

333/3 Darling Island Road
Pyrmont
NSW 2009

4 September 2010

The Director General
Department of Planning
GPO Box 39
Sydney NSW 2001
Attention: Planner Urban Assessments – David Gibson
Email: david.gibson@planning.nsw.gov.au

Dear Sir,

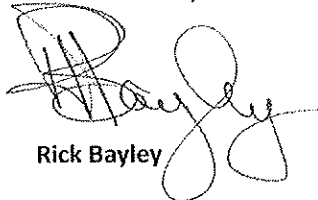
Barangaroo MP 06-0162 MOD 4 - Letter of Objection

We are strongly opposed to the current proposal for a range of reasons, not least of which is the very significant divergence from the originally selected concept plan. The progressive dilution of the concept plan for the benefit of Lend Lease is blatant and unacceptable.

The key areas of concern are as follows:

1. **Floorspace.** The increase in commercial floorspace to over 500,000 sqm has resulted in buildings of a bulk and a height which is out of all context with the city area surrounding the site. The argument that this will be an architectural and urban development triumph to visitors and residents alike is improbable.
2. **The Hotel.** The intrusion of the hotel into the harbour, together with the height being considered, is a travesty of the worst kind. The maritime waters of Sydney are for the people, not for private enterprise, and should not be used by the state government as a trade for other fanciful aspects of the project.
3. **Shadowing.** It is clear the excessive shadows imposed by the built form will deny our apartment all morning sunlight in both summer and winter. In addition, more broadly, the impact on the total Darling Island and adjacent areas will be to limit the morning sun to much of the area which currently enjoys the experience throughout all seasons. Shadowing will also negatively impact areas to the east and south to a much greater extent than that envisaged under the original concept plan.
4. **Public Areas.** There has been substantial reduction in the amount of harbour-side public areas in the southern precinct. This is partly due to the bay now incorporated in the plan. Given the working and living population, this reduction is unacceptable.
5. **Shipping Terminal.** The relocation of the shipping terminal to White Bay is not supported. We are a maritime nation and we need to maintain some semblance of the city meeting the working harbour on the western side. Visitors to Sydney should be able to enjoy the proximity to Sydney.

Yours faithfully



Rick Bayley

David Gibson - Online Submission from colin schumacher (object)

From: colin schumacher <cschumacher@csu.edu.au>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 4/09/2010 8:21 AM
Subject: Online Submission from colin schumacher (object)
CC: <assessments@planning.nsw.gov.au>

We City of Sydney residents strongly oppose the Barangaroo development because:

1. Severe shadowing of existing CBD and Darling Harbour properties and Darling Harbour itself
 2. The excessive height of the buildings that dwarfs the city.
 3. The Barangaroo development will draw even more workers into an over-crowded city, threatening traffic, parking, public transport. Build it in Parramatta, Newcastle or Wollongong for god?s sake.
 4. A blatant lack of business and planning transparency. The compulsory confidentiality clauses demanded by the Barangaroo project sniffs of deals, financial rigging and expenses for us City of Sydney residents and citizens
 5. The Barangaroo project buildings are an eye-sore. Architecturally devoid and a scar on the City of Sydney and its residents.
 6. Lend Lease is the clear winner here, not the City of Sydney residents nor the City of Sydney.
- We City of Sydney residents demand you cancel all Barangaroo development projects now.
Leave our city alone.

Very sincerely,
Colin Schumacher and Hiroshi Fukuda,
64 Telopea St.,
East Redfern. 2016

Name: colin schumacher

Address:
64 Telopea St., East Redfern.

IP Address: 124-149-176-17.dyn.iinet.net.au - 124.149.176.17

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
https://majorprojects.onhiive.com/index.pl?action=view_site&id=188

David Gibson

Senior Planner, Government Land & Social Projects

P: 02 9228 6241
F: 02 9228 6488
E: david.gibson@planning.nsw.gov.au

David Gibson - Online Submission from Patrik Seibel (object)

From: Patrik Seibel <ps@patriks.info>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 4/09/2010 7:05 PM
Subject: Online Submission from Patrik Seibel (object)
CC: <assessments@planning.nsw.gov.au>

I strongly oppose this overdevelopment of the Sydney foreshore.

Name: Patrik Seibel

Address:
17/85 Palmer Street
Balmain NSW 2041

IP Address: 115-64-6-196.static.tpgi.com.au - 115.64.6.196

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
https://majorprojects.onhiive.com/index.pl?action=view_site&id=188

David Gibson

Senior Planner, Government Land & Social Projects

P: 02 9228 6241
F: 02 9228 6488
E: david.gibson@planning.nsw.gov.au

Powered by Internetrix Affinity

David Gibson - Online Submission from Roberto Meza (object)

From: Roberto Meza <robertoperu@gmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 4/09/2010 1:22 PM
Subject: Online Submission from Roberto Meza (object)
CC: <assessments@planning.nsw.gov.au>

I'm against the development in Barangaroo area. I can't believe Sydney council allow this monstrosity to be build in the first place. Sydney has become one of the most ordinary city because of the buildings, the lack of creativity and lack of embracing it with the natural landscape. Where are all the good architects in Sydney? What can we see other cities as examples of beauty and inspiration to create a better city?

Name: Roberto Meza

Address:
20 illawong ave. Tamarama

IP Address: 110.20.32.173.optusnet.com.au - 110.20.32.173

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
https://majorprojects.onhiive.com/index.pl?action=view_site&id=188

David Gibson

Senior Planner, Government Land & Social Projects

P: 02 9228 6241
F: 02 9228 6488
E: david.gibson@planning.nsw.gov.au

Powered by Internetrix Affinity

David Gibson - Attention The Director, Government Land and Social Projects:Barangaroo Objection

From: Margaret Hall <marghall6@bigpond.com>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 4/09/2010 12:01 PM
Subject: Attention The Director, Government Land and Social Projects:Barangaroo Objection

Ref: MP06_0162 MOD 4

My husband and I wish to object to several parts of the proposed 75W application from Lend Lease Pty Ltd for a modification of the Barangaroo Concept Plan.

Following are our objections:

- We object to the increase of GFA within the blocks 1-4. We believe that the approved GFAs are sufficient. This site has already been approved for increases and is grossly overdeveloped already.
- We strongly object to the increase in height (RL) from 112m to 209 m for Block 3 and from 100m to 175 m for Block 4. These building will be much too high and do not sit well within the city skyline. (This proposed increase is almost double) The increases are unnecessary and look ugly. They are being proposed by Lend Lease for the sole purpose of increasing the profitability of the buildings and serve no other purpose. The Sydney Council for many years had a policy of planning the city so that the buildings decreased in size as they approach the Harbour. Which has been a wise planning vision (even Paul Keating thought this to be so in past years)

However this development is completely out of sequence with the rest of the City and does not form an attractive visual form when looked at from any angle.

- Redistribution of land use mix and reconfiguration of public promenade resulting in a reduction in width of the promenade from a minimum of 60m to 27m!! We absolutely object to reduction of any Public Use Land on the principal that this land belongs to the people of Sydney and they promised to give us MORE and not LESS public promenade. This is breaking a promise because of the need to make profits.

We also want to raise other concerns as follows and would like to know what you will be doing to alleviate these concerns:

- **The Wind factor** is a big concern for us. Globe Street already blows a gale on an average day of wind, sometimes its difficult to cross Globe Street road on Kent Street because of it. So we are worried about the affect of having 2 residential towers adding to this Wind Tunnelling. Also our apartment in on the South West corner of Highgate and we are very concerned about the wind that we will have on the balcony. We do have some wind now, which can be very strong on some days. However with the addition of the two towers we fear that it will be even stronger and occurring more often. Therefore we will not be able to use our balcony AT ALL. This is unacceptable. We feel we have the right to be able to use our balcony. We would like to know that this issue will be addressed and taken into consideration.
- **Privacy** is also of concern. Two residential towers on block 4 will be looking straight in to our front

windows. (Firstly we strongly object to the height of these towers to be allowed to be increased) and secondly we would like assurances that when they are designed, the windows of these towers that face east will have no balcony and will have windows designed so that they cannot see into our windows. We also want you to note that due to the northern cove being cut into the site, the position of Block 4 appears to have moved more Northerly, thus making these towers look more directly into our building that they were previously.

- **Traffic:** We are worried that the **Traffic** and parking down Kent Street and Hickson Road will increase substantially be unmanageable and would like assurances that this issue will be investigated and addressed satisfactorily.
- **Noise:** We are already very aware of the **noise** from the demolition of the Terminal and are very worried about the noise that we will have for very many many years to come. We object to the hours that Lend Lease want to be allowed to do their construction and would like to have this reduced to Monday to Friday between 8am and 5pm. So that we(as neighbours) can have peace on the weekends. Also please ensure there are strict restrictions on the excessive noise.

We are not in principle against the development of Barangaroo. We know that it will reap many benefits for Sydney in the long term. But PLEASE do not be a slave to the developers and listen to our concerns as close neighbours and concerned residents of the area.

Please feel free to contact us with answers to any of our concerns, either by email or phone.

