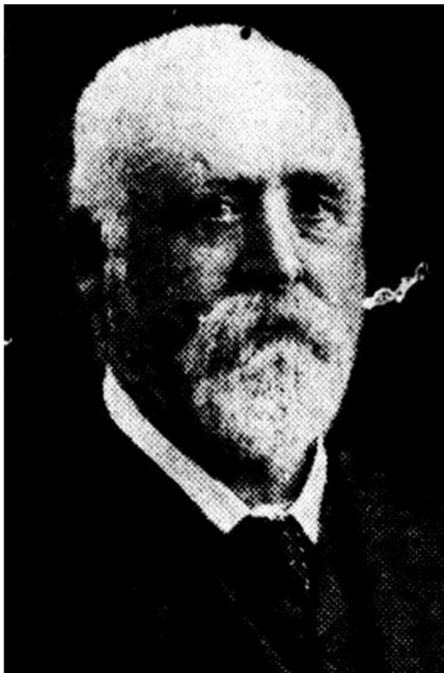
8 The Australian Gas Light site from Jenkins Street, circa 1870-1875.

Source: State Library of NSW ON 4/Box 58/no. 284, American & Australasian Photographic Company.

1876 Robert Hickson (Figure 9, left) and his family migrated to Australia. Before migrating Hickson was resident engineer and harbourmaster at Carlingford in Ireland, then managing engineer of the harbour dredging department at Barrow-in-Furness in Lancashire, England. He initially worked on harbour improvements in Adelaide.

1881 Grafton Wharf was acquired by the mercantile firm of John Frazer & Co.

1882 The Grafton Bond Stores, designed by prominent architect William Wardell, were completed for John Frazer & Co (Figure 9, right).



9 Left: Robert Hickson.

Right: the Grafton Wharf, circa 1884. A small part of the Grafton Bond Stores is at left.

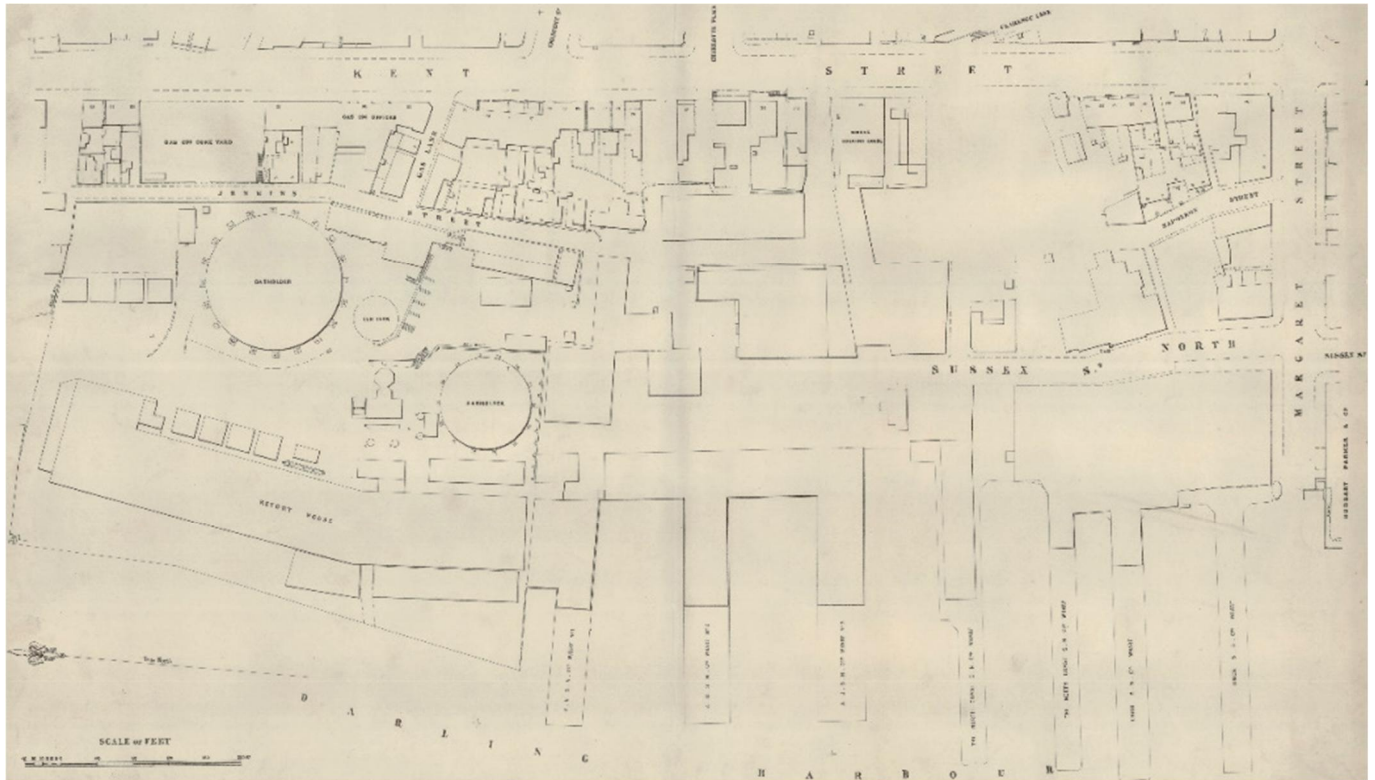
Sources: Powerhouse Museum Object No. 85/1284-1669 - Tyrrell Collection; *Sydney Morning Herald*, 29 June 1923, p.10.

