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Department of Planning
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Ref No: 0010
From: RO
Date: 6th September 2010
Pages: 4

RE: LETTER OF OBJECTION

Subject: BARANGAROO MP 06-0162 MOD 4 (HOTEL DEVELOPMENT, ADD. GFA AND HEIGHT)

Dear Sirs,

I am writing as an experienced urban designer and director of Olsson Associates Architects, in objection to the proposed modification to the Barangaroo Concept Plan. I have described below the reasons why the application should be refused.

1.0 POOR URBAN DESIGN

The design of the proposal is inconceivably poor in the following respects:

1. **Weak connections to the city** – The northern link in the Concept Masterplan to Hickson Road would serve a future cultural facility and connect to the city. This has been lost. Also, splayed tower blocks lose the pattern of east-west streets in the city or north-south streets in Kings Wharf.
2. **Blocked views from existing city streets** - View corridors from Margaret Street and Lime Street are blocked by buildings.
3. **Blocked views from existing buildings** – The splayed buildings visually overlap to create a continuous wall, blocking water views from existing buildings in the city
4. **Massive slabs** – the tower blocks are almost twice as long as existing city towers
5. **Impenetrable blocks** – visually impenetrable blocks read as one mass. The feeling of a private enclave is reinforced.
6. **Towering slabs** – the blocks are taller than almost all other city buildings
7. **Poorly sited blocks** – tower blocks on the waters edge are anathema to Sydney. Blues Point Tower is universally disliked.
8. **No solar access** to spaces within the development – The N-S layout of Sydney's city streets ensures that good sunlight is enjoyed at lunchtime by office workers. Due to Barangaroo's splayed buildings, the spaces between, and the buildings themselves will be constantly overshadowed.
9. **Massive overshadowing** - King Street Wharf, Pyrmont wharves, and the city of Sydney to Hyde Park are seriously overshadowed, compared to the Concept Masterplan. Lunchtime solar access to key places in the City Centre is protected in the City Plan. With the Barangaroo development, King Street Wharf will be overshadowed at lunchtime and for most of the day. The sunlit promenade of the small scale Kings Wharf will be destroyed.
10. **A walled off waters edge** – lower level views from the city are cut off by a wall of 9 to 13 storey buildings along the water's edge. Has not Sydney learnt not to block views to the Harbour? These 9 to 13 storey buildings are unrelentingly long and too high in this waterside setting. Compared to the intimately scaled articulation of the 3 storey King Street Wharf, these massive blocks will dwarf pedestrians along the waterfront.

2.0 A FAILURE OF PLANNING AND PROJECT MANAGEMENT BY GOVERNMENT

This is public land to be managed by the government of the day. The current government took the right approach in running an International Design Competition. Unfortunately, the planning and project management deteriorated from that time. The failures in planning and project management by government, and particularly by the Barangaroo Development Authority, since the competition include :

1. The status of the Concept Masterplan : A Masterplan would have been an excellent step after the Design Competition, however the government called it a Concept Masterplan, implying that it was more an idea than an instrument for managing the project. And so it proved to be.
2. Comprehensive departure from the Concept Masterplan by the Lend Lease scheme.
3. The government gave one developer the right to submit a proposal. The southern development area is equal in area to 6 city blocks, which may have from 20 to 80 site owners/developers. This offer to a single developer impacts upon the quality of the urban fabric and the type of public/semi-public/private domain within the one large site.
4. The employment of 4 architects and 2 landscape architects to date to design the equivalent of 6 city blocks. The lack of variety in building design, urban grain, texture and articulation results in bland and overbearingly monumental building forms.
5. Departures from what is well tested planning and project management practice. Best practice international and local practice is to :
 - Define the public domain from the private domain in a Masterplan
 - Divide the private domain into a series of development parcels in each urban block. In a site of this size, it could be between 10 and 30 or more parcels
 - Call tenders for these parcels, the successful developer having his/her own architect and project team
6. This is the way that the government developed Pymont by SHFA/City West Development Corporation. It was the way that Landcom developed Victoria Park and Prince Henry Hospital at Little Bay – multiple development parcels, tendered for by multiple developers using multiple architects. It is standard practice for other state government departments, but not for the Barangaroo Development Authority. BDA has abdicated its responsibility to properly plan and manage this land on behalf of the public. It has lazily relinquished its role in planning the framework, the public domain or the built form outcome, to private interests. That is why the buildings have grown in girth and height and the public domain has progressively diminished as the design has evolved, because Lend Lease is directing it.

3.0 SETTING DANGEROUS PRECEDENTS

This publicly owned site is one of the prime pieces of waterfront land in any city in the world. Its development should be exemplary, and should not set dangerous precedents for the future.

Precedent 1 – A 50 storey hotel in Sydney Harbour, the city's greatest natural asset. Approval of this hotel would send the message to developers that if the government can despoil the harbour, then so can they, and it will be much harder to stop them in the future.

Precedent 2 – A mass of tall towers at the waters edge. Sydney's planning has always treated the waters edge sensitively, with buildings stepping down in height to the waterfront, usually with 3-4 storeys and a wide pedestrian promenade along the water's edge. Darling Harbour south and north of Pymont Bridge and Rhodes peninsula are recent examples of this principle. High rise buildings should be set back from the waters edge.

4.0 LEND LEASE SEEKS APPROVAL FOR BUILDING ENVELOPES, NOT BUILDINGS

This point should not be overlooked in assessing the current DA and in relation to future development capacity and potential design changes within the envelopes.

In assessing the current DA, it is the envelopes, not the buildings, that are to be assessed – their scale in relation to the rest of the city and their massive form. This is due to the fact that the envelopes include spaces between buildings, which are nominally public domain at present. In the future, further encroachment into the currently proposed public domain will be possible once the envelopes are approved. Also, the current building heights are below the envelopes (on one building site, substantially below), which will allow for future growth of the towers.

5.0 PAYING FOR A PARK

The Government's thinking about the park is flawed. The Barangaroo site is public land. Bob Carr claims that he "saved" the park from development. However, the Government requires that any costs associated with the park must be paid for by the southern development. Paul Keating creates a very expensive park, by reinstating the northern hill, breaking the existing seawall and making canals. Contamination is found that would be disturbed by a Lend Lease underground

carpark, requiring expensive de-contamination. The cost of this expensive park leads to excessively tall towers, and a tower in the harbour, just to pay for what is public land anyway.

In the end, the public benefit of the park is cancelled by the hotel in the (public) harbour and the overshadowing of the King Street Wharf public promenade.

The people of NSW are paying for the grandiose egos of past politicians Carr and Keating, with over-development that will blight Darling Harbour for decades, if not centuries.

6.0 CONCLUSION

This development application seeks approval for building envelopes that are massively out of scale with the context and impact severely on the solar access and views currently enjoyed by the public and nearby site owners.

The deficiencies in the built form outcome and quality of the public domain are a result of flawed planning and project management by government. By giving one developer the right to submit a proposal for 7.3 hectares of waterfront land, equal in area to 6 city blocks, the government failed to follow best practice planning and project management. Best practice is to create multiple development parcels for developers and development teams to tender on, within a Masterplanned public domain framework. This approach has been implemented by CWDC/SHFA and Landcom, but was not employed by the Barangaroo Development Authority. This has led to a sub-standard, excessively large, development, the diminishment of the public domain within that site, a relatively few number of buildings and a massive overall built form.

The proposed built form and harbour hotel create dangerous precedents for future development in Sydney.

In public forums, the proponents have sought to justify the massive scale of the development due to the government's (unreasonable) requirement that the development must pay for the park. This includes the rectification of contamination that was created a century ago, for a carpark, and an excessively expensive park design. The resultant massive built form is evidence that this approach to finance, park design and urban form is deeply flawed. No massaging of this huge form will correct its flaws. It is time that the government recognised these errors and started again. Otherwise, the history of the city of Sydney will be irrevocably changed for the worse, with a disastrous outcome on this site, and a legacy of others to follow if this succeeds.

yours sincerely,

A handwritten signature in black ink, appearing to read 'Russell Olsson', with a stylized, sweeping flourish at the end.

Russell Olsson
Olsson & Associates Architects Pty. Ltd.

