

MP 11_0002 RESIDENTIAL BUILDINGS R8 & R9 PROJECT APPLICATION

RESPONSE TO AGENCY AND PUBLIC SUBMISSIONS



Key Issues Raised		Lend Lease Response
Sydney Water		
1	Sydney Water Servicing Sydney Water will further assess the impact of any subsequent development when the developer applies for a Section 73 Certificate.	Noted.
2	Sydney Water e-planning Sydney Water has created a new email address for planning authorities to use to submit statutory or strategic planning documents for review	Noted.
NSW EPA		
1	Noise Cumulative noise impact will be to be carefully managed and the EPA recommends the application of all feasible and reasonable noise mitigation measures are employed to achieve the Noise Management Levels as described in the Noise and Vibration Management Sub-Plan. This document must revised to address additional impacts arising from activities associated with this project.	The potential for cumulative noise impact form construction noise was assessed in Section 6.8 of the Noise and Vibration Report. No additional cumulative impact, from that already assessed for the Barangaroo Site, and that addressed in the current Noise and Vibration management Sub Plan was identified. Nevertheless, potential feasible and reasonable noise mitigation measures were outlined in Section 6.9 of the report and are expected to be refined during the construction period. Notwithstanding the above, the Noise and Vibration management Sub Plan will be updated to specifically include works associated with R8/R9.
2	Waste The EPA has reviewed the report in relation to waste management and considers that existing waste management arrangements will not be significantly impacted. EPA recommends that the applicant should note, however, that construction waste classification, transportation and management should be conducted generally in accordance with the EPA's brochure titled: Know your responsibilities: managing waste from construction sites as well as the relevant Waste Management conditions attached to Environment Protection Licence (EPL) No.13336	Noted.
3	Air The EPA notes that the Air Quality Impact Assessment predicts some exceedances of the EPA's air quality criteria as a result of a number of construction activities occurring concurring across the site. Accordingly the EPA recommends that the existing monitoring and reactive air quality management plan (AQMP) for the site is modified to incorporate the construction activities associated with this proposal to protect nearby sensitive receivers	Noted. The Air Quality Management Plan will be modified to address potential exceedances associated with the proposed construction activities. Such modifications will address monitoring and management measures to protect potentially affected receptors as required.

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4	<p>Water</p> <p>The EPA recommends that all works associated with this project is conducted in a manner that ensures the protection of water quality objectives and environmental values for Sydney Harbour estuarine waters, as per the following guideline documents</p> <ul style="list-style-type: none"> • NSW Water Quality Objectives; and • The Australian and New Zealand Guidelines for Fresh and Marine Water Quality (2000) for the environmental values under the ANZECC guidelines <p>No contaminated or treated site waters (surface, collected ground water o contaminated construction water) are permitted to enter Sydney Harbour unless in accordance with the conditions attached to EPL No.13336 issued by the EPA. The EPA recommends that the existing Water and Stormwater Management Plan is updated to include any additional impacts arising from this proposal.</p> <p>In summary, the EPA considers that environmental impacts associated with this application can be adequately managed providing the applicant complies with the Statement of Commitments, the relevant Project Approval conditions, the existing Environmental Management Plans (as revised) and the conditions of EPL No.13336</p> <p>Note: If the Department of Planning and Infrastructure approves this project then the Barangaroo Delivery Authority (the holder of EPL No.13336) will need to apply to the EPA to vary EPL No. 13336 to recognise these works.</p> <p>The EPA has no objections on environmental grounds to DP&I approving this project should it decide to do so.</p>	Noted.
NSW Trade and Investment		
1	<p>Public Transport</p> <p>Proposed development and project application is supportive of public transport initiatives for further residences including rail; bus and ferry. This initiative is supported by the Arts NSW, with future increased demands and connections providing a positive effect to the realisation of improved public transport to western edge of the CBD, through to Walsh Bay and The Rocks.</p>	Noted.
2	<p>Technical Working Groups</p> <p>Technical Working Groups are proposed to prepare a series of Implementation Plans and Strategies for Barangaroo. A key technical working group of interest of Art NSW is the "Public Domain".</p> <p>Arts NSW is actively working on the realisation of Walsh Bay Arts Precinct, a priority project under NSW 2021. Key to the success of this arts & culture hub at Walsh Bay will be the upgrade of the public domain, unifying Wharf 4/5, Pier 2/3, the Walsh Bay waterfront and Hickson Road. Linkages to the Barangaroo Waterfront and Headland Park are important. It is recommended that an Arts NSW representative (Director, Infrastructure) be included in the membership for Technical Working Group- "Public Domain" (Table 2, page 20).</p>	The Public Domain Technical working group was established at the time of preparation/approval of Concept Plan Modification 4. The principal role of the Public Domain Technical Working Group was substantially complete with the preparation of the Public Domain Plan. However, it is foreseeable that this group may be reconvened in order to contribute to ongoing development of the public domain. Lend Lease have no objection to Arts NSW being included in the membership of this group, should it be reconvened.