Yours Sincerely

Richard and Margaret Hall
Highgate
2408/127 Kent Street
Sydney 2000
92512025
0407928655

BARANA PROPERTIES NO. 1

6 September 2010

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

Dear Sir

Barangaroo Concept Plan Amendment (NO.4)

This is a response to the invitation to make written submissions in relation to the Barangaroo Concept Plan Amendment (NO.4). We write this as the owner of the property located at 189 Kent Street, Sydney.

The issue concerning connectivity between the main Sydney CBD and Barangaroo remains a very real issue that requires more serious attention. Connecting Barangaroo with the CBD has been referred to in the various concept plans since 2006, the schemes promoted by competitive tenderers as well as by various jury panels including the Design Excellence Review Panel. Jan Gehl in his work for the City of Sydney (the 2030 vision) also emphasises the need for this connectivity. The urban design statement prepared by Rogers Stirk Harbour and Partners prepared as part of the Concept Plan Amendment also makes reference to the need to repair and extend east west connections and to create permeability with clear connections east to west from the water side to the rest of the CBD.

There are only 2 connection opportunities linking Barangaroo South and the Central Business District. The main connection is well thought through and this is the connection from Wynyard Station along Margaret Street to the proposed Napoleon Street.

The other connection referred to in the Rogers Stirk Harbour and Partners report (and contemplated throughout the Barangaroo design process as referred to above) relates to the connection through 189 Kent Street.

The Rogers Stirk Harbour and Partners report states that "189 Kent Street provides for a future pedestrian link between Barangaroo South and the northern part of the city. Historically before the construction of the Western Distributor, there were street connections between Bridge and Grosvenor Streets and Clarence and Kent Streets. The City of Sydney's 2030 vision document has explored the reinstatement of these streets and the removal of the dangerous pedestrian underpass. The Concept Plan Amendment proposes escalators from Kent Street to a lightweight suspension bridge over Hickson Road at this point reinstating a long forgotten pedestrian link".

BARANA PROPERTIES NO. 1 PTY LIMITED

ACN 102 704 674

3A Macquarie Street Sydney NSW 2000 Australia - Telephone: +61 2 8272 4222 Facsimile: +61 2 8272 4242

BARANA PROPERTIES No. 1

The building located at 189 Kent Street is nearing the end of its useful life. A study for the redevelopment of 189 Kent Street has been prepared by PTW Architects (see attached) with the objective of enhancing the opportunity to visually and physically connect the northern CBD with Barangaroo South. This study has been discussed with the City of Sydney. This study also paves the way for further opportunities that may arise addressing the problems concerning the streetscape around the Western Distributor which are referred to above.

The location, massing and size of the buildings contemplated by the Concept Plan Amendment gives no acknowledgement whatsoever to the importance of any east west connection that can be created through 189 Kent Street. Nor does it give any acknowledgement of the Southern Cove as an arrival point for pedestrians using this potential connection. The potential massing of the buildings on part of Block 3 and part of Block 4 would completely obstruct any visual connection from Grosvenor Street to Barangaroo.

To give proper credit to this potential second major east west connection between the CBD and Barangaroo through 189 Kent Street:

- The height limit for Block 3 of RL209 should be limited to the location of the building referred to as C3 in the Rogers Stirk Harbour and Partners report. The balance of Block 3 should have a height limited of RL33.2;
- The height limit for the building on Block 4B shown as RL175 should be reduced to RL41.4 consistent with the buildings immediately to the west which also line the southern shore of the Southern Cove.

The floor space lost from these changes can be incorporated elsewhere within the Barangaroo South precinct within the building volumes contemplated by Rogers Stirk Harbour and Partners

Yours faithfully



GREG SHAND

Managing Director

Cc: City of Sydney

BARANA PROPERTIES NO. 1 PTY LIMITED

ACN 102 704 674

3A Macquarie Street Sydney NSW 2000 Australia - Telephone: +61 2 8272 4222 Facsimile: +61 2 8272 4242

**David Gibson - BARANGAROO CONCEPT PLAN AMENDMENT(MODIFICATION 4)
reference MP06_0162 MOD 4**

From: "John Liu" <jliu.css@spin.net.au>
To: "NSW Department of Planning" <plan_comment@planning.nsw.gov.au>
Date: 6/09/2010 4:43 PM
Subject: BARANGAROO CONCEPT PLAN AMENDMENT(MODIFICATION 4) reference MP06_0162 MOD 4
CC: "Premier NSW" <premier@nsw.gov.au>, "Leader of the Opposition, NSW" <LOP@parliament.nsw.gov.au>

The Director,
 Government Land & Social Projects,
 Department of Planning,
 GPO Box 39, Sydney NSW 2001

6th September, 2010

Re: BARANGAROO CONCEPT PLAN AMENDMENT(MODIFICATION NO. 4) **MP06_0162 MOD 4**

Dear Sir/Madam,

I do not support the amendments proposed by Lend Lease in their application referenced above. Some of the *key amendments* include:

1. Increasing the height of Block 4B by 75%
2. Increasing the height of Block 3 by 87%
3. Increasing the height of Block 1 by 29%
4. Reducing the space available for public promenade by over 110%
5. Increasing the GFA maximum for mixed use by 45%(an increase of over 175,000sq.m)
6. Increasing the GFA maximum for residential use by 32%(an increase of over 31,000sq.m)

Based on any reasonable assessment, these are substantial amendments which are tantamount to a complete resubmission. Since Lend Lease has not given any sensible reasons for these amendments, one is led to logically conclude that Lend Lease has either got it totally wrong in their previous THREE MODIFICATIONS, or, as it seems more likely, they want to generate more revenue. These amendments should not be approved because:

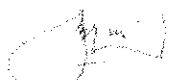
1. The massive changes proposed between Modification 4 and the approved Concept Design has been submitted without a clearly enunciated rationale. Why were these amendments made? Why has public space been reduced by so much? Since there is no justification provided, there is little basis on which approval can be considered.
2. The amendments further exacerbate the infrastructure issues already made mention by many other earlier submissions especially on existing bottlenecks in the Miller's Point precinct i.e. along Kent Street and Hickson road. These amendments will make the current bad infrastructure situation worse.
3. It is disturbing to note that the ONLY reduction in the use of space are those allocated for public use; while all other amendments are related to an enormous increase in commercial revenue generation. Why are these amendments made at the expense of the public?
1. According to the media, activities by Lend Lease have already started on this project even

though REMEDIAL POLLUTION on the site has not even started. Why are these activities allowed to commence before all environmental problems/issues are resolved?

Although it is understood that the State Government will be a key revenue beneficiary if MODIFICATION 4 is approved, it is sincerely hoped that the Government will not be tempted to, or be duped into, approving what transparently and blatantly is a cynical REVENUE INCREASE EXERCISE being proposed by Lend Lease.

As a resident in the area, I welcome reasonable development in Barangaroo. Indeed, some parts of the current Lend Lease Project would benefit the community at large.

Yours faithfully,



John Liu
GPO Box 4233
Sydney, NSW 2001
(LOP@parliament.nsw.gov.au)

c.c. Premier, NSW(premier@nsw.gov.au)
Opposition Leader, NSW

David Gibson - Online Submission from Jo Daniels ()

From: Jo Daniels <jo.daniels@sydney.edu.au>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 7/09/2010 12:02 AM
Subject: Online Submission from Jo Daniels ()
CC: <assessments@planning.nsw.gov.au>

- no to hotel
- no to Block 4c
- no to excessive building heights and widths
- yes to keeping cruise terminal
- yes to making financial info public
- yes to original design concept (Thalis)
- no to Lend Lease amendments to design concept
- yes to greater public space (land not water)
- no to 27m public promenade (yes to 60m - original concept)
- yes to greater public involvement and consultation
- yes to indigenous cultural centre

Name: Jo Daniels

Address:
School of Physics A29
The University of Sydney NSW 2006

IP Address: r125-63-156-68.cpe.unwired.net.au - 125.63.156.68

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
https://majorprojects.onhiive.com/index.pl?action=view_site&id=188

David Gibson
Senior Planner, Government Land & Social Projects

P: 02 9228 6241
F: 02 9228 6488
E: david.gibson@planning.nsw.gov.au

Powered by Internetix Affinity

PYRMONT ACTION

Elizabeth Elenius, Convenor
 9C/2 Bowman Street
 PYRMONT NSW 2009
 Tel: 9571 9727; 0409 552 117
 Email: eelenius@bigpond.net.au

30 August, 2010

The Director,
 Government Land and Social Projects,
 Department of Planning,
 23-33 Bridge Street,
 SYDNEY. NSW 2009

Barangaroo South – Concept Plan

Pymont Action members have asked me to make a submission on the above project.

- 1.0 Scale of Project – The developer selection criteria set by the NSW Government for the development places an inordinate weighting (35%) on Financial return and risk for the NSW Government. In order to properly assess this development it is essential that the Government make public the returns (in dollar figures) it expects to win from the 99 year lease of this publicly owned foreshore property. Whilst this figure remains undisclosed, it is likely that the scale of the project, in particular the buildings' height and spacing, has been determined by this criterion. In the absence of information about the return to the Government by which we can evaluate the opportunity costs to the people of NSW, it is the view of our members that the scale of the development, should be reduced, in particular, the scale of the proposed hotel over the water.