Attachments:



MEDITERRANEAN SHIPPING COMPANY (AUST) PTY LIMITED

7th September 2010

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

Dear Sir/Madam

APPLICATION NO. MP06_0162 MOD 4 – BARANGAROO CONCEPT PLAN

Mediterranean Shipping Company (Aust) Pty Limited owns 25% of 5-15 Lime Street, King Street Wharf and wishes to object to the proposed amendments as follows.

Passenger Cruise Terminal

We object to the relocation of the cruise terminal. The coming and going of cruise ships adds to the diversity and vibrance of King Street Wharf, and the passengers contribute to the success of the restaurants and bars.

We understand the passenger terminal will be replaced by a ferry terminal, the argument for not retaining both being the desire to keep the waterfront walk unobstructed and open to the public, and potential waterway congestion.

However, Circular Quay successfully operates extremely busy ferry wharves and a cruise terminal, and although the public cannot walk across the front of it, they can easily observe the ships at close quarters when they are in port from the observation decks or walk around behind it. The success of this design was evident in the thousands of Sydney-siders flocking to view the Queen Mary whilst in port. In addition to facilitating the cruise ships, the terminal at Circular Quay offers exhibition space and waterfront bars. Something similar would be a bonus for KSW/Barangaroo.

At present, relocating it to White Bay will be another traffic congestion issue for Balmain, already an underserviced and overpopulated suburb, and a very disappointing first impression for international tourists.

The original design incorporated the cruise terminal, so should the final design.

Hotel

We object to the building of a hotel out into the harbour. Building out into the water of Sydney Harbour contradicts Sydney's planning regulations. So why suddenly allow it, what precedent will it set, what will follow, and why for a 200 room hotel? Does Sydney so desperately need yet another hotel that it is prepared to sacrifice its harbour? The answer is no. If Lend Lease wants a hotel, put it alongside the commercial buildings. The tourists will still get their view, and Sydney will retain its harbour.

Overshadowing

We object to the increased shadow generated by the proposed concept plan amendments, and to the increase in GFA. Enormous towers throwing shadow across the development and surrounding areas will lessen its appeal to potential visitors, and destroy the amenity of many existing buildings.

Planning Process

We are concerned that the original plan has been overturned without public consultation, at the rushed planning process, and the inclusion of non complying buildings that break height limits, floor space ratios and restrictions on building into waterways;

Presumably the existing guidelines are in place to protect the amenity of the suburb, and it would be unconscionable to allow guidelines to be overruled because of one deal with one large developer.

Lend Lease is motivated by profit and shareholder returns, but whatever is built at Barangaroo will reflect on Sydney for a long time to come. The process should be transparent and at the very least incorporate an independent authority such as the Sydney City Council at each stage of the development to ensure the end result is what is best for the people of Sydney.

Cultural Consultation

Whilst we note the public has been given the opportunity to make submissions on the cultural content, we fail to see how approval can be given to the amendments to the concept plan until the cultural content is determined.

Re-instate the passenger terminal, include a theatre, build an underwater tunnel to encourage the people of the inner west to visit Baranagaroo, and you might end up with a lively night time precinct. Consider the suggested "Myer Music Bowl" and sporting facilities. The office workers in the enormous towers will go home, and the precinct will be left empty unless there is a genuine after hours drawcard.

The King Street Wharf area was developed in sympathy with Darling Harbour, with the continuation of low rise buildings close to the water, open promenades, and bustling shops and cafes, turning two derelict sites into a vibrant and financially viable hub. Why then should the city and its occupants be subjected to the uninspiring concept of enormous office towers to fund an uninspiring open space?

The amended proposal is clearly not the best Sydney can do and should not be rushed through to benefit a cash-strapped Government and a private developer.

Yours faithfully

MEDITERRANEAN SHIPPING COMPANY (AUST) PTY LIMITED

Nicci Carter

NICCI CARTER

Special Projects Consultant

19 Harris Street
Paddington
NSW 2021

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 Sirs,

Barangaroo

I am writing to register my concerns about the proposal that is currently before government.

Over the last 50 years central Sydney has had some narrow escapes from very poor mega proposals. These include the 1970 government proposal to redevelop The Rocks with tall office towers, fortunately thwarted by the combined action of the BLF (Jack Munday) and the National Trust, and the proposed wholesale redevelopment of the Woolloomooloo Basin, finally thwarted by Federal intervention in 1975.

The same mantra as now (must have more office space or Sydney will lose its competitive position) was used to justify both proposals. Fortunately wiser heads prevailed! The business and development sectors somehow survived and it is hard to imagine Sydney without the Rocks as they are now. We have the unfortunate legacy of high buildings on the north side of William Street, but the landform of East Sydney remains intact.

It is also worth noting that the inappropriately located Blues Point Tower is the opportunistic legacy of a similar mega proposal.

I am not opposed to a high density development of the Barangaroo site, but am strongly of the opinion that, for the reasons set out below, the current proposal is so inappropriate that, unless it is reduced in bulk and modified in design, it should be moved into the category of the "narrow escapes" noted above.

The design has "morphed" from an international competition winner that respected the planning and urban design principles that have guided the development of Central Sydney and its foreshore for the last 60 years into an

over-development of the southern part of the site, to the considerable disadvantage of surrounding buildings and public domain, and a pseudo reconstruction of the headland to the north.

It is hard to avoid coming to the conclusion that it is a combination of the government's aversion to risk (particularly associated with the de-contamination of the site), the high cost of the headland park and the clause in the contract with Lend Lease, which appears to suggest that the government directly gains from any additional floor space, that have distorted the design. The city should not have to, forever, accept a poorly conceived proposal for these reasons.

(It is worth noting that this government's total aversion to risk, coupled with acceptance of the highest tender, has resulted, in recent years, in the bankruptcy of two major freeway tunnel company's – to the government's disgrace).

I am not suggesting that Lend Lease is likely to be bankrupted by this proposal; rather the contrary. But it does raise the question of whether handing the provision of the public domain to the private sector to both design and build and not accept any risk, is really in the public's long-term interest?

A further and important factor is that, despite the number of consultants and advisory committees involved in the project it is extraordinary that the proposed design is so alien to Sydney, to its foreshore location and so rude to its neighbours.

The current design bears almost no resemblance to the original proposal. It has changed from a concept that established a strong public domain as a framework for development, into an internalized "big box" shopping centre with very large office towers on top of it – essentially the same as the retail block between Pitt, Castlereagh, King and Market Streets. (Fine in the centre of the retail district but not on the waterfront).

It is my view that the wisest way for government to resolve the inherent problems in the scheme and to gain the confidence of the public is to set up an open public inquiry. Suggested terms of reference for this are set below.

The unacceptable adverse impacts and design features

Scale

It is clear from the photo montages and models that have been prepared by various commentators, by the City Council and even (in distorted wide angle images) by the applicant that the proposed building envelopes, for which consent is being sought, are out of scale with their surroundings and alien to the scale and character of the whole CBD – to a greater extent even than 1970 Rocks scheme. (See attached figure)

Poor solar access,

The applicant claims that the proposed design is consistent with the character of central Sydney, but ignores its dominant characteristic, which is a north south oriented 20 metre wide street grid that, as shown on their solar access diagrams, means that most of its streets are sunlit at lunch time all the year around.

However as can also be seen on these diagrams, there would be no sun at any time within the streets of the proposed Barangaroo development, except on the waterfront between the equinox and midsummer, at which time shade is mostly needed, but none provided.

Such is the concern shown in the design for the quality of the public domain.

Physical Form

It would seem axiomatic that new development should complement and enhance the established form of the city.

In fact the applicants' *Urban Design Statement* asserts that '...it is essential that Barangaroo South forms an integrated part of the existing CBD rather than a standalone development. This required buildings that are consistent with the rest of the city,...'. (p.24).

As indicated on the applicants' drawings and montage views, the proposal totally fails to achieve this objective. It reads as an isolated group of very high structures, bearing no relationship to their site or context.

Sydney's city form comprises taller buildings clustered toward the ridge of the city, with buildings to the west and along the western foreshores stepping down towards the water. Existing and recently constructed buildings immediately addressing the waterfront on adjoining and nearby sites to the south are four storeys in height, which has produced a pleasant human scale

The development as proposed completely disregards this precedent and indicates very high office and residential tower buildings, which are considerably in excess of heights of existing neighbouring and nearby buildings to the east and south.