3	<p>Stakeholders Consultation</p> <p>Stakeholder consultation and communication plan is documented in the project application. Art NSW</p>	Noted. Lend Lease commit to adding Arts NSW and the identified "Cultural Groups" to the Barangaroo South Stakeholder Database.

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	<p>and the resident arts companies at Walsh Bay are to be notified as the development progresses.</p> <ul style="list-style-type: none"> Appendix B Stakeholder Engagement Strategy (Table Consultation Strategy- Barangaroo South) recommendation that Arts NSW is added as a key stakeholder to "Government Departments" contacts with an interest in the project Appendix B Stakeholder Engagement Strategy (Table Consultation Strategy- Barangaroo South) documents a strategy for notifications and updates to community and stakeholders on upcoming construction activities and traffic changes. It is noted that "Cultural Groups" of Walsh Bay are identified in the strategy for future notifications including: Sydney Theatre Company , Australian Theatre for Young People, Bangarra Dance Company 	
4	<p>Residential Building R9</p> <p>Arts NSW acknowledge that Residential Building R9 has been designed by PTW Architects- Appendix A Architectural Design Statement by Andrew Anderson; Principal Director includes the Walsh Bay redevelopment and Sydney Theatre as key exemplar projects. The high standards and architectural innovation are commended with a vision of the building to have a strong public domain interface. The design vision for the proposed development promotes connections to public foreshore promenade which links Pyrmont and Darling Harbor with Walsh Bay and Circular Quay.</p>	Noted.
5	<p>Public Domain- Temporary Public Domain</p> <p>A temporary public domain is proposed as part of the project application. The public domain strategy is to provide good amenity and access for residents and the public surrounds of R8 and R9, whilst successive stages are constructed. Appendix J of the project application outlines the proposed temporary paving materials, temporary seating, and temporary street planting. Arts NSW is supportive of a good quality public domain ensuring public amenity, safety and comfort during the ongoing development of Barangaroo</p>	Noted.
6	<p>Public Art Strategy</p> <p>Public Art Strategy- it is documented on page 37 of the development application that the nature and location of the public artwork will be subject to future approvals. Arts NSW request notification of any future proposals for public art to allow the organisation's input and review.</p>	Noted.
7	<p>Environmental, Construction and Site Management</p> <p>The proposed works are expected to potentially cause negative environmental and amenity impacts during construction. The project application details that environmental monitoring during construction will be in place to minimise and mitigate the potential impacts to adjacent local community</p> <ul style="list-style-type: none"> Construction hours 7.00am- 7.00pm on Weekdays & 1:00am – 5:00pm on Saturdays (as documented on page 87). Construction to commence on August 2013 and is scheduled for completion on March 2015. Transportation of excavated material and substantial truck movements along Hickson Road will have potential impacts on Walsh Bay Precinct, and consequent additional cumulative peak hour traffic during the construction phase for the project application will have impacts on Walsh Bay. Appendix CC- "Environmental, Construction and Site Management Plan" by Lend Lease 	<p>Anticipated work hours and construction duration remain unchanged</p> <p>This application relates to buildings R8 and R9 which are located at Barangaroo South. Truck</p>

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	<p>documents impacts of construction. Heavy truck haulage movements will have a noise impact on Hickson Road & Walsh Bay (Wharf 4/5 being only 550 metres) with truck entry / haulage route at proposed Headland Park, at the intersection of Town Place & Dalgety Roads, (refer below Site Staging Plan Sheet</p> <p>Arts NSW preference is to minimise heavy truck movements along Hickson Road, North of Towns Place that would heavily impact Walsh Bay, with a preference for haulage movements to be south along Hickson Road.</p> <ul style="list-style-type: none"> • Appendix EE – “Construction Traffic Management Plan” By Arup includes documentation of construction traffic and heavy vehicle movements associated with Headland Park Early works- proposes for example 100 semi-trailer low loaders for earth moving equipment delivery and haulage and excavation off-site truck movements of up to 20 per week day, 3 truck movements per hour. This heavy truck traffic will impact on the amenity of Walsh Bay during the peak construction period to ensure that informed advice can be provided to residences and tenants of Arts NSW properties at Walsh Bay • Arts NSW has concerns regarding the heavy truck movements along Hickson Road during peak pm periods with confirmation of traffic circulation routes to be confirmed. Noise and vibration impact at the latter end of the working days will potentially impact visitors experience and enjoyment of the arts and cultural activities in Walsh Bay (Wharf 4/5 & Sydney Theatre 	<p>movements will be contained to the south of Gate 4. The entry to Barangaroo South (at Gate 4) is a significant distance from Wharf 4/5 and is not considered to be a noise related issue. Truck movements to Headland Park are the subject of a separate planning application submitted by the Barangaroo Delivery Authority and hence are not relevant to this R8/R9 planning application.</p> <p>The early works associated with the Headland Park are not the subject of this Project Application.</p> <p>This application relates to buildings R8 and R9 which are located at Barangaroo South. Truck movements will be contained to the south of Gate 4. The entry to Barangaroo South (at Gate 4) is a significant distance from Wharf 4/5 and is not considered to be a noise related issue. Truck movements to Headland Park are the subject of a separate planning application submitted by the Barangaroo Delivery Authority and hence are not relevant to this R8/R9 planning application.</p>