Of particular concern to Pymont residents is the potential of the development to cast morning shadows across buildings at Sydney Wharf and Darling Island. It appears that such shadowing at the winter solstice will block sunshine from apartments on Sydney Wharf intermittently for around 2 hours, and for around 30 minutes from 8am, at the northern end of Darling Island. This represents a loss of amenity and every effort should be made to reduce this shadowing further by reducing the height of buildings and/or increasing the space between them.

- 2.0 Hotel Building – Our members have mixed views regarding this project, with some opposing its situation within the harbor and others impressed with its iconic design. However, there was consensus that this sets a precedent which could see a multiplicity of private development



occurring over the public domain of our harbor. We ask that the building be located elsewhere on the site.

- 3.0 Public Domain – We note that 35% of Barangaroo South will be public space, but note that this includes roads and other basic infrastructure, the waterfront square, and the Southern Cove which, in effect, is the trade-off for building the hotel out over the water. Most, if not all of this public space is hard surfaced. A number of our members live at or near Jacksons Landing and note that the public parks provided by the developer are heavily utilized and provide valuable green “breathing space” between the residential towers. Given that the height of the Barangaroo towers is more than double that of Jacksons Landing, it is recommended that more open space be provided between buildings, to avoid the canyon effect and that some of this space be “green”.
- 4.0 Commercial/Residential Mix – It is noted that that whilst the percentage of residential development has increased in this latest concept plan, the project remains overwhelmingly commercial. It is estimated that when completed, the commercial buildings will attract 23,000 workers to Barangaroo South, but the proposed 800 apartments will accommodate less than 1600 residents. The impact on Sydney’s woeful public transport infrastructure of such a huge daily influx of workers will be extreme, especially on Wynyard Station which is already beyond capacity. In addition, a larger number of residential properties will ensure greater activation of the precinct. We cite the World Square development as an example of a successful residential/commercial mixed development which has enlivened the southern Sydney CBD and ensured that it doesn’t become dead at night, like the central CBD.

Another good reason to increase the residential ratio is the greater benefit of concentrating families where they are most likely to both live and work. This takes pressure off our beleaguered public transport system, ensures that residents can manage with no, or just one private vehicle, and reduces the need to have higher concentrations of residents in the middle belt of suburbs. It is interesting to note that 1 in 4 people in Sydney now live in apartments and it is our observation in Pyrmont that increasing numbers of families with children are choosing to live in apartments close to the CBD.

We commend the provision of key worker housing and recommend a greater proportion of residential development and a reduction in commercial development at Barangaroo South.



5.0 Social Infrastructure

Of course, even with the smaller number of apartments currently proposed, there will be a need for the inclusion of public social infrastructure including community centre, art workshop, performance space, cinema/s, sporting facilities eg netball and tennis courts and oval/s and, noting the likelihood of families with children moving into the area, additional educational facilities, including pre-schools and childcare. These facilities can also serve the Walsh Bay, King Street Wharf and Millers Point residents. We comment that with the huge growth in residential population in Pyrmont, there has been scant attention paid to provision of this vital social infrastructure, despite the likelihood that this population will reach 15,000, plus around 16,000 workers.

- 6.0 Transport – We welcome the planned provision of light rail and recommend that this run from Haymarket, behind Cockle Bay, to Hickson Road and thence to Circular Quay and Central. We also support additional ferry services which should be extended to serve the Bays Precinct, including Pyrmont, the Sydney Fish Markets, and the Cruise Passenger Terminal at White Bay.

As noted above, we have reservations about the efficacy of funneling the 23,000 workers to Wynyard Station which is already at capacity and recommend that further thought be given to implementing an integrated Metro rail system for Sydney.

- 7.0 Parking – We note that 850 car spaces will be provided, primarily for the residential properties. This represents a substantial increase in the number of vehicles moving in and around the city streets and consideration should be given to reducing the number of spaces in order to reduce the potential for traffic congestion in already busy streets.

- 8.0 Retail – As this will become a significant residential precinct, every effort must be made to ensure that the community is served by provision of all the services to be expected in a village/town. As has been provided in World Square, these should include a supermarket (not convenience stores), chemist, banking facilities, newsagent, liquor outlet, medical and dental practices, including complementary therapy services, eg physiotherapy, as well as the usual cafes, restaurants and bars. Emphasis should be on serving the community, not tourism which is catered for at Darling Harbour and the shops should be used to activate





street frontages and not be buried in tunnels (eg Star City Hotel development) or inside buildings (eg Harbourside) which turn their backs on the streets. A well designed retail precinct can help activate neighbourhoods and become focal points for community interaction.

Barangaroo South has the potential to help raise Sydney's profile as a world city, but overdevelopment of this wonderful foreshore site, can also result in urban blight. As residents of Pyrmont, including Jacksons Landing (a pioneer community precinct developed by Lend Lease), we understand both the delights of city living, and the pitfalls and look to Lend Lease and the NSW Government to listen to and take heed of informed comment and not be totally driven by the need to maximize the return to the Government.

Yours sincerely,

Elizabeth Elenius



David Gibson - Online Submission from Britt Puhlmann (object)

From: Britt Puhlmann <scotchbritt@hotmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 7/09/2010 11:31 AM
Subject: Online Submission from Britt Puhlmann (object)
CC: <assessments@planning.nsw.gov.au>

I'm concerned about lack of community involvement re this project.

Other grave concerns include: shadows over the city, no street scape, contamination issues, shallow soil depths for park i.e. trees can't survive, reduced public amenity, no transport plan, no service delivery planning. Building heights tripled, widths taken to extremes, removing the cruise terminal (where else can it go!?? White Bay is not a solution), public promenade more than halved...

Thank you

Name: Britt Puhlmann

Address:

48 Pirrama Rd, Pyrmont

IP Address: 1702521861.accenture.com - 170.252.186.1

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
https://majorprojects.onhiive.com/index.pl?action=view_site&id=188

David Gibson

Senior Planner, Government Land & Social Projects

P: 02 9228 6241

F: 02 9228 6488

E: david.gibson@planning.nsw.gov.au

Powered by Internetix Affinity

SYDNEY HARBOUR ASSOCIATION

PO Box 265 ROSE BAY NSW 2029

Hippocampus whitei

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

Barangaroo – Concept Plan Amendment (Modification No. 4): MP06_0162 MOD 4

Sydney Harbour Association is an unincorporated body of individuals interested in Sydney Harbour, having as its primary Objects:

"[T]he promotion of the following principles in relation to development and change affecting Sydney Harbour:

- (a) protection and preservation of the natural heritage, assets and ecology of Sydney Harbour and its foreshores;
- (b) primacy of the public good over private benefit in development;
- (c) facilitation of public access to the waters and foreshores of Sydney Harbour;
- (d) protection and enhancement of the visual and recreational amenity of the waterways and foreshores of Sydney Harbour".

Underlying those Objects is the basic tenet that all new water-based and land/water interface developments must warrant a foreshore location. That requirement is also set out in the *Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005*, at cl.4.2. The Harbour is characterised there as a **public asset**, with the public interest always to take precedence over private interest. Intrinsic to that approach is the foundational premise that the public estate of the Harbour lands is to be protected from dispersal, fragmentation, alienation, and inappropriate use.

The present proposal seeks, among other things, to enlarge the Concept Plan area into Sydney Harbour *to accommodate a landmark building and pier*, thus to establish the new Block Y. That proposal is the focus of this submission.

A conceptual planning context for the proposal...

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and *Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005* are the principal planning instruments that apply to the waterbody that is the subject of this application to enlarge the Concept Plan area into Sydney Harbour. Their separate and combined emphasis is on the protection and enhancement of the public asset that is the Harbour. Its natural attributes are an intrinsic part of that notion.

While its final composition and land uses are not settled yet, we think that the proposed construction of Headland Park at Barangaroo seems very much at one with that aim, insofar as it would enhance the natural environment of its immediate surroundings as well as of the wider Harbour areas from which it will be visible. The Harbour context of Barangaroo is illustrated in the attached Context sketch. The proposed Headland Park is clearly a vital element in the composition as a whole.

Headland Park will, we think, genuinely constitute *a key response to the approved Concept Plan's requirements to "celebrate the water theme"*. That is in marked contrast

to the landmark building proposed to be built over the water on Block Y to the south of Headland Park, even though the application documentation (JBA Urban Planning Consultants P/L, 5.3.1 – Visual Impacts of the Landmark Building) sees it – the Block Y building – to be a key response to the Concept Plan requirements. If the Concept Plan area enlargement is approved, the Block Y building will simply be a tall building built on some extra site area accrued to the project from the Harbour itself.

... with a bow to history....

The Aboriginal heritage of the area about Barangaroo is a matter of importance which should be recognised not only in the naming of the precinct, but also by respect for its recorded spatial relationships. We note, particularly, that the 1798 *Journal* of David Collins¹ records...