The row of proposed waterfront buildings are shown as eight storeys in height, again unrelated to the established neighbouring buildings.

The Proposed Hotel

The above concerns are amplified by the extraordinary proposal to place a very tall tower building above a pier projecting approximately 85 metres into the Harbour.

There is no precedent for such an intrusion anywhere else on Sydney Harbour, or indeed over the waterways of any other great city in the world. It

is hard to believe that a hotel alone would be economically viable and as happened in other proposals it seems likely that it would have a large component of very expensive apartments within it.

Not only would this structure cast significant winter lunch time shadows onto the proposed public waterfront promenade, it also substantially blocks public and private views to the north from Pyrmont Bridge and the Cockle Bay area as has been demonstrated in numerous photo montages.

In an attempt to justify this proposal, the applicant's *Urban Design Statement* contains numerous assertions including:

- . '...landmark building that...makes a bold statement to the world about Sydney as a business and tourism destination...'
- . '...hotels are naturally active public facilities...'
- . '...hotel...needed to stand out against the commercial buildings of the CBD behind.'
- . '...sailing above the pier...acting as an entrance beacon to Darling Harbour.'
- . '...It will stand tall, yet touch the ground lightly, as a reference to the tall ships that used to berth on the quaysides at Barangaroo.'

No justification has been provided for any of the above statements. The proposal is for a highly intrusive private building intended for commercial purposes.

It is my opinion (and I suspect the public's) that the community does not need or desire 'bold statements' or 'entrance beacons' anywhere on the site, let alone on harbour waters.

The proposal demonstrates considerable insensitivity, and the last quotation above describing the hotel structure, demonstrates gross misunderstanding and extraordinary naivety as to its visual impact. The symbolism embodied in the building forms and the hotel structure in particular is inappropriate and unacceptable.

Views and view corridors

View sharing and preservation of view corridors are widely observed urban design principles that have influenced building heights in our CBD and in many others - for many years.

The locations and forms of the very tall buildings proposed would have very serious adverse impacts on views from all directions.

From within the city the proposed development will have major adverse view impacts on existing residential and commercial properties to the east, whose owners are entitled to expect that on public land the design of any future buildings would respect their properties and retain reasonable outlook (a key determinant in the design of Kings Street Wharf).

From viewpoints in existing streets and other public land there will also be major adverse impacts. In particular views from Observatory Hill, -one of the most precious and beautiful historic outlook points in the city, and critical for tourism as well as Sydney people, which would be seriously compromised by the intrusion of the very tall buildings to the south-west.

Other public vistas completely blocked or seriously compromised include Margaret Street, Lime Street and Shelley Street.

Uses and activities

I understand that the retail frontage proposed is in excess of that existing in Chinatown, an amount that cannot be sustained from the proposed new uses on the site – and will inevitably draw upon the retail tenants from other parts of the city.

The establishment of a large, in this very off centre location is contrary to 40 years planning for the CBD, which has sought to concentrate major retailing in the area best served by public transport and accessible to the working population of the CBD and the city as a whole.

Stress on transport infrastructure

Encouraging excessive office development in the CBD is contrary to the long held metropolitan strategy of distributing employment to other centres in the metropolitan area, hence reducing travel and strain on the transport systems serving the centre.

It is very unclear how the development would be served by public transport. It is worth noting that less offices and more residential would place less strain on infrastructure and help establish a more balanced living/working population in the city centre.

Lack of transparency

The process by which the original concept plan has been corrupted and how this proposal is being contracted out and approved has been far from clear and is a matter for serious public concern.

The cost of the headland park

The extent to which the proposed overdevelopment is being driven by the cost of the park at the northern end is unclear and should be made public, as it hard to see that it is a "commercial in confidence" matter. Reconstructing a headland in the manner proposed is, in my opinion, naive.

Precedent.

Acceptance of the proposed intrusion into the Harbour would create a dangerous precedent.

Suggested terms of reference for a public inquiry:

As stated above, it is my view that the departures from the approved scheme are so significant and the impacts of the proposal so adverse that it should be the subject of an inquiry that;

Reviews the environmental and economic costs and benefits of the proposal as it is now designed, including the costs of the proposed headland park and site remediation, and proposals for the balance of the site.

- Examines design and floor space options for the entire site that:
 1. Reduce overshadowing of adjacent public areas and nearby buildings
 2. Improve view access from within and from surrounding areas
 3. Improve the safety and amenity of the public domain within and surrounding the development
 3. Avoid extensions into the harbour.
 4. Are consistent with the City's planning and urban design principles.
 5. Consider the benefits of retaining a passenger terminal on the site
- Defines how access will be provided to the development without disadvantaging other parts of the city and what level of public expenditure will be involved to service it.
- Recommends an open regulatory and contracting process and/or other procurement methods that will allow the development to proceed with the confidence and support of the public.

Over the past forty years, I have had an active involvement in the planning of Central Sydney, most of it for government, as a lead consultant or as a member of an advisory or tender selection panel. I was a member of the policy group for the 1971 Strategic plan and responsible for completing the design of the City FSR code. I am currently a member of four local government design review panels in the Metropolitan Area.

Relevant projects for which I was lead consultant include the urban design for Kings Street Wharf and the redevelopment of Darling Island and the Pyrmont Wharf. I was the urban design member of the government's tender selection panel for the Walsh Bay development and prepared various urban design instruments (controlling bulk and scale) for The Sydney Cove Authority.

I have visited and studied major urban renewal and waterfront redevelopment projects and proposals in NYC, Berlin, Melbourne, Helsinki, Boston, London, Shanghai and Wellington NZ, amongst others.

My students in the UNSW postgraduate urban design program recently completed a study of the Barangaroo site (using the same overall density as the original competition).

I am very familiar with the site and its problems. In summary, it is my view that current proposal is seriously flawed and along with the rest of the Barangaroo site should be fully and openly reviewed.

Yours Faithfully

David Chesterman AM, FPIA, FAIA .

Attachments

**David Gibson - Online Submission from andrew barnum of billy blue college of design (object)**

From: andrew barnum <abarnum@billyblue.edu.au>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 8/09/2010 5:44 PM
Subject: Online Submission from andrew barnum of billy blue college of design (object)
CC: <assessments@planning.nsw.gov.au>

Dear Barangaroo Developers and Designers,

I feel that the proposed Barangaroo site development has suffered, and will continue to suffer from an ill-managed and secretive planning process which has excluded the public's valuable input. I don't mean the community input sought 'after' the overscaled buildings and empty spaces were proposed and agreed on in secret (the usual Sydney approach), but input prior to the designs being submitted. Where was the gathering of an inclusive groundswell of agreement and purpose for the site that included, heritage, indigenous, local iconography and general perspectives on genuine Sydney lifestyle use? Better consideration would have paved the way for a far more meaningful briefing process and therefore a potentially more relevant design outcome. The current process has produced a very external, foreign design approach that will continue to haunt and overshadow the Sydney foreshore. Just like Darling Harbour and Docklands in Melbourne. And this is not just physically but philosophically. This project continues to underline Sydney's inability to 'get it right' when it comes to owning the visual culture of it's own environment for the future. Sydney should just not allow The currently proposed design to stand. It is nothing more than an illogical conclusion to a non-inclusive, unimaginative public design process. For the sake of our great city's poor built reputation, please reject the Lend Lease plan for Barangaroo.

