

APPENDIX 1.

SUMMARY OF SUBMISSIONS

MG PLANNING

**Barangaroo – Concept Plan Modification Commercial Floorspace
Summary of Public Submissions**

No.	Dated	Submitter	Nature	Comment	Major Issues Raised
1.	Undated	Unknown	Questions	<ul style="list-style-type: none"> Increase of 72% must render approval of Concept Plan meaningless Will footprints remain the same in Blocks 2,3, 4 and 5? Will this mean nearly a 72% increase in height? What is meant by Commercial floor space? Is this on top of residential, tourist uses and community uses? How can proposed changes be made without withdrawing the approval of the Concept Plan and exhibiting a new Concept Plan for a new approval? 	<p>Queries regarding intent of modification</p> <p>Modification v new DA</p>
2.	Undated	Unknown	Objection	<ul style="list-style-type: none"> Turning historic area into commercial sterile jungle with even large tall office buildings shadowing entrance to Darling Harbour and surrounds Potential impacts and risks of overcrowding Wynyard Station Increase in polluting buses Impact of Global Warming and sea level rise 	<p>Built form</p> <p>Solar access</p> <p>Overcrowding</p> <p>Pollution</p> <p>Global warming and sea level rise</p>
3.	29/07/08	Property Council of Australia	Support	<ul style="list-style-type: none"> Support proposed additional 120,000m2 of commercial FS Market fundamentals for office space in Sydney CBD are strong. Report in January 2008 indicated 18 year low vacancy rate of 3.7%. 4.3% vacancy rate over part 6 months is third lowest since the 1980s. 106,559 m2 of office space was added to the market in the past 6 months. Demand will be the main driver in the immediate future building on strong employment growth and office demand. As outlined in the NSW Government's <i>Innovation Statement</i> we need to leverage and build upon State's economic strengths such as financial services. Need to facilities the Sydney CBDs sustainable development and growth capacity and in this regard, increase the commercial development capacity of the world class offering at Barangaroo. Included <i>Sustainable Sydney 2030</i> which outlines Property Councils view of the key employment growth and development capacity issues facing the CBD. 	
4.	22/07/08	Sealkee Holdings Pty Ltd	Objection	<ul style="list-style-type: none"> Increase impact on views from Apartment 805, the Bond Apartments at 38 Hickson Road, Millers Point. Insufficient information to ascertain actual impact on views from property and other properties in vicinity. Particularly the case for properties with oblique view of waterway rather than a line of view that extend perpendicularly from the shoreline to the property. "Corridors of view" only appear to cater for properties with perpendicular views to the shoreline. The height of the further development will mean properties not benefited by "corridors of view" will lose their entire view over the Waterway. A complete loss of view will be a major loss of amenity for Sealkee and many other property owners with a similar view alignment. 	<p>View impact</p> <p>Lack of view analysis</p> <p>Impact of increased height on views</p> <p>Amenity impacts resulting from loss of views</p>
5.	Undated	Unknown	Objection	<ul style="list-style-type: none"> Public transport problems that will result from expansion of CBD through development of Barangaroo As an alternative Barangaroo could meet need for large civic square to accommodate large festivals and events High rise office towers on site a mistake 	<p>Public transport</p> <p>Civic use</p> <p>High rise towers</p>
6.	01/08/08	Unknown	Objection	<ul style="list-style-type: none"> Public land should be used in the public interest not in interests of State government or developers FS not in public interest Motive money not long term future of Sydney No clear vision Site should be open foreshore space, office buildings can go anywhere not such a special foreshore site Should be for benefit of all not few Will create wall of buildings which are increasingly surrounding and isolating the harbor Required independent assessment with State Government submitting proposal to another State Government department for approval. Should require new DA not be modification. Land covered by SHFA should be protected and not developed for commercial uses and profit gives its long term importance to the public. 	<p>Public land</p> <p>Built form</p> <p>Independence of assessment</p> <p>Modification v new DA</p>
7.	01/08/08	Unknown	Objection	<ul style="list-style-type: none"> Public land should be used in the public interest not in interests of State government or developers FS not in public interest Motive money not long term future of Sydney No clear vision Site should be open foreshore space, office buildings can go anywhere not such a special foreshore site Should be for benefit of all not few Will create wall of buildings which are increasingly surrounding and isolating the harbor Required independent assessment with State Government submitting proposal to another State Government department for approval. Should require new DA not be modification. Land covered by SHFA should be protected and not developed for commercial uses and profit gives its long term importance to the public. 	<p>Public land</p> <p>Built form</p> <p>Independence of assessment</p> <p>Modification v new DA</p>
8.	Undated	Unknown	Objection	<ul style="list-style-type: none"> Bigger buildings and less park land will end up like another row of "Toasters" along the Hungry Mile. Will turn Sydney in to Hong Kong. In interests of developers not people of NSW. 	<p>Built form</p> <p>Public interest</p>
9.	08/08/08 (rec'd)	Unknown	Objection	<ul style="list-style-type: none"> Gross overdevelopment of site, buildings now too high, too wide and all concentrated at southern end of site. Public transport cannot cope especially Wynyard Roads currently at gridlock around site at peak times and could not handle additional traffic. Site prime gateway to western side of Sydney CBD- should not be overdeveloped for short term gains. 	<p>Overdevelopment</p> <p>Public transport</p> <p>Traffic</p> <p>Built form</p>
10.	31/08/08	Unknown - Residents of Western Side of	Objection	<ul style="list-style-type: none"> Concerns relate to Block 4 Extreme loss of views Extreme loss of privacy 	<p>Views</p> <p>Privacy</p>