Their spears and shields, their clubs and lines, etc are their own property; they are manufactured by themselves, and are the whole of their personal estate. But, strange as it may appear, they also have their real estates. Benillong, both before he went to England and since his return, often assured me, that the island Me-mel (called by us Goat island) close by Sydney Cove was his own property, that it was his father's, and that he should give it to By-gone, his particular friend and companion. To this little spot he appeared much attached, and we have often seen him and his wife Ba-rang-a-roo feasting and enjoying themselves on it. He told us of other people who possessed this kind of hereditary property, which they retained undisturbed.

That is a strong argument for care in the heritage relating to Barangaroo herself. One simple way to protect it is by ensuring that the viewline between the new Barangaroo precinct and *Me-mel* (Goat Island) is not impeded by unnecessary structures in and over the waterbody between them. The basic sightlines between Barangaroo and *Me-mel* / Goat Island are shown in the Context Sketch.

... which will not be well served by alienating the Harbour estate.

An aspect of the Project Development Agreement (GIPA Version, 23 August 2010) is of particular interest to us in this context. We refer to the content of **Cl. 11.4, Approvals from NSW Maritime**, which requires the Barangaroo Delivery Authority to

" ..use its reasonable endeavours ...

(ii) to secure from NSW Maritime either

- A. an ***unencumbered freehold interest*** in (which as at the Commencement Date is the Developer's and ***the Authority's preferred form of tenure***); or
- B. a head lease, of sufficient tenure to enable the Authority to comply with its obligations under this deed, with respect to (if unencumbered freehold interest cannot be obtained),

such land as is required to implement Works Portions; and... "

In that clause, our emphasis shows that the complete alienation of the Harbour land comprising Block Y is the clear and agreed primary objective of both the Authority and the Developer. That is quite surprising to us to the extent that it expresses an official view of the Authority, because it raises serious practical queries about the independence and objectivity that can reasonably be expected from NSW Maritime in dealing with the request for the additional land area contemplated in this application.

¹ *An Account of the English Colony in New South Wales: With remarks on the dispositions, customs, manners, etc of the native inhabitants of that country, to which are added some particulars of New Zealand; compiled, by permission, from the Mss of Lieutenant-Governor King, by David Collins Esquire, Late Judge Advocate and Secretary of the Colony. Volume 1, 1798, Appendix IX – Property.*

As a Statutory body, we would have thought that the Barangaroo Delivery Authority's land use policy stances would at least be consonant with those of the NSW Government clearly stated in its adopted planning instruments. Opting out of them in the present circumstances in order to alienate Harbour land for a non-maritime, prohibited-by-its-zoning purpose may be expedient for the Authority, but it is not good public sector practice. And we argue that it is not justified by the terms of the present application.

Logically, approval of the extension of the Concept Plan area in the place and for the purposes indicated in the application for Block Y would *pre-judge* approval of the zoning change that would be needed to accommodate the presently prohibited land use(s) proposed on that land. Otherwise, the approval of the extension would have no purpose. We think the integrity of the subsequent process for re-zoning would be seriously compromised by this sequence. And we think the present prohibition of the proposed use of Block Y land should be sustained.

The Association therefore **objects** to the present proposal to enlarge the Concept Plan area into Sydney Harbour *to accommodate a landmark building and pier*, thus to establish the new Block Y, and to establish a maximum building height of 170m for it.

No need for the Harbour land to be alienated for a hotel...

At this stage, the *landmark building and pier* that are the subject of the Concept Plan area enlargement application are proposed to be an over-water hotel+serviced apartments complex. A maximum building height limit of some 170m is indicated in the application; we suppose this to be indicative of the intended – and therefore likely – height.

Much public discussion to date has been focussed on the claimed dependence of the developer's business plan on the provision of the hotel, although it is not always clear whether that dependence relates specifically to the over-water hotel, or whether it might also apply to a hotel located elsewhere. But the presumption that the focus is on the over-water site has been widespread, and has not been dispelled by the applicant or the Authority.

No persuasive case has been made in the application to show that a hotel, even if it is called a *landmark building*, cannot be accommodated within the scope of the existing Concept Plan area. The various design options published to date have not explored the issue widely, let alone exhaustively. They have simply adopted the hotel in its over-water location as a matter of preference, perhaps informed by the stated developer and Authority preference for freehold land title to lands of the Harbour estate and inspired by the additional commercial opportunities offered thereby for the (dry-land) area in the original Concept Plan.

If a hotel is really desired, and if it must be a landmark, and if the proponent cannot provide a hotel labelled as a *landmark building* within the bounds of the original Concept Plan area and within the maximum height limits applicable there, other design expertise might sensibly be brought into the picture.

... even if it does accommodate tourists...

Of course, it is not just any old hotel that is proposed, but a landmark, tourist-oriented hotel. ABC Television's Nick Grimm said, in ABC's *Stateline NSW* program of 20 August 2010, "Lend Lease says the hotel is not negotiable". In his response, Lend Lease Australia's CEO Rod Leaver said the hotel is a "critical part of the project...it does need to be part.... a critical part of making Barangaroo a tourist destination".

However, we note that the *First Deed of Amendment to Project Development Agreement*, dated 8 June 2010 states at Cl 2(b):

10B Hotel

The Developer acknowledges that at the date of this deed and subject to the provisions of this deed, it is its intention to develop the Hotel but this intention may change over time having regard to commercially relevant factors (including Changed Market Conditions).

We do not accept that an over-water hotel, with or without serviced apartments, landmark building or not, is either essential for or critical to the commercial component of the Barangaroo project.

Clause 2(b) set out above, clearly confirms that the Authority and the developer signatories to the Deed recognise that the hotel is neither pivotal nor essential for the project too. It is not a *sine qua non*. And neither, therefore, is the creation of Block Y.

.... or for serviced apartments

The terms of Clauses 1.2 and 2(c) in the *First Deed of Amendment to Project Development Agreement*, dated 8 June 2010, make clear that the whole building (as distinct from the partial use indicated originally) on Block Y, if constructed, could be utilised as **serviced apartments**.

Hotel and serviced apartment uses are both plainly prohibited under the terms of the relevant zoning in *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*.

As is the case with the hotel proposal, there is no *need* for an *over-water* location for serviced apartments; no *shortage* of on-land sites for that kind of use at Barangaroo and the CBD generally; and no compelling public interest reason why an over-water site should be preferred to an on-land site.

There is no good reason why, in a place where such activities are presently prohibited, the public estate in the Harbour land should be alienated in order to provide serviced apartments for travellers, business persons, or tourists.

They can all be satisfactorily accommodated in conventional ways on dry land where the activity is already permissible.

... or for orienting ourselves with landmarks.....

While we applaud a general quest for design excellence, the *purposes and functions* of landmarks are themselves valid considerations in determining whether part of Sydney Harbour should be alienated for that purpose.

A *maritime landmark* of some kind *might* be appropriate for Sydney Harbour somewhere in the vicinity of Barangaroo.

The *need* for an additional maritime landmark seems minimal to us, given the prominence of the Sydney Harbour Bridge, the ANZAC Bridge, the Sydney Opera House, the navigation lights and aids in the waterbody, the headlands, and the lit edge of urban development along the Harbour foreshores. But we think a refinement of the *archipelago of islands* concept utilised by the Authority's Design Excellence Panel in its presentation of the present design concepts, and especially the Headland Park proposal based on that concept, might be useful and acceptable for landmark purposes. Our sketch gives one illustration of how that might be tackled.

The public focus on the over-the-water hotel project has tended to divert attention from the tourist and landmark potential offered within the existing Concept Plan area, and specifically by the reclaimed Headland Park. Approval of the Concept Plan enlargement would reinforce that diversion, and leave the analysis, development, and specification of the role and potential of Headland Park as a residual. We think that would be unfortunate.

The creation of Headland Park will be very costly by any standard. Its cost and area and critical Harbour location warrant only the most sensitive and careful development canvas. It certainly should not be compromised by other aspects of the Barangaroo development, given that the general concept of the Headland Park – with its iconic Harbour-side setting – has been accepted and applauded right from the early stages of the project even while the minutiae of its configuration remain undetermined.

It therefore seems especially contrary that the proposed over-water landmark building on Block Y would render Headland Park practically invisible from some land-based and other obvious viewpoints, and only partially visible from others. When seen together in a single view cone, the visual prominence of the proposed 170-metre over-water Block Y building would inescapably diminish the visual integrity of the Headland Park and devalue its signal location by the commercially expedient but environmentally insensitive device of projection of the building over the waterbody of the Harbour.

It is not obvious to us that a new *urban landmark* is needed in the general vicinity of Barangaroo. If it were needed, or desired, an urban landmark of some kind might, logically, be located on urban land.

The essential character of a landmark is to be conspicuous, and so it might be expected to be distinctive *in its context*.

The over-the-water landmark Block Y building proposed in the present application at Barangaroo merely envisages (yet another) tall, albeit elegant, building, in general form and materials not very dissimilar to many other tall buildings in the vicinity, especially in the CBD. Despite its over-water location, it would be quite close to the other buildings in the Barangaroo project, and often viewed as part of a group with them.

We acknowledge that the public material relating to the currently-revised version of the Block Y hotel building indicates that it is probably comparable with the best examples of international design for high-rise, high-density hotel/serviced apartment buildings, or even for commercial buildings generally. It is interesting that much of that contemporary

international design genre has been developed and applied in the context of the oil-rich states of the Middle East, where funding is not always the critical determinant, and land reclamation is not unusual.