Name: andrew barnum

Organisation: billy blue college of design

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North Sydney nsw 2060

IP Address: eth6478.nsw.adsl.internode.on.net - 59.167.235.77

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

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

David Gibson

Senior Planner, Government Land & Social Projects

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David Gibson - Online Submission from Chen Wei Ng (object)

From: Chen Wei Ng <chen.wei.ng@gmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 9/09/2010 12:09 AM
Subject: Online Submission from Chen Wei Ng (object)
CC: <assessments@planning.nsw.gov.au>

As a owner and resident of a west-facing apartment in 'Stamford on Kent', I strongly object to the project. What started off as a very positive and community-focussed proposal has turned into one that is purely driven by commercial interests. How is it that the Department of Planning and the other instrumentalities of the NSW government have allowed the progressive "creep" upwards in GFA and building heights (which are now proposed to be significantly over the height limits set by the original concept plan)? No one supports this proposal, other than interests linked to the developers and a former PM that is only concerned about leaving a legacy of his on OUR city. Specific to my apartment, my major issues relate to the significant and adverse impact of Block 4, including:

1. Extreme loss of views
2. Extreme loss of privacy
3. Over-shadowing
4. Reduced sun-light

Generally on the proposed development, I am very concerned about the over-development and the close proximity of high-rise buildings to the shoreline. The proposed hotel development that intrudes into the Sydney Harbour is very concerning to me. It is an extreme and gross example of trying to maximise the commercial returns to the developers (as well as the NSW Government) over the interests of the wider community. It is deluding to compare this to the Sydney Opera House. The proposed hotel will not be an icon. It will be a monstrosity, which along with the other buildings in the development, will dominate the western edge of the CBD, creating an unbalanced and overbearing surrounding. The Sydney Opera House is a public building readily accessed and used by the public. The hotel is a commercial concern which naturally only increases in value with GFA. I just can't see the rationale behind trying to re-create the original shoreline at Barangaroo North but at the same time butchering Barangaroo South by starting the process to intrude into the Sydney Harbour. I am seeing double standards; and standards that constantly change. I have to ask whether there is still any integrity left in our planning system?

I support the original plan based on the winning design. And I support retaining the passenger terminal at Barangaroo. This is an existing and sensible use (as opposed to a hotel) and far surpasses the proposed alternative at White Bay.

Overall my position is an emphatic NO to the proposal.

Name: Chen Wei Ng

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Sydney NSW 2000

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David Gibson - Online Submission from Di Wran (object)

From: Di Wran <youngrichar@gmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 9/09/2010 2:52 AM
Subject: Online Submission from Di Wran (object)
CC: <assessments@planning.nsw.gov.au>

I support the original concept plan. I do not support the new plan.

Name: Di Wran

Address:

801/127 Kent Street, Highgate Building.Sydney 2000.

Mailing address: POBOX635 Castle Hill NSW1765

IP Address: - 116.228.130.8

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David Gibson - Online Submission from Diana Wran (object)

From: Diana Wran <dwran@exemail.com.au>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 9/09/2010 2:57 AM
Subject: Online Submission from Diana Wran (object)
CC: <assessments@planning.nsw.gov.au>

I do not support the additional height or area application. I want the original concept plan to be build.

Name: Diana Wran

Address:

7 Sallaway Pl. West Pennant Hills NSW2125

IP Address: - 116.228.130.8

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

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David Gibson - Online Submission from John Shawcross (object)

From: John Shawcross <johnshawcross@mail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 8/09/2010 11:20 PM
Subject: Online Submission from John Shawcross (object)
CC: <assessments@planning.nsw.gov.au>

I used to build high rise office blocks in Sydney. I fought with Jack Mundy and the BLF. I turned developer. Now, at the age of 65, I am embarrassed by what I did for my own enrichment and that of a select group of others. I, along with 99% of Sydneysiders, can thank our lucky stars Mundy saw the light, particularly as far as The Rocks were concerned. Unfortunately, we are once more returning to the dark ages and the lack of vision.

Barangaroo South, as currently proposed, will go down in history as a monument to man's stupidity and greed. Sydney has a once only opportunity to create something to be proud of. Windy canyons bordered by boring concrete cubes are nothing to be proud of.

Some points in detail:

1. The conglomeration of high rise will create dark and windy pedestrian canyons, much worse than any we have in the CBD at present. With winter westerlies blowing the walkways will become a rubbish strewn inhospitable wasteland. that will see no sun in winter and probably half an hour a day in summer. If we need that amount of floorspace, how about one really iconic building of 300 metres, not just more boring cubes.
2. The reduction in width of the pedestrian promenade to 22 metres is crazy. Yes, it is possible, but we are not cattle or sheep. I see Sydneysiders and visitors walking between Circular Quay and Darling Harbour. Right now on busy days the existing walkways at the Quay and Darling Harbour are crowded. Do we want to have restricted access to what will be the busiest section of them all? Let's think to the future, not the way our city fathers gave us narrow city streets a couple of hundred years ago.
3. The Hotel development. Currently we are talking about what a mistake the Cahill expressway was. Do we really want to plonk another lump of concrete actually IN the harbour.

I see the defence arguments from the BDA as very weak and self serving. Comments like ?Office tenants like large floor plates? and ?20 metre wide promenades work better than 60 metre wide ones?. Oh dear.

Lets see some visionary thinking on this golden opportunity, not an opportunity for compromise and a quick buck.

Name: John Shawcross

Address:
2 Quay St,
Haymarket
NSW

IP Address: cpe-121-210-169-66.kqzh1.clt.bigpond.net.au - 121.210.169.66

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

Site: #188 Barangaroo (formerly East Darling Harbour)

David Gibson - Submission re Lend Lease concept plan for Barangaroo

From: Christina Ritchie <chrisritchie01@yahoo.com.au>
To: <david.gibson@planning.nsw.gov.au>
Date: 8/09/2010 11:29 PM
Subject: Submission re Lend Lease concept plan for Barangaroo

Lend Lease Concept plan Mod 4, for Barangaroo.

The Director General
 Department of Planning
 GPO Box 39
 Sydney NSW 2001
 Ref: MP06_0162 MOD 4, Part 3A assessment
 Attention: Planner Urban Assessments – David Gibson
 Email: david.gibson@planning.nsw.gov.au

Letter of objection

I write on behalf of the White Bay Precinct in response to the latest Barangaroo Concept Plan, as submitted by Lend Lease, and currently on exhibition.

As part of the inner-city community, residents of the Balmain peninsula wish to register strong disapproval at the way the approval process for the redevelopment of this extremely important, publicly owned foreshore site is being undertaken, and to object to the current proposal:

1. This wonderful publicly-owned waterfront site, which should be for all citizens of Sydney and beyond, has now been granted to a single developer for massive overdevelopment. This is an appalling state of affairs.
2. The current proposal is a huge diversion from the original award-winning plan. In particular the bulk and scale of the development and the removal from the plan of the Cruise Terminal to make way for this overdevelopment is detrimental to Barangaroo, Pyrmont and the Balmain peninsula.
3. The Cruise terminal was part of the winning concept plan and belongs in the purpose-built tourist location of East Darling Harbour on the CBD's western fringe. It does not belong in the suburbs of the Balmain peninsula.
 At White Bay it would cause immense problems for access to and egress from the peninsula, health and noise problems, and render the foreshore unusable by the community for much-needed recreation space and amenity. The harbour foreshores of White Bay are an essential, and very suitable, addition to the minimal open space and recreation area that currently exists in this fast-growing inner-west residential area.
 The White Bay foreshore is available now for proper planning for public use. The inner-west community deserves better than a noisy, inappropriate Cruise Ship terminal on the foreshores of the residential Balmain peninsula.
 The tourist industry would be adversely affected by relocating the Cruise terminal to White Bay.
4. The proposed towers, right on the foreshore, significantly distort the city's overall form which has been consistently developed over the last 50 years. The Lend Lease plan includes 7 major tower buildings, with some of the largest buildings ever proposed in Sydney. The proposal creates a likely white elephant of second-rate towers on prime public foreshore. Sydney deserves better than a copycat Dubai development on our wonderful foreshore. If these towers were to be occupied by the financial sector, thereby moving it from its current location, the center of the CBD would likely die as a consequence.
5. The intrusion of the hotel/apartment block into Sydney Harbour is a dreadful attempt at privatisation of the waterfront. Were it to be approved, it would create a catastrophic precedent for the wholesale or incremental privatisation of the foreshore, reversing decades of enlightened public policy. To try to claim that this mundane structure would be iconic and available as public space is ludicrous
6. The successive amendments to the Concept Plan have led to a reduction of Public Parkland. The costly and unnecessary 'bays' break the continuity of the public foreshore and, of course, at excessive cost, greatly reduce its extent. In effect these bays cut the site into three disjointed and practically inaccessible enclaves – a fundamental error that is contrary to the planning principles of the original Concept Plan.
7. The current Concept Plan amendments further erode the original Planning Controls that aimed to step down finely scaled buildings to the public foreshore.
8. The occasional references to possible ferry services – they could more easily be incorporated into a less bulky plan – and the lack of any commitment to the light rail line, together with the absence of any commitments to new bus routes or real

pedestrian links to Wynyard Station, constitute a primary failure of integrated planning. Were the proposed increase in floor space not to be approved the options are much greater for proper transport planning.