City of Sydney		
1	<p>Housing Affordability</p> <p>Please note this submission does not address the issue of housing affordability in detail. The City has previously made submissions in relation to housing affordability at Barangaroo in its Concept Plan (Mod 4) submission and various Director General's Environmental Assessment Requirement submissions. The City reiterates those previous submission and recommendations.</p>	<p>The issue of housing affordability was addressed at the Concept Plan MOD 4 level and has resulted in the preparation of a Key Worker Housing Strategy. The Strategy has been finalised, and as is required by Concept Plan MOD 4 has been presented to the Planning Reference Group and committed within the Barangaroo Housing Strategy (also submitted to the Planning Reference Group).</p> <p>The Barangaroo Housing Strategy commits to providing 2.3% of residential GFA (approximately 36 apartments) as Key Worker Housing (KWH) when not less than 75% of the total residential developable GFA is complete (approximately 99,000m²). It is also envisaged that the KWH will be located within the residential buildings closer to Hickson Road. Accordingly, the 2.3% KWH target will be met as part of future buildings within Barangaroo South and no KWH is proposed in Residential Buildings R8 & R9.</p>
2	<p>Reflectivity</p> <p>If approved, conditions of consent should be imposed requiring compliance with the submitted Reflectivity Study prepared by ARUP PTY LTD</p>	<p>Noted.</p>
3	<p>Public Art</p> <p>Additional Detail should provide in relation to provision of public art. Public art is vaguely referred to</p>	<p>Lend Lease is committed to preparing a public art strategy for the Barangaroo South site, which is to be funded by contractual agreement within the Project Delivery Agreement. The Project Delivery</p>

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	through the application with no details or process of development or approval identified.	Agreement describes in detail the process and arrangements for preparation of Arts Plans and the selection of public art. This process has not been completed and therefore public art is not able to be detailed for the R8/R9 project at this point. It should be noted however that the Preferred Project identifies an area for the potential provision of public art in respect of the R8/R9 buildings. This is in addition to any public art that may be located within the public domain.
4	<p>Temporary Public Domain Treatments</p> <p>The Proposal Contains little permanent public domain with the majority of the area proposed as a temporary treatment. Discussions with the Proponent in the past however have indicated that the 'temporary treatment' will more than likely be installed as permanent treatment. What this is exactly is still under development with no details yet to be provided to the City</p> <p>The eventual ownership of the public domain is a consideration when providing comments. At this stage there is no clear indication whether the public domain will be dedicated to the City or even maintained by the City. Given the uncertainty it is still the recommendation that materials, landscape, furnishing, etc. Are planned in consultation with the City with the standard currently in use by City adopted at Barangaroo</p>	<p>Previous discussions with Council and other key stakeholders have confirmed that the identification of Temporary Public Domain within Barangaroo South Planning Applications is a strategy to provide comfort that an adequate and suitable public domain will be delivered with the buildings. It has also been clarified on numerous occasions that it is not Lend Lease's intention to construct Temporary Public Domain, rather a future application for Permanent Public Domain will replace the previously approved Temporary Public Domain prior to its construction. Preparation and lodgement of this application is currently forecast for Q3, 2013.</p> <p>In response to Council's concerns however, the Preferred Project includes a proposal for permanent public domain, which has been developed to a refined conceptual level of detail. The permanent public domain includes proposals and strategies for finished levels, structures, planting character, materiality, drainage and infrastructure. It is envisaged that the proposed Permanent Public Domain will be approved as part of the R8/R9 project, with subsequent details to be developed in consultation with key stakeholders and approved by the Director General. A Statement of Commitment has been included which states "Lend Lease commit to the further development of the Permanent Public Domain approved in this development in consultation with the City of Sydney, Department of Transport, Arts NSW and other key stakeholders. The final Public Domain Plan is to then be submitted to the Director General for final approval".</p> <p>The permanent public domain that integrates with the R8/R9 site will be subject of a further DA for those works.</p> <p>The eventual ownership of the public domain will remain with the Barangaroo Delivery Authority.</p>

