

## David Gibson - Online Submission from Brett Dee (object)

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**From:** Brett Dee <squibby99>  
**To:** David Gibson <david.gibson@planning.nsw.gov.au>  
**Date:** 10/09/2010 10:01 AM  
**Subject:** Online Submission from Brett Dee (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I object to the height increase and increase in floor area.

Name: Brett Dee

Address:  
29 Countess St Mosman

IP Address: 203-217-22-40.perm.iinet.net.au - 203.217.22.40

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

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**David Gibson**

Senior Planner, Government Land & Social Projects

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**David Gibson - Online Submission from Simone Marsh (object)**

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**From:** Simone Marsh <simba\_marsh@hotmail.com>  
**To:** David Gibson <david.gibson@planning.nsw.gov.au>  
**Date:** 10/09/2010 10:35 AM  
**Subject:** Online Submission from Simone Marsh (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Please do not make my name available to the Proponent, authorities, or on the Department's website.

As a resident of the City of Sydney I have been appalled at the design process for development of the plans for Barangaroo post the original competition. I work in the design/construction industry and am very aware of the way developers push to maximise floor space ratio and the amount of money they can make out of their development sites. This is exactly what Lend Lease has been pushing to achieve in this project. The winning entry of the original design competition has NOT been respected. What is the point in having design competitions if the good principals that were put forward and approved by the public are not followed though???

This land is an asset for the people of Sydney and therefore the wishes of the people should be listened too. I am fully supportive of the community outcry that is occurring as a result of where the current design of this development site stands.

I believe that before any approvals are given for the project to commence the following must be addressed and a design that the majority of the community supports must be resolved.

1. The modification relating to the change in floor areas and mix of uses will jeopardise the concept of the public domain presented in the original approved concept plan.
2. The redesign and reconfiguration of the public waterfront promenade completely undermines the public domain concept that was provided in the original approved concept design. The industrial heritage of the site is just as important as the original 'foreshore line' that Paul Keating has been pushing to reinstate. The creation of the small bay that has been proposed in the current design will result in the trapping of rubbish and pollution as occurs in several other 'mini bays' that occur around our harbor. Lets not joke ourselves, we live on a working harbour and therefore water flow and pollution is an issue. What is the point of reinstating an old water line if the design outcome does not have a positive effect? The small bay also decreases the connection between the public park and the southern area of the site. Where as the original winning competition plan sought to connect these areas together and increase the connectivity through the site.
3. The shadowing, dominating effect of the proposed hotel and surrounding buildings is a totally unacceptable urban design outcome. All good city designs step their building heights down towards the waterfront...not up! How can the developers say that the current design of their hotel will become an 'icon' for Sydney and compare it to the design of the Opera House....they are worlds apart in both philosophy and design. The impact of the Opera House in terms of overshadowing on surrounding urban areas is nothing compared to this current proposal for Barangaroo. They are clutching at straws trying to justify it's form and height by making this statement.
4. The approved competition concept included a series of laneway spaces through the primary public domain. The modification has replaced the laneways with two foyers referred to as 'Galleries?'. These galleries will be retail malls. Sydney is full of retail malls! We don't need any more of the same urban character. This site has the potential to be so much more than that but again Lend Lease would like to provide themselves with as much leasable retail space as possible to maximise their profit. Sydney sides want more of the fine grain urban character in their city, this is why the original design concept with the laneways was popular and why it won the competition! While the City of Sydney is trying to create more of this fine grain to the city layout this proposal for Barangaroo goes completely against what they are trying to achieve.

Whilst I am supportive of the design of this project continuing I am strongly not in support of this project being approved in it's current form. I believe that a full review of the proposal is required against the original winning concept design principals before the project moves forward or the government even considers approving this development.

Approval of this development in it's current form would be a disgrace on NSW and the current Labor government.

Name: Simone Marsh

Address:

162 Wyndham Street, Alexandria

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## David Gibson - Online Submission from Maarinke Van der Meulen (object)

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**From:** Maarinke Van der Meulen <maarinke@gmail.com>  
**To:** David Gibson <david.gibson@planning.nsw.gov.au>  
**Date:** 10/09/2010 10:31 AM  
**Subject:** Online Submission from Maarinke Van der Meulen (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Oppose height increase, casting shadows over th city, and loss of public waterfront space.

Name: Maarinke Van der Meulen

Address:

Suite 205/342 Elizabeth Street  
Surry Hills 2010

IP Address: mail.nps.org.au - 202.86.117.210

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

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**David Gibson - Online Submission from Peter Neilsen (object)**

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**From:** Peter Neilsen <pneilsen@hotmail.com>  
**To:** David Gibson <david.gibson@planning.nsw.gov.au>  
**Date:** 10/09/2010 10:37 AM  
**Subject:** Online Submission from Peter Neilsen (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I object to the dramatic increase in heights and widths of the commercial buildings as described in the ammended concept plan. The reduction in permeability across the site is to be regretted and should be re-thought. It is especially galling that the proposal to increase the commercial aspects of the development on state-owned land coincides with a reduction in public ammenity, especially with the reduced boardwalk width. Such increases to GFA I feel are totally unwarranted and unjustifiable following the reduction in community and public facilities at each revision of the project.

As a final point, the idea of extending a building into the harbour should be vigorously opposed, as not only does it set a dangerous and unfortunate precedent for Sydney, a city know for its harbour far more than for its recent architecture, but it smacks of the one-upmanship of Dubai-ism and in so doing values the attraction of a high-end hotel for the wealthy over the ammenity of the surroundings (on land and in the harbour) for the citizens and visitors to the city of Sydney.

The scheme as proposed is so compromised and so heavily geared to commercial profit that I feel that it would be better that the land is left undeveloped until the safeguards are in place to make a place we can all be proud of, not just a darling-harbour mark II for the financial services industry.