9. The current beautiful view lines would be severely affected from Observatory Hill, Kent Street, Pyrmont and Balmain East.

10. There are major contamination risks from proposed construction activities at the site.

11. The shadows cast by the development would stretch over Pyrmont every morning of the year, while the afternoon shadow would reach Hyde Park. The new and existing streets would be heavily overshadowed due to the poor site planning. The city's existing western waterfront and the proposed waterfront at Barangaroo South would be overshadowed by the 'landmark' hotel/apartment block during lunchtime, throughout the entire year.

12. The processes, and proposals were they to be approved, would be a dangerous precedent for the inappropriate development and privatisation of any harbour or coastal site. The harbourfront of Sydney is its greatest asset and must be enhanced and publicly available to the greatest extent possible to maintain and improve the attractiveness of our city for business and residential purposes. In the centre of Australia's most populous city, the primacy of the public domain must be affirmed for the benefit of all citizens.

13. The full details of the process of approval for development of this invaluable public harbour foreshore site must be made public. Not all relevant details have been revealed

14. The headland park, as proposed, that is purported to be a public benefit to help offset the large scale building development toward the Southern end, is not in keeping with the style and appeal of this part of the city. It would be a fake European-style green coating over the residual debris from the excavation work. It would hide a very distinctive historical 'hungry mile' sandstone embankment. The debris may also be contaminated and may need to be removed from the site.

The proposed concept plan substantially departs from any concept of a reasonable, publicly beneficial plan for Barangaroo. The changes that have been proposed to the original winning concept plan as was presented to the public, are extensive and detrimental to the CBD's western foreshore and the CBD itself. These changes individually and collectively significantly diminish the quality of this wonderful public domain. The relocation of the Cruise terminal to accommodate this massive development would impact severely on the suburban Balmain peninsula and destroy the potential of the White Bay foreshore to deliver major benefit to the inner-west community.

Yours sincerely
Christina Ritchie
Sec White Bay Precinct

David Gibson - Barangaroo latest Modification Proposal

From: "kun-gay yap" <gayyap@optusnet.com.au>
To: <information@planning.nsw.gov.au>
Date: 8/09/2010 10:28 PM
Subject: Barangaroo latest Modification Proposal

8TH September 2010

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

Dear Sir/Madam,

RE: Modified Barangaroo Proposal

This is in response to a News Release dated Wednesday, 11 August 2010 by your Department. Further modification is being proposed for the development of South Barangaroo by Lend Lease. As owners and occupiers in the residential block at 167-187 KENT Street ("Stamford on Kent") we are raising our objections on the following grounds:

1. From the very beginning when the Barangaroo (formerly East Darling Harbour) development was put to an international competition for a plan befitting such a significant site, Stamford on Kent (SOK) was each and every time mistaken to be a commercial building. Indeed prior to 1999 it was Caltex House. Protests by residents of SOK did not alter this perception by developers, architects and planning bodies alike. It has proved to be a bad start for the residents.
2. The latest modifications will severely compromise the amenities currently enjoyed by residents who are not opposed to Barangaroo. We only want what is being made available to the new development, namely, the right to direct sunlight including the use of solar panels to generate electricity. It is proposed that the new buildings in Barangaroo be ecologically sustainable but the proposed development excludes SOK from any such participation. These buildings will block virtually all of the direct sunlight now received by the West facing residents of SOK whose apartments are not "through-apartments" but only have one aspect. The new buildings will be "light-filled homes" to quote from the Ecologically Sustainable Development Assessment submitted on 27th July 2010 by ARUP (the global engineering and design firm). These new "light-filled homes" will be at the expense of residents many of whom bought their homes in SOK in 2000.
3. It is also proposed that the new residents of Barangaroo be beneficiaries of "social initiatives" and be part of a "healthy and happy community integrated into the Sydney CBD." Again the point is made that this will be at the expense of residents of SOK.

We suggest the following which will not diminish the commercial interests of Lend Lease:

1. The tallest buildings should be moved SOUTH to form a continuum of commercial buildings sited at King Street Wharf. The 2 Maritime Services tower blocks and the AIDC building on Kent Street are commercial buildings, unlike SOK.
2. The buildings proposed for the area directly West of SOK should have a profile that allows better glimpses of the Western skyline.

Sincerely,

K Kaur and K G Yap
"Stamford on Kent"
Apartment 1905
167-187 Kent Street
SYDNEY NSW 2000
kauryap@optusnet.com.au

David Gibson - RE: MPO_0162 MOD 4 Barangaroo

From: eusandes & The Angkasa <eusandes@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 8/09/2010 6:13 PM
Subject: RE: MPO_0162 MOD 4 Barangaroo

ATT: The Director, Government Land and Social Projects

RE: MPO_0162 MOD 4

Dear Sir,

We are owners in a residential building on Kent St called Stamford on Kent consisting of 230 apartments with 2 stratas. Our building has been a residential block for 10 years. We are also strongly represented in the Kent St residents group and the Millers point residents action group, with a grouping of 4500 voters.

We strongly object to the new proposed modifications. Our main points of objection are

1. The increased height and placement of Block 4 which affects the views and amenity and outlook of 3 existing residential apartment buildings.
 2. The overshadowing of our apartment building and other existing apartment buildings that deny us sunlight and the use of solar power.
 3. Other objections are the dramatic raising of height limits of other commercial towers on the site and the shrunken size of the waterfront boardwalk.
-
1. Our prime concern is the large residential block that has suddenly appeared in this latest incarnation completely blocking out any westerly views from the Stamford on Kent building. It also is sited so close to the building too that there will be considerable privacy issues. Considering that everything else in the area had to comply with the current Sydney codes and have a reach of only

8-10 floors, how could such a large building (4B) of 175M + (which is equivalent of Australia square) be allowed to proceed with no respect what so ever to existing views of residents and residential owners. This building block 4 has appeared from nowhere and been sited so that the majority of the outlook and view is taken away from the Stamford on Kent apartments.

The positioning of the other commercial blocks 1-3 also take away from all of the southern views (40%) from the Stamford on Kent and the residential block 4C is also taking away some of the northern views. We were nearly accepting this loss but the siting and increased heights of block 4B takes away what is left of any outlook and this is an outrageous outcome. We will be going from living in a village like precinct to being hemmed in on all sides by an oversized concrete jungle !

We are extremely outraged that nothing has been stated in the impact assessment about this loss or impact it will have on amenity and values. This one building (4B) on the site also severely adversely affects the two neighboring buildings, the Stamford Marque and The Georgia.

The only reference in the whole impact assessment to this total blocking of view is,

“ 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 the Stamford on Kent “

5.4.2 of the impact assessment document. (Impact on Stamford on Kent)

There is in fact no thought of view sharing at all with the proposed position of building 4B on the site. At 175M it towers and dwarfs all the Kent St buildings and the vast majority of the outlooks and views of the west of Stamford on Kent. This is a major impact on existing amenity not to mention real estate values in this precinct and all to gain more residential floorspace and profit to Lend Lease. Many of the existing residents have sunk their entire life savings into their homes here and will be hugely negatively affected by the modifications in this proposal

The idea that the new development participates in “view sharing “ is laughable.

The views and outlook of 3 major residential buildings are going to be severely blocked in this proposal !

2. Another negative impact is the overshadowing of the buildings. The height increases in the

proposed building reduces the solar access of the Stamford building. We were looking to further green the building by use of installing solar panels. This would now not be feasible due to increased height limits in Barangaroo and the overshadowing of the Stamford building.

3. Other concerns are the shrinking of the the waterfront boardwalk by 50% to allow more residential buildings and the increased height limits of other commercial towers.

We feel that we are being reasonable and don't object to the development as a whole.