A major point of difference from Barangaroo – and we think it matters a lot – is that the typical Middle Eastern context comprises flat, relatively featureless land into which visual intrusion by buildings is welcome (and may be necessary) for orientation and personal safety. That is not a paramount issue in Barangaroo: the Harbour itself is far from featureless; its varied – and vertical – topography, and the natural environment of many of its headlands ensure that its foreshores abound with orientation points. Its large-scale urban hinterland is occupied, identifiable, and not particularly dangerous!

Tourist *accommodation* is only one of the many activities that attract and serve tourists and the tourism industry generally. Accommodation is not necessarily a very durable or commercially rewarding tourism-related activity when viewed on a broad economic canvas over time, nor is it particularly relevant in practice to the permanent residents of the Sydney region.

...or for enticing tourists....

The potential of *non-accommodation* land use options to serve, encourage, and sustain tourism-related activities at and near Barangaroo is large, may well be relevant to many Sydney-siders themselves, and is under-explored in the material supporting this application to enlarge the Concept Plan area to provide, ultimately, a tourist accommodation facility up to 170 m high.

The proposed extension of the Concept Plan area into Sydney Harbour and the associated promotion of the hotel-over-the-water concept have focussed on the notion of a landmark building, supposedly to encourage tourist visitation to Barangaroo.

If that is indeed the real purpose of the intended accretion to the project area, we note that the implicit assumptions of the Concept Plan amendment proposal are *either* that the original Concept Plan land area is insufficient to accommodate a robust tourist attraction, or that the activities and land uses proposed on dry land are incompatible with that purpose. For the former, we disagree. For the latter, the obvious response lies in a re-focussing of the activities and uses proposed for the dry land site.

Observably, the volume of conventional office and residential accommodation envisaged in the totality of the current design indicates no particular emphasis on specifically tourist-type attractions. In marked contrast the parklands – especially the proposed reclamation+remaking of Headland Park – offer much potential for that purpose, but their role is being subordinated and/or confused by the diversion of interest into the hotel-over-the-water issue.

We have not yet discerned a closely-focussed landmark/tourist orientation function in the *Headland Park* proposals. That is a pity, because we think there is real potential for a maritime *celebrate-the-water* theme concept to be utilised there with sensitivity and focus to benefit the Harbour as a whole and the Barangaroo precinct itself. But the present indeterminate state is not necessarily the end of the matter, anyway: we expect over time to continue to offer ideas and comments in relevant forums that might help to crystallise the obvious potential for that site to galvanise local and community interest, and pride – and even commercial reward – in the public interest.

Perceived paucity – or even perceived excess – of the current ideas palette for Headland Park should not dictate or predicate the alienation of Harbour land for the non-essential, presently-prohibited, supposedly tourism-related purpose of providing a hotel/serviced

apartment building for tourists under the present proposal to enlarge the Concept Plan area to establish Block Y.

... and there is no defined unmet need that requires Harbour land to be alienated...

We have not identified in the project documentation any compelling reason for extending the Barangaroo lands into the Harbour. From the beginning, the dry-land+wharfage site was large, readily identifiable, clearly identified in the original design competition, and recognised by the public.

We think extension of the site into the Harbour was first mooted by Lend Lease, the winner in the tender process, reportedly outside the terms stated for the tender itself. Hotel facilities had been incorporated on the land by the losing tenderer.

We appreciate that the larger the land area available to the developer, the more readily can a variety of land uses, commercial options, and policy purposes be served. But there is no end to that approach, and no discipline: the establishment of a coherent project design concept requires a clear comprehension of priorities in function, to be accommodated within the available space.

Excursions outside the original project bounds can be adventurous, may be imaginative, might be productive, but are most likely to indicate a lack of rigour in task analysis. At Barangaroo, the attempted area enlargement into Sydney Harbour looks merely opportunistic.

....and the State's Environmental Planning law is very plain.

The most obvious impediment to the proposal to enlarge the Concept Plan area – and the project – into Sydney Harbour to accommodate a landmark building and pier (Block Y) is the existing W1 zoning in *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*, which applies to this part of Sydney Harbour.

The W1 zoning specifically excludes tourist facilities from permissible development within the zone, and so it would not permit a hotel, including a tourist facility hotel, even a landmark hotel, and/or serviced apartments to be built there. That zoning, revised comprehensively prior to its gazettal in 2005, was made after extensive public consultation.

No defects or errors or serious shortcomings in the values, facts and assumptions underlying the present W1 zoning applicable to proposed Block Y have been identified in the proposal. The only identified issue with the current zoning that we can see in the project documentation is that the relevant planning policies and principles underlie the prohibition of the hotel/serviced apartments activity that is proposed in the place where it is to be sited, namely Block Y.

Of course, that is the essence of zoning in instruments of land use regulation: zoning *does* prohibit development that is not considered to be consistent with the aims and objectives stated in the relevant planning instrument and the environmental attributes of the area to which it is applicable. That is what zoning is. And zoning also *encourages* development of types and in places that are consistent with them.

The planning principles set out in the relevant planning documents for Sydney Harbour, and decisions of the NSW Land and Environment Court relating to issues litigated concerning their application in practice, will be well known to the Department and the Minister. As a matter of principle and sound public governance procedure, they should be upheld.

In addition to its excision from Sydney Harbour, accommodation of the landmark building on proposed Block Y would require a change to its present zoning, to negate the present prohibition applicable to the development. A change for the present purposes is clearly and directly contrary to the stated policy within the planning documents that the public interest is always to be given precedence over private interest, and the unique visual qualities of the Harbour and its foreshores are to be maintained, protected, and enhanced. A spot-zoning alteration intended to permit presently-prohibited uses in Block Y, and especially one seen to be based on commercial exigencies, or claimed to relate to whole-of-site development, is certain to be viewed with deep distrust in much of the Sydney community.

We have not identified any planning policy, zoning, or other land use control obstacle to the provision of a hotel/serviced apartments building, landmark or not, for tourists or others, in the original Concept Plan area.

The public asset that is Sydney Harbour should not be alienated by proposed Block Y – whether by the developer's and Authority's preferred freehold title, or by long-term lease, or by other means – for non-maritime purposes that have been – and still are, and should remain – expressly prohibited so as to maintain and protect the unique visual qualities of the Harbour and its foreshores.

Taking a look at things...

Some promotion of the Block Y landmark building concept has directed attention to the Harbour- and City- viewing potential available from publicly accessible areas of the upper levels of the building. We do not think that is a persuasive argument for alienating part of the Harbour.

The present Concept Plan modification proposal seeks a maximum building height of 170 m for the Block Y building, a fairly similar – 175 m maximum – height limit for Block 4, and a much higher limit – 209 m – for Block 3. The two dry-land Blocks would offer viewing potential comparable to (Block 4) and much better than (Block 3) the viewing potential of the Block Y building.

The landmark building+pier proposal for proposed Block Y has attracted much public opposition because of the adverse effect it will have on Harbour views from a variety of viewpoints. We support those who object to the extension of the development into the Harbour for that reason.

The maximum building height of 170 m now proposed for Block Y will assuredly remain a major contributory element to the real disquiet that has attended the over-water hotel concept from its inception.

Issues relating to obstruction of Harbour views have been well canvassed in decisions of the NSW Land and Environment Court, and the fundamental purpose of protecting and enhancing public views of the Harbour has been thoroughly tested and found to be appropriate.

Sydney's appreciation of Harbour views is clearly and amply expressed in the cold market reality of the real estate market, showing land value premiums for even the most meagre Harbour glimpses. The developer's commercial gain from the accretion of the land area of Block Y and the intensity of development comprehended by the maximum building height of 170 m proposed in this Concept Plan Application may well be real, but it is likely to be offset – or more than offset – by value detriment accruing to other

landowners by virtue of their loss of visual amenity if Block Y is developed as presently indicated, or even at a lower building height..

... depends on where you stand.

Those whose views *towards the Harbour* are obstructed by the proposed landmark hotel building on Block Y – residents, workers, visitors – are unlikely to be impressed by its design elegance, especially if the building is performing non-maritime functions that can be adequately performed on dry land. They can readily see plenty of tall buildings in the CBD, some exhibiting undeniable architectural excellence. But in Sydney, a view of a tall building is not, and cannot be, equivalent to a Harbour view, even if the building is located on an overwater pier.

Viewed from locations looking *towards the CBD*, the height and bulk of the Block Y building as presently proposed will merge into the backdrop of the other buildings of Barangaroo itself and the CBD generally; its primary statement will simply be to (perhaps) pierce the skyline of the CBD – although the proposal's 5.3 *View Impacts* documentation by JBA Urban Planning Consultants P/L itself notes that "the building will integrate with the silhouette of the CBD", so not much may eventuate in the way of a truly prominent building. That suggests that the presently proposed building on Block Y will not perform a landmark function efficiently, or effectively, for people looking *towards* the CBD; their *need* for a landmark at or about Barangaroo is not apparent either.

An example of a much more effective modern landmark in that kind of context is the Anzac Bridge, which stands out from its surroundings in structure, material, form, function, and location.