Name: Peter Neilsen

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40 Tamar St Annerley, QLD

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

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**Planning Institute of Australia (NSW Division)**  
**Submission: Barangaroo (formerly East Darling Harbour): MP06\_0162**  
**MOD 4 (Hotel development, additional GFA and Height)**

*The Planning Institute of Australia (PIA) is the peak body representing professionals involved in planning Australian cities, towns and regions. The Institute has around 4,500 members nationally and around 1,300 members in New South Wales. PIA NSW plays key roles in promoting and supporting the planning profession within NSW and advocating key planning and public policy issues.*

**Introduction**

The Planning Institute of Australia (NSW Division) welcomes the opportunity to comment on the proposed amendment for the approved Concept Plan for Barangaroo on Public Exhibition between 11 August 2010 and 10 September 2010. This submission has been prepared by members of PIA on behalf of the Institute.

The Institute has made a previous submission on the Barangaroo proposals directly to the Barangaroo Delivery Authority, following the on-site public display within the Old Ports Building at Millers Point, earlier this year. This submission was prepared as a letter to the Chief Executive Officer of the Delivery Authority, dated 15 April 2010. A copy of this letter is included as an Attachment to this submission.

Institute members have also more recently attended the Community Forums on Barangaroo organised by the Barangaroo Delivery Authority in May 2010 and also the current public exhibition display at the City of Sydney Council, One Stop Shop.

The comments below relate to the proposed Amendment to the Concept Plan for Barangaroo currently on Public Exhibition.

**Position of the Institute**

The Institute considers that the planning and development of the Barangaroo site warrants the application of best practice in the social, economic and environmental realm. This is due to both the significant scale of the proposed development and also the prominence of the site within Sydney Harbour. In this regard the Institute questions in particular, the proposal for private hotel development within Sydney Harbour waters and the precedent that an approval for this type of development may set for other waterfront sites in Sydney. The Institute is not aware of such a development being approved anywhere in the world. The Institute considers that such a

fundamental change to the approved Concept Plan is not an amendment, but a significant change and should be viewed as a new Concept.

### **Process and Planning Background**

The NSW Government approved a draft Concept Plan for the Barangaroo site in February 2007. The approval was for 388,300 square metres of floor space which included a maximum of 97,075 square metres of residential floor space. In October 2007 the NSW Government produced a statutory master plan instrument that was established to guide the urban renewal of Barangaroo known as the 'Consolidated Concept Plan'.

In September 2008 the NSW Government released a shortlist of proponents to develop Stage 1 of the Barangaroo project, which included development blocks identified as 1, 2, 3 & 4 in the Consolidated Concept Plan along with the supporting infrastructure, and design and development of the adjoining public domain. In February 2009, the NSW Government approved an additional 120,000 square metres of commercial floor space for the Barangaroo project. The Institute notes that an increase of some 30% in floor space was a significant change.

Three selected proponents submitted schemes in March 2009 and were shortlisted to two in August 2009. Final bids were lodged in November 2009 and Lend Lease (Millers Point) Pty Ltd was selected to develop Stage 1 of the development on 20 December 2009.

The Barangaroo Delivery Authority advised at the time that *"while most of the winning plan is consistent with the existing Concept Plan approval some aspects will require amendment as part of the formal planning process"*. The Institute considers that the 'amendment' referred to in this context would mean changes of a relatively minor nature that are not significant. However, the Institute notes that proposed amendments currently on public exhibition are significant and warrant the preparation of a new Concept Plan, rather than an amendment to the existing one. The Institute is not aware of any previous part 3A amended Concept plan Application that has requested significantly increased floor space and building heights, a proposed large building in a public area, and that has located private uses in an area identified for public recreation.

### **Consultation**

The Institute is interested in the relationship between the consultation processes held to date, and the design outcomes as a result of this. There has been a public display with good visitation, both online and in person and there are also a number of forums on the Barangaroo Delivery Authority's website. There has also been a design workshop held recently at the Opera House. However, the Institute has yet to see how all this consultation is informing the design. There does not appear to be any information available to demonstrate how all this participation by the community is being considered. It is important to recognise that a considerable amount of time has been expended by the community to have an input into the ideas for the Barangaroo development and in return the Delivery Authority and /or developer should demonstrate how this has been considered, incorporated or why it is disregarded. A clear and transparent response to the consultation issues raised should be required by the Department of Planning.

### **Urban Design Analysis**

The urban design analysis is not considered to be comprehensive, but instead quite vague and simplistic. An analysis for a project this complex should be thorough and comprehensive, extending to the full catchment of this precinct, which is at least the western portion of the existing CBD.

The Institute does not consider that the site analysis is adequate. Rather than a very thorough analysis of existing streets and potential connections, there are concept sketches of the city grid

and 'fan' principles that are not related to the realities of the site. There is no 'fan' pattern currently within the CBD and whilst the grid of the city is noted, it is not actually integrated into the site.

Most plans in this application do not show the plan in context of the wider area. Reference to the key plan, 'Public Places and the Public Realm Plan' (pages 8 and 9 in the Streetscape and Public Domain section), does not indicate adjoining streets. For example, whilst Margaret Street (west) is indicated on page 9, Margaret Street itself is not shown and it is not demonstrated that the new street does not align with the existing Margaret Street. Margaret Street is the only street that can link and it is not aligned. This is a fundamental principle. This means that when looking west down Margaret Street, one will see a building not a view corridor down to the harbour. This is contrary to the best practice principle of good urban design.

### **Key Issues**

#### **Land Use Planning Issues**

The current proposal appears to be focused on the development of the site in isolation to the rest of the CBD. Integration of this site with the rest of the CBD is critical. International best practice would suggest the establishment of a detailed strategic plan to guide future development of the entire Barangaroo site and its links to the wider CBD area. Every opportunity to connect to the city must be made.