c.1886 Following the abolition of the department in which Hickson worked in Adelaide, he and his family moved to Newcastle in NSW. He was engaged by the New South Wales Department of Public Works as an assistant engineer supervising water supply in the Hunter district and all river and harbour works north to the Queensland border.

There were 14 warehouses associated with Grafton Wharf, which was claimed to be the largest bond warehouse complex in Australia (Figure 10).

1888 Hickson moved to Sydney, assuming the role of acting engineer-in-chief of NSW Public Works. He was subsequently appointed to the Board of Water Supply and Sewerage and became Commissioner for Roads.

The Grafton Bond Stores became the property of Burns Philp.



10 1891 survey showing development associated with the AGL and Grafton Wharf sites.  
 Source: State Library of NSW Department of Lands Metropolitan Detail Series Section 67.



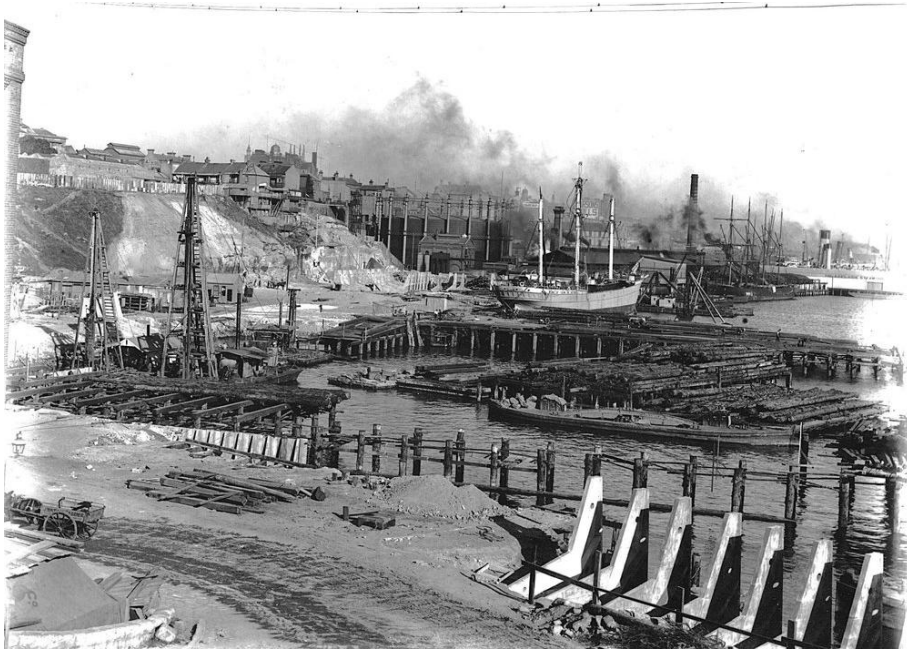
1895 Hickson was confirmed as the Public Works engineer-in-chief and then served as its under-secretary from 1896 to 1901.