The positioning of the building 4B in this latest incarnation and the increased height limits, which are dismissed and trivialized in the impact statement are of huge detriment to the whole Stamford on Kent building, the Stamford Marque and Georgia buildings.

If this development were to proceed in the current form it would be a travesty of justice and the idea of keeping existing residential amenities a joke.

Yours Sincerely,

Dr Eugene Cheah, Susan Cheah and Andre Cheah.

PO BOX 502 Campbelltown NSW 2560

Owners 2305

Stamford on Kent

183 Kent St

Sydney NSW 2000

David Gibson - MP06_0162 MOD 4

From: "Piccadilly" <exte@ozemail.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 9/09/2010 9:04 AM
Subject: MP06_0162 MOD 4
CC: <sharon.armstrong@lands.nsw.gov.au>, <wakehurst@parliament.nsw.gov.au>

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Yours Sincerely,

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Yours Sincerely,

Sergey German
Owner Appt. 2606
183 Stamford on Kent
Tel. 02 9247 9909
Mob. 0404 281 534.

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

Dear Sir/Madam

MP06_0162MOD 4

This submission opposes the approval of any aspect of the Plan Amendment MOD 4.

If MOD 4 is the price to be paid for the Headland Park, the price is too high.

Sydney has already paid unacceptably for Barangaroo:

- the working harbour and its irreplaceable infrastructure are lost; and
- vast stretches of priceless public foreshore land are being sold by way of 99 year leases.

The original Barangaroo Concept Plan did however pay a level of consideration to the city's form, to retention of the foreshore as public land, to the deep water wharfage, and to sensitive urban design.

However, Mod 4 is the fourth in a series of modifications that have stealthily and effectively removed all significant vestiges of the original Concept Plan.

The Headland Park proposal process has not been transparent, is away from stated aims and outcomes for Barangaroo, and is not in Sydney's, nor its populace's, best interests.

MOD 4 is but the latest impost and moves Barangaroo unacceptably even further from the Concept Plan, particularly:

- Envelope height increases
- Increased footprints
- Increased GFA
- Reduction of the public domain
- Extension into the harbour

The height and bulk of the proposed structures is such that shading will extend across the breadth of the CBD, and across Darling Harbour to Pyrmont. Additionally the hotel will shade Barangaroo South itself, particularly during the lunch period when greatest numbers seek the outdoors.

The height and bulk are disproportionate to the city's built form. It is a disturbing distortion to the city's western edge. The city's stepped profile is ignored and destroyed.

Similarly, the harbour intrusion by the hotel is a scandalous gambit. This commercial snatch has no precedent and must not establish one. The loss of the foreshore as public land is in itself outrageous, granting the harbour bed is beyond contempt and must not occur.

Earlier amendments to the Concept Plan reduced the overall parkland and eliminated Barangaroo South's foreshore parkland. Reduction of the promenade width from a minimum of 60m to 27m further reduces the remaining vestiges of foreshore open space.

There is much more, including; the elimination of streets, the reduction of road widths, the loss of sightlines, added concern regarding contamination containment; and the question as to whether the MOD 4 envelopes will permit further GFA and further height increases without the need of further plan amendment.

We are told that MOD 4 amendments are essential to finance the Headland Park.

We do not accept this trade-off.

Rather, the cost of the park should be reduced. Keating Park requires serious reconsideration. Why the underground car park? Restrictive parking is Barangaroo policy to minimise vehicular traffic. With some 1,025 off street parking spaces scheduled for Barangaroo South what purpose does the additional 300 headland spaces serve? Is this an admission of inadequate public transport servicing this parkland?

Why destroy the existing straight edge? The proposal for amendment does not justify the direct expense, the offsetting overdevelopment, and the national cost of losing irreplaceable harbour infrastructure? Others have already demonstrated the practicality of a superb headland park, in possible conjunction with a passenger terminal, and all within the existing shoreline.

A radical reduction in the Headland Park cost makes MOD 4 redundant.

MOD 4 is death by stealth. It mutilates the form of the City of Sydney. It shades its populace. It is an added burden to public transport needs. Even without commuter cars it adds stress to the CBD's traffic burden. It further spoils sightlines to and from the CBD, Millers Point and Observatory Hill. It is an illegitimate incursion into the harbour. It steals public domain.

MOD 4 is undesirable and unnecessary.

Yours sincerely



Harold Kerr
1402/127 Kent Street
Millers Point NSW 2000
8 September 2010

Jeffery and Carlene Smith,
2D/ 161 Kent Street,
Sydney. 2000
8 September 2010

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

**Re: Major Project Application MP06_0162 MOD4
Barangaroo Concept Plan Amendment (Modification No. 4)**

Dear Sir,

Thank you for the opportunity to inspect the EA and to comment on it. We have a number of objections to the overall plan, the height and bulk of the proposed buildings, the lack of adequate planning of the transport needs created by the development and the failure to create an iconic building/precinct of the same international standing as the Opera House and its surrounds.

However, we are pragmatic enough to understand that the current proposal, or something like it, will be developed despite our concerns. We have therefore limited our objection to one aspect of the proposal.

We refer to the inclusion of building "R10", the northernmost building in block 4 adjacent to Hickson Road.

It is noted that some considerable attention has been given to preserving the water vistas from the city down the streets leading to Barangaroo. Looking from Margaret Street or Napoleon Street towards the west, one notes that there is substantial preservation of the water vista despite the height of the buildings. However, R10 at a proposed 31.2 m (RL 33.2m), will completely occlude any view of the water from Gas Lane over the heritage building directly below.

We live in the Stamford Marque building on the corner of Gas Lane. It is clear that our objection is not 100% altruistic as we stand to lose all of our view to the southern cove because of the height of R10. Our view to the west will be completely occluded by the 100m to 175m buildings in block 4 immediately in front of the Stamford Marque and any view to the northern side of Stage 1 is occluded by the Lend Lease building (existing).

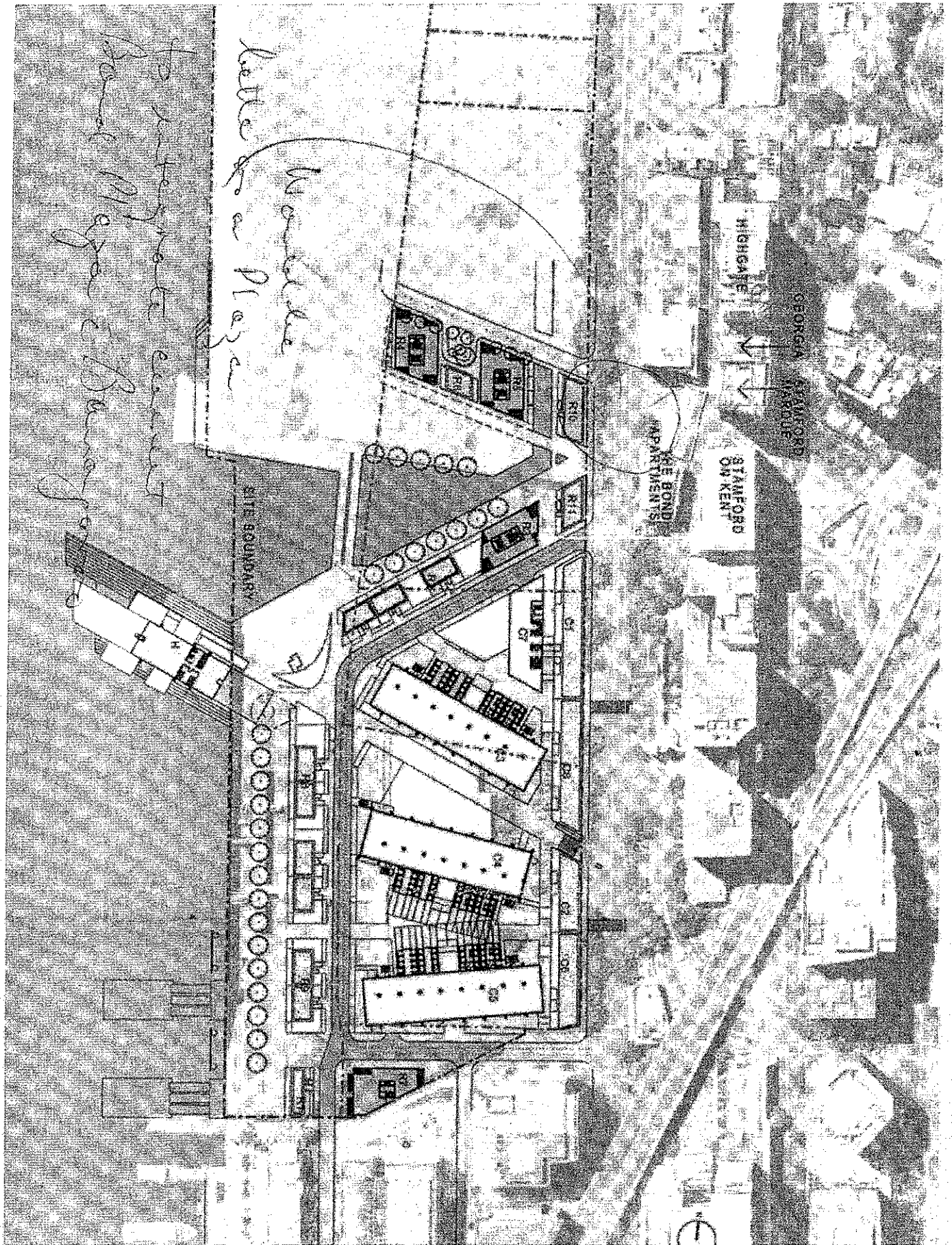
As a result the residents of the Stamford Marque have fared worse than other residents in terms of loss of views and consequent loss of value on investment.