The City of Sydney as an adjoining local government authority and landowner, will need to address issues created by development of the Barangaroo site and therefore should be a key partner in the vision. The interface issues with adjoining streets will be critical, including activating and improving Hickson Road, the interface with Shelley Street, and shadow impacts on the Shelley Street Plaza, Westpac Plaza and King Street Wharf.

It is understood that the proposal is to retain the Stage 1 development site in a single ownership and not break it down into a finer grain of blocks separated by public streets. This raises concern as the current proposal to place almost all of the buildings, roads, lanes and pedestrian routes over the top of a large multi level car park will restrict incremental change to the development and possibly sterilise future changes to this part of the City.

It is argued that a fundamental requirement of any large project on a public site is the provision of a clearly demarcated public domain. A project this large should include areas of public domain as well as shops and cafes. The current plans indicate a ground level with large blocks of retail and other uses, but with no obvious public streets. It is argued that the organisation of the ground floor plans requires thorough review to establish clearly demarcated areas of public domain.

The potential lifelessness of the development could perhaps be solved by taking a new road off Hickson Road and extending it around the Barangaroo development site and linking it back to King Street. This would potentially enable more buildings to have street addresses and also enable the development of more cross streets and lanes between Hickson Road and the new 'boulevard'. There will also be a need for improvements to Hickson Road and also to create improved access to the site from other parts of the City, including Millers Point, Wynyard and Circular Quay.

It is possible that a better overall return (spatially, economically and socially) would be achieved for the community if the public domain elements of an amended scheme, including the road



network, were built first and a more competitive, longer time frame tender process for separate developable lots was adopted.

### **Transport Issues**

The traffic implications of the proposal (mix of land uses, quantum of floor area) need to be considered prior to any approval of the development proposal. The current proposal will generate a large volume of transport movements (rail, pedestrian, vehicular, bus, bike) within a City infrastructure that is barely coping with current demands. Any future development application submission for the site should include a transport/ travel plan to demonstrate that there is sufficient public transport available to support the proposed development.

The ferry terminal concept is supported, but to be effective it will need to be designed as an integrated transport hub which facilitates mode interchange between ferry and rail, bus and pedestrian flows. All facilities including ticketing will need to be carefully considered and designed.

It is possible that a better overall return (spatially, economically and socially) would be achieved for the community if the public domain elements of an amended scheme, including the road network, were built first and a more competitive, longer time frame tender process for separate developable lots was adopted. Public transport needs a connective public domain of public streets.

### **Public Domain**

The plan is generated by buildings not public domain. There is a fan of buildings to maximise views and the streets and public domain is then set out. However, the Institute considers that the design process should be the other way round, with the areas of public domain established first and then the buildings added. A fundamental flaw is that the one existing street, Margaret Street, which can link to Barangaroo, is not continued as a vista to Barangaroo. The new street extension does not align with Margaret Street. Rather Margaret Street will terminate on a tower building. This is a major lost opportunity to connect the two places. The best connections to the CBD should be made and extended throughout the site and then the buildings located. There are no through streets and the Institute considers that this is not acceptable for such a large inner city precinct.

Barangaroo should be treated as a precinct that is part of the broader city. However, it appears to be treated in this application as an individual development site with internal functions and private type connections rather than public streets.

Much of the public domain is not memorable. The original competition winning scheme had a linear park that extended throughout the entire precinct and it was the strong public domain idea that was more dominant than individual buildings. The current scheme is in reality 3 discrete sectors with an artificial park based on an 1800's form, a low rise central precinct and a high rise precinct.

The size, shape and levels of the Headland Park are questioned. This part of this City is very isolated and its location and levels will make access difficult. There will be limited opportunities for passive surveillance. Clarification is sought about which groups are expected to use this site and how will it be accessed.

A public pier on the waterfront may be acceptable as a landscape feature, but it is not considered to be appropriate to use the pier as a development site for a high rise building. The approach will set an unacceptable precedent for future development of Sydney's foreshore, will

lead to privatisation of parts of the harbour and create a dominant visual impact. The building is likely to have a significant impact on the "public pier" on which it will sit. The proposed hotel building is likely to require a prominent hotel entry (and possibly covered porte cochere), emergency services and service vehicle access, fire stairs and lift access, restaurants and cafes.

The proposal is for the waterfront pier to be within the Barangaroo public domain. However, waterfront piers in Sydney (such as Finger Wharf and Walsh Bay) do not tend to have public access due to security concerns and servicing requirements.

### **Built form**

The excessive height of the proposed commercial towers and hotel building will cause over shadowing for neighbouring buildings and large areas of public space including King Street Wharf, King Street foreshore, recent developments in Shelley Street, and Shelley Street Plaza and even parts of Pyrmont. The hotel over the water in particular creates very significant shadows at the following times:

- 21<sup>st</sup> March – 2 – 4pm
- 21<sup>st</sup> June – 1 – 4pm - mid winter period – all afternoon impact
- 21<sup>st</sup> September – 11am – 3pm – mid morning and all afternoon

These are the times when sun to the public domain in a CBD location is of fundamental importance. Sun at lunchtime both during the weekend and during the week will greatly improve the amenity of the waterfront.

While the application notes that such a central site requires high density, the plan actually has low scale housing on the water, with very high towers in other places that overshadow the public domain. It should be possible on such a large site to distribute the built form to get the density and not overshadow the public domain.

The Institute consider that the floor plates and heights of the office towers are excessive and that the large buildings should be well setback from the waterfront. In addition, the hotel over the water is not supported.