**Barangaroo – Concept Plan Modification Commercial Floorspace
Summary of Public Submissions**

No.	Dated	Submitter	Nature	Comment	Major Issues Raised
		"Stamford on Kent"		<ul style="list-style-type: none"> Loss of some sunlight Concern at how planning process can allow amenity of nearby residents to be taken away 	Overshadowing
11.	21/07/08	Unknown	Objection	<ul style="list-style-type: none"> Object to height greater than 8 storeys commercial or residential. Object to increase in commercial FS Should be strongly focused public area to be enjoyed by all – is unique with strong heritage. Proposal will destroy beauty, charm, tradition and enjoyment by all. 	Height Public interest
12.	05/08/08	Hill Thalys Architecture and Urban Practices, Paul Berkemeier Architect and Jane Irwin Landscape Architecture	Objection	<ul style="list-style-type: none"> Submission from team that won design competition Repeated and significant changes have undermined the fundamental ethos of original competition winning scheme re both public and private domain. Proposal does not address the winning competition entry. Changes are not in the public interest. Planning and Procurement process inappropriate. <u>PUBLIC DOMAIN</u> Controls on public domain in modification entirely inadequate. Public domain to be developed as residual area of private domain – not in public interest. Enlargement of southern cove will reduce public access provided by Globe Street which is fundamental to winning scheme. Will allow private interests to prevail over public. Proposed street pattern does not dimension street reservations – does this mean they are to be reduced? Figures 7 and 8 relating to Height and GFA does not refer to public domain structure – will street reservations be absorbed in to blanket controls? Areas of public domain should be removed from maps. Public domain plan should be documented and approved prior to EOI for Blocks 1 – 4 (which is currently being procured) otherwise will have little impact on design outcomes for these blocks. Public domain plan should come first and be approved and set in stone prior to any proposals for surrounding development. <u>PROPOSED BUILDING ENVELOPES AND URBAN CHARACTER</u> Additional FS justified by north west metro but 30% increase not justified by 1 metro stop particularly given no commitment to light rail FS increase driven by tenant driven building designs and likely market responses rather than fundamental urban, architectural and public domain issues. Question what 3 outlines (Approved block outline, Hill Thalys and proposed modification) on photomontages represent. Highly selective view points. Considers scheme represented as Hill Thalys is incorrect and cannot be larger than proposed modification given maximum GFA f 390,000m2. "Approved building envelopes" bear no relationship with Draft Concept Plan prepared by Team and have no modeling / articulation. These are inadequate and do not even approximate sophisticated controls on other important sites such as Green Square, CUB etc. Argument for large floor plate buildings over reaction to one market preference and will lead to a monoculture of large floor plates to the exclusion of other segments of the market. A mix is required. The competition scheme provided for such a mix and did not preclude large floorplates. Barangaroo should not be a glorified business park but be predicated on an authentic city grain that allows diversity of uses, scales, building types and occupancies. Examples of large floor plate buildings shown are exceptions within a rich, varied and finely calibrated urban grain. There are no examples cited where large floor plate buildings are located in a consolidated row, in close proximity to one another to the exclusion of all other types of buildings. Increase not tied to the provision of any public projects and facilities. The applicant should quantify public benefits above and beyond existing, to justify increases in permissible FS and revenues. <u>DESIGN EXCELLENCE</u> Design excellence has been set aside or commercial interest. Modification has had not input from architectural or urban design consultants Potential for DG to waive design excellence requirements if architect with an outstanding reputation is engaged and measures put in to place to ensure design carried through to completion. Requirement for design excellence process on each site should be mandatory to ensure range of architects and landscape architects have input to the development of the precinct rather than large areas being controlled by large consortia with limited architects / landscape architects. <u>PROCUREMENT PROCESS</u> Concern raised about procurement of single development parcel as one indigestible job lot where single development conglomerate will have controls of up to 460,00m2 of FS across 4 urban blocks with licence to adjust and deform public domain. 	Erosion of winning design scheme Public interest Process Primacy of private domain over public domain Public access and street widths Public domain should lead and then private domain respond Concern re: proliferation of Large floor plate buildings. Only one part of market Modelling unclear / misleading Built form controls inadequate Potential to waive design excellence Need for diversity of design, form etc.
13.	08/08/08	Highgate Building – potential future resident	Query	<ul style="list-style-type: none"> Which building will be in front of Highgate? Will the view on the SW corner of 24th floor be significantly affected? Can the heights and sizes of these buildings change in the future? When will the proposal be finalized? 	View loss
14.	12/08/08 (rec'd)	Residents of Stamford on Kent	Objection	<ul style="list-style-type: none"> Magnitude of increase in FS Further bulking of built form Makes mockery of original proposal elements which established principles for transformation of the site Increased dominance of built form along the harbor foreshore Lack of harmony with the area Loss and narrowing of view lines Creation of additional wind tunnels 	Built form View loss Wind