1900 Bubonic plague was declared in central Sydney. Hickson was appointed chairman of a new board to advise the state government on resuming properties on the eastern side of Darling Harbour. He was appointed by the NSW Government to chair the Sydney Harbour Trust in 1901. The Trust was charged with rebuilding Sydney's wharves from Woolloomooloo through Darling Harbour to Balmain. Hickson subsequently received the Imperial Service Order in 1910 and retired from the Sydney Harbour Trust in 1912.

An additional building was constructed at the AGL site to house the Carburetted Water Gas Plant. It became Building 2 of the MSB Stores.

1905 Work commenced on widening Sussex Street from Margaret Street north to the Grafton Stores. It was completed during 1907.

1909 Work commenced on cutting down cliffs, reorganising the pattern of the roads and constructing large finger wharves in Walsh Bay and Darling Harbour (Figure 11).



11 Looking south along the foreshores of Darling Harbour towards the AGL site, 1909.

Source: City of Sydney Archive  
Unique ID A-00077313 - Graeme Andrews Working Harbour Collection.

1913 Sussex Street and Napoleon Street were widened to their current widths. Works were completed in 1915 (Figure 12). The New Hunter River Hotel (now Sussex Hotel) was constructed.

1921 The Sydney Harbour Trust took over the AGL site in September.



12 Looking south from the intersection of Napoleon Street and Hickson Road, 1939

Source: City of Sydney Archives  
Unique ID A-00016661.



13 Left: buildings associated with the AGL site, subsequently the Sydney Harbour Trust Stores and now The Bond at 30-36 Hickson Road. The Grafton Bond rises behind the buildings. The photograph was taken in 1923.

Right: newly completed section of Hickson Road in the vicinity of the AGL site and Grafton Bond, October 1925.

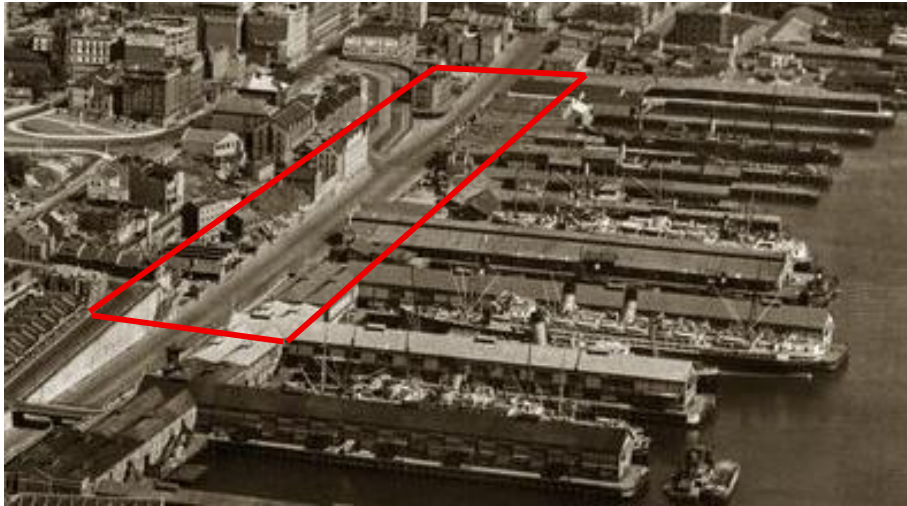
Sources: City of Sydney Archives Unique ID A-00083004; NSW State Archives NRS-9856-2-111-6290.

1923 Work commenced on demolishing a large proportion of the buildings associated with the Grafton Bond for the completion of Hickson Road. New facades were built on the remaining section to match the new Hickson Road alignment (Figure 13 and Figure 14).

1928 The last section of Hickson Road, to the immediate west of the remaining section of the Grafton Bond, was completed.