### **Waterway Issues**

The distance between the proposed landmark building (on the pier) and the Pyrmont shoreline would be reduced to less than 200 metres, which could make ferry and boat operations into Darling Harbour more hazardous. Consideration should be given to climate change issues and how the development would deal with issues such as rising sea levels.

### **Conclusion**

The plan is not an improvement over the previous schemes in any significant way. The Institute does not support this development proposal in its current form. There is therefore no justification (or merit argument of public benefit) to depart from the approved Concept Plan.

Specifically:

- The hotel over the water should be rejected.
- Non public uses should not be located in areas designated for public recreation.
- A public domain comprising a connected network of public streets linked to the CBD should be introduced.
- Building heights should comply with the approved Concept Plan.
- The footprint of the commercial towers should be reduced.

In conclusion, the Institute submits that the NSW Government should demonstrate leadership in planning best practice principles for the development of the Barangaroo site. The way in which the NSW Government approaches the statutory planning process and detailed impact assessment for Barangaroo will set a precedent for other waterfront sites in Sydney including Glebe Island and White Bay. In consideration of this, the proposal for private hotel development within Sydney Harbour waters should be questioned due, in particular, to the precedent that an approval for this type of development may set for other waterfront sites adjacent to the harbour.

The Institute welcomes the opportunity to make this submission and would be pleased discuss any aspect of the points raised in the submission with the relevant Officers and provide further input as the project develops.



**Tony McNamara**  
**NSW President**

## Attachment



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15 April 2010

Chief Executive Officer  
Barangaroo Delivery Authority  
Foreshore House  
Level 3, 66 Harrington Street  
The Rocks NSW 2000

Dear Mr Tabart

### **Planning Institute of Australia NSW Division: Response on the Barangaroo Public Display**

The Planning Institute of Australia, NSW Division (PIA NSW) takes this opportunity to respond to the current public display presented by the Barangaroo Delivery Authority within the Old Ports Building at Millers Point. The PIA NSW Urban Design Chapter visited the exhibition on Monday 8 March 2010. PIA NSW does recognise that the project on display is not an amendment to the approved concept plan and that the formal strategic planning, community consultation and community involvement for a development approval on this site is yet to occur.

The Planning Institute of Australia is the peak body representing professionals involved in planning Australian cities, towns and regions. The Institute has around 4,500 members nationally and around 1,300 members in New South Wales. PIA NSW plays key roles in promoting and supporting the planning profession within NSW and advocating key planning and public policy issues. This letter has been prepared on behalf of PIA NSW by members of the Institute.

PIA NSW is aware that the current public display is an initiative of the Barangaroo Delivery Authority to raise public awareness of the site, rather than presenting an opportunity to shape the outcomes of the development on the site. However, the Barangaroo Delivery Authority has invited feedback on the overall design concept of the Barangaroo development, and this letter provides PIA NSW's comments on the display proposal.

It is the view of PIA NSW that the planning and development of the Barangaroo site warrants the application of best practice in the social, economic and environmental realm. This is due to both the significant scale of the development proposed and the prominence of the site within Sydney Harbour. In this regard PIA NSW questions in particular, the proposal for private hotel development within Sydney Harbour waters and the precedent that an approval for this type of development may set for other waterfront sites in Sydney.

### **Process and Planning**

- The NSW Government approved a draft Concept Plan for the Barangaroo site in February 2007. The approval was for 388,300 square meters of floor space which included a maximum of 97,075 square meters of residential floor space.

- In October 2007 the NSW Government produced a statutory master plan instrument that was established to guide the urban renewal of Barangaroo known as the 'Consolidated Concept Plan'.
- In September 2008 the NSW Government released a shortlist of proponents to develop Stage 1 which included development blocks identified as 1, 2, 3 & 4 in the Consolidated Concept Plan along with the supporting infrastructure and design and development of the adjoining public domain.
- In February 2009, the NSW Government approved an additional 120,000 square meters of commercial floor space for the Barangaroo development.
- Three selected proponents submitted schemes in March 2009 and were shortlisted to two in August 2009. Final bids were lodged in November 2009 and Lend Lease (Millers Point) Pty Ltd was selected to develop Stage 1 of the development on 20 December 2009.
- The Barangaroo Delivery Authority has advised that *"while most of the winning plan is consistent with the existing Concept Plan approval some aspects will require amendment as part of the formal planning process"*.
- In February 2010 further Stage 1 amendments to the 'Consolidated Concept Plan' were submitted to the Director General, Department of Planning, as part of the 'Major Projects Assessment' for the site. The amendments include *"the proposed Hotel building west of the Barangaroo site's western edge, overhead pedestrian bridges and other ancillary works, encroachment in the RE1 zone, additional GFA in Block 1 and additional height in Blocks 1-4"*. PIA NSW is of the view that all of the proposed changes are potentially significant including and in particular, the proposal for private hotel development within Sydney Harbour waters.

