

New South Wales Government

Department of Planning

[Skip to content](#)

[Home](#) > [Development Assessments](#) > [Major Project Assessments](#)

**(Name withheld) , of 2602/183 STANFORD ON KENT BUILDING, 150 KENT ST, SYDNEY NSW, made the following submission on the project:**

## **MP06\_0162 MOD 8 - Modifications to Barangaroo Concept Plan**



### **Objects to this project**

9 April 2015

The Director, Government Land and Social Projects  
Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Also by email to: [barangaroo@dpc.nsw.gov.au](mailto:barangaroo@dpc.nsw.gov.au)

Dear Sir/Madam

#### **BARANGAROO CONCEPT PLAN OBJECTION**

We wish to strongly object to this 8th amendment to the plan for Barangaroo. The massive increase in height and close proximity of proposed buildings will cast our home in almost complete shadow, severely reduce our 180-degree harbor views and overwhelm our Kent Street village community in the historic Rocks precinct with unsustainable, excessively dense overdevelopment.

When we purchased our retirement unit in the Kent Street village on the 26th floor of the Stanford on Kent building, your planning department provided us with drawings and models assuring us that the height of the Barangaroo buildings below us would be contained within a development "envelope" below a height of 100m that would never restrict our access to views or sunshine. We made the decision to buy in Kent St based on your assurances and are dismayed that a Government planning department has reneged on its promises of height restrictions, allowed countless changes to the original plans for Barangaroo, completely changing the original concept and severely denigrating the Kent St village community.

We must ask: Why bother having an international design competition for Barangaroo, when constant modifications progressively ignore and negate the key elements of the chosen plan? Each modification appears to be entirely based on giving developer and casino operator James Packer what he wants, with poor design and bulk at the expense of an inner city community and in complete subjugation to developer greed for ever larger, more gross and inappropriate impact.

Barangaroo Modification Plan 8 proposes such monstrously tall and bulky buildings, it will turn Kent St Village and Barangaroo's built environment into an oppressive, dark and inhospitable wind tunnel. We urge you to return to a design based on architectural

merit, rather than corporate greed.

Modification Plan 8 does guarantee some views to the north-west for our apartment, but we have little faith there will not be yet more amendments (given we have already had to suffer the indignity of 8 major modifications to the original plan, each one massively larger, darker and offering less amenity than the previous modification) to degrade the general amenity of the site and the quality of the lives of those living in Kent Street Village.

The original modification that had a landmark hotel partially projecting into the harbor was a much better use of the site. Modification 8 takes the height of Block 4a from 41.5 metres to an astonishing 250 metres, a massive increase of 208.5 metres! This gross increase in height and bulk severely limits our access to sunlight and view corridors. The bulk of the building 4A has gone from 8150m sq to 86,579 square metres, more than TEN TIMES the already modified size. If the height of the building must go to 250 metres, it should be a thin, featherlike building, as was proposed in one of the earlier concept plans. This would maintain more view corridors and sunlight, and create less wind tunneling and blight on the landscape.

We raise the following objections in summary:.

1. TRAVESTY OF JUSTICE
2. OVERSHADOWING
3. LOSS OF SOLAR ACCESS
4. EXCESSIVE HEIGHT OF BUILDINGS
5. EXCESSIVE INCREASE IN TOTAL GROSS FLOOR AREA AND DENSITY OF DEVELOPMENT
6. LOSS OF HARBOUR VIEWS
7. LOSS OF REAL ESTATE VALUE
8. BLEAK RETIREMENT LIVING
9. LACK OF INFRASTRUCTURE TO SUPPORT THE SCALE OF DEVELOPMENT
10. LACK OF TRANSPARENCY AND DUE CONSIDERATION IN THE APPROVALS PROCESS

#### 1. TRAVESTY OF JUSTICE

We bought an apartment in the Stanford on Kent residential building at 183 Kent Street in April 2009 and spent considerable time before buying in consultation with the Department of Planning about the height and scope of the proposed Barangaroo development. At that time, DoP staff advised us that the maximum height of any Barangaroo buildings to be built between our apartment and the harbour, over which we currently have 180-degree views, would be less than 100 metres and below the level of our 26th-floor apartment. We paid a price for this apartment that was largely determined by these assurances that the apartment would retain its harbor views and sunny aspect.

We see it as a travesty of justice that despite these assurances, a massive building many times the height of our building has suddenly appeared directly in front of our apartment on this latest Barangaroo "modification". This new building, together with other taller buildings nearby, will block most of our views and sunlight.