14 Left: completed section of Hickson Road at High Street, 1926.  
Source: City of Sydney Archives Unique ID A-00029694.



15 Portion of an aerial photograph taken in 1958 showing Hickson Road and its environs. Shipping facilities along the eastern side of Darling Harbour are shown. The indicative location of the proposed works is highlighted. Source: City of Sydney Archives Unique ID A-00028982

- 2003 The extensive shipping facilities moved from Darling Harbour to Port Botany (Figure 15)
- 2006 Barangaroo concept plan approved.
- 2009 Lend Lease selected as the developer of Barangaroo (Figure 16).
- 2012 Development at Barangaroo commenced.
- 2019 All commercial and retail buildings in Barangaroo South complete.



16 Barangaroo site, 27 June 2010. Source: City of Sydney Archives Unique ID A-00072674, Mark Stevens collection.

### 3 Heritage significance

This section of the report contains statements of heritage significance for the heritage items in the immediate vicinity of the Hickson Road Upgrade.

The following summary incorporates statements of significance for heritage items in the immediate vicinity of the Stage 3 and Stage 4 works.

#### **Grafton Bond Store and Sandstone Wall**

The following statement of heritage significance for the Grafton Bond Store and Sandstone Wall (Figure 17) has been extracted from the SHR listing in the State Heritage Inventory:

*Grafton Bond has historic significance as a remnant of what was claimed to have been the largest bond store complex in Australia. It is a complex building redolent of the busy wharfage area of earlier times and of a large mercantile facility which was once an important part of the city. It has aesthetic significance as an excellent example of urban commercial utilitarian design, by an eminent Australian architect, William Wardell and its design displays the Northern European influence evident in much of the work of the architect, such as the three stepped gable parapets on the eastern elevation. Its recent refurbishment and well contrived juxtaposition with modern glass towers is a most successful conservation project. It has scientific significance for its fine craftsmanship and its clever response to the hilly terrain of this part of Sydney.*

*The sandstone wall is significant for its association with the growth of wharf facilities and expansion of the western side of the city and for its distinctive and prominent contribution to Hickson Road and vicinity.*



17` Grafton Bond Store (left) and the sandstone wall to the north of the Grafton Bond Store.

#### **Lane off Gas Lane including sandstone walls and wrought iron street light**

The following statement of heritage significance for Lane off Gas Lane including sandstone walls and wrought iron street light (Figure 18) has been extracted from the LEP listing in the State Heritage Inventory:

*The Lane is of historic significance as it contains remnants of a past streetscape.*