**Barangaroo – Concept Plan Modification Commercial Floorspace
Summary of Public Submissions**

No.	Dated	Submitter	Nature	Comment	Major Issues Raised
				<ul style="list-style-type: none"> Additional shadowing effects on neighbouring areas Lack of evidence that an increase in floorspace offers the benefits suggested No commitment to an enhanced transport plan. Floorplates make development more of a business park than an extension of the CBD which will be unfriendly and unsafe out of business hours. 	Solar access Demand Transport Safety / security
15.	12/08/08 (rec'd)	Resident of Stamford Marque at 161 Kent St	Objection	<ul style="list-style-type: none"> Nightmarish wall of uninspiring development geared solely to developers rather than the enhancement of civic life No commitment to worthwhile public domain or arts or cultural program that will make site a community Erosion of winning design scheme for profit 	Built form
16.	06/08/08	Resident of Apt 7A Stamford Marque, Kent St	Objection	<ul style="list-style-type: none"> Impact on views and property values Area currently low density – this will change Foreshore should be for all not for selfish few Should not be any high rise buildings on the foreshore 	View loss / property values Density Public access Built form
17.	06/08/08	Residents of Millers Point	Objection	<ul style="list-style-type: none"> Environmental impact of alterations to seawalls and creation of partial new shoreline to harbor Impact on natural light levels to Millers Point and the CBD Loss of views including Bond Building (which won awards for excellence in environmental sustainability) Impact on services including sewer, electricity and communications. Papal mass during World Youth Day provided access to site for Sydneysiders. Signalled enormous potential improvements that could come from opening up of site. Lack of commitment to Public Domain Winning design founded on positive urban principles – should result to these plans. Was exemplary urban project and would bring broader benefits for the city. 	Solar access View loss Impact on services Public domain
18.	Undated	Resident of Stamford on Kent	Query	<ul style="list-style-type: none"> Request clear plan of how high and wide the building directly opposite Stamford on Kent will be. Concerned regarding loss of views from building. 	View loss
19.	20/08/08	Millicent Chalmers OBO Resident Action Group	Objection	<ul style="list-style-type: none"> Supports submission made by residents of Highgate in Kent Street. Concerned that the potential use of the site for cultural and educational purposes has been largely ignored for commercial imperatives. Unique opportunity to continue tradition of museums, art galleries and other cultural facilities. 	Land use mix
No Number	Undated	Resident Action Group - On Behalf of Residents of Millers Point	Objection	<ul style="list-style-type: none"> Query motive for increase if funds to go to provision of public services and resources in the area. Lack of consultation with Millers Point residents on modification. Question demand for increase in FS over timeframe of design and construction. Does increase need to be on prime waterfrontage land given use is unrelated to siting. Government should protect resident's amenity but have not consulted to find out what this amenity is. Impact on views – additional FS will result in total loss of views to some residents including residents of High Street and Kent Street and Hickson Road. Development of Barangaroo should improve Millers Point not result in a wall of buildings along Hickson Road. Impact on property values. Impact on transport, limited public transport Impact on services, that is, water and electricity. Noise impacts to local residents – potential inclusion of entertainment venues, hotels, restaurants etc that bring additional noise. This will result in degradation of quality of life for existing residents. Government was to make site an “icon of city life” but more office in high rise buildings will not do this. Sydney is a more cultured, creative, active and compassionate city that that. Should include more community uses. 	Lack of consultation Amenity impacts View loss Built form Property values Traffic / transport Servicing Noise Land use mix
20.	11/08/08	Unknown		<ul style="list-style-type: none"> Lack of consideration of appearance of such large structures so close to the water. Visitors will see nothing more than office buildings blocking the city behind. Should be reconsidered to allow views from passing vessels of evidence that remains of once site once was a working harbor (Grafton Bond at foot of Napoleon St and AGL building at foot of Gas Lane). View corridors should be widened to provide view, break up building in question and allow more open space between them. 	Built form Views to Millers Point
21.	06/08/08	Residents of Millers Point	Objection	<ul style="list-style-type: none"> Environmental impact of alterations to seawalls and creation of partial new shoreline to harbor Impact on natural light levels to Millers Point and the CBD Loss of views including Bond Building (which won awards for excellence in environmental sustainability) Impact on services including sewer, electricity and communications. Papal mass during World Youth Day provided access to site for Sydneysiders. Signalled enormous potential improvements that could come from opening up of site. Lack of commitment to Public Domain Winning design founded on positive urban principles – should result to these plans. Was exemplary urban project and would bring broader benefits for the city. 	Solar access View loss Impact on services Public domain
22.	13/08/08 (rec'd)	Residents of Stamford on Kent – Apt on 22 nd floor	Objection / Query	<ul style="list-style-type: none"> Impact on views Impact on property values Request advice regard maximum height limit (no of floors above ground that could be approved) 	Views loss Property values Maximum height
23.	09/08/08	Unknown	Objection	<ul style="list-style-type: none"> Hickson Road will become dark wind tunnel. Impact in infrastructure particularly public transport, roads and parking. Wall of buildings will cut harbour off from the city rather than invite people to it. Will be dead out of hours No consideration of how will affect existing residents, that is impact on views, change to living environment, noise etc. No photomontages from buildings to the east that will directly look on to site. Should have local view photomontages. Lack of consultation Increase density and lack of space between buildings will result in reduction of light and loss of views even if no additional height. Detailed plans required to see impact. 	Wind Impact in Infrastructure Built form Safety / security View loss Noise Information on view impacts