Looking *out from the CBD*, a landmark function is superfluous at Barangaroo. The Block Y building will not provide it anyway, because it is irrelevant to the off-shore orientation function, which relates to the Harbour waterbody, its islands and headlands, and its distant shores. If orientation and landmarks are really needed for visitors within the Barangaroo precinct, and additional aids for those purposes are wanted, they can certainly be better provided by more visually sensitive and informative means than an over-water hotel building of some 170 m height located over the water at the periphery of the precinct on Block Y.

The view *from Pyrmont Bridge* towards the Harbour is particularly interesting. The pedestrian use of the bridge is intense, and the sense of place and the depth of characterisation of the Harbour that the outward view generates are both subtle and astonishing. The insertion of a landmark building – even one as architecturally clever/slender/excellent as that presently proposed for Block Y – into that view is neither welcome nor sensible in terms of viewer orientation, or characterisation of the Darling Harbour and Barangaroo precincts, or consistency with the character of the Harbour waterbody, or identification of the general or local area, or any enduring and valid Sydney concept of Harbourside amenity.

To the extent that the Block Y building would intrude into views of Headland Park, the integrity of the headland concept itself would be compromised.

Insertion of an *unnecessary* tower building - a *thoroughly non-maritime* structure – over the waterbody of the Harbour is simply not compatible with the protection or enhancement of the Harbour's role as a natural asset. Enlargement of the Concept Plan area into Sydney Harbour to enable the creation of Block Y with its presently-intended up-to-170m-high landmark hotel/serviced apartment building would have that result.

In a nutshell...

We see no tangible public benefit in employment of the landmark concept - or tourism-market orientations, or design excellence notions - to justify alienation of Harbour land for a hotel/serviced apartment building located over-the-water on proposed Block Y. We see potentially serious damage to public confidence in the land use planning process if the Concept Plan area is enlarged for the purposes proposed in this application.

These practicalities are clear:

- the large area of land delineated by the original Concept Plan at Barangaroo offers many possibilities for the siting of a landmark building if desired, and for the siting of a hotel (or other) building *on the land*;
- there is no *need* demonstrated in the application for a non-maritime building, or a landmark building, to be built over the Harbour waters;
- demonstrably, hotels or serviced apartments - even landmark tourist-oriented hotels and serviced apartments - do not *require* an over-water location;
- the stock of current (and superseded) tourist hotels scattered throughout the CBD offers proof that land-based hotels are appropriate for tourism purposes, as well as conventional hotel-style service provision;
- the maximum building height proposed in this application is discordant in relation to the immediate maritime surroundings and the general Harbour character, and productive of much mischief in relation to view obstruction for the public generally, as well as for individual property-owners in the vicinity;
- the waterside Park Hyatt Hotel at Circular Quay offers clear promise that low-rise sensitively-designed hotel-style development on dry land can be compatible with the scenic and amenity values of the Harbour planning instruments and the policies that inform them without alienation of the Harbour estate itself.

Nothing new...

This formal objection echoes our earlier objection, stated in our letter to the Planning Department of 21 July 2010, in relation to **MP10_0023: Barangaroo – Bulk excavation and basement car parking**. In that submission we noted:

Of considerable importance to our Association is the current zoning relating to the foreshore of Barangaroo. Under that zoning, the proposed over-water hotel would not be permissible. (As it happens, we do not think the hotel – or anything else – should be built over the water anyway, but it might be acceptable on land nearby). If any of the carparking envisaged in this bulk excavation/carparking application is intended to service an over-water hotel, we would certainly oppose its approval.

On 21 July 2010, following its **Public exhibition: Headland Park and Public Domain: Barangaroo design proposals**, we wrote to the Barangaroo Delivery Authority:

*.... The **Public Domain** design proposals envisage replacement of the original Open House structure with landscaping of the shore of the southern cove.*

We have noted above that the apparent community support for the Open House might still be accommodated in the Headland Park in-structure space envisaged in the currently exhibited concept if desired.

We do not think that the proposed landscape treatment is an appropriate use of the site area released by removal of the Open House. The character of the southern cove should be urban (and, preferably, urbane) reflecting its 1842 gasworks heritage and its geographical and functional relationship with the concentrated business activity in the southern precinct. Indeed, the cove might even be given the name Gasworks Cove.

In that context, location of a hotel on the land in Barangaroo South would be logical, convenient, functional, and acceptable. We think an on-land hotel there would be much more readily embraced

by the local and wider Sydney community than the originally proposed over-water structure or its height-reduced replacement, architecturally clever though they undoubtedly are.

... a consistent Conclusion

To state our priorities clearly, and having regard to the status of Sydney Harbour as a public asset, maintenance of the integrity of the public estate in Sydney Harbour and in the Harbour planning framework and process is our Association's overwhelming concern. Enlargement of the Concept Plan area for the purpose stated in this application would not be consistent with that objective.

Adherence to the policies and provisions of the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* and its associated Development Control Plan in this instance would result in the denial of the proposal to enlarge the Concept Plan area into Sydney Harbour *to accommodate a landmark building and pier*, thus to establish the new Block Y. That is as it should be.

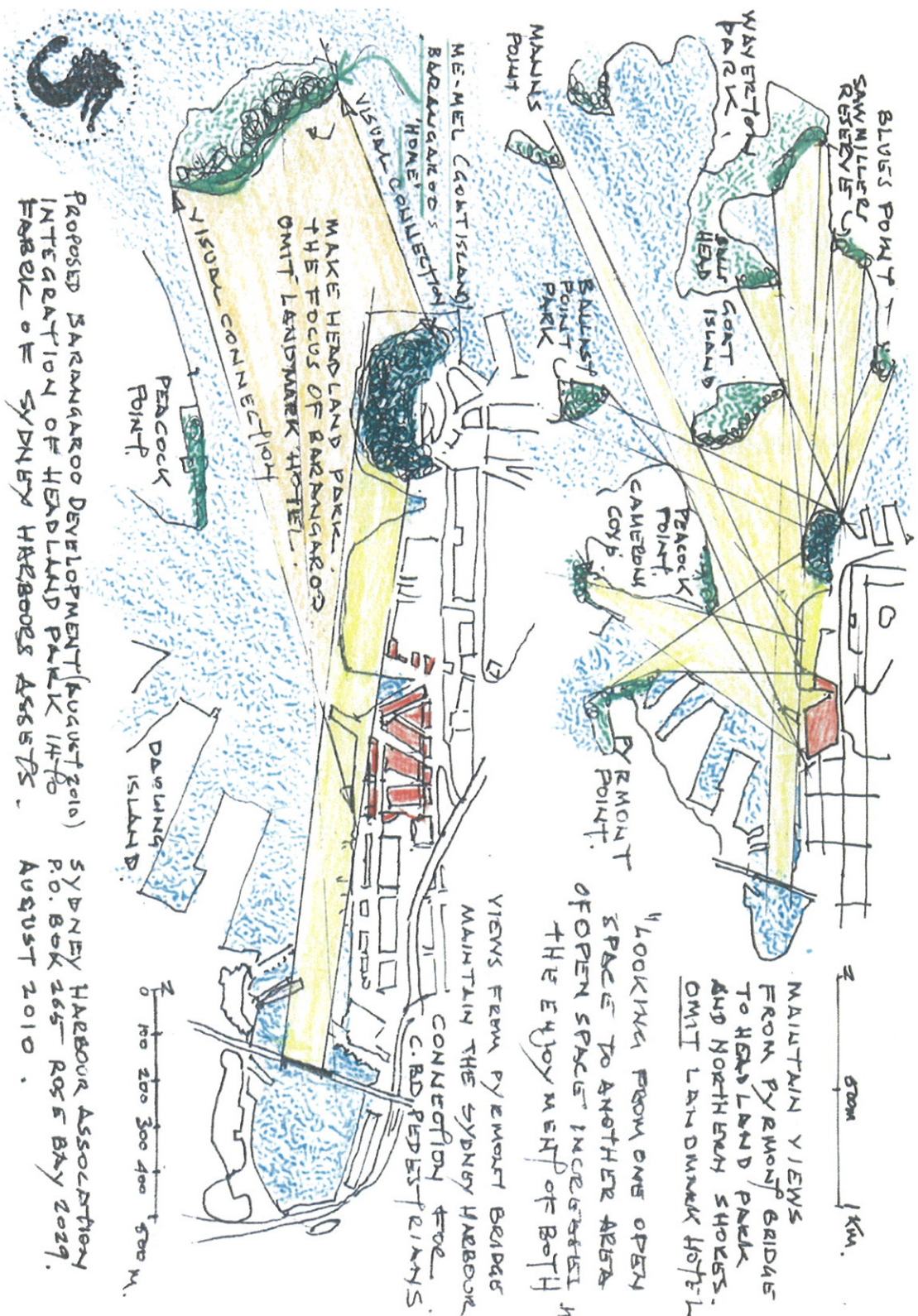
Those parts of the application which refer to enlargement of the Concept Plan area into Sydney Harbour, and Block Y, should not be approved. That part of the application relating to a maximum building height for Block Y should also not be approved.