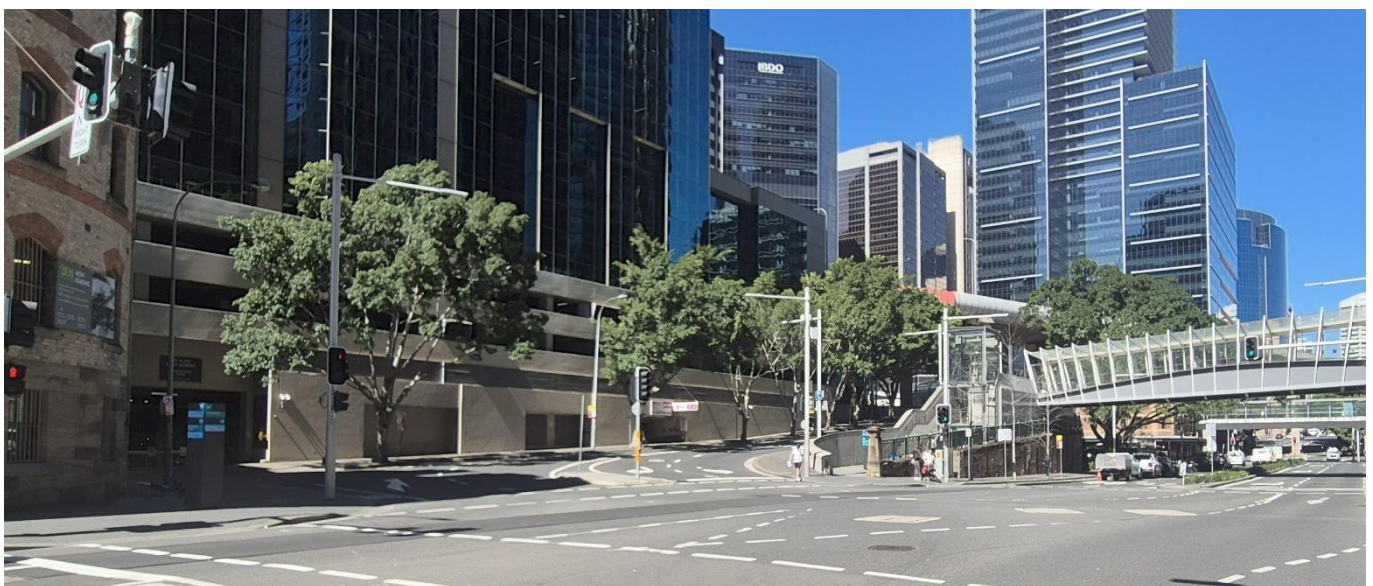


18 Lane off Gas Lane (Jenkins Street) looking to the south (left) and north (right).

### Trees and Sandstone Retaining Walls (Adjacent Napoleon Street)

The following statement of heritage significance for Trees and Sandstone Retaining Walls (Adjacent Napoleon Street) (Figure 19) has been extracted from the LEP listing in the State Heritage Inventory:

*The trees have aesthetic and cultural significance. They enhance the streetscape quality of Sussex Street.*



19 The trees and sandstone retaining walls viewed from the north.

### MSB Stores Complex

The following statement of heritage significance for the MSB Stores Complex (Figure 20) has been extracted from the SHR listing in the State Heritage Inventory:

*The MSB Stores complex is of historical significance as Sydney's first gas manufacturing plant and gasworks and illustrates the early development and subsequent growth of the organisation. The complex is of significance for its association with the port facilities and maritime activities of Darling Harbour and its role in the historical, social and physical*

development of Sydney. It has strong associations with prominent persons and organisations such as the Australian Gas Light Company (AGL), Sydney Harbour Trust, and Maritime Services Board. It contains the oldest remaining above ground structure from Sydney's first gas manufacturing plants (Building 1) and a purpose-built brick structure constructed by the AGL to house specialist equipment (Building 2). It represents the development of AGL and gas technology and provides evidence of the way in which the structures were altered to suit various uses and occupants.



20 MSB Stores Complex.

### **Palisade fence and High Steps, High Street, Millers Point**

The following statement of heritage significance for the palisade fence and High Steps, High Street, Millers Point (Figure 21) has been extracted from the LEP listing in the State Heritage Inventory:

*The High Street sandstone wall and palisade fence are of historical significance for their association with the Sydney Harbour Trust's redevelopment early in the 20th century. They are aesthetically significant as a dramatic landmark feature that defines the edge of the village of Millers Point. The open steps at the southern end of High Street between High Street and Hickson Road are of heritage significance as an integral part of the pedestrian network of Millers Point that connected the wharfs to the suburb above. The remnant elements of the closed steps at the northern end of High Street between High Street and Hickson Road are of heritage significance as an integral part of the pedestrian network of Millers Point that connected the wharfs to the suburb above. They are of historical significance for their association with the Sydney Harbour Trust's redevelopment early in the 20th century, they form part of the well designed and extensive network of stairs and access routes designed to move large numbers of workers to and from the wharves and display a fine level of detailing for their period of construction.*



21 The palisade fence and High Steps.

### Millers Point/Dawes Point Village Conservation Area

The following statement of heritage significance for the Millers Point/Dawes Point Village Conservation Area (Figure 21) has been extracted from the SHR listing in the State Heritage Inventory:

*Millers Point & Dawes Point Village Precinct is of state significance for its ability to demonstrate, in its physical forms, historical layering, documentary and archaeological records and social composition, the development of colonial and post-colonial settlement in Sydney and New South Wales.*

*The natural rocky terrain, despite much alteration, remains the dominant physical element in this significant urban cultural landscape in which land and water, nature and culture are intimately connected historically, socially, visually and functionally.*

*The close connections between the local Cadigal people and the place remain evident in the extensive archaeological resources, the historical records and the geographical place names of the area, as well as the continuing esteem of Sydney's Aboriginal communities for the place.*