No less than eight modifications to the initial Barangaroo concept plan have followed our purchase, each one proposing even taller buildings and more dense development than the last, and now obliterating our views and privacy and plunging our light-filled apartment and balcony into darkness for most of the day throughout the year (as shown on developer Lend Lease's latest shade modelling diagrams and computerised scenarios of the passage of the sun over the buildings).

We also see it is a travesty of justice that no independent body has been appointed to approve Lend Lease's repudiation of the initial award-winning design for Barangaroo, or to take into account the loss of property values and amenity suffered by some 1200 residents of the Stamford on Kent, Stamford Marque and Georgia buildings in Kent



Street.

## 2. OVERSHADOWING

The latest Barangaroo plans show callous disregard for the standard of living for Kent Street residents, particularly those in the Stamford on Kent building, whose sunlight, views, property values, health and amenity will be severely affected by the latest Barangaroo Concept Plan Amendment (Modification 8), which has added a now 250-metre tall building (Block 4A - taller and bulkier than Australia Square) directly in front of and very close to our building together with a poorly positioned Block 4B which dwarfs and encroaches on our building, and another very tall building (Block Y, which has grown from 170 metres to 275 metres) between our building and most of each day's sunshine.

The Block 4A, Block 4B and Block Y buildings obscure west-facing apartments from both the harbour and sunlight. Lend Lease insists that the increased height of these buildings will have minimal impact on the Stamford on Kent, but the developer's own modelling shows that they will plunge the building's west-facing apartments into shade and deprive them of the harbour views and sunshine, condemning residents to living in cold, dark and overpowering shadow.

## 3. LOSS OF SOLAR ACCESS

As mentioned above, the 250m height and location of the new Block 4A proposed in this modification, the 275 m height of Block Y and close proximity of Block 4B will plunge both our light-filled apartment and balcony, and the entire Stamford on Kent building into darkness for most of the day throughout the year (as shown on developer Lend Lease's latest shade-modelling diagrams and computerised scenarios of the passage of the sun over the buildings).

In the Sydney Morning Herald, (page 26, 8 September 2010), Sydney Lord Mayor Clover Moore is pictured holding the cord to plug in the first of the city of Sydney's electrical car fleet, highlighting the latest initiative to help reduce the city's spiralling carbon footprint and promote green development. How disappointing and costly to ourselves and our neighbours that Barangaroo's oversized buildings will end the Stamford on Kent's hopes for converting to solar power to improve our building's green rating and cut our usage of power from coal power stations feeding into an overwhelmed city grid.

Unfortunately, this modification signals literal dark ages for Barangaroo. The dramatic loss of solar access will also affect the health, the well-being and living costs of residents, who will have to use more instead of less power to combat the dark, cold, unhealthy and unpleasant conditions Barangaroo's overshadowing will create.

## 4. EXCESSIVE HEIGHT OF BUILDINGS

This massive "modification" to Barangaroo's plans increases the height of building 4A from 100 metres to 250 metres and building Y from 170 metres to 275 metres, halves the public promenade area and greatly increases the total gross floor area of the Barangaroo development. This height and density will deny some 1200 residents in the Stamford on Kent, Stamford Marque and Georgia buildings privacy and sunshine and completely overwhelm our living space and sense of community. It will also blight a prime harbour site, which warrants the application of best practice in the social, economic and environmental realm.

This area is not the CBD, it is part of an established, successful residential community. We object strongly to the excessive height and bulk of the buildings in the Barangaroo development and are concerned that this application for such a large increase in height and bulk does not include drawings or models of ALL the new buildings proposed for the site, which omission would appear to be a deliberate attempt to mislead the public and prevent proper evaluation of the total impact or full transparency of the extent of the developments.

## 5. EXCESSIVE INCREASE IN TOTAL GROSS FLOOR AREA AND DENSITY OF



## DEVELOPMENT

Barangaroo is lauded as a prime opportunity to lead the world in the latest town planning ideals on an iconic harbor site adjoining Sydney's historically significant Rocks precinct. But the developers are turning the site into a soulless concrete jungle, hemming in existing residents of the Stamford on Kent, Stamford Marque and Georgia. It is devastating to our village community that this latest plan increases the total gross floor area of the Barangaroo development so significantly.