#### **Land Use Planning Issues**

- The current proposal appears to be focused on the development of the site in isolation to the rest of the CBD. Integration of this site with the rest of the CBD is critical. International best practice would suggest the establishment of a detailed strategic plan to guide future development of the entire Barangaroo site and its links to the wider CBD area.
- The City of Sydney as an adjoining local government authority and landowner, will need to address issues created by development of the Barangaroo site and therefore should be a key partner in the vision. The interface issues with adjoining streets will be critical, including activating and improving Hickson Road, the interface with Shelley Street, and shadow impacts on the Shelley Street Plaza, Westpac Plaza and King Street Wharf.
- It is understood that the proposal is to retain the Stage 1 development site in a single ownership and not break it down into a finer grain of blocks separated by public streets. This raises some concerns as the current proposal to place almost all of the buildings, roads, lanes and pedestrian routes over the top of a large multi level car park will restrict incremental change to the development and possibly sterilise future changes to this part of the City.
- It is argued that a fundamental requirement of any large project on a public site is the provision of a clearly demarcated public domain. A project this large should include areas of public domain as well as shops and cafes. The current Stage 1 plans indicate a ground level with large blocks of retail and other uses, but with no obvious public streets. It is argued that the organisation of the ground floor plans requires thorough review to establish clearly demarcated areas of public domain.
- The potential lifelessness of the development could perhaps be solved by taking a new road off Hickson Road and extending it around the Barangaroo development site and linking it back to King Street. This would potentially enable more buildings to have street addresses and also enable the development of more cross streets and lanes between Hickson Road and the new 'boulevard'. There will also be a need for improvements to Hickson Road and also to create improved access to the site from other parts of the City, including Millers Point, Wynyard and Circular Quay.
- It is possible that a better overall return (spatially, economically and socially) would be achieved for the community if the public domain elements of an amended scheme, including the road network, were built first and a more competitive, longer time frame tender process for separate developable lots was adopted.

### Social Issues

- The focus on commercial rather than residential floor space is questioned. It is possible that a lifeless office district could be created with little or no activity after 7pm, due to the small amount of residential development proposed. For an international City, Sydney has very few residents living in the CBD and in the interests of long term sustainability there should be a focus on decentralising employment out of the CBD.
- The social, economic and transport impacts of the proposal need to be identified and justified including the quantum and mix of commercial retail and hotel uses proposed. Strategies should be developed to encourage visitors to the site during the daytime and evening to achieve a feeling of activity and sense of place.

### Transport Issues

- The traffic implications of the proposal (mix of land uses, quantum of floor area) need to be considered prior to any approval of the development proposal. The current proposal will generate a large volume of transport movements (rail, pedestrian, vehicular, bus, bike) within a City infrastructure that is barely coping with current demands. Any future development application submission for the site should include a transport plan to demonstrate that there is sufficient public transport available to support the proposed development.
- The ferry terminal concept is supported, but to be effective it will need to be designed as an integrated transport hub which facilitates mode interchange between ferry and rail, bus and pedestrian flows. All facilities including ticketing will need to be carefully considered and designed.

### Building Issues

- The height of the proposed hotel and tower buildings do not appear to comply with the Consolidated Concept Plan for the site, as clarified by the recent submission of the Stage 1 amendments to the 'Consolidated Concept Plan' for the Major Projects Assessment. The two tower buildings appear to be significantly larger than other CBD towers and also appear to have very large building footprints.
- The excessive height of the buildings could cause over shadowing for neighbouring buildings and large areas of public space including King Street Wharf, King Street foreshore, recent developments in Shelley Street, and Shelley Street Plaza and even parts of Pyrmont.

### Public Space Issues

- The size and shape of the Headland Park is questioned. This part of this City is very isolated and its location will make access difficult. There will be limited opportunities for passive surveillance. Clarification is sought about which groups are expected to use this site and how will it be accessed.
- A public pier on the waterfront may be acceptable as a landscape feature, but it is not considered to be appropriate to use the pier as a development site. The approach will set an unacceptable precedent for future development of Sydney's foreshore, will lead to privatisation of parts of the harbour and create a dominant visual impact. The building is likely to have a significant impact on the "public pier" on which it will sit. The hotel building is likely to require a prominent hotel entry (and possibly covered porte cochere), emergency services and service vehicle access, fire stairs and lift access, restaurants and cafes.
- The proposal is for the waterfront pier to be within the Barangaroo public domain. However, waterfront piers in Sydney (such as Finger Wharf and Walsh Bay) do not tend to have public access due to security concerns and servicing requirements.

### Waterway Issues

- The distance between the proposed landmark building (on the pier) and the Pyrmont shoreline would be reduced to less than 200 metres, which could make ferry and boat operations into Darling Harbour more hazardous.

- The public display appeared not to provide detail of climate change issues and information as to how the development would deal with issues such as rising sea levels.

In conclusion, PIA NSW submits that the NSW Government should demonstrate leadership in planning best practice principles for the development of the Barangaroo site. The way in which the NSW Government approaches the statutory planning process and detailed impact assessment for Barangaroo will set a precedent for other waterfront sites in Sydney including Glebe Island and White Bay. In consideration of this, the proposal for private hotel development within Sydney Harbour waters should be questioned due, in particular, to the precedent that an approval for this type of development may set for other waterfront sites adjacent to the harbour.

The Institute appreciates the opportunity to make comments and would be pleased to provide further input as the project develops.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Tony McNamara', written in a cursive style.

Tony McNamara  
NSW President

**David Gibson - Online Submission from Kim Akhurst (object)**

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**From:** Kim Akhurst <kimakhurst@hotmail.com>  
**To:** David Gibson <david.gibson@planning.nsw.gov.au>  
**Date:** 10/09/2010 11:30 AM  
**Subject:** Online Submission from Kim Akhurst (object)  
**CC:** <assessments@planning.nsw.gov.au>

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To Whom It May Concern,

I have been following the progress of the development of the Barangaroo precinct and I would like to voice some concerns I have.

Primarily I am concerned that this publicly owned land does not have the public's need as it's priority. Usable open space of this prestigious site should be paramount. It is very difficult to ascertain how much of this land (water surely can't be included in this amount) will be open for all.

I am also concerned about the height of this development, casting cold dreary shadows and creating blustery wind channels. Also that towers will be built on the water, what kind of precedent will this set?

With an Indigenous name like Barangaroo, more recognition should be given to the site as of significant to Aboriginal's and also to the Maritime history. I believe this site's primary function should be as a public recreational and art space, not a commercial district.