*Much (but not all) of the colonial-era development was removed in the mass resumptions and demolitions following the bubonic plague outbreak of 1900, but remains substantially represented in the diverse archaeology of the place, its associated historical records, the local place name patterns, some of the remaining merchants villas and terraces, and the walking-scale, low-rise, village-like character of the place with its central 'green' in Argyle Place, and its vistas and glimpses of the harbour along its streets and over rooftops, the sounds of boats, ships and wharf work, and the smells of the sea and harbour waters.*

*The post-colonial phase is well represented by the early 20th century public housing built for waterside workers and their families, the technologically innovative warehousing, the landmark Harbour Bridge approaches on the heights, the parklands marking the edges of the precinct, and the connections to working on the wharves and docklands still evident in the street patterns, the mixing of houses, shops and pubs, and social and family histories of the local residents.*

Millers Point & Dawes Point Village Precinct has evolved in response to both the physical characteristics of its peninsular location, and to the broader historical patterns and processes that have shaped the development of New South Wales since the 1780s, including the British invasion of the continent; cross-cultural relations; convictism; the defence of Sydney; the spread of maritime industries such as fishing and boat building; transporting and storing goods for export and import; immigration and emigration; astronomical and scientific achievements; small scale manufacturing; wind and gas generated energy production; the growth of controlled and market economies; contested waterfront work practises; the growth of trade unionism; the development of the state's oldest local government authority the City of Sydney; the development of public health, town planning and heritage conservation as roles for colonial and state government; the provision of religious and spiritual guidance; as inspiration for creative and artistic endeavour; and the evolution and regeneration of locally-distinctive and self-sustaining communities.

The whole place remains a living cultural landscape greatly valued by both its local residents and the people of New South Wales. (HO)

Millers Point Conservation Area is an intact residential and maritime precinct of outstanding State and national significance. It contains buildings and civic spaces dating from the 1830s and is an important example of nineteenth and early twentieth century adaptation of the landscape. The precinct has changed little since the 1930s.



21 Boundaries of the Millers Point/Dawes Point Village Conservation Area.  
Source: State Heritage Database entry for the Millers Point/Dawes Point Village Conservation Area.

# 4 Proposed works

## 4.1 Background

Hickson Road forms the eastern edge of the Barangaroo Precinct and links three pedestrian thresholds: Nawi Cove, High Street Steps and Barton Street. The proposed Stage 3 and Stage 4 works are intended to furnish Hickson Road with a canopy of trees that connect the open spaces along the street, lower impacts of heat and improve the amenity and environment of pedestrians. Pedestrian movement is to be favoured over that of motor vehicles.

## 4.2 Proposed works

This report accompanies a Review of Environmental Factors that seeks approval for the Hickson Road upgrade and refurbishment, which involves the following works:

- Adjustment to horizontal geometry of the existing Hickson Road, enabling the provision of:
  - Additional short term parking bays along the western side of the roadway;
  - A new two-way separated cycleway along the eastern edge of the roadway;
- Provision of two (2) un-signalised pedestrian crossings along Hickson Road, creating a pedestrian connection to Hickson Park and Central Barangaroo;
- Adjustments to two (2) existing un-signalised pedestrian crossing intersections along Waterman's Quay and Barton Street respectively;
- Installing of a formal left turn slip lane into Waterman's Quay from the north-bound approach on Hickson Road;
- Constructing new footpaths on the western and eastern sides of Hickson Road to match the already completed footpath works to the north and south of the existing extent of proposed works;
- Provision of permeable paving to accommodate existing trees;
- Landscaping works including the establishment of low-median planting between the eastern edge of the road carriageway and eastern footpath and installation of additional medium sized trees along both the eastern and western footpaths and within the landscape medians;
- Relocation and augmentation of utilities where necessary, including electrical, gas, water and telecommunications;
- Final roadworks, including kerb and gutters, road and footpath pavements, signage, lighting and line marking;
- Installation of new stormwater drainage pit and pipe infrastructure, including a trunk drainage line running adjacent Barton Street to an existing outlet to Sydney Harbour;

- Ancillary works for the project including, but not limited to, road furniture, tie-in works, earthworks, adjustments to existing stormwater drainage infrastructure and flood mitigation works




The Review of Environmental Factors prepared by Ethos Urban provides a full description of the proposed works.