### 6. SEVERE LOSS OF HARBOUR VIEWS

It is our understanding that the Barangaroo development contravenes basic planning principles in its relationship to the Stamford on Kent, Stamford Marque and Georgia buildings, through:

- \* Inappropriate application of view sharing principles
- \* Lack of application of the principle of Tapering View Form
- \* Changes to the view corridors that were previously almost acceptable

Like many Stamford on Kent residents, we have used a large part of our life's earnings to buy an apartment with significant harbor views but the Barangaroo proposals to date have all made no attempt to preserve these views, instead offering derisive discussion of sight lines and viewing corridors. This has been disappointing and insulting.

Barangaroo will radically and brutally affect our own and our neighbours' quality of life in retirement and our property values. We would have hoped that the role of the Government would be to protect rather than demolish such an important aspect of retirees' lives.

### 7. BLEAK RETIREMENT LIVING

We have worked hard all our lives in preparation for self-funded retirement in the Stamford on Kent building with significant harbor views. This country requires us to save for and fund our retirement, but the new 3A section of State Planning laws can through short-sighted, ill-considered and hasty approval for massive overdevelopment deny us our retirement income, health, peace of mind and living space.

We are devastated to find that Barangaroo not only severely diminishes the value of our real-estate investment, but also the amenity and sunlight we planned for and will need for an active and healthy old age.

### 8. SIGNIFICANT LOSS OF REAL ESTATE VALUE

Local real estate agents agree that uncertainty about the extent of development, loss of harbor views and sunlight will reduce property and rental values for Stamford on Kent, Stamford Marque and Georgia apartments.

### 9. LACK OF INFRASTRUCTURE TO SUPPORT THE SCALE OF DEVELOPMENT

We object to the lack of a full, frank and detailed explanation of the State Government's plans for transport in the area over the next twenty years.

Fast, convenient and underground transport must be made available to the thousands of employees, residents, visitors, tradespeople and tourists who will visit this site.

Lend Lease suggests the site "may" accommodate light rail and ferry terminals, but this is certainly not guaranteed. We object to the lack of solid information in regard to proposals for transport in the area as existing transport cannot cope with the increase in visitors to such a big site.

A current mode for dealing with traffic problems is to make the streets as unfriendly to cars as possible. However, this is impracticable as residents of all ages need cars to do such things as shop for groceries at acceptable prices, see family and friends, move children between school, sport and cultural activities and deal with emergencies such as ill-health. Public transport is not adequate for these purposes. It will be necessary to make adequate arrangements for parking, traffic control and commercial traffic.

### 10. LACK OF TRANSPARENCY AND DUE CONSIDERATION IN THE APPROVALS PROCESS



Details of the agreement between the Government and the Developer are hidden. There is widespread community concern over the lack of transparency concerning money paid by Lend Lease to develop the site and the pressure applied to the Public Service to prioritise commercial returns over the protection and support of the rights and interests of residents.

We object to the approvals process, which we believe is seriously flawed. By considering this development under Part 3A of the Environmental Planning and Environment Act, the Department is required to make a decision within 28 days from the end of the consultation period. The consultation period is too short and the period for making decisions is ridiculously short, given that these are decisions on a project, not just of great complexity but of huge public and personal impact for residents.

We have been told that the role of the Delivery Authority raises serious questions within the framework of the Westminster principles of good government and object strongly to this. This government authority is responsible for a development where the philosophy, design, planning, consultation, financing, communication and change of the whole project is being managed by the commercial, profit-making corporation which will benefit from the financial aspects of the project. Serious ethical and governmental concerns arise from this artificial structure.

We object to the structuring of this project, which allows for the concept plan to be changed in parallel with the plans for details of the development. This produces a constantly changing collection of proposals in what is already a complex development. The explanations provided by the developer do not clearly explain the interrelation of these changes and many in the community are, like ourselves concerned about the integrity of the procedure.

This is particularly so where it is clear that there is no guaranteed certainty about any aspect of the development because applications for change are so readily accepted by the department. Any approval is transitory at most.

We would like to see a supervisory body such as Sydney city council play a role to ensure that problems of communication and information are regularly and speedily addressed.

In summary, this latest modification to Barangaroo condemns us to a dark and miserable retirement and the heights and positioning of the buildings blocking our access to sunshine and a harbor outlook contravenes the information given to us by your department when we bought our apartment in 2009.

The latest proposals do not properly apply view sharing principles or the principle of Tapering View Form, but instead destroy our privacy and amenity.