Regards,  
Kim Akhurst

Name: Kim Akhurst

Address:  
52 Supply Ave Lurnea

IP Address: - 203.2.218.132

Submission for Job: #3803 MP06\_0162 MOD 4 (Hotel development, additional GFA and Height)  
[https://majorprojects.onhlive.com/index.pl?action=view\\_job&id=3803](https://majorprojects.onhlive.com/index.pl?action=view_job&id=3803)

Site: #188 Barangaroo (formerly East Darling Harbour)  
[https://majorprojects.onhlive.com/index.pl?action=view\\_site&id=188](https://majorprojects.onhlive.com/index.pl?action=view_site&id=188)

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**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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It should be noted I don't want my name to be made public on the website or elsewhere.

This submission is to strongly object to the Barangaroo South Concept Plan Modification and Major Development SEPP Amendment.

The following specific objections are provided relating to the modifications as presented in the JBA planning (August 2010) Environmental Assessment report:

The proposed increase in the total quantum of GFA within Barangaroo South Mixed Use Precinct from 430,275m<sup>2</sup> to 490,240m<sup>2</sup> related to an increase of 45,188m<sup>2</sup> in residential floor space and an increase of 14,777m<sup>2</sup> in commercial floor space. This modification will jeopardise the concept of the public domain presented in the original approved concept plan.

The redesign and reconfiguration of the public waterfront promenade (RE1 Public Recreation Zone) including a reduction in the width of the public promenade from a minimum of 60m to a minimum of 27m. This modification completely undermines the public domain concept that was provided in the original approved concept design. Barangaroo is public land! This modification cuts the site into three rendering it a virtually useless public space that is disjointed and totally contrary to the original vision of the approved award winning concept design. The creation of the small bay that has been proposed in the current design will result in the trapping of rubbish and pollution. What is the point of reinstating an old water line if the design outcome does not have a positive effect? The small bay also decreases the connection between the public park and the southern area of the site. Whereas the original winning competition plan sought to connect these areas together and increase the connectivity through the site.

The original design allocated 7.5% of the proposed housing as affordable housing, the lend lease proposal has cut this by more than two thirds reducing it to just 2.3%. Further eroding the original concept that Barangaroo could be a space for all of Sydney to enjoy – not just the privileged.

The proposed hotel on Sydney's harbor at Barangaroo is essentially privatization of a public space. This is a precedent that has never occurred before. Previous developments on the harbor have only been for public use (ie the opera house). The suggestion that café's restaurants and bars are public space is ludicrous. This space is for people who want to Pay to eat and drink, not to just enjoy the beauty of the harbour. The obvious analogy of Woolloomooloo only emphasizes the fact that bars and cafes are not public space. They provide a facility for people who can afford the inflated prices of elitist places to dine.

This shadowing, dominating effect of the hotel is a totally unacceptable urban design out come. It vhas been predicted that shadows cast by the development stretch over Pyrmont every morning of the year, while the afternoon shadow reaches Hyde Park. Sydney already has its share of cold shady windy places, the structures causing these problems were built at a time when architects gave little thought to these negative impacts of large buildings. Let's not do it again in a time when we have the ability and opportunity to design and create a space without these terribly deleterious impacts.

The approved Concept Plan made provision for a series of laneway spaces to permeate the blocks established by the primary public domain. The laneway system has now been replaced by "Galleries" It is understood that these areas will essentially be retail spaces another blatant bastardisation of the intent of the original concept. The original design with the inclusion of laneways was popular and was an appropriate fit with other incentives currently being implemented by the City of Sydney to create a pedestrian friendly, outdoor living, cosmopolitan Sydney and why it won the competition! The current design of Barangaroo goes completely against this concept!

Regards

**Submission to NSW Department of Planning  
re proposed amendments to Barangaroo concept plan**

**Councillor Irene Doutney  
City of Sydney Council**

To whom it may concern

Dear Sir/Madam

I am writing in my capacity as a Councillor on City of Sydney Council to make a submission on the proposed concept plan amendments for the Barangaroo development. It is disappointing that the preferred approach to negotiating planning controls is to rewrite the existing State Environmental Planning Policy (SEPP) rather than trying to work within it. As SEPPs are one of the few planning instruments that are not overridden by part 3A planning powers the amendment of the SEPP means that this development will exist completely outside the scope of controls that have affected all surrounding development, leading to what will likely be an inconsistent and jarring interface between Barangaroo and its surrounds.

In addition to concerns about planning controls I have been approached by a number of members of my constituency who have issues with specific aspects of the concept plan amendment and these are detailed below.

#### **Increases in floor space and building height**

It is widely considered amongst the community that the amount of commercial floor space and the height of the buildings, as presented in the concept plan, already represented an overdevelopment. The reduction in building heights announced in June was welcome but insufficient to assuage concerns and the latest concept plan amendments have effectively undone any good they contained.

The height and bulk of the buildings on the site will jar with the character of the rest of the city and cause significant overshadowing so should be reduced to a level below those announced in the June amendments, not further increased as the latest modification suggests.

#### **Landmark building and pier**

Community opposition to any sort of building in the harbour is intense, no matter what its size and the increases in height proposed in the amended concept plan simply make the situation worse. A public observation deck could be built on the top level of the building without increasing its height, however if the building were to go ahead despite the overwhelming public opposition it would be imperative that this deck were truly public and not simply an extension of an expensive bar or restaurant that isolates most of the general public.

By the same argument, the use of the pier as a berth for "superyachts" is demonstrably not consistent with the idea of it serving as a genuine public space. Superyachts are exclusive to the extremely wealthy and their presence, along with the servicing demands they will require, will serve to create a strong feeling of exclusivity in the space.

The justification of the landmark building as a "focal point for the western edge of the city" is flawed for similar reasons. A five star hotel is an incredibly elitist building

and it is difficult to see how this will serve as a focal point for anyone but the building's wealthy guests or corporate clients. If the BDA truly intends to create a focal point in this way a building such as an iconic cultural centre would serve far better in this role. There is also no need to intrude upon the harbour to create such a building as clever design of the space (perhaps sourced through a design competition) could make a shore based building just as special and impactful.