- A *landmark building* can be accommodated on the land comprised in the currently approved Concept Plan.
- A *pier* can be accommodated in the ordinary way under the current provisions of the relevant planning instruments if it serves the permissible purposes set out in those instruments, without the need for change to the Concept Plan area.
- A *tourism facility* can be accommodated within the original Concept Plan area.
- A 170m high building to house non-maritime activities is not needed over the water of Sydney Harbour at Barangaroo.

Michael Rolfe, President

(Private contact: 41 Cove Street WATSONS BAY NSW 2030. Ph/fax 02 9337 5058)

7 September 2010



PROPOSED BARANGAROO DEVELOPMENT (AUGUST 2010) SYDNEY HARBOUR ASSOCIATION
 INTEGRATION OF HEADLAND PARK 14-20 P.O. BOX 265 ROS & BAY 2029.
 HARBOUR OF SYDNEY HERBODGE ASSISTS. AUGUST 2010.

David Gibson - Online Submission from John Williams (object)

From: John Williams <bbbuds@gmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 7/09/2010 9:04 PM
Subject: Online Submission from John Williams (object)
CC: <assessments@planning.nsw.gov.au>

I have attended the exhibition and gone to various public meetings and I have to voice my complaint on the tragic development/design for Barangaroo.

This design does not have any element of the industrial, heritage or social concept of the area.

There are far too many buildings, far too high. Why not tiered? The two coves rob the area of green space that visitors can actually use.

Please refer back to the original concept and the original winning design that people of Sydney can use.

Name: John Williams

Address:

81 Point Street

Pymont NSW 2009

IP Address: d110-33-209-205.mas801.nsw.optusnet.com.au - 110.33.209.205

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)

https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)

https://majorprojects.onhiive.com/index.pl?action=view_site&id=188

David Gibson

Senior Planner, Government Land & Social Projects

P: 02 9228 6241

F: 02 9228 6488

E: david.gibson@planning.nsw.gov.au

Powered by Internetix Affinity

David Gibson - Online Submission from angela Surname (object)

From: angela Surname <angelab@seafolly.com.au>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 7/09/2010 3:49 PM
Subject: Online Submission from angela Surname (object)
CC: <assessments@planning.nsw.gov.au>

Barangaroo

Name: angela Surname

Address:
247 king street mascot

IP Address: mail.seafolly.com.au - 202.171.183.67

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
https://majorprojects.onhiive.com/index.pl?action=view_site&id=188

David Gibson

Senior Planner, Government Land & Social Projects

P: 02 9228 6241
F: 02 9228 6488
E: david.gibson@planning.nsw.gov.au

Powered by Internetix Affinity

David Gibson - Online Submission from RON + MAUREEN POLLARD of WE ARE CONCERNED MEMBERS OF THE PUBLIC ()

From: RON + MAUREEN POLLARD <rtp456@bigpond.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 7/09/2010 5:03 PM
Subject: Online Submission from RON + MAUREEN POLLARD of WE ARE CONCERNED MEMBERS OF THE PUBLIC ()
CC: <assessments@planning.nsw.gov.au>

To: The Director, Government Land & Special Projects, Department of Planning.
From: Ron + Maureen Pollard
Email Date: 7.Sept.2010

Studying the plans, photographs and models of the proposed development of the Barangaroo site makes me feel sad and annoyed that such a prominent, historical area should be treated with so much disrespect. What should be a pleasure to view and an inspiration for future generations will be reduced to mediocrity. Instead, you are providing an area dominated by a series of crowded skyscrapers, heights and floor areas grossly exceeding the site constraints. Relevant notes in the contract with the developer have been obliterated.

Surely you could have retained the original concept based on the winning design for the site, with buildings scaled down to suit the existing buildings, which serve as a city back-drop.

Have you seriously thought about repositioning the cruise ship terminal? Do you really have to move it temporarily, and then finally to White Bay at such great cost? Do away with the Keating Tower Hotel and there is plenty of room for the terminal, plenty of room for liners to manoeuvre. Can you imagine visitors to Sydney embarking and disembarking at White Bay, where there would be sparse transport to take them into the city: who would want to spend time in Balmain, when the Opera House and Darling Harbour are calling them!

What the public require is a Master Plan of the Darling Harbour/Glebe Island/White Bay foreshores area. Decisions have been made on an ad hoc basis. What is built now will be admired or ridiculed by generations to come. Do not be the government remembered as the one that ruined Barangaroo. Do not repeat the monstrosities that should have complemented the Opera House, but instead make a mockery of Sydney's world famous icon, satiating the avarice of the developers with their cereal box architecture.

Remember, this is the people's harbour, and not a cash cow for the government to impose on us.

Can you imagine what would happen if I designed a house outside the parameters of local government regulations - a house much taller and with a much larger floor area than legally permitted - a house projecting into a public harbour area - a house casting shadows onto my neighbour's property - a house compromising my neighbour's harbour views? Where would I stand legally? Remember, you could be that next-door neighbour. Would you be happy?

Well, this is exactly what your government is going to do at Barangaroo, but on a much larger scale.

PLEASE RECONSIDER YOUR ACTIONS!

Yours faithfully,

RON + MAUREEN POLLARD
22 Reynolds Avenue, Balmain 2041

Name: RON + MAUREEN POLLARD

Organisation: WE ARE CONCERNED MEMBERS OF THE PUBLIC

Address:

22 REYNOLDS AVENUE

BALMAIN 2041

IP Address: cpe-121-216-157-181.inse2.ken.bigpond.net.au - 121.216.157.181

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)

https://majorprojects.onhiive.com/index.pl?action=view__job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)

https://majorprojects.onhiive.com/index.pl?action=view__site&id=188

David Gibson

Senior Planner, Government Land & Social Projects

P: 02 9228 6241

F: 02 9228 6488

E: david.gibson@planning.nsw.gov.au

Powered by Internetrix Affinity

7 September 2010

The Director
Government Land & Social Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

Via Email : plan_comment@planning.nsw.gov.au

Dear Sir,

I own a unit in Stamford on Kent, 183 Kent Street, Sydney ("SOK").

I am horrified to learn about the site position and height of the proposed residential building Block 4B in the latest amendment to the Barangaroo plans. This building will block most of the western aspect to the Harbour from SOK, and it is also proposed to be built extremely close to our building. This is simply outrageous. Not only will our views be destroyed, but we will have significant overshadowing and also feel entrapped by this huge building.

Block 4B should not be built in its current form. It will destroy the amenity of our area and the village type atmosphere that we enjoy.

Come on Director, you can do much better than this. Do not in future years drop your head in shame when you pass by what is proposed.

Yours sincerely



David Vaux
Owner, Unit 1906
183 Kent Street, Sydney

cc Tony Kelly, Lands Minister (via email sharon.armstrong@lands.nsw.gov.au)
Opposition Planning Spokesman, attention Brad Hazzard (via email wakehurst@parliament.nsw.gov.au)



7 September, 2010

Director, Government Land and Social Projects
NSW Department of Planning
GPO Box 39
Sydney NSW 2001
Email: plan_comment@planning.nsw.gov.au

Dear Sirs,

Barangaroo South

Thank you for allowing us the opportunity to make a submission with regard to this critical project for NSW.

For your information LPC Australia specialises in representing and advising occupier organisations across the country in relation to their real estate matters. Our services include accommodation planning, premises acquisition and fit out project delivery.

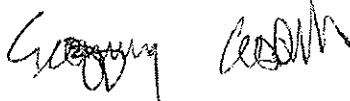
We have reviewed the publically available information on this project and we consider that Barangaroo South will provide Sydney with a once in a generation opportunity to deliver a world class CBD waterfront mixed use precinct.

Importantly, the precinct will deliver much needed office space to accommodate Sydney's growth as a global business destination.

The Sydney CBD needs to grow and provide office space that meets the future needs of occupiers for sustainable buildings with larger floor-plates. Barangaroo South provides an unequalled opportunity to expand the commercial office capacity of the Sydney CBD – significantly in a geographically contained footprint - with a potential around 330,000 sqm of new office space. This capacity is critical to the City's positioning as a regional financial hub.

LPC Australia strongly supports the Government's vision for the Barangaroo project and we look forward to the project being delivered.

Yours faithfully,
LPC Australia


Geoffrey Learmonth
Director
glearmonth@lpc.com.au

L:\STAFF\Patrick\Geoffrey\Barangaroo Submission 2010_09_07.docx

Telephone: 61 2 9235 1300
Facsimile: 61 2 9235 1399
Web: www.lpc.com.au
ABN: 23 062 691 007

LPC Australia Pty Ltd
Po Box H48
Australia Square Sydney NSW 1215
Level 3, 16 O'Connell Street,
Sydney NSW 2000

1501/183 Kent Street
 SYDNEY NSW 2000
 7 September 2010

Mr D Cavallo
 Director
 Government Lands and Social Projects
 NSW Department of Planning
 GPO Box 39
 SYDNEY NSW 2001

Dear Mr Cavallo

**MAJOR PROJECT PROPOSAL- MP06-0162 MOD 4
 BARANGAROO CONCEPT PLAN AMENDMENT (Modification No. 4)**

We have received your notification of the above section 75W application from Lend Lease (Millers Point) Pty Ltd for a modification of the Barangaroo Concept Plan.