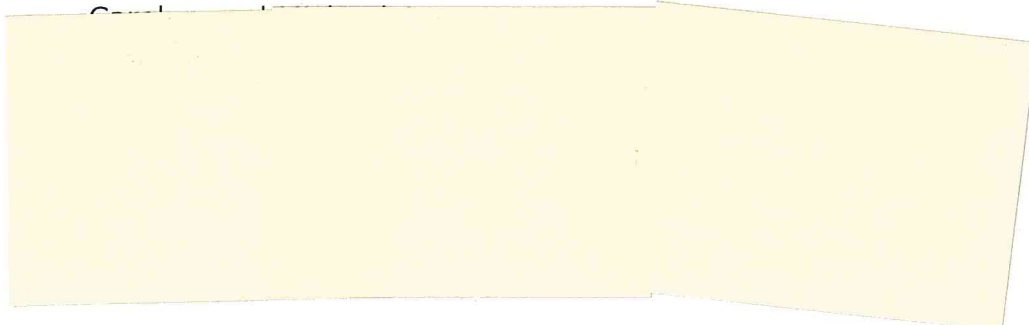
When speaking at meetings with residents, Lend Lease staff stress that this evaluation process is a comparison between the "approved" Concept Plan and their latest proposal, which provided benefits.

We consider that any final decision has to evaluate any plan on its own stand-alone merits and it should have outstanding qualities and benefits to the community.

We object strongly to the GFA increase and the reduction of the size of the southern cove, which creates both the view-sharing problem caused by the height and location of Block 4A and the Solar Access problem caused by it and the new height of Block Y. We look forward to your constructive response.

Yours sincerely

Camille





- Attachment: [BarangarooAmendment8Objection \(April 2015\) .pdf](#)



**Catherine E Storey OAM**  
MB BS MSc FRACP  
Clinical Associate Professor  
Northern Clinical School  
University of Sydney

804/35 Shelley Street  
Sydney 2000

20<sup>th</sup> April 2015

The Director  
Department of Planning and Environment  
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SYDNEY NSW 2001

Copy: [Sara.Roach@planning.nsw.gov.au](mailto:Sara.Roach@planning.nsw.gov.au)

Dear Madam

Re: MPO 0162 MOD8 and SEPP  
Amendment (Barangaroo) 2015

I wish to make a personal submission in relation to this proposed modification to the Barangaroo development; the 8<sup>th</sup> amendment.

For many of us who live adjacent to this overwhelming development the whole process looks like a massive juggernaut rampaging out of control with no apparent authority managing the collateral damage.

I am assuming that the current proposal for a further unprecedented increase in the number of apartments, office accommodation, retail space, and hotel with its own residential component will go ahead regardless of our concerns based on historical evidence of the development to date. The concerns of local residents have been completely ignored. We were ignored when the shadow diagrams confirmed that the shadows would spread over a broad area of Pyrmont, Darling Harbour and King Street Wharf and the high rise went ahead regardless. Our freedom to exit and enter our own properties has been ignored when the authorities have reduced the access to our homes for long periods of time. So assuming that this amendment will proceed and see further building on a colossal scale, can I ask what is the concurrent transport management plan for this currently proposed massive increase in activity?

The latest transport plan, which I can find, posted on line is from August 2012. Since August 2012 there has been a substantial increase in floor space, even before one considers the latest 8<sup>th</sup> amendment.

Can I bring a few matters to your attention with regard to the Transport Plan – August 2012 in support of my submission against this current amendment?

1. The transport plan of 2012 states that there will be 24,000 persons living and working on the complex with 33,000 visitors per day, but this predates the present proposal. This new proposed development must surely cause a massive increase in these forecasted figures. A doubling of the allowable floor-space must surely double the movements.