### **Cultural facilities**

The inclusion of state of the art cultural facilities within the Barangaroo development is essential for the plans for the site as a vibrant social hub to be realised. Specifically the site should include an Aboriginal Cultural centre as such a facility is glaringly absent from Sydney's otherwise highly comprehensive arts precincts.

An Aboriginal Cultural centre could serve as a massive drawcard for the site – multiple school groups would likely visit the site every school day and the plethora of local and international visitors it attracted would enliven Barangaroo during weekends. Currently the most comprehensive resource centres on Australian Aboriginal culture are located overseas - Barangaroo represents a perfect opportunity to rectify this shameful situation.

### **Transport**

The number of new car spaces planned for is excessive and flies in the face of the talk of Barangaroo as a sustainable new precinct. 2600 new car spaces will result in an extra 2600 cars travelling daily along already crowded city streets that are completely unable to accommodate them.

Public transport proposals are inadequately addressed in the plans. Light rail is the only viable means of transporting the large numbers of people who will move in and out of the site every day yet there are no defined plans for the necessary light rail extension to the site – only brief mentions that it would be a good idea. Plans for the development need to be approved in conjunction with plans for light rail to serve the site – approving development plans in isolation creates the risk that they may proceed without a light rail service which would create a completely untenable transport situation for the site.

Buses will not be able to adequately serve the site in the manner suggested in the plans. Extending to Barangaroo the routes of buses from north of the harbour that currently terminate at Wynyard will not be an effective means of bringing in commuters as the majority of buses that arrive at Wynyard during the morning peak are already at capacity. There is little room to add additional bus services from the north as the harbour bridge bus lanes are often at gridlock at peak times under current commuter demand. Trying to accommodate the several thousand extra commuters expected to be brought to Barangaroo every day by this means will make the situation significantly worse.

Light rail is the only realistic solution to Barangaroo's transport needs and the plan for this must be developed in detail before any other plans are approved. A new pedestrian linkage between Barangaroo and Wynyard is also essential as many of the

existing thoroughfares are at capacity as is and will be unable to cope with the influx of pedestrians from Wynyard station that the new development will cause.

### **Housing**

The amount of floor space allocated to affordable and social housing must be dramatically increased. The City of Sydney 2030 strategy aims to make 7.5% of all housing in the City affordable housing and another 7.5% social housing. If only 2.3% of housing in Barangaroo is affordable, with no mention of social housing made at all, the burden required for other areas of the City to make up the shortfall will be incredibly disproportionate. This will make it difficult to create a desirable social mix in other City precincts. For the same reason it is essential that any affordable housing created as part of this project is built onsite and not simply funded to be built elsewhere.

Like all other parts of a city, Barangaroo will require a large number of workers in traditionally low paying industries to make it function properly. Not providing affordable housing for these workers in the vicinity of their workplaces will expose them to considerable burdens in terms of travel time which will serve to further disadvantage an already underappreciated group in our society.

### **Environmental Sustainability**

The targets to reduce water and energy consumption in housing on the site are lacking in detail. Defined, binding targets for reduction of consumption need to be a part of the plan, as do the methods by which these reductions will be achieved.

Other plans recently placed on exhibition, such as the excavation plan, cast doubts on the ability of Barangaroo to live up to the claims of environmental sustainability that have been made about it by failing to include infrastructure such a trigeneration systems. This oversight must be rectified and detailed plans must be made so that the sustainability goals of the site can be something more than simply "aspirational".

It was also disappointing to learn recently that the often touted claims of the development being carbon neutral, water positive and zero waste are primarily spin. Through the use of energy efficiency, renewable sources such as photovoltaics and low carbon sources such a trigeneration it should be possible for the precinct to generate 100% of its own energy and potentially serve as a net exporter.

It is noted that waste management plans for the site are reminiscent of alternative waste treatment services currently utilised by the City of Sydney. As all facilities capable of carrying out such treatment within the Sydney region are currently operating at capacity it is uncertain how this will be carried out for the Barangaroo development.

If the intention is to fund the establishment of a new alternative waste treatment centre to manage the waste from Barangaroo then this would be an initiative to be applauded. However if it is intended that Barangaroo will simply rely on existing facilities and in doing so cause waste from other areas that is currently going to these

facilities to instead be sent to landfill then there is no net benefit to the process and the development cannot honestly be referred to as being "zero waste".

Plans already on exhibition, such as those for the excavation of basement car parking, should be amended to include space for trigeneration or other onsite energy generation facilities.

Additionally, the risk of migration of contamination has not been adequately dealt with in the current plans for Barangaroo. The excavation of the basement of the Bond Building nearby on Hickson Road has caused this to occur, with contaminated water having to be regularly pumped out. Nothing in the plans for the excavation of the basement carpark suggests any solutions for preventing the same from happening there.

It is of great importance that robust plans be created to manage migration of contamination before any construction work begins and that contingencies be created to deal with emissions from volatile chemicals that may be exposed in the construction process.

#### **Other**

The weir proposed to isolate the eastern section of the southern cove from tidal influence is a poor idea. Doing this will cause the water within this area to stagnate and become inaccessible to marine life. It also contradicts the plan to allow the public to connect with the natural harbour and the sight of different water levels in the cove and the larger harbour will be rather jarring.

Reducing the public promenade to less than half its current proposed size is also not supported. The amount of public space available in the site should be maximised, not further reduced. The area of water in the two coves should also not be considered as part of the public domain as they are of very limited use to most members of the public.