**Barangaroo – Concept Plan Modification Commercial Floorspace
Summary of Public Submissions**

No.	Dated	Submitter	Nature	Comment	Major Issues Raised
				<ul style="list-style-type: none"> Throws out provision of “sight lines” between buildings to allow for equitable access to views. Should be new DA as significant change. Should look at options to create floor space. Smaller buildings that take up part of parklands would be preferable to wall of buildings that cut surrounding area off from parklands. Report does not address construction impacts, i.e. Additional construction time (note already 8 years estimated that residents will have to put up with construction noise). Does not address key environmental issues such as amenity of buildings themselves (natural light, lighting, heating etc). Tenants trying to attract will not catch public transport will drive. Sydney not in desperate need for more commercial office space particular with current downturn and improvements in information technology attempts to get people to work from home. Commercial FS could be built elsewhere away from Sydney Harbour. Report does not address community issues. Buildings not sympathetic to residential environment of Millers Point. 	<p>Consultation Built form View loss / view corridors Modification v DA Alternatives to create FS Construction impacts Environmental performance Traffic / Parking Demand</p> <p>Community</p>
24.	14/08/08 (rec'd)	Unknown	Objection	<ul style="list-style-type: none"> Impact of built form on Sydney Harbour and Sydney's history Wind impacts Solar access Access to fresh air Lack of private play areas for residents Over population / concentration Incompatibility of land uses Lack of activity out of hours Lack of public transport Lack of parking Built form – lifeless, soulless, static, haphazard, no rhythm etc. Developers to determine use of public land. 	<p>Built form Wind Solar access Fresh air Open space Land use mix Out of hour activity Public transport Parking</p>
25.	14/08/08 (rec'd)	Barangaroo Community Watch Organisation	Objection	<ul style="list-style-type: none"> Query motive for increase if funds to go to provision of public services and resources in the area. Lack of consultation with Millers Point residents on modification. Question demand for increase in FS over timeframe of design and construction. Does increase need to be on prime waterfrontage land given use is unrelated to siting. Government should protect resident's amenity but have not consulted to find out what this amenity is. Impact on views – additional FS will result in total loss of views to some residents including residents of High Street and Kent Street and Hickson Road. Development of Barangaroo should improve Millers Point not result in a wall of buildings along Hickson Road. Impact on property values. Impact on transport, limited public transport Impact on services, that is, water and electricity. Noise impacts to local residents – potential inclusion of entertainment venues, hotels, restaurants etc that bring additional noise. This will result in degradation of quality of life for existing residents. Government was to make site an “icon of city life” but more office in high rise buildings will not do this. Sydney is a more cultured, creative, active and compassionate city that that. Should include more community uses. 	<p>Lack of consultation</p> <p>Amenity impacts View loss</p> <p>Built form Property values Traffic / transport Servicing Noise</p> <p>Land use mix</p>
26.	14/08/08 (rec'd)	Petition OBO residents and stakeholders of Stamford Marque, 161 Kent Street – no. of signatures unknown	Objection	<ul style="list-style-type: none"> Impact on natural light to existing building from increase in height to some of approved buildings. Impact on after hours lighting Increased impact on local infrastructure including utilities, public transport and traffic. Potential environmental impacts including wind corridors, increase in pollution and waterway contamination. Low of views 	<p>Solar access Light spill Infrastructure impacts Wind Pollution View loss</p>
27.	09/08/08	Unknown	Objection	<ul style="list-style-type: none"> Erosion of design competition winning scheme Wall of buildings along foreshore because government short of money Will be desolate place of high rise offices and some apartments. Space should be vibrant and living area with parks, restaurants, coffee shops and a mix of office space and apartments. Height and bulk out of proportion with historic area of the Rocks. Lack of consultation 	<p>Competition scheme Built form Land use mix</p> <p>Consultation</p>
28.	14/08/08 (rec'd)	Patricia Ellis	Objection	<ul style="list-style-type: none"> Erosion of design competition winning scheme One off opportunity to present this part of Sydney as a user friendly people space not another series of high rise office blocks. Needs mix of public and commercial use but visual impact on towers so close to water's edge would be claustrophobic. Shadow impacts also another negative impact. Transport major issue unless addressed by something like a light rail service. Opportunity for water transport. Should be cultural focal point utilizing heritage and indigenous links. 	<p>Competition scheme</p> <p>Land use mix Built form Solar access Transport Water transport Cultural focus</p>

Barangaroo – Concept Plan Modification Commercial Floorspace Summary of Public Submissions