We are residents of the Stamford on Kent building located on the corner of Kent Street and Gas Lane. Our apartment is located on the western side at the southern end of the building and overlooks the Barangaroo site.

Your records will show that we have followed the Barangaroo planning process with interest and have made past submissions relating to the redevelopment of the area.

We are astonished by many aspects of this latest proposal in particular where it seeks approval for:

- Reconfiguration of built form blocks
- Increase of 59965sqm gross floor area (GFA) within approved Blocks 1-4
- Increase in building height (RL) from 62m to 80 m Block 1
- Increase in building height (RL) from 112 to 209 m for Block 3
- Maximum increase in building height (RL) from 100m to 175 m for Block 4
- Establishment of maximum building height of 170m for Block Y

We strongly favour a bold and exciting vision for Barangaroo. However, the present proposed concept plan, which is a revision to the plan originally released by Lend Lease in February 2010 and which we considered to be more in harmony with the area, is a colossal over massing of the area.

An increased scale of development is proposed despite no commitment by Government to provide a transport solution for Barangaroo. The CBD Metro has been effectively cancelled and linking the site with Wynyard Station is of little value without addressing the capacity problems in the rail network and at Wynyard station.

We were excited and enthusiastic with the boldness and panache of the February concept plan. We accept that the site demands development that is at the leading edge. The scale and massing that is now proposed, in our opinion, does not respect the surrounding area or existing built form and severely impacts us negatively in terms of views, privacy, shadowing and possible sun reflection issues and wind effects. The combined effect will be a substantial lowering in the ambience of our living environment and reduction in the value of our property.

The JBA Planning View Impact Analysis Report claims that "the original design principles of equitable access to views towards the harbour, built forms to define street corridors, and view corridors from existing private buildings to the east are all maintained and reinforced" (Section 4.2).

Some of the conclusions in the report are misleading. For example: "existing views down Gas Lane will be preserved, and public domain views to the water and beyond will generally remain uninterrupted (Section 5.3.3) is contradicted by examining the plans and also by Figure 24 in the same report. The report also states that "The Concept Plan Modification proposal, and the development block controls have sought to achieve a view sharing outcome for apartments with a western outlook from Stamford on Kent" (Section 5.4.2).

Our property has a view arc of about 115 degrees across Blocks 1 to 4. The proposed Lend Lease development within the amended concept plan will block about 85% of this view, including the westerly view across to the Anzac bridge. We submit that this is not equitable view sharing and is a disastrous outcome for Stamford on Kent apartments with a western outlook.

In addition to our loss of views the proposal places very tall buildings near the perimeter of the site closest to our residence, significantly impacting our outlook, privacy, reflections from the morning sun and shadowing from the afternoon sun.

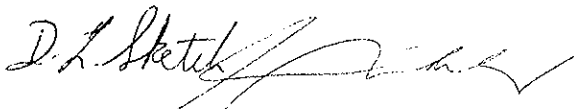
In July 2010 we wrote under separate cover directly to Lend Lease protesting over the view impacts and provided an illustration of our own to demonstrate the impact between the plan released by them in February versus the June plan now before you for approval. Lend Lease undertook their own more specific view and shadowing analysis and presented this 2 September 2010 to a number of residents of this building. Their analysis served only to drive home that the proposed concept plan drastically limits our views and view lines and puts us in shadow for a far greater part of the day. We enclose a copy of the illustration we provided to Lend Lease for your review. Our illustration closely represents the outcome of the Lend Lease analysis.

It is also disappointing that the current proposal seeks to remove the passenger terminal. We believe the Barangaroo site lends itself well to this function given its proximity to the city, vibrant parts of the Darling Harbour area and tourist attractions. It also continues the spirit of the working harbour and will help further activate the area. We ask that consideration be given to continue to accommodate cruise ships in the next stage of development of the Barangaroo site.

We summarise our objections to the current concept plan amendment as follows:

- The massive scale of the development with no commitment to provide a realistic transport solution
- The increased dominance of built form
- Lack of harmony with the area
- Dramatic loss and narrowing of view lines
- Creation of additional wind tunnels
- Loss of privacy
- Additional shadowing effects on neighbouring areas
- Sun reflection issues

Yours sincerely



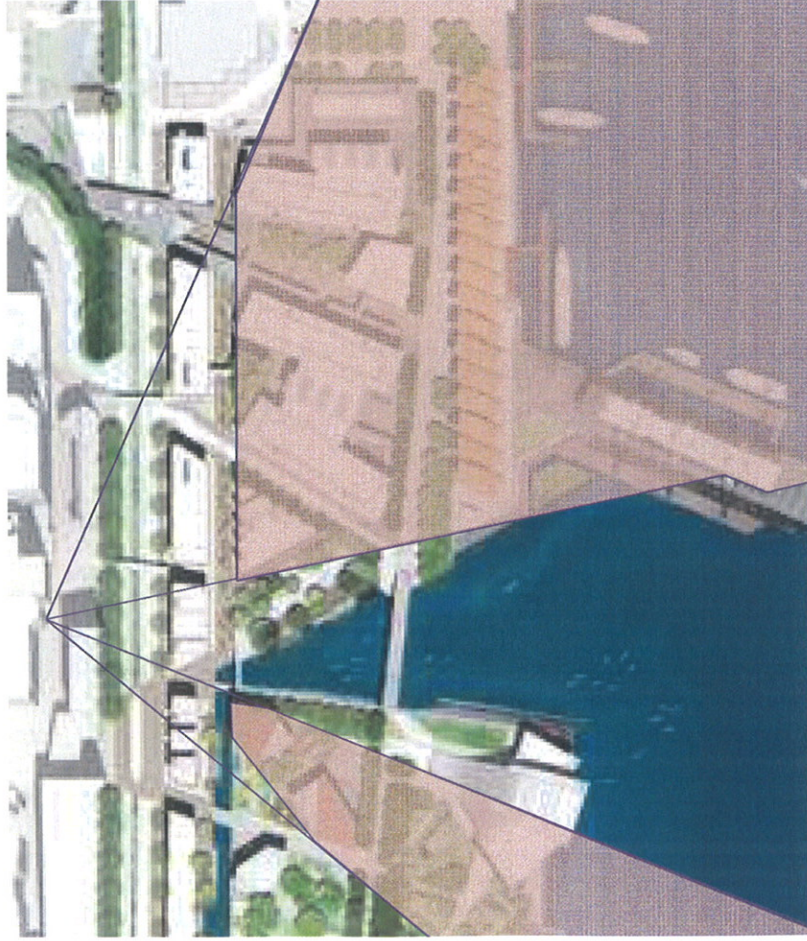
David and Lorraine Sketch
02 8084-0891

email: dsketch@optusnet.com.au

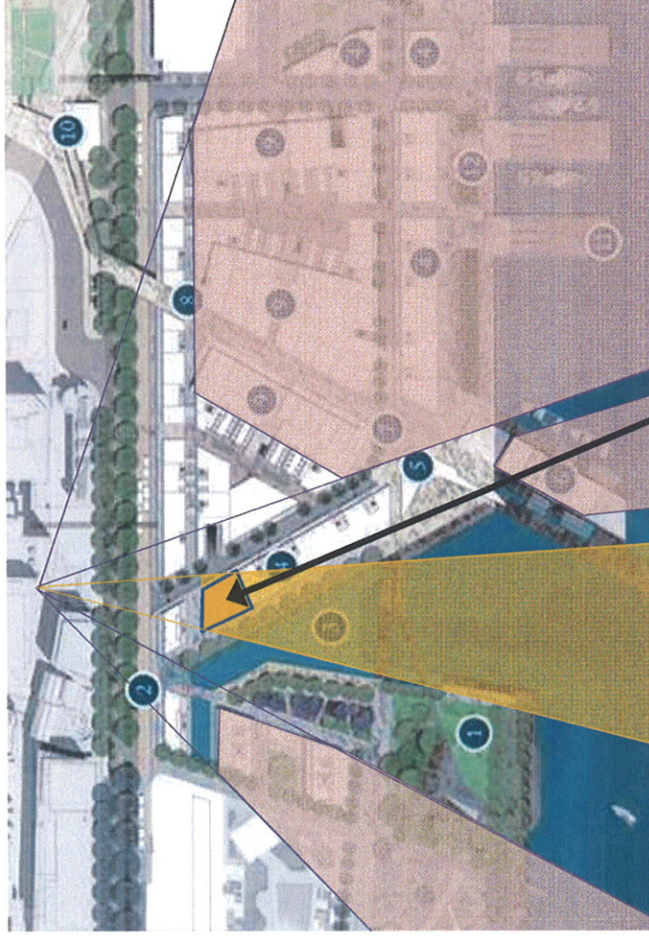
cc Clover Moore MP, Lord Mayor of Sydney
cc Premier, The Hon. Kristina Keanelly, MP
cc Leader of the Opposition, The Hon. Barry O'Farrell

Attachment: View Corridors from Stamford on Kent (southern balconies)

Lend Lease Plan February 2010



Lend Lease Plan June 2010



Southern
residential tower