Infrastructure built in the harbour, such as seawalls, has the potential to provide improved habitat for marine life, and thereby make a positive contribution to biodiversity in the harbour. Modifications to create artificial habitats in marine structures can be made in a cost neutral manner and it is strongly suggested that the BDA and/or Lend Lease contact the Centre for Research on Ecological Impacts of Coastal Cities at the University of Sydney to discuss the possibilities.

A more detailed plan for the management of wind impacts should be prepared for the development as a whole prior to individual building applications being submitted. If the experience with the basement excavation, submitted in isolation from plans for other aspects of the development, is anything to go by it will be difficult for a holistic approach to the precinct to be taken at any other point in the development. Therefore, a detailed wind impacts management plan should be included in the concept plan.

The details of payments by Lend Lease to the BDA and contributions for infrastructure should also be made public. Lend Lease stands to make a very large profit off the development of the last bit of prime harbour front real estate in Sydney

and the people of NSW deserve to know what this company is paying for the privilege of making a private profit from public land. Assertions by BDA Board Chair Mike Collins that the public should simply "trust them" are not helpful and are contrary to the claims of openness and true public involvement in the project.

Thank you for taking the time to read what I have said here and I hope you will be able to give it very serious consideration. Should you have any questions about what I have said please feel free to contact me on 9265 9812.

Regards

Councillor Irene Doutney  
City of Sydney Council



10 September, 2010

Mr Sam Haddad  
 Director General  
 Department of Planning  
 GPO 39  
 SYDNEY NSW 2001

Dear Mr Haddad,

The Australian Tourism Export Council (ATEC) is the national industry association representing the \$26 billion export (inbound) tourism industry. ATEC is an Approved National Body under Austrade's Export Market Development Scheme, is a member of the National Tourism Alliance and also of the Australian Services Roundtable. Importantly for this discussion, ATEC sits on the Tourism Forecasting Committee.

ATEC welcomes the opportunity to provide comment on the proposed Barangaroo development. We support the proposal, and in particular the proposal for a major five-star hotel.

ATEC believes that for a city or region to succeed as a mature, sustainable inbound tourism destination, it must supply a suite of personal services that serve a visitor's whole-of-lifecycle. Thus a destination must be attractive to the critical backpacker sector, must have an open, competitive and welcoming international education industry, and needs to cater for various motivations of leisure tourists. It needs to have an open economy, to welcome foreign investment and also needs to cater for business travellers (which is why we support an expanded Convention Centre). As our population and our markets age, a destination will require an open and competitive international health system. Such a destination will ensure critical return-visitation throughout a visitor's life.

Sydney ticks many of these boxes, with the added advantage of the close proximity of a world-class international airport. It should also be pointed out that Sydney, in tourism terms at least, is regarded as our global city and therefore its development and promotion has the strong support of the tourism sector across Australia.

Germane, however, to achieving this vision is the need to ensure a steady supply of all classes of accommodation to suit the market's needs. The Tourism Forecasting Committee (TFC) notes that international arrivals to Sydney in 2009 were 5.58 million people and in 2019 will reach 8.21 million arrivals (see attached). Tourism Australia is currently working on proposed targets to grow inbound and domestic visitation beyond the TFC forecasts. ATEC strongly recommends that the Department of Planning seeks a briefing on this work from Tourism Australia. Regardless of whether the



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GLORY, BALANCE, RELAX. AUSTRALIA

PREMIUM PARTNER

industry adopts these "stretch goals" or reverts to the "natural" growth predicted by the TFC, it is clear that Sydney will require, in the short term, an expanded number of beds across all accommodation classes.

Beyond the obvious supply-and-demand argument for this proposed hotel in the Barangaroo development are arguments which relate to Sydney's image in an ever-competitive global travel market.

The lack of vision and effort that the Carr Government applied to the tourism industry bordered on the negligent. We applaud the renewed interest of the lemma, Rees and Keneally Governments in projecting Sydney as a global city. During the Carr years, Sydney was in danger of permanently surrendering its position to other global centres in our region and indeed other cities in Australia. While Sydney wallowed, our competitors in Asia and the Middle-East rapidly invested billions of dollars in travel infrastructure. For example, since 1995 we have seen (seemingly from nowhere) the rapid emergence of destinations such as Dubai (and other Gulf destinations), Macau and the ongoing renewal of Singapore.

ATEC believes that this rapid development of infrastructure by our competitors (not to mention the ongoing and sophisticated projection of cities such as Melbourne, Brisbane, Adelaide and Perth) was not just about securing the economic benefits of the tourist dollar. Global competition is, as always, about capital (now more acute since the GFC) but increasingly it is also about people. Intelligent administrations are acutely aware that as the developed world ages, the competition for skilled labour, professionals, entrepreneurs, artists and visionaries to renew, strengthen and expand their national fabric is becoming acute. Strategically, in the difficult post-September 11 world, intelligent administrations also understand that building peaceful and profitable respect between nations and cultures requires intercourse that only a strong visitation industry can ensure. To that end, tourism infrastructure and the marketing thereof can be viewed as the "welcome mat" in this global competition for people, and an insurance policy against conflict.

Fortunately for Sydney, and Australia, we have been kept "in the game" through the efforts of private investors and entrepreneurs. While our public infrastructure has aged, Sydney's excellent stock of first-class hotels and their managers have glossed-over our deficiencies. Entrepreneurs from Bridgeclimb's Paul Cave to Tribal Warrior's Shane Phillips have overcome obstacles to keep a supply of new tourism product coming. However, Sydney's potential as a sustainable global destination cannot be realised without a vigorous and optimistic partnership between its public sector, citizens and private investors.



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GREAT BARRIERS REEF AUSTRALIA

PREMIUM PARTNER

To that end, Barangaroo and in particular the hotel, makes an important statement to the global community that is, in effect, a rebirth of