No.	Dated	Submitter	Nature	Comment	Major Issues Raised
29.	08/08/08	Unknown	Objection	<ul style="list-style-type: none"> Impact of historic area. Want open parklands not commercial office towers. Listen to Jan Gehl. Consult with community and revisit entire scheme. Development not in public interest being primarily focuses on provision of office space. Short term profit should not prevail over long term public interest. Impact on Wynyard Station which cannot cope with current daily movements. Road and public transport impacts. Construction impacts. Impact on services including sewerage, electricity and communications. Impact on existing sea walls and impact of creation of partial new shoreline. Wind effects. Not consistent with 1998 Central Sydney Strategy Incompatible height, bulk and scale of buildings with 100m high buildings adjacent to waterfront. Does not provide for view sharing and incompatible with height limits in Hickson Road during development of the Lend Lease and Bond developments. Changes this early in process indicate proposal not properly thought out and may be subject to further changes. 	Heritage Consultation Public interest Traffic and transport Construction Services Wind Built form View impacts
30.	08/08/08	Unknown	Objection	<ul style="list-style-type: none"> Dilution of winning design competition entry Focus on commercial office space rather than recreation / public space Lack of after hours activity Increase in commuters will have crippling effects on local transport infrastructure (already congested) Impact on residential amenity for existing residents Need balance between business and local community interests 	Competition scheme Land use mix Out of ours activity Traffic and transport Residential amenity
31.	11/08/08	Unknown	Objection	<ul style="list-style-type: none"> Development will have major impact on road traffic in the Rocks, Millers Point and Dawes Point an area which is already congested. The development will exacerbate the problem severely degrading local amenity and contributing to Sydney's gridlock. Use of local streets to access site will result in unacceptable health risks and loss of amenity Public transport arrangements unknown, no integrated plan provided, current system inadequate. Should be determined prior to any development. Under utilizes deep water berths which should benefit cruise industry and Sydney providing benefits and growth opportunities Bulking up and dumbing down of design Needs a cultural precinct to capitalize on critical mass of visitors and provide a tourism drawcard. Could be third Icon for Sydney in addition to Sydney Harbour Bridge and the Opera House. Consultation with people of Sydney inadequate. Should be broader and should be represented on Review Panels. City of Sydney should fulfill this role. Need new independent body with charter to consult. 	Traffic Loss of amenity, health impacts Lack of certainty re: public transport Water berths Built form Cultural precinct Consultation
32.	13/08/08	Unknown	Objection	<ul style="list-style-type: none"> Modification relates only to selling land for most money possible. Proposal antithesis of winning plan. Tall buildings with large floorplates of the edge of the water foolish. Will create a wall between the water and the rest of the land excluding the public. Traffic, noise, congestion and loss of views is all development has to offer. Need to act in the public interest. 	Change from competition scheme Built form Relationship with Harbour Traffic Noise View loss Public interest
33.	13/08/08	Unknown	Objection	<ul style="list-style-type: none"> Change from competition scheme – provided opening of City to the Harbour and the Harbour to the City. Proposal will do little to enhance Sydney. Change to plans so early could mean many more to come changing the entire concept Site to be developed fundamentally for office space. General public no say in use of amazing landscape. Not environmentally sustainable - More shadows results in more power to light artificially. Should be trying to reduce carbon footprint. Environmental impact on seawalls. Local traffic impacts Impact on services 	Change from competition scheme Public interest Environmental impacts Traffic Services
34.	13/08/08	Unknown	Objection	<ul style="list-style-type: none"> Traffic congestion particularly on Hickson Road weekday pm peak. Exit routes very congested. Development will add to this and result in gridlock. Light rail would reduce space and result in more congestion. Impact on public transport particularly Wynyard Station and buses in York Street. Parking impacts given many existing residents use on street parking and do not have options to provide parking on site. Increase in workers will add to strain on on-street parking particularly in area 16. More traffic will lead to more pollution, degradation of heritage areas, facilities and infrastructure. Disproportionate size of proposal and prospect of an urban jungle, sterile area with monolithic structures and cavernous streets that are empty at night. Should be sustainable and environmentally friendly development worthy of truly international city. 	Traffic Public transport On street parking Amenity impacts Built form Out of hour activity Sustainability and ESD
35.	15/08/08 (rec'd)	Unknown	Objection	<ul style="list-style-type: none"> No lack of commercial office space – many offices to rent. Many owners left with vacant premises for years. Noise Traffic intrusion 	Demand for additional office space Noise Traffic
36.	15/08/08	Barangaroo Community Watch	Objection	<ul style="list-style-type: none"> Lack of consultation Changes bring uncertainty about how big development will eventually be Impact on infrastructure particularly public transport 	Consultation Change from competition scheme Infrastructure

Barangaroo – Concept Plan Modification Commercial Floorspace Summary of Public Submissions

No.	Dated	Submitter	Nature	Comment	Major Issues Raised
				<ul style="list-style-type: none"> Out of hours activity Security Management responsibility Park tender to be subject to community consultation? Are view lines a serious consideration? 	Out of hours activity
37.	15/08/08	Barangaroo Community Watch	Objection	<ul style="list-style-type: none"> Substantial downgrade of urban design principles Overdevelopment of the site Additional visual bulk Reduced view corridors from Millers Point Reduced area of open space on each site Increased population will result in increased traffic, pressure of public transport, noise and reduced pedestrian amenity. No corresponding increase in residential, retail or community uses resulting in reduced potential to create active urban lifestyle environment. Increased shadows on existing residential buildings particularly along Hickson Road. Degradation of wind environment SHFA saying past analysis wrong – what confidence now right. If demand for larger floor plates is valid then could be done within existing FS and with reduced height without negatively a change in the overall impact. Driver however appears to be increase in level of development and commercial imperative rather than urban design or community benefit. Questions exist about the viability of North-West Metro which is a key reason for proposed modification. Impact on Wynyard Station and public transport. Lack of commitment to public transport including Light Rail, Ferry terminal etc. Increase in GFA on blocks 3, 4 and 5 will result in impacts including to residents on Hickson Road (the Bond at 38 Hickson Road) and along Kent Street (e.g. The Stamford, Stamford Marque, The Georgia, Highgate etc.) Impacts include reduced open space, reduced potential view corridors and increased overshadowing. Comparison should not be against winning design competition scheme rather Consolidated Concept Plan. Reduction of view corridors Lack of consultation with residents Built form Lack of urban design controls e.g. no requirement to develop consistent street wall height on Hickson Road. Examples of design excellence achieved with large floor plates contained in report not relevant as more slender that will be possible at Barangaroo. 	Urban design Built form View loss Traffic and transport Land use mix Solar access Wind Public transport Reduced open space Change from competition scheme Consultation Lack of design controls
38.	14/08/08	Owners Corporation SP56911	Objection	<ul style="list-style-type: none"> Change from competition scheme Density excessive Built form not consistent with tapering of height Traffic impacts not adequately considered. DoP previously indicated increase of 13,000 vehicle trips daily. Current report indicates additional peak period increase of 540 trips Modal split of 62% to public transport not realistic when currently 50% Pedestrian connections to CBD and particularly Wynyard unresolved Heritage impacts on Millers Point precinct which is listed on State Heritage Register particularly obstructing view of Precinct from the Harbour Adopted Concept Plan already unacceptable, additional FS will further increase impacts in terms of scale and intensity of development 	Change from competition scheme Density Built form Traffic Public transport Heritage
39.	14/08/08	Unknown	Objection	<ul style="list-style-type: none"> Need for more office space not main criteria for Sydney's future Lack on infrastructure Does not provide a "Living City" for people Change from competition scheme 	Demand Infrastructure Change from competition scheme
40.	15/08/08 (rec'd)	Unknown	Objection	<ul style="list-style-type: none"> Noise and pollution during construction phase and impact on amenity of residents for many years View loss resulting from a wall of buildings along Hickson Road 	Noise and pollution Amenity View loss
41.	15/08/08	Observatory Hotel	Objection	<ul style="list-style-type: none"> Impact on views Blocks 6 and 7 will impact on views from Observatory Hotel <p><i>Note: no change to Blocks 6 and 7 proposed</i></p>	View loss
42.	18/08/08 (rec'd)	Owner Apt 21A Stamford Marque, 161 Kent Street	Objection	<ul style="list-style-type: none"> Loss of views Impact on historic character of Millers Point Built form particularly wall of buildings on foreshore Listen to Jan Gehl Traffic congestion Lack of public transport infrastructure Shadows over existing residences and impact on lighting and heating Do we need additional commercial FS, demand not established. 	View loss Heritage Built form Traffic Public transport Solar access Demand
43.	<i>Note: Repeat of Submission No. 31</i>				
44.	13/08/08	Urban Taskforce Australia	Support	<ul style="list-style-type: none"> Existing plan does not make best use of Barangaroo site Will result in significant contribution to public transport improvements and support new initiatives such as North West Metro, Light Rail on Hickson Road and Ferry Hub at site which were not factored in previously 10% increase in density results in 6% increase in boardings at transit stations Consistent with Metropolitan Strategy Consider development and open space should be more evenly spread over site 	Increase will support public transport