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5	<p>City access and Public Transport Public Transport Operations</p> <p>The State Government has recently finalised the Long Term Transport Master plan which included decisions over light rail in the City Centre and the proposed ferry wharves in Barangaroo</p> <p>A new light rail line will operate along George St with a fully pedestrianised area between Hunter Street and Bathurst Street. As a result, there will be a number of changes to bus routes in the City Centre. It is likely that while the total proportion of people use public transport to access the site will remain the same, the proportions will change between various modes.</p> <p>Transport for NSW has started detailed planning to create a new ferry hub at Barangaroo, with initial modelling and analysis including two ferry wharves will satisfy forecast demand for 2021. This hub will offer convenient access to the western edge of Sydney's CBD for ferry passengers, take pressure off circular quay and service our newest business, tourism and residential precinct.</p> <p>Recommendation- that the sections of the EAR and supporting documents outlining public transport access be based on information included in NSW Government's Long Term Transport Masterplan</p>	<p>Section 6 of the TMAP outlines the public transport improvements that are included in the Long Term Transport Master Plan.</p>
6	<p>Construction Vehicle Access</p> <p>On street space in the City is limited and is prioritised for public transport and short term loading/ commercial activities. With the number of construction activities in the area, the opportunities for truck holding areas is severely limited and will not be guaranteed. The City prefers that all truck loading areas be held onsite.</p> <p>Recommendation- the exact locations for truck holding areas are to be identified. All truck holding areas are to be located on site</p>	<p>Section 5.1.6 of the CTMP states: Construction vehicles will approach the site from areas outside the CBD using major arterial routes such as the M4, M5 etc. Appropriate holding areas which can be accessed easily from these routes will be identified off-site outside the CBD area, with trucks to be called up when needed via an on-site central logistics centre. Once called, there will be room for trucks to be queued on-site, with no queuing on CBD roads to occur as a result of the construction of the Barangaroo Development.</p> <p>All truck holding areas are to be on site. An area for the holding area has been identified in the site management plan.</p>
7	<p>Shelley St/ Sussex St intersection</p> <p>At the intersection of Shelley St and Sussex Street, it is noted that Shelley St will only allow for east bound movements as of June 2013 due to the construction of the Wynyard Walk way bridge over Sussex St. It should be noted that this eastbound movement will only exist during construction until Globe St is fully connected between Lime St and Hickson Road. Once there is an alternate route for Lime St to Hickson St using Globe St, Shelley St in this section will be closed to all traffic with the exception of Emergency Vehicles.</p> <p><i>Recommendation- that the proponent note that Shelley St will allow eastbound access only during the construction period</i></p>	<p>Lend Lease is aware of the partial closure of Shelley Street during the construction period whereby only eastbound movements are permitted onto Sussex Street.</p> <p>Section 3.1 of the TMAP confirms that with the opening of the Globe Street connection through to Hickson Road, Shelley Street can be closed to vehicular traffic.</p>

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8	<p>Napoleon St and Hickson Rd intersection</p> <p>The EIS suggests that operation at the Napoleon Street/ Hickson Road intersection should be changed in the future. The City has long requested that this intersection is signalised and understands that Barangaroo Delivery Authority (BDA) has committed to signalising this intersection.</p> <p>The City supports this intersection being signalised earlier than 2012 as there are long standing pedestrian safety concerns. Clarity is sought on the exact timing of when this intersection will have signals. This could impact on any analysis undertaken at this intersection.</p> <p>Recommendation- that the proponent confirms the proposed timing for the construction of traffic signals at the Napoleon St/ Hickson Rd Intersection</p>	<p>In accordance with the Statement of Commitments contained in the approval for MP10_0025 (Building C4), signalisation of the Napoleon / Hickson Road intersection will be in place prior to the release of the occupation certificate for Building C4 (which is expected to be mid 2015).</p> <p>Signalisation of this intersection is not part of this modification application.</p>
Transport for NSW		
1	<p>Sydney Metro Corridor</p> <p>TfNSW has not yet completed a technical review of the engineering report and the supporting information in relation to Metro corridor protection. TfNSW review has not included consideration of the requirements for the Metro Corridor. Consequently TfNSW does not endorse the plans as presented but expects that the outcomes of the technical review could be available in early 2012. However TfNSW will continue to work with the proponent to ensure protection of the Metro corridor.</p>	<p>Transport for NSW provided their formal approval in relation to engineering issues such as piling and transfer slabs as they related to building R9 on 15 March 2013. Further structural reviews will be undertaken by Transport for NSW as required in accordance with the Department of Transport Framework Development Deed for Barangaroo dated 15 November 2011.</p>