22 Extent of Stage 3 and Stage 4 works.

Source: Enspire.



-  STAGE 3  
REFER DRAWING PACKAGE 'B1D-CDZ'
-  STAGE 4  
REFER DRAWING PACKAGE '240059-01-CC'
-  METRON WORKS  
BY OTHERS

# 5 Assessment of heritage impact

This section of the report identifies and assesses the potential heritage impacts associated with the proposed Hickson Road Upgrade Stage 3 and Stage 4 works.

The proposal is assessed in the following sections against the relevant policies contained in the provisions of:

- State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021.

## 5.1 Assessment

### State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021

Schedule 4 of the SEPP lists heritage items that are affected by its provisions. There are no heritage items in the vicinity of the Hickson Road works that are included in this schedule.

Clause 21 of Appendix 5 in the SEPP contains provisions for the Barangaroo site. Subclause 21(1) requires the following:

A person must not, in respect of a building, work, relic, tree or place that is a heritage item, undertake the following without the consent of the consent authority:

- (a) demolish, dismantle, move or alter the building, work, relic, tree or place, or
- (b) damage or remove the relic, or
- (c) excavate land for the purpose of discovering, exposing or moving the relic, or
- (d) damage or despoil the tree or place, or
- (e) erect a building on, or subdivide, land on which the building, work or relic is situated or that comprises the place, or
- (f) damage any tree, or land on which the building, work or relic is situated, or the land that comprises the place, or
- (g) make structural changes to the interior of the building or work.

The proposed development generally complies with the provisions contained in Subclause 21(1). The proposed works do not involve demolition, dismantling, removal or alterations to buildings or trees identified as having heritage significance. The Hickson Road Upgrade – Stages 3 & 4 Historical Archaeological Assessment & Impact Statement (Casey & Lowe and Heritage Now, September 2025) concludes that the archaeological resource within the study area would be considered significant at a local level for its historic significance and potential research values. It provides recommendations for protocols in the event relics are uncovered during the execution of the works, which include procedures for exposing or moving a relic.

The proposed works do not involve the erection of a building or structural changes to the interior of a building or work.

The proposed works do not involve the subdivision of land.

Subclause 21(2) states that consent under this section is not required if the proponent of the development has notified the consent authority of the proposed development and the consent authority has advised the proponent in writing before any work is carried out that it is satisfied that the proposed development —

- (a) is of a minor nature, or is for the maintenance of the heritage item, and
- (b) would not adversely affect the significance of the heritage item.

Subclause 21(2) is not applicable to the proposed development.

### **State Environmental Planning Policy (Planning Systems) 2021**

Barangaroo is identified as a site of state significant development in Schedule 2 Section 3 of the SEPP. There are no heritage provisions relating to Barangaroo within the SEPP.

### **State Environmental Planning Policy (Biodiversity and Conservation) 2021**

Barangaroo is situated within the catchment for Sydney Harbour defined in the SEPP. Part 6.4 of the SEPP is concerned with heritage conservation in Sydney Harbour and applies to land in the Sydney Harbour catchment that is shown on the Heritage Map for the purposes of identifying a heritage item, or an Aboriginal place of heritage significance. Heritage items, other than Aboriginal places of heritage significance, are listed in Schedule 5 of the SEPP.

There are no heritage items in the vicinity of the Hickson Road landscape works included in Schedule 5 of the SEPP and no impacts arising from the works on any of the items in Sydney listed in Schedule 5 of the SEPP.

## 6 Conclusions

It is concluded that there are little or no heritage impacts resulting from the proposed Hickson Road South upgrade and refurbishment.

- There are no physical impacts on identified heritage items and conservation areas in the vicinity of the proposed development.
- The existing curtilage around heritage items and conservation areas is unaffected, allowing ongoing appreciation of heritage significance and interpretations of the places and individual items.
- The proposed development will enhance the setting of heritage items in its vicinity. It will not affect their visual integrity and heritage significance.
- The proposed development will have a minor impact on the views to and from the majority of heritage items in the vicinity of the site because of the location of the subject site relative to the items and the proposed planting. However, the setting of the items will also be enhanced by the works. Existing views to several items at the southern end of the project site already include mature trees.