Barangaroo – Concept Plan Modification Commercial Floorspace Summary of Public Submissions

No.	Dated	Submitter	Nature	Comment	Major Issues Raised
				<ul style="list-style-type: none"> Consider increased FS should not be limited to commercial only. Residential development will inject life into the area, located more people close to work and ease the strain on the transport system. 	Land use mix
45.	18/08/08 (rec'd)	Unknown	Objection	<ul style="list-style-type: none"> No demand for more commercial office space when offices vacant Lack on infrastructure Why commercial buildings on the foreshore? 	Demand Infrastructure Relationship with Harbour
46.	13/08/08	Owner Apt 1003 Stamford on Kent, 183 Kent Street	Objection	<ul style="list-style-type: none"> Traffic and transport gridlock as result of approved plan. Loss of water views Reduction in value of apartments Destruction of quality of life as a result of increased occupancy of area beyond its capacity Elimination of on street parking Overloading of public transport Lack of consultation 	Traffic View loss Parking Public transport Consultation
47.	13/08/08	Owner Bond Apartments, Hickson Road	Objection	<ul style="list-style-type: none"> Increased office space will result in poor land use mix and lack of activity out of hours Change from competition scheme Transport infrastructure cannot cope including pedestrian and vehicular (esp. Wynyard Station) Loss of views by reduction of view corridors Reduction in natural light from narrowing of view corridors 	Land use mix Out of hours activity Transport View loss Solar access
48.	18/08/08	Unknown	Objection	<ul style="list-style-type: none"> Change from competition scheme Tender process Lack of firm commitment to public transport initiatives such as light rail Impact on Wynyard Station which is already at capacity Reduction in on street car parking spaces (270 now to 125 proposed) Constrained capacity for additional traffic at key access locations Bulk and scale – must be compatible with foreshore location 	Change from competition scheme Public transport Parking Traffic Built form
49.	11/08/08	Unknown	Objection	<ul style="list-style-type: none"> Increased building mass, height, scale in foreshore location Wind tunneling effect as a result of increased building bulk Shadow impact not accurately shown or represented. In summer buildings currently enjoy sun to 8pm will now be in shadow from approximately 3pm a loss of 5 hours of sunlight Change from competition scheme Ignores best practice urban design principles Existing Concept plan does not promote adequate view sharing. This will get worse with proposed amendments. View corridors too narrow. Reduce privacy to buildings to the east. Infrastructure inadequate to cope. Heritage impacts on Millers Point and the Rocks not adequately addressed. 	Built form Wind Solar access Change from competition scheme Urban design View loss Privacy Infrastructure Heritage
50.	Undated	Belinda Yeung Apt 7A, Stamford Marque, Kent St	Objection	<ul style="list-style-type: none"> Loss of views to the water west and south to Darling Harbour Keep foreshore for public 	View loss Public interest
51.	<i>Note: Repeat of Submission No. 21</i>				
52.	08/08/08	David & Lorraine Sketch Apt 1208, 183 Kent St (Stamford on Kent)	Objection	<ul style="list-style-type: none"> Bulking up of built form Erosion of fundamental principles of original scheme Increase dominance of building form along Harbour foreshore Lack of harmony with area Loss and narrowing of view lines Creation of additional wind tunnels Additional shadowing effects on neighbouring areas Lack of evidence that increase in floorspace offers the benefits suggested No commitment to an enhanced transport plan 	Built form Change from competition scheme View loss Wind Solar access Demand Public transport
53.	14/08/08	Owners Corporation SP 56911, The Georgia, 155 Kent Street	Objection	<ul style="list-style-type: none"> Change from the original Concept Plan Density excessive and inappropriate for sensitive harbour side location Built form inconsistent with Sydney LEP 2005 Built for controls including tapering of height from central spine along George Street down to Darling Harbour Increased traffic and inadequate modeling Public transport mode split unrealistic Impact on Wynyard Station Pedestrian connections unresolved Negative impact on heritage values of Millers Point Precinct 	Change from competition scheme Density Built form Traffic Public transport Heritage

Barangaroo – Concept Plan Modification Commercial Floorspace Summary of Government Submissions