2	<p>Ferry Terminal and adjacent public domain spaces</p> <p>The proposal does not provide any detail on how the buildings' design will interact with the adjacent public domain, specifically the ferry wharves and pedestrian linkages. The finished levels for the building will have a material impact on the public domain spaces as well as the design and costs for the ferry wharves. TfNSW requests that the proponent provides further detail on the finished levels and relationships between the proposed building and the public domain spaces, or alternatively provide details of this information is likely to be submitted for approval</p>	<p>The Preferred Project includes a proposal for Permanent Public Domain, which has been developed to a refined conceptual level of detail. The permanent public domain includes proposals and strategies for finished levels, structures, planting character, materiality, drainage and infrastructure. The concept provides detail on the areas in and around the proposed ferry wharves and in particular integrates finished ground levels across the ferry interface area based on a proposed maximum ground plane at the public domain edge of RL2.9m and the RL3.4m ground level of proposed buildings. This edge height has been previously discussed with Sydney Ferries and Transport for NSW, and has been identified as the maximum height of the seawall edge that provides for ferry operational requirements, and that also provides for the development of a high quality public domain, free of the impact of steps and ramps that may be required if a lower edge were proposed.</p> <p>It is envisaged that the proposed Permanent Public Domain will be approved as part of the R8/R9 project, with subsequent details to be developed in consultation with key stakeholders and approved by the Director General. A Statement of Commitment has been included which states "Lend Lease commit to the further development of the Permanent Public Domain approved in this development in consultation with the City of Sydney, Department of Transport, Arts NSW and other key stakeholders. The final Public Domain Plan is to then be submitted to the Director General for final approval".</p>

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		<p>The permanent public domain that integrates with the R8R9 site will be subject of a further DA for those works.</p> <p>The eventual ownership of the public domain will remain with the Barangaroo Delivery Authority.</p>
3	<p>Construction Traffic Impact Assessment</p> <p>Works being undertaken for Wynyard Walk project may impact on the use of Napoleon Street. The construction traffic impact assessment needs to be cumulative impact assessment, incorporating the total impact arising from the construction of Barangaroo Central, Wynyard Walk and other concurrent works.</p>	<p>Section 3.7 of the CTMP considers the concurrent works in the precinct including Wynyard Walk. Continued liaison between the construction projects will allow for planning of major construction events which may impact on adjacent projects.</p> <p>Regular meetings are held with the Wynyard Walk team to ensure any traffic modifications are coordinated and planned.</p>
4	<p>Wind Impact Assessment</p> <p>The wind impact assessment acknowledges that there will be wind impacts on Globe Street that will need to be mitigated. However, there are no details provided on how these impacts will be addressed through building design and what the impacts are likely to be within the surrounding public domain. What are the possible flow on impacts on the public domain spaces, specifically on pedestrians, cyclist and vehicles? Further details on specific wind mitigation measures that are likely to be adopted along Globe Street and comment on their efficacy are required.</p>	<p>The Wind Impact Assessment has been undertaken at a scale and level of detail that necessarily involves simple building mass, rather than the detail of the proposed buildings. On this basis, the WIA notes isolated areas where the larger surrounding buildings are the major influence on wind conditions and are likely to have an impact on the comfort and distress ratings in some parts of Globe Street. It is noted that the methodology contained within the WIA is based on assessing the performance of the worst 5% of the year. In other words for 95% of the time, conditions are likely to be better than reported. The WIA also notes in this respect that the provision of awnings and landscape in this area will assist in improving conditions, such that the assessed performance will be improved.</p> <p>The R8 and R9 buildings propose awnings to Globe Street. The main pedestrian route, along the eastern side of Globe Street, is also protected by (more substantial) awnings, approved in the C3, C4 and C5 projects. Likewise, there is provision for street tree planning on both sides of the Globe Street.</p> <p>The upcoming planning application for the public domain will incorporate Globe Street in its final configuration. A key element in the development of this public domain application will be a more detailed wind assessment, which will build on the broader base undertaken to date. This study will enable consideration of the proposed awnings and façade detailing and will assist in the selection and location of landscape to further improve the currently understood performance. It is anticipated that through this process that any unsatisfactory wind issues that may exist will be addressed.</p>