If the aesthetic and financial interest of residents does not justify a change to R10 we urge that further consideration be given to the option of deleting R10 from the plan altogether or, at least, reducing the height to not more than 12m on the grounds that it is in the interests of the people of the city of Sydney to maintain their views from the city to the harbour.

Sincerely,



Jeffery and Carlene Smith.



Wanted
Kette & a Place

to integrate current
Base Plaza & Boundary

SHOPPING CENTRE

COUNCIL OF AUSTRALIA

9 September 2010

Mr Daniel Keary
Director – Government Lands and Social Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Mr Keary

Barangaroo / MP06-0612 MOD 4

I am writing to express our support for the Barangaroo urban renewal proposal, currently on public exhibition. Subject to a full merit assessment, we urge you to support the proposal and recommend its approval.

We consider Barangaroo will provide significant strategic and broad benefits for the Sydney CBD and the NSW economy, as a world-class waterfront precinct comprising excellence in built form, public domain and sustainability. It will be a great complement to the existing fabric of the CBD, Australia's pre-eminent business centre, including the continued expansion of, and improved linkages with, the CBD's western corridor.

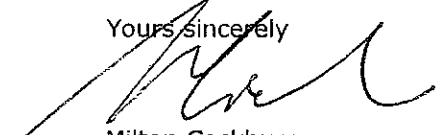
In addition, Barangaroo's contribution to the retail economy, including the revitalisation of the night-time economy, should be specifically noted in the assessment process. The approximate 35,000m² retail component has the capacity to make a significant contribution to Sydney's positioning as a global retail destination. Along with recent developments, including the current upgrade of the Pitt Street Mall, as well as new retail offers such as 'small bars' and burgeoning events such as the recent fashion week, Barangaroo will improve Sydney's retail diversity for city workers, residents, day-trippers and families, and domestic and international tourists alike.

Specific action is already being taken to optimise Sydney's retail position and this should be also noted as part of the project's consideration. This includes the City of Sydney's endorsement to establish a *Sydney Retail Advisory Panel* to, in the words of the 10 May 2010 Mayoral Minute: "bring together the retail industry, the NSW Government and Council to work together on issues of common interest; provide strategic advice that would help shape the future of retailing in Sydney and identify and create opportunities for retailing and capitalise on the expansion of major events and tourism campaigns through better integration with Events NSW, Tourism NSW and Business Events Sydney". We understand that NSW Government representatives have been involved in this important initiative.

The Shopping Centre Council of Australia represents Australia's major shopping centre owners and managers. Our members are AMP Capital Investors, Brookfield Multiplex, Centro Properties Group, Charter Hall Retail REIT, Colonial First State Property, Dexu Property Group, Eureka Funds Management, GPT Group, ISPT, Jen Retail Properties, Jones Lang LaSalle, Lend Lease Retail, McConaghy Group, McConaghy Properties, Mirvac, Perron Group, Precision Group, QIC, Savills, Stockland and the Westfield Group. Although the project applicant, Lend Lease, is a member of the Shopping Centre Council of Australia, we have no financial interest in the proposal.

Please do not hesitate to contact me on 02 9033 1912 or our Deputy Director, Angus Nardi, on 02 9033 1930.

Yours sincerely



Milton Cockburn
Executive Director

Attached: Political donations disclosure statement

Leaders in Shopping Centre Advocacy

ABN 41 116 804 310
Shopping Centre Council of Australia Limited
Level 1 11 Barrack Street Sydney NSW 2000
Telephone: 02 9033 1902 ~ Facsimile: 02 9033 1976 ~ www.scca.org.au

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details		Planning application reference (e.g. DA number, planning application title or reference, property address or other description)		
Name of person making this disclosure	MILTON COCKBURN	SHOPPING CENTRE COUNCIL OF AUSTRALIA		
Your interest in the planning application (circle relevant option below)		MP 06-0612 MOD 4		
You are the APPLICANT	YES / NO	You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION		
YES		NO		
Reportable political donations made by person making this declaration or by other relevant persons				
<p>* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2), if the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN).</p> <p>* If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR</p> <p>* If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.</p>				
Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
SHOPPING CENTRE COUNCIL	LEVEL 1	LIB - BRAO HAZZARD MP	30/9/08	\$ 950
41 116 804 310	" BARRACK STREET STONEY NSW 2000	- BARRY O'FARRELL MP	18/8/09	\$1,500
"	"	BUS BREAKFAST	10/6/10	\$ 110
"	"	LIB - BARRY O'FARRELL MP	9/7/10	\$ 500
"	"	DINNER		
Please list all reportable political donations—additional space is provided overleaf if required.				
By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.				
Signature(s) and Date		9/9/10		
Name(s)		MILTON COCKBURN, SHOPPING CENTRE COUNCIL OF AUSTRALIA		

Cont...

Political Donations Disclosure Statement to Minister or the Director-General

Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
SHOPPING CENTRE COUNCIL	LEVEL 1			
41 116 804 310	" BARRACK STREET SYDNEY NSW 2000	LIB - STATE OF ORIGIN EVENT	7/7/10	\$ 500
"	"	ALP - STEVE UTHMAN	29/10/09	\$1,980
"	"	NATIONALS - ANDREW STONER - KATRINA HODGKINSON	26/10/09	\$ 750



green building council australia



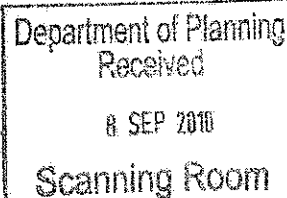
PCU014302

SUSTAINABLE

ABN 43 100 729 937
Phone (612) 8252 8222
Fax (612) 8252 2223
Email info@gbca.org.au
Address Level 15/179 Elizabeth St
Sydney NSW 2000
Postal PO Box Q78 QVS NSW 1230
Website www.gbca.org.au

06 September 2010

Mr Daniel Keary
Director
Government Land and Social Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001



Dear Mr Keary

Re: Barangaroo South

I write to express the support of the Green Building Council of Australia (GBCA) for the Barangaroo South project.

The GBCA is Australia's leading authority on green building. The GBCA was established in 2002 to develop a sustainable property industry in Australia and drive the adoption of green building practices. The GBCA has nearly 900 member companies who work together to support the Council and its activities. The GBCA promotes green building programs, technologies, design practices and processes, and operates Australia's only national voluntary comprehensive environmental rating system for buildings - Green Star.