No.	Dated	Submitter	Nature	Comment	Major Issues Raised
1.	21/08/08	City of Sydney	Comment	<p><u>METHODOLOGY</u></p> <ul style="list-style-type: none"> Concern over methodology raised to justify increased floor space and floor plates. Analysis too broad Insufficient urban design analysis and lack of clear design principles Modelling only looks at one option. Physical 3D model necessary to see in CBD context and relationship with winning scheme. Nullifies the winning concept design prepared by Thallis et al. Any change should improve not erode design. Agree Thallis plan requires further refinement re: built form, land use mix, public domain and public infrastructure but proposed amendment singular in focus on quantum of floor space Urges recommendations made by Gehl Architects be incorporated into plan, that is, multi functional land use mix with increased residential use, parkland articulated into human scaled spaces and increased surveillance though active ground floor uses Recommend deferral or refusal pending further design development <p><u>BUILT FORM</u></p> <ul style="list-style-type: none"> Lack of urban design analysis. Design modeled results in bulk, tall, slab like form. Too simplistic, out of scale with CBD skyline, should not have tallest building on Block 2, too bulky monolithic urban wall of repetitive bulky buildings Further footprints should be considered Need to increase floor plates questioned. Floor plates of 2,700m2 too large resulting poor daylight penetration. Need to limit above certain height to promote amenity and ensure consistency with City (e.g. max 1400m2 or 25% of site area above 120m). <p><u>LANDUSE</u></p> <ul style="list-style-type: none"> Council capacity study indicates up to 1.141 M sq.m of additional floorspace under current planning controls. 1.4M sq.m including Barangaroo. Equates to 15 to 20 years of demand which lessens claim that the increase FS is vital to the future commercial development within the CBD Insufficient residential development to ensure area acts of efficient activity hub and create sense of community and place. Site needs additional residential land uses to provide for a vibrant site with 24 hour use. Increase in FS does not include proportional increase in residential FS. Site needs at least 1 residential tower, major international hotel and major cultural buildings. Overseas passenger terminal should be moved. <p><u>PUBLIC DOMAIN</u></p> <ul style="list-style-type: none"> Concern over public domain not resolved as modification provides no additional info. Need to plan holistically and include recommendations of Gehl Report, enlarged Southern Cove which is highly visible from Hickson Road. Block 4 identified as possible future ferry terminus but FS to be increased on this site. Proposal does not address reduction / redistribution should ferry terminus be located on this block Waterfront should have active uses adjacent not service road. Need further investigation recreation uses and access to the public domain <p><u>TRANSPORT AND ACCESS</u></p> <ul style="list-style-type: none"> Increased demand on transport network which is already at capacity. Impacts not adequately addressed. Transport Concept Plan not adequate. No firm public transport commitments given. Improvements critical. Need for ferry wharf as rec. in Walker inquiry Has not addressed impact of increase of existing train, bus, road, pedestrian infrastructure given lack of commitments. Is 62% mode split to train realistic given distance from Wynyard. Future of Hickson Road not detailed. Identified as grand boulevard but will not be achieved by built form alone. Road layout particularly Globe Street should be reviewed in light of Gehl recommendations COS should be included in Transport and Access Working Group for TMAP to be effective <p><u>SOCIAL IMPACT</u></p> <ul style="list-style-type: none"> Increased demand for social infrastructure (public and private). No analysis provided. Further analysis required. Affordable and accessible housing should be incorporated Lack of mix of land uses will further separate site from surrounding communities Further design development should include community involvement Need for active recreation and play opportunities <p><u>OTHER</u></p> <ul style="list-style-type: none"> Council undertaking review of western section of CBD adjoining Barangaroo. SHFA should engage with review to ensure integration. 	<p>Methodology</p> <p>Urban design Only 1 option modelled Physical 3DModel Erodes principles of winning design</p> <p>Gehl recommendations</p> <p>Further design development Built Form of modeled option</p> <p>Floorplate size, limit above certain height</p> <p>No shortage of commercial FS</p> <p>Lack of residential FS No increase in Residential FS</p> <p>Public domain unresolved</p> <p>Impact of Ferry Terminus</p> <p>Transport impacts</p> <p>Public transport Ferry terminal</p> <p>Social impacts Need for affordable and accessible housing CBD Context</p>
2.	13/08/08	Sydney Water	Comment	<ul style="list-style-type: none"> Proposal presents significant issues for existing water and wastewater infrastructure including: <ul style="list-style-type: none"> Low pressure in the gravity fed water system Extensive amplification required to wastewater system; and Pollution reduction targets for stormwater Matters including required amplification and / or changes will be addressed through application for Section 73 Certificate. Developer to fund any adjustments needed to Sydney Water infrastructure. 	Major upgrading of water and wastewater infrastructure required
3.	13/08/08	Sydney Regional Development Advisory Committee (SRDAC)	Comment	<ul style="list-style-type: none"> Mode Split dependent on public transport initiatives similar to those listed being implemented at early stage Have concerns about existing rail network and Wynyard Station being able to cater to additional commuters generated by Barangaroo development Existing bus stops in York Street near Wynyard currently experience significance delays TMAP should be reviewed at completion of each stage Need Demolition and Construction Traffic Management Plan prior to issue of construction certificate Design and construction of all works re: car parking, access roads, driveways, public roads, bus lanes, cycleways, pedestrian pathways etc must comply with relevant codes and standards. 	Public transport initiatives critical Concern over capacity of existing infrastructure (rail, bus)