5	<p>Pedestrian and Cyclist Link</p> <p>The proposal does not address cycling linkages to and from the site, only on-site facilities such as parking. Cycling access and movements into/around the area need to be provided. Reference is made to Barangaroo South Cycling Strategy. TfNSW requests that the proponent clarify the status of the strategy and who is responsible for implementation.</p>	<p>The Barangaroo Cycling Strategy was prepared by Arup as part of a commission by the Sydney Harbour Foreshore Authority and is dated June 2008 and is included in the Transport Management and Accessibility Plan for Barangaroo prepared by the NSW Government in 2008. TfNSW is currently preparing the City Centre Access Strategy which will include both pedestrian and cycle linkages. Lend Lease will continue to share their plans and suggestions for cycling at</p>

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	<p>The pedestrian accesses routes indicate are incorrect. The City walk bridge needs to be shown in the correct location as a key access point for pedestrians and cyclist in the accordance with the Director General Requirements. More specific comments are provided in the attached. It is also understood that RMS will be providing separate submission. Should you have any questions or require more information, please contact Sally Nunnerley on 8202 2305 or sally.nunnerley@transport.nsw.gov.au</p>	<p>Barangaroo South as part of the ongoing design of the precinct and the public domain in order to inform the relevant authorities in relation to the future provision of bike paths and facilities. The cycling strategy referred to in section 5.2 of the TMAP supplementary refers to the strategy for cyclists within Barangaroo South that is being developed as part of the design of the public domain. This strategy is currently under development by Lend Lease.</p> <p>This pedestrian access routes and the location of the proposed City Walk Bridge are indicative for the purposes of this application and its landing is not considered relevant to the R8 and R9 buildings. A future application will be submitted for the City Walk Bridge, which will respond to the Director General's Environmental Assessment Requirements for that project.</p>
6	<p>Transport Management and Accessibility Plan (TMAP) Supplementary Section 5.1 – City Walk Bridge shown in incorrect location. Should be landing in City Walk and indicate this as a significant pedestrian access route, this also needs to provide capacity for cyclist- Amen location of City Walk Bridge, pedestrian flows should be shown on the amended locations</p> <p>Transport management and accessibility Plan (TMAP) Supplementary Section 5.2- "A cycling strategy for the entire Barangaroo South site which responds to the external connections..." - Clarify who could be responsible for developing these strategy and the timeframes.</p> <p>Cumulative impact of contraction traffic, and impact on local streets/haulage routes and intersections-</p> <p>Traffic impact assessment has not addressed the potential implications of Wynyard Walk works which may impact use of Napoleon Street on construction traffic/haulage routes to the north</p>	<p>Section 5.1 of the TMAP Supplementary shows City Walk Bridge landing in City Walk (refer Figure 4). This is shown as a potential pedestrian route, however, the main pedestrian route to buildings R8 and R9 from the CBD is via the Wynyard Walk. Although City Walk Bridge is subject of a future project application, it is not envisaged that this will be a designated cycle route.</p> <p>Refer item 5 above in relation to the cycling strategy.</p> <p>Section 3.7 of the CTMP considers the concurrent works in the precinct including Wynyard Walk. Continued liaison between the construction projects will allow for planning of major construction events which may impact on adjacent projects.</p>
7	<p>EA Section 4.9 Pedestrian Circulation indicates that primary pedestrian access will be via Globe St and the retail access will be via Foreshore Promenade</p> <p>The foreshore promenade has direction relationship to R8 and R9 and this relationship is not discussed</p> <p>EA to consider how R8 and R9 would interface with Foreshore Promenade, including height levels, promenade widths and appropriate cross sections.</p>	<p>It should be clarified that pedestrian access to apartments is from lobbies oriented to Globe Street. Retail tenancies are accessed from all sides of the buildings, though it is noted that the majority of tenancies will front the Foreshore Promenade.</p> <p>The proposed relationship between the foreshore promenade and the R8 & R9 buildings is further detailed and clarified in the Permanent Public Domain concept that has been prepared for the Preferred Project. The Permanent Public Domain has been developed to a refined conceptual level of detail and includes proposals and strategies for finished levels, structures, planting character, materiality, drainage and infrastructure. The concept provides detail on the areas in and around the retail interface areas, based on a proposed RL3.4m maximum ground level of proposed buildings.</p> <p>It is envisaged that the proposed Permanent Public Domain will be approved as part of the R8/R9 project, with subsequent details to be developed in consultation with key stakeholders and approved by the Director General. A Statement of Commitment has been included which states "Lend Lease</p>

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		commit to the further development of the Permanent Public Domain approved in this development in consultation with the City of Sydney, Department of Transport, Arts NSW and other key stakeholders. The final Public Domain Plan is to then be submitted to the Director General for final approval".