In 2009, the GBCA, in consultation with government and industry, commenced work on the development of a rating tool to drive demand for sustainable development projects on a community scale. Stage 1 in developing the Green Star Communities rating tool was to determine a national framework consisting of five best practice principles to guide sustainable communities in Australia. Enclosed is a copy of the Green Star Communities Framework. We are now working on Stage 2 of the project, development of the Green Star - Communities rating tool that assesses sustainable communities against best practice sustainable benchmarks. We are also continuing to build our support and commitment for the project across all levels of government and industry.

Lend Lease have been long time supporters of the GBCA and they have had a board position since our establishment. Maria Atkinson, the GBCA's inaugural CEO, is now Lend Lease's International head of Sustainability. Lend Lease Headquarters, 30 The Bond, was the first project in Australia to achieve a Green Star As Built rating. It is recognised internationally as a ground breaking green building, as we believe Barangaroo will be for sustainable communities. Lend Lease have also been supportive and involved in the development of our Green Star Communities Framework.

GBCA views the sustainability aims of Barangaroo as setting a new benchmark for sustainable communities in Australia. Please also note, Barangaroo Development Authority is a sponsor of our Green Star Communities tool.

We support the NSW Government's vision for the Barangaroo project. In particular, the sustainability principles that have been an integral part of its planning, such as: being water positive and carbon neutral; generating zero waste; and incorporating alternative modes of travel including a new ferry terminal, bus routes, bike paths, walkways and a proposed light rail link.

Sincerely,

A handwritten signature in black ink, appearing to read 'Romilly Madew'.

Romilly Madew
Chief Executive
Green Building Council of Australia

The Director
 Government Land & Special Projects
 Department of Planning
 GPO Box 39
 SYDNEY 2001

Dear Sir,

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 built adjacent to the Opera House, which should have complemented Sydney's world famous icon instead of making a mockery of it, only to satiate 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,

 7 Sept. 2010

RON + MAUREEN POLLARD
 22 Reynolds Avenue, Balmain 2041

OBSERVATORY TOWER

163 KENT STREET SYDNEY NSW 2000



STAMFORD
on Kent



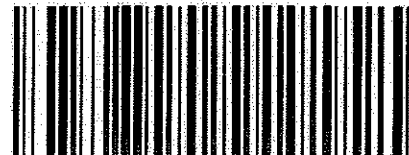
HIGHGATE

KENT STREET RESIDENTS GROUP (KSRG)

Contact: Chairman, KSRG, c/o 127 Kent Street, Millers Point, NSW, 2000

3 September 2010

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



PCU014356

Dear Sir/Madam

Re: Major Project Application MP06_0162 MOD 4
Barangaroo Concept Plan Amendment (Modification No.4)

The *Kent Street Residents Group* represents owners and residents of the major apartment buildings along Kent Street and on Hickson Road, as well as residents at Millers Point & Dawes Point, which are immediately adjacent to the Barangaroo site.

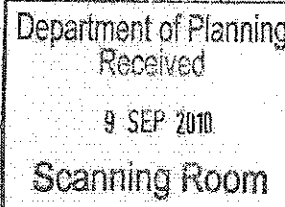
In relation to the above application, due to the complexity of the documents involved that require review, we kindly request an extension beyond 10 September 2010 to complete our submission.

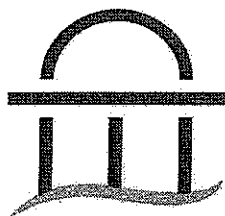
Please contact us if you require any clarification or additional information.

Yours sincerely,

Mr Paul Upham
Chairman
Kent Street Residents Group

(T) 0435 057 649
pupham@highgate.au.com

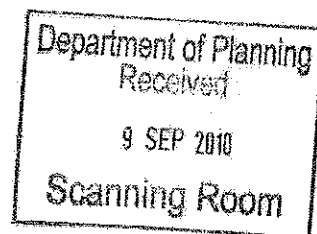




PCU014357

8 September 2010

Mr Daniel Keary
 Director, Government Land and Social Projects
 NSW Department of Planning
 GPO Box 39
 Sydney NSW 2001



To Mr Keary

Barangaroo amended concept plan

The Property Council of Australia firmly believes that the Department of Planning should approve the amended concept plan for the redevelopment of one of Sydney's most important urban renewal projects - Barangaroo.

The amended concept plans outline the vision for the most significant redevelopment project in the CBD - one that also unlocks critical open space and waterfront parkland to the people of Sydney.

Barangaroo is the last major CBD site of its magnitude to be freed for development and forms a natural extension to the growth of the western CBD corridor. Its size, scale and significance offers Sydney a distinctive development opportunity that is unlikely to be repeated.

The need for development at Barangaroo

Barangaroo's advancement is essential to Sydney's continued evolution and standing as a global city.

Sydney is currently the headquarters of over 80% of the foreign and domestic banks operating in Australia. The financial sector in NSW employs 42% of the nation's financial jobs, and represents 4.7% of the total NSW workforce. Its approval will help consolidate our standing in the race for international investment and capital.

The continued supply of premium office space, with large floor plates and high sustainability standards, is a must if Sydney is to attract key international and domestic corporate leaders.

This is also tied to the proposed inclusion of world-class sustainable standards. The three precincts have been accepted into the Climate Positive Development Program due to the carbon neutral, waste and water positive nature of the development. The leading sustainable practices put in place during Barangaroo's development will benefit future sustainable developments across Sydney and the country.

The Voice of Leadership

Property Council of Australia House - Level 1, 11 Barrack St, Sydney NSW 2000
 Phone: 02 9033 1900 Fax: 02 9033 1966 ABN 13 008 474 422
 Email: info@propertyoz.com.au - www.propertyoz.com.au



Barangaroo has the potential to deliver almost 100,000m² of mixed residential space that can provide up to 800 new dwellings in the precinct. The accommodation of this significant residential population will work to activate the precinct beyond the working week.

The inclusion of cultural space throughout the three precincts of Barangaroo can potentially help to activate Barangaroo and enrich the area for all Sydneysiders.

If approved and properly facilitated, Barangaroo also presents the city with a new western gateway to the CBD at West Quay. The ferry, bus and cycling links that are proposed will help connect Barangaroo with the CBD - and improve accessibility to the precinct. The new light rail links connecting Barangaroo directly with the Inner West are essential in servicing the potential workforce, as well as other visitors to the site.

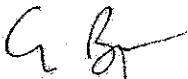
The proposed link for pedestrians to Wynyard Station is also critical. A permanent, all-weather, single-grade pedestrian link is vital for connecting the precinct with its nearest major transport node. The alignment of this link, and the funding necessary to provide for it, must occur in a timely manner and be readily accessible for the development's advancement.

It is therefore absolutely vital for the Government to ensure that sufficient funding is available and procurement mechanisms are in place to deliver on the required infrastructure. The Government needs to deliver on key infrastructure links to the precinct if Barangaroo is to truly fulfil the mandate and vision established by Government.

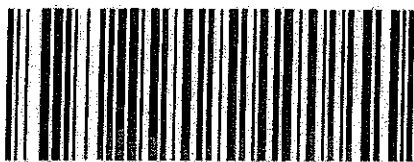
Barangaroo remains an essential element of Sydney's development into a world-class city. The development is vital and necessary for Sydney, and should be approved by the Department of Planning.

Please don't hesitate to contact me on 9033 1906 or policy advisor Inna Kiner on 9033 1909 to discuss these issues further.

Yours Sincerely,



Glenn Byres
NSW Executive Director



PCU014359

2 Fitzroy Avenue
Balmain
NSW 2041

6 September, 2010

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

Department of Planning
Received
9 SEP 2010
Scanning Room

Dear Sir

I am writing about the Barangaroo project.

I am not sure which aspect of this project is the most appalling. A bulky, ugly development that spoils our harbour, the permanent loss of valuable public space, or the sinister way in which the project is becoming a reality despite widespread opposition.

The state government has a glaring conflict of interests in being both the overseer of the approval process and the recipient of an enormous "donation" from the developer. If in fact the cost of the development is \$6,000,000,000 and Lend Lease's "donation" is \$90,000,000, then at 1.5% of the cost, they have landed themselves a real bargain.

Is this going to be a repeat of the disgraceful Iron Cove Bridge project where democracy morphed into a system in which people are made to feel that they have a voice, when in fact no-one is listening?

Yours faithfully

Dinah Berlin