Barangaroo – Concept Plan Modification Commercial Floorspace

Summary of Government Submissions

No.	Dated	Submitter	Nature	Comment	Major Issues Raised
4.	18/08/08	Sydney Buses		<ul style="list-style-type: none"> Previous concerns about traffic generation heightened by increase in commercial FS Impact on overall CBD needs to be assessed where they extend beyond the intersections modeled by MWT Development will result in an 8% increase to the total number of passenger entering the CBD by bus during the am peak. This is a significant increase. Structure of the bus network to service site should be developed in consultation with State Transit. Network should be kept simple introducing small number of routes with high levels of service and good connectivity with other bus routes. Envisage new north south route where the level of service increases as site develops. Effective capacity of Millers Point bus terminus has been reduced due to traffic changes in the Rocks and thus number of bus services to Millers Point has been reduced. Includes submission on Concept Plan 	Traffic generation Model wider impact in CBD
5.	18/08/08	NSW Department of Housing	Objection (pending further view analysis)	<ul style="list-style-type: none"> PPR and Proposed Modification do not explain likely impact of project on views into and out of Miller Point. This is a critical heritage issue and important in considering public benefit of proposal. Concern argument for increasing FS on Blocks 2-5 could be extrapolated on to Blocks 6-8 which adjoin Millers Point with potentially damaging impact on heritage significance on unique maritime precinct Views in to and out of public and private spaces in Millers Point are a core element of the precincts heritage significance. Consider proposal will result in significant views of Millers Point to and from the public domain are to be diminished and significant views to and from the private domain will be substantially affected and in some cases eliminated. Require photomontages at least to and from the rear of terraces in Kent Street and the front of terraces in High Street. Offer to provide assistance to aid in the development of an Affordable Housing Strategy for the site. Increase in commercial FS increases the argument for affordable housing on site to provide housing for key workers to service the development, to ensure an appropriate social mix and to ameliorate the gentrifying effect that the redevelopment of a former stevedoring yard will have. As an alternative the amount of commercial FS could potentially provide a substantial stream of contributions towards affordable housing provided off-site by community housing providers. Options detailed. Draft Statement of Commitments notes Infrastructure plan to be prepared with relevant government agencies. HousingNSW reiterates its interest in being involved. Consideration should be given to enhancing opportunities and building in pathways for unemployed social housing residents in surrounding communities. 	View impacts Require additional photomontages (Kent and High Streets) Provision of affordable housing on site Contributions for affordable housing off site Infrastructure Plan Opportunities for local community involvement
6.	15/08/08	Heritage Council of NSW		<ul style="list-style-type: none"> Reiterates previous support for general distribution of building heights from 44 stories at the southern end of the project to 4 at the northern end. Also supported restricting podium to a height lower than High Street and the intention to protect and create multiple directed visual connections between the development and the Harbour. Further reiterates its previous comment in relation to the need for a detailed assessment of the impact of the proposed development on the identified heritage significance of the individual heritage items nearby and the Millers Point Conservation area at the later stages of the development. 	Call for detailed heritage assessment at later stages of the development.
7.	15/08/08	Sydney Ferries	Proposal for inclusion	<ul style="list-style-type: none"> Seeking site at southern end of Barangaroo Precinct for an Integrated Public Transport Interchange including a Public Ferry Hub Wharf and Public Bus turning Circle. Sydney Ferries to relocate to site from King Street Wharf. Propose development of a secure four berth ferry wharf, a staff amenities building with ticketing and revenue facilities and a shelter and information displays for customers / passengers. Potential may also exist for a limited tourist bus car park, some public car parking and a taxi pick up point. Proposal supported by recommendations of the Walker Report Once only opportunity to secure new facility that supports the State Plan and continue the use of the waterfront as a working harbor. Proposed facility will complement the existing proposal and enhance Barangaroo adding a public transport solution and contributing to tourism and general commercial viability. The growth in commuter demand will be increased by the development proposal for the Precinct. The proposed ferry terminus will ensure availability of vital public transport options to cope with this increased patronage in line with the State Plan. Will assist to address issues of parking, vehicle traffic and street access and with the bus interchange will be able to service the western side of the CBD. Also consistent with harbor foreshore location. 	Propose new Integrated Public Transport Interchange including a Public Ferry Hub Wharf and Public Bus turning Circle to provide viable public transport options to site.
8.	01/08/08	NSW Rural Fire Service		<ul style="list-style-type: none"> No comments 	Nil
9.	21/08/08	Ministry of Transport	Comment	<ul style="list-style-type: none"> Changes in transport policy since Barangaroo Concept Plan approved including long term initiatives to improve transport services and capacity in the precinct. Initiatives include: <ol style="list-style-type: none"> Investigations into future redevelopment of Wynyard Station to take account of long term passenger demand and pedestrian connectivity to surrounding area. Ministry recognises critical role of Wynyard station and bus interchange in relation to proposed Barangaroo mode split targets and supports consideration of new high capacity grade separated pedestrian link between Barangaroo and Wynyard. Announcement of North West Metro to be opened in 2017 with station in the Barangaroo Wynyard precinct. Direct implications and benefits for transport and access to Barangaroo. Achievement of mode share targets will be supported by the North West Metro. Special Commission of Inquiry into Sydney Ferries (Walker Inquiry) recommended second ferry hub at King Street Wharf or Barangaroo. Such a hub could contribute to achieving public transport targets for precinct. Government considering recommendations. 	Investigations into upgrade of Wynyard North West Metro Possible New Ferry Hub at Barangaroo
10.	13/08/08	Sydney Ports	Comment	<ul style="list-style-type: none"> Want to continue to be involved in process Notes Sydney Ports owns Moores Wharf and the Harbour Control Tower. These assets should not be compromised by proposed changes to the office floor space. Right of access required to Harbour Control Tower over SHFA land. Need to make provision for a Passenger Terminal on site. Changes should not compromise provision of this. 	Assets Passenger Terminal