

Mr Daniel Cavallo
A/Director, Government Land and Special Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

10 SEP 2010

CEC10/674

Dear Mr Cavallo

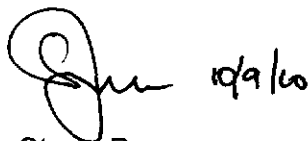
I refer to the invitation to comment on the application by Lend Lease (Millers Point) Pty Limited to modify the Barangaroo Concept Plan (Modification No. 4).

NSW Maritime is the navigation authority for NSW and also the freehold owner of both the Sydney Harbour and the King Street Wharf precincts, which adjoin the Barangaroo site. NSW Maritime also has responsibilities in relation to the provision of ferry wharves on Sydney Harbour.

I have attached NSW Maritime's specific comments on the application.

If you require any further information please do not hesitate to contact NSW Maritime's Executive Director Maritime Property Strategic Development, Mr Bruce Green on 9563 8567.

Yours sincerely



Steve Dunn
Chief Executive

Ferry Wharves

The southern edge of the ferry wharf is on the King Street Wharf boundary. Figure 6 in the Concept Plan shows ferry operations in the area currently licensed to Captain Cook Cruises and extending over the wash barrier structure which is not shown on the plans.

To avoid this conflict, the ferry wharves could be moved north to allow berthing on the southern side of the southern most Barangaroo wharf without encroaching on the King Street Wharf water area. In addition there does not appear to be provision for ticketing and office facilities for the ferry wharves, or for staff amenities.

Some plans show two wharves while other plans show a third wharf. The requirement for the wharves should be clarified with Transport NSW and Sydney Ferries.

The cost of the ferry wharves should be included as part of the public transport infrastructure for the development.

NSW Maritime is undertaking the refurbishment of all ferry wharves on Sydney Harbour and has approved a visual concept for the wharves which should be accommodated in the design of the Barangaroo Ferry Terminal. NSW Maritime should therefore be consulted on the design of the ferry Terminal to ensure consistency with the visual concept.

Southern Cove

This water area needs to be configured to allow berthing for short periods for people who may choose to visit Barangaroo by small private craft.

Jetties and other Structures over the Harbour

Before any jetties and other structures over the Harbour are considered, formal consultation and agreement will need to take place with NSW Maritime in relation to navigation issues and commercial land tenure arrangements.

NSW Maritime comments on application by Lend Lease (Millers Point) Pty Limited to modify the Barangaroo Concept Plan (Modification No. 4)

Relocation of the Passenger Terminal to White Bay

Should vehicular traffic not be permitted to access the terminal from Roberts Road, Balmain, the relocation of the passenger terminal to White Bay will have a major impact on James Craig Road at Rozelle, which is owned by NSW Maritime. Of particular concern is the intersection of James Craig Road with City West Link Road which is currently near capacity in peak times. Any widening of this intersection should be at no cost to NSW Maritime.

A road and traffic plan for access to the Glebe Island/White Bay precinct is essential to cater for the passenger terminal and additional future uses of the area. The James Craig Road and City West Link Road intersection will not be adequate for the additional traffic into the future.

Active uses

Active uses include cafe kiosks, retail kiosks, pavilions, ferry ticket office, public convenience (toilet facilities) and small equipment storage spaces.

The increase in active uses at Barangaroo is supported particularly as this includes a ferry ticket office. This use needs to be broadened to require office and amenities for ferry staff as the Barangaroo ferry terminal will be the western Sydney CBD ferry hub.

Waterfront Promenade

The reduction in the width of the waterfront promenade will reduce public access and interaction with the Harbour. This would be a loss of public amenity for an area that has been promoted as an active waterfront location. The west facing promenade provides a year round aspect for many activities that will attract the public to the Harbour foreshore.

Block Y – New Pier extending into the Harbour

The proposed Block Y is outside the original site that was put to the market and extends into Sydney Harbour, which is owned by NSW Maritime. This extension into the Harbour has the potential to increase the risk to navigation to the southern end of Darling Harbour.

Formal consultation and agreement needs to be reached with NSW Maritime in relation to navigation issues and commercial land tenure arrangements over the Sydney Harbour land before approval can be granted to this element of the project. All faces of the wharf structure should be available for berthing large visiting vessels such as tall ships and super yachts. Appropriate services should be built and mooring apparatus provided.