2. The transport plan of 2012 reports that the objective is that 90% will access the site by public transport, cycling or walking.
  - a. Public transport. At present this is chaotic and demand appears to far exceed availability. The nearest train station is Wynyard and I would suggest that the solution of the 'Wynyard Walk' would only pour masses of pedestrians into the Wynyard Station precinct. May I draw your attention to the picture published on Page 9 of your Transport Plan of 2012, which clearly shows an overcrowded platform at Wynyard. I cannot imagine accommodating the increase expected load without endangering life. Your planners must surely be alarmed at this potentially hazardous prospect. The other option is bus. Buses leaving Wynyard bus interchange heading north negotiate a route down Erskine and attempt a right-turn into Clarence. In peak hours this is treacherous. In 2014, one life was tragically claimed at this very intersection in these conditions. Again it is difficult to see how this overstretched facility can be easily expanded to meet the demand of Barangaroo. May I remind the Barangaroo Authority of the historical reason for the unusual width of Hickson Road was the original plan for the railway to extend from Central Station to the wharves at Miller's Point? Another failed transport initiative.
  - b. Cycling – surely a very limited option for the very fit who are not concerned about adverse weather conditions. The "target mode share for bicycle commuters is 4%". Your report suggests 24,000 will live and work in the precinct, while 33,000 will visit daily, suggests that even before the current increase in floor space, the anticipated number of bicycles would be 2280?
  - c. Walking – the topography of the area does not facilitate an easy walking path. There are steep grades to negotiate whichever route is taken to exit the site particularly on the northern access. This limits access for anyone with impaired mobility. The distances involved to the nearest transport hubs at Wynyard are 0.5 Km from Barangaroo South and 1.5 Km from Headland Park. Your traffic report 2012 suggests that Taxis will be an important mode of transport if there is a question of mobility. I would suggest that this is not a financially viable option for the great majority of persons with restricted mobility.
3. The mode of transport that concerns the present residents of King Street Wharf is the car. In your traffic report of 2012 the car is described as a "low target mode share for private vehicles at 4%". It is inconceivable that those who purchase an apartment in Barangaroo will not want to move in and out by car. It is also inconceivable that patrons of the hotel and/or casino will come by any other means than the vehicle, private or taxi and the number of movements could potentially be high day and night.

The points of entry and egress from Barangaroo are extremely limited. The exit at Towns Place leads to the labyrinth of small streets in the Rocks; the exit at Napoleon Street leading to Margaret Street is limited; the main exit will be via Sussex Street. The intersection of Sussex and Erskine has, over the years become increasingly difficult to negotiate. At peak hours it is almost impossible to turn right from Erskine into Sussex southbound with safety. Traffic controllers have refused to entertain the idea of a dedicated right hand turn

arrow. It is only a matter of time until there is a fatal consequence of the dash that is necessary to make the turn during peak hour traffic. The inefficiency of the intersection of Sussex and Erskine leads to a bank up of traffic well back into Hickson Road for southbound traffic and on Shelley Street for northbound traffic during peak hour flows. This will inevitably increase when traffic begins to move in and out of Barangaroo. For local residents, who already suffer this traffic congestion on a daily basis, accentuated by the building works of Barangaroo, it will become intolerable. Potentially local residents, including those from Barangaroo will become trapped in this precinct. This also raises the question of how the Authority has factored in the rapid entry/exit of Emergency vehicles? This also impacts on the residents of the King Street Wharf precinct.

4. Has any consideration been given to those who have an impairment of mobility? Public transport requires a walk of at least 0.5 Km to South Barangaroo or 1.5 to Headland Park, a more likely destination for a visitor; walking is restricted to those who can negotiate a significant ascent whichever route is chosen. I note that the number of parking spaces is about to be dramatically cut to facilitate the increased requirement if amendment 8 proceeds. I anticipate that this will also limit access to those who require a private vehicle for their ability to enjoy a lifestyle equal to an able bodied person. Will there be an assurance that a certain number of parking spaces, as they become an increasingly scarce commodity following re-allocation to the hotel/casino complex, will be retained for those with mobility issues?

Yours sincerely

Catherine Storey

Copies:       The Hon Alex Greenwich MP  
                  58 Oxford Street  
                  PADDINGTON 2012

                  The Hon Rob Stokes MP  
                  G.P.O. Box 5341  
                  SYDNEY 2001





14

[New South Wales Government](#)[Department of Planning](#)[Skip to content](#)[Home](#) > [Development Assessments](#) > [Major Project Assessments](#)

## John Taylor , of Sydney NSW, made the following submission on the project:

### MP06\_0162 MOD 8 - Modifications to Barangaroo Concept Plan



#### Objects to this project

##### MP06\_0162MOD8 Modification to Barangaroo Concept Plan

This application for redistribution of previously approved FSR to other land uses and an additional increase in FSR should not be approved. The applicant has not satisfied the DG's requirement that is explicit, any increase or redistribution of FSR needs to be thoroughly justified. The applicant has clearly not satisfied this requirement. In relation to additional FSR for residential use and the redistribution of previously agreed commercial and retail FSR now requested as additional residential use, there is scant justification. Previous justification in mod 4 for additional commercial FSR has in this submission now been undermined. The DGs requirements refers to cumulative impacts and the incremental creep of modification using contradictory justification arguments needs to be tested utilising the original base case as a reference point. This is best demonstrated by the applicant using the creation of enhanced public space in the form of a harbour to justify an increase in FSR only to then reduce the size and quality of the harbour and relocate the proposed open space from the foreshore and seek to transfer the increased FSR to another land use. Consideration of this application needs to satisfy the test of due process, not to be viewed through the prism of the need for additional government revenue.

The applicant has requested...

Modifications to Barangaroo South, including increases in GFA and height, increase in tourist GFA, redistribution of GFA and land uses across development blocks, modifications to block and building envelopes, reduction in area of the Southern Cove, and a redistribution of public domain areas.

The DG requirements include...

A thorough description and justification of the proposal, including:  
a detailed justification for the increases in height, GFA and additional car parking;

..... an assessment of the potential impacts of the modifications, including cumulative impacts



The applicant states.... The additional proposed GFA at Barangaroo South is attributable to the GFA in the landmark hotel building on Block Y being increased together with the proposed 500m2 increase to the allowance for Active Uses in the RE1 Public Recreation zone.

Block Y is proposed as 77,500 m2 FSR.

This is made up of

6,700m2 of retail previously approved within the total FSR  
 33,000m2 tourist previously approved.  
 15,200m2 additional tourist (for potential casino)  
 22,600m2 of additional residential

77,500 Total.

There is a lack of justification for the 22,600m2 of additional residential FSR within tower Y. The only justification for increased residential FSR within the application is as follows..... Increased residential FSR.... will significantly increase the vibrancy of Barangaroo South through the larger residential population (particularly outside of business hours). The additional residential GFA and commensurate increase in residents will also benefit the proposed retail, community and active uses, and support public transport, by reinforcing demand and critical mass.

The requirement is for a thorough justification. The above is but a glib superficial and unsupported statement that provides no reasonable and transparent consideration for additional FSR. The justification for example that apartments being marketed to the top end of Sydney's wealth will support public transport is contradictory to the evidence that the applicant also seeks also an increase in car spaces.

This application for an increase in residential FSR within Block Y cannot be approved due to the clear requirement within the DG requirements for a thorough justification of any increase in FSR. . The applicant demonstrates no reasonable justification for the 22,600m2 of additional residential FSR within building Y.

Additionally the request to redistribute GFA and land uses across the development is untenable.

An increase of 34,791m2 of commercial FSR and 4,000 m2 of retail FSR awarded in previous Mods has been requested to be redistributed to other uses. Rather than redistribution, this 38,791m2 increase in commercial and retail FSR previously awarded should be reduced as the justification for this increase of 38,791 can no longer be valid as it no longer required. The applicant previously in Mod 4 stated....

A significant share of the businesses located in Barangaroo South is likely to reflect new activity for Sydney, rather than a spatial reallocation of businesses around Sydney's CBD. When it is completed, the additional value added to Sydney from Barangaroo South is estimated at about \$1.5 billion per year for Sydney, equivalent to a 0.8 per cent increase in Sydney's value added. The largest share of this value reflects additional employment in high value areas such as finance, as a growing Sydney CBD attracts people from around Australia and the world

Two key elements of the Barangaroo South project will influence the additionality of the project. Lend Lease's design of Barangaroo South can increase additionality for Sydney if the design attracts financial services, particularly from interstate and overseas. By developing a financial services hub with banks, other financial services companies and financial regulators, the proposed development will attract additional activity. The large floorplate design of the development and transit-oriented development are also expected to be attractive to global companies. The economic environment is the second determinant of the additionality of the development. The economic environment will impact on the demand for and supply of office space in Sydney's CBD and capacity in non-residential construction.

The applicant in this submission in confiding that 38,791m2 of the increase in commercial and retail FSR approved in Mod 4 is not required demonstrates that request for the quantum of FSR sought in Mod 4 due to the additionality justification was excessive and consequently should now be taken back.

Additionally, justification for additional FSR in Mod 4 related to an increase in quality and quality of public space, this modification reduces the quantity and quality of this public open space that was proposed and approved in the previous mod. The open space now proposed will be in shadow for a significant part of the day throughout the year due to the location and height of the proposed buildings, and no longer has prime water frontage.

Barangaroo was supported by the public as the original concept provided significant public benefit. However, this proposal significantly reduces the quality of the public open space compared to the original scheme by removing a significant amount from the harbour foreshore and enclosing it with buildings. From the information submitted it is not clear that the quantity of open space remains the same. It appears that the open space has been reduced. The submission does not thoroughly justify the changes to the open space from the original proposal. There appears to be a reduction in public benefit compared to the original scheme. There needs to be consideration of the cumulative impact of the additional submissions for mods. The cumulative impact is a reduction of public amenity and open space whilst a substantial increase sought in FSR.

This submission clearly demonstrates

1. The 22,600m<sup>2</sup> of residential FSR sought for building Y should not be approved as a thorough justification has not been made.
2. The 38,791m<sup>2</sup> sought to be redistributed to other uses should not be agreed and in fact this increased 38,791m<sup>2</sup> previously agreed increase in Mod 4 should now be taken back as the applicant clearly demonstrates that the previous justification is no longer valid.

- Disclosure: Donation Declaration Planning 001.pdf







27 April 2015

Ms Sara Roach  
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Dear Ms Roach

The Sydney Business Chamber (SBC) is a division of the NSW Business Chamber and represents Sydney's leading corporations. The SBC advocates for Sydney to be a competitive and sustainable global city. The SBC welcomes the opportunity to comment on the *Concept Plan Modification 8* for Barangaroo South ("the modification plan").

The SBC strives to identify, develop and promote the major issues that contribute to economic activity and growth in Australia's only global city, Sydney. We do this by representing and engaging with government on behalf of business at the local, state and federal level.

As a landmark re-development and Sydney's largest urban renewal project since the Olympics, Barangaroo represents a once in a generation opportunity for Sydney to re-engage with its harbour and grow its commercial, tourism and residential offerings. The SBC has been actively engaged in the debate and development of Barangaroo and is pleased to put these comments forward on the modification plan.

The SBC believes that the key changes under the modification plan resulting from the decision to relocate the Crown Hotel away from the Harbour Pier onto land at Barangaroo South will improve the visual and public amenity of the Barangaroo site as a whole. We note that changes under the modification plan include:

- Reducing the number of buildings proposed at Barangaroo South to 13
- Moving the three approved residential towers further south to maximise light for public space
- Modifying the height of the residential towers to improve view corridors and to increase visual harmony with established buildings

The SBC supports these changes and believes they will not only improve the site itself but also and importantly improve the sites linkages with the western CBD and Millers Point. As we stated at the time of the modification plan's release, we believe that allowing for an increase in the floor space of the Hotel development while maintaining the amount of green space on the site as well as the improvements noted above will achieve a significantly better outcome from the development in terms of both economic and social amenity.

Please feel free to contact Mr Luke Aitken, Senior Manager Policy, New South Wales Business Chamber on 9458 7582 or via [luke.aitken@nswbc.com.au](mailto:luke.aitken@nswbc.com.au) if you wish to discuss these matters further.

Yours sincerely

**THE HON. PATRICIA FORSYTHE**  
Executive Director





16

**Modification of the Barangaroo Concept Plan (MP 06-0162 Mod 8) and  
SEPP Ammendment Barangaroo 2015**

I am writing to object to the modification request for Banagaroo and the proposed SEPP Ammendment increasing the total maximum floor area to 594,411 square metres, and especially the increase in the GFA and height of Block Y from 33,000 to 77,500 square metres and from 170 to 275 metres in height.

We own the Suite 67 at the north eastern end of the lower deck at Jones Bay Wharf and this gross over development will, according to the modelling lodged as part of this application, directly and adversely affect our work environment, and the public amenity and enjoyment of Jones Bay Wharf apron and bay.

The public space of Barangaroo is also compromised by the shading caused by Block Y and the increase in the residential tower Block 4A from 41.5 to 250 metres. These modifications are not in the public interest or, as claimed, necessary for "landmark" design. The only status that will be improved if these modifications are approved will be that of James Packer's and Lend Lease's bank accounts.

Barangaroo offers an amazing, once in a lifetime opportunity for considered, innovative development of which Sydney could be proud. It seems that this vision is in real danger of being completely eroded by constant modifications to development consents which are short term in nature and motivated by greed, rather than the public good.

Yours sincerely,

Rebecca Thomas

Director, Regada Noimnees Pty Ltd

3/ 1 Kiara Close, North Sydney 2060





17

[New South Wales Government](#)[Department of Planning](#)[Skip to content](#)[Home](#) > [Development Assessments](#) > [Major Project Assessments](#)

## **Owners Corporation Network of Australia, SYDNEY NSW, made the following submission on the project:**

### **MP06\_0162 MOD 8 - Modifications to Barangaroo Concept Plan**

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#### **Comments on this project**

The Owners Corporation Network of Australia, which represents the interests of residential strata owners and occupiers, wishes to make the attached submission on the proposed amendments.

- Attachment: [Barangaroo Concept Plan Amendments OCN Submission 150430.pdf](#)





30 April 2015

NSW Planning & Environment  
23-33 Bridge Street  
SYDNEY NSW 2000

Attention: Sarah Roach

Dear Madam

The Owners Corporation Network of Australia Limited (OCN) is the peak body representing residential strata and community title owners and occupiers. OCN is therefore a key consumer voice in the development of Barangaroo.

For some time, OCN has been concerned about the threat that increasing congestion poses for the amenity of city centre residents. In January 2015 OCN made a submission to Transport for NSW on the proposed City Centre Access Improvement Project.

It is concerning that the exhibition of proposals to amend the Barangaroo Concept Plan is taking place before a Government decision on the City Centre Access Improvement Project.

Over 27,000 people live in CBD apartments. This population is set to grow rapidly with the completion of apartment buildings already approved or under construction. Most of these projects are replacing commercial buildings, so their net contribution to congestion is less than the population increase suggests.

In the case of Barangaroo, however, the construction is not replacing existing floor space; it is extra floor space for the CBD.

The Director General's Environmental Assessment Requirements call for a detailed justification for the increase in floor space and car parking, and an assessment of the cumulative traffic impacts.

OCN considers that the proponent has not complied adequately with these requirements. OCN does not object to a larger hotel. However, if there is to be a larger hotel, then there should be a reduction in the floor space for other uses.

The proponent claims that the increase in traffic movements would be "minor". However, the Director-General requires an assessment of the "cumulative traffic impacts", and this is not to be found in the exhibition documents. An individual new development in the city centre is always likely to generate a net increase in traffic movements that is minor; however, the issue is the cumulative

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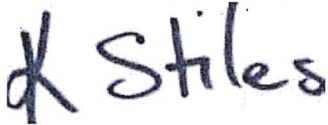
impact. It is evident from the Government's *Sydney City Centre Access Strategy* that the cumulative impacts are considerable.

The proposal that the hotel have 500 car spaces is unacceptable. The proponent states that the hotel's peak demand for the car spaces will be outside typical office hours of most uses in the CBD. This means that the 500 car spaces will be available to commuters during the day, leading inevitably to more day-time traffic congestion.

The exhibition document describes "public benefits" that the proponent believes will flow from the proposal. For CBD residents, many of these "public benefits" are *disbenefits*, because they involve an increase in day-time and night-time visitors to the city centre without a matching increase in the infrastructure to serve them.

OCN believes that any changes to the Barangaroo plans should be such that there is no net increase in total floor space.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'K Stiles'. The 'K' is stylized with a large loop, and 'Stiles' is written in a cursive-like script.

Karen Stiles  
Executive Officer



green building council australia

18  
Building  
a sustainable  
future

Ms Sara Roach  
Planner  
Major Projects Team  
NSW Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Via email: [sara.roach@planning.nsw.gov.au](mailto:sara.roach@planning.nsw.gov.au)

30 April 2015

Dear Ms Roach

**RE: REVISED CONCEPT PLAN FOR BARANGAROO SOUTH – MODIFICATION 8**

I write on behalf of the Green Building Council of Australia (GBCA) in regards to the revised concept plan for Barangaroo South, specifically Modification 8.

The GBCA is the nation's authority on sustainable buildings and communities. The GBCA's mission is to accelerate the transformation of Australia's built environment into one that is healthy, liveable, productive, resilient and sustainable. The GBCA works with industry and government to encourage policies and programs that support its mission and it operates Australia's only national, voluntary, holistic rating system for sustainable buildings and communities – Green Star.

Lend Lease is one of the GBCA's leading members and is an organisation that delivers sustainable places across Australia and around the world. Lend Lease has committed to achieving Green Star certification for all buildings at Barangaroo South as well as a Green Star – Communities certification for the entire precinct. Green Star certification will help to ensure that Barangaroo South becomes Australia's first large scale carbon neutral community, pioneer a new era in sustainability and set new benchmarks for others to follow.

The revised concept plan and Modification 8 will not in any way impede the ability of Lend Lease to achieve Green Star certification for the buildings or the precinct. The GBCA looks forward to continuing to work with Lend Lease to support them in the delivery of a productive, sustainable, liveable and resilient community at Barangaroo South.

The GBCA also looks forward to working with the NSW Government and stakeholders such as Crown Resorts and the successful tenderers for other projects within the wider Barangaroo development to ensure that the best possible outcomes are achieved for this exciting new part of our city.

Yours sincerely

Romilly Madew

**Romilly Madew**  
Chief Executive