8	<p>EA Section 4.9 Pedestrian Circulation EA/TMAP assumes access off Globe Street to R8 and R9. Some access will occur to the northern part of R8, which would be via the City Walk Bridge EA / TMAP to show building entrances to R8 and R9.</p> <p>The location and landing of the City Walk Bridge should be shown to meet the DG requirements of "pedestrian and cycle access/circulation to meet the likely future demand within the precinct and connections to the external networks; particularly the City of Sydney Cycle Network,"</p>	<p>Each building has 4 entrances all of which are accessed from Globe St at street level. The location of each entrance is indicated on attached drawings BR8AD 300 0000 and BR9AD 300 0000 which are the ground floor plans</p> <p>This project application is significantly removed from the location of the proposed City Walk Bridge, and its landing is not considered relevant to the R8 and R9 buildings. A future application will be submitted for the City Walk Bridge, which will respond to the Director General's Environmental Assessment Requirements for this project</p>
9	<p>EA Section 5.4.2 Public Domain- Section 5.4.2 refers to the waterfront interface of Residential Buildings R8 and R9. No further detail is provided on this interface.</p> <p>EA to consider how R8 and R9 would interface with foreshore promenade, including height levels promenade width and appropriate cross sections</p>	<p>The proposed relationship between the foreshore promenade and the R8 & R9 buildings is further detailed and clarified in the Permanent Public Domain concept that has been prepared for the Preferred Project. The Permanent Public Domain has been developed to a refined conceptual level of detail and includes proposals and strategies for finished levels, structures, planting character, materiality, drainage and infrastructure. The concept provides detail on the areas in and around the retail interface areas, based on a proposed RL3.4m maximum ground level of proposed buildings and contains a number of sections and illustrations describing the relationship of the buildings to the foreshore.</p> <p>It is envisaged that the proposed Permanent Public Domain will be approved as part of the R8/R9 project, with subsequent details to be developed in consultation with key stakeholders and approved by the Director General. A Statement of Commitment has been included which states "Lend Lease commit to the further development of the Permanent Public Domain approved in this development in consultation with the City of Sydney, Department of Transport, Arts NSW and other key stakeholders. The final Public Domain Plan is to then be submitted to the Director General for final approval".</p> <p>The permanent public domain that integrates with the R8/R9 site will be subject of a further DA for those works.</p>
10	<p>EA Section 5.4.2 Public Domain- The future ferry wharves are indicated to be immediately in the front of R8 and R9 in figure 5 of the EA. However this relationship is not addressed in the EA.</p> <p>EA to consider how R8 and R9 would interface with the future ferry wharves.</p>	<p>The Preferred Project includes a proposal for Permanent Public Domain, which has been developed to a refined conceptual level of detail. The permanent public domain includes proposals and strategies for finished levels, structures, planting character, materiality, drainage and infrastructure. The concept provides detail on the areas in and around the proposed ferry wharves and in particular integrates finished ground levels across the ferry interface area based on a proposed maximum</p>

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		<p>ground plane at the public domain edge of RL2.9m and the RL3.4m ground level of proposed buildings. This edge height has been previously discussed with Sydney Ferries and Transport for NSW, and has been identified as the maximum height of the seawall edge that provides for ferry operational requirements, and that also provides for the development of a high quality public domain, free of the impact of steps and ramps that may be required if a lower edge were proposed.</p> <p>It is envisaged that the proposed Permanent Public Domain will be approved as part of the R8/R9 project, with subsequent details to be developed in consultation with key stakeholders and approved by the Director General. A Statement of Commitment has been included which states "Lend Lease commit to the further development of the Permanent Public Domain approved in this development in consultation with the City of Sydney, Department of Transport, Arts NSW and other key stakeholders. The final Public Domain Plan is to then be submitted to the Director General for final approval".</p> <p>The permanent public domain that integrates with the R8R9 site will be subject of a further DA for those works.</p>
11	<p>Transport Management and Accessibility Plan (TMAP) Supplementary, Section 3.3.3 Figure 3) Traffic distraction is shown as being inbound via the Napoleon Street intersection with Sussex / Hickson, however the Barangaroo leg of the intersection is exit only from a basement car park (as shown in figure 2 of the TMAP).</p> <p>Amend Figure 3 to show correct traffic entry points into Barangaroo</p>	<p>There is no entry to the site from Napoleon Street at the location shown in Section 3.3.3 Figure 3. This is shown diagrammatically only to indicate the general traffic paths. Entry to the basement is via Globe Street further to the north. The text refers to R8 and R9 access being via Lime Street. Figure 3</p>
12	<p>Transport Management and Accessibility Plan (TMAP) Supplementary Section 6.1.1</p> <p>This Section indicates the potential for a new Barangaroo Wharf Ferry terminal adjacent to the R8 and R9 residential Buildings has the potential to bring additional ferry services and routes, contributing to an increase ferry mode share. However the relationship between the Ferry Wharf and the R8 and R9 buildings are not addressed.</p> <p>TMAP to include how R8 and R9 would interface with the future ferry wharves.</p>	<p>The TMAP is referring only to the overall transport task for the Barangaroo site and not specifically R8 and R9. The physical relationship between the R8 and R9 buildings and the ferry wharf is not a transport issue. The ferry terminal will be access directly from the public walkway.</p>
13	<p>Construction Time Management Plan (CTMP)</p> <p>The CTMP has not considered the cumulative traffic generation and impacts associated with the construction of Barangaroo Central – Waterfront Promenade and Interim Public Domain Works (on exhibition at the same time).</p> <p>Revise assessments to consider cumulative impact of all developments under construction during the same period (and incorporate into combined construction programs).</p>	<p>An Addendum Letter to the CTMP has been prepared by ARUP to consider the cumulative impact of the concurrent works occurring at Barangaroo Central and is included at Attachment F to the PPR.</p>
14	<p>Wind Impact Assessment for: Barangaroo South Buildings R8 and R9</p> <p>CPP wind analysis suggests wind issues along Globe Street that will need to be mitigated. What wind</p>	<p>The Wind Impact Assessment has been undertaken at a scale and level of detail that necessarily involves simple building mass, rather than the detail of the proposed buildings. On</p>

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	<p>mitigation is required intrinsic to building fabric? What public domain wind mitigation is required and how will the public (pedestrian, cyclist, vehicular) flows be accommodated given constraints imposed by required vertical mitigation elements?</p> <p>Further detail is required with regards to wind mitigation along Globe Street and how pedestrian, cyclist and vehicular flows will be accommodated subject to the wind mitigation.</p>	<p>this basis, the WIA notes isolated areas where the larger surrounding buildings are the major influence on wind conditions and are likely to have an impact on the comfort and distress ratings in some parts of Globe Street. It is noted that the methodology contained within the WIA is based on assessing the performance of the worst 5% of the year. In other words for 95% of the time, conditions are likely to be better than reported. The WIA also notes in this respect that the provision of awnings and landscape in this area will assist in improving conditions, such that the assessed performance will be improved.</p> <p>The R8 and R9 buildings propose awnings to Globe Street. The main pedestrian route, along the eastern side of Globe Street, is also protected by (more substantial) awnings, approved in the C3, C4 and C5 projects. Likewise, there is provision for street tree planning on both sides of the Globe Street.</p> <p>The upcoming planning application for the public domain will incorporate Globe Street in its final configuration. A key element in the development of this public domain application will be a more detailed wind assessment, which will build on the broader base undertaken to date. This study will enable consideration of the proposed awnings and façade detailing and will assist in the selection and location of landscape to further improve the currently understood performance. It is anticipated that through this process that any unsatisfactory wind issues that may exist will be addressed.</p>
Public Submissions - Steve White		
1	A failure by the applicant to provide a clear map for the development	A site plan was included with the Environmental Assessment Report.
2	A failure by the applicant to consider the impact of the development on the owners and residents located in 38 Hickson Road, Millers Point and nearby on the amenities (amongst other things the views for those residents which will be obstructed) of those residents.	<p>The EAR and accompanying technical reports considered the impacts of the proposed development on the amenity of nearby residents, including 38 Hickson Road. In relation to the matter of views, Residential Buildings R8 & R9 will not result in any impact on views from residences located on Hickson Road or Kent Street as the buildings will not be visible from these locations, being obstructed by Commercial Buildings C3, C4 and C5.</p> <p>Additionally, it is noted that building envelopes on the Barangaroo South site have been established and approved in Concept Plan MOD 4 (December 2010). Both the R8 and R9 Buildings are located within these formally and previously approved envelopes</p>
3	A failure by the applicant to publish a document which enables recipients of the proposed application to consider the impact of the development on the amenity of nearby owners and residents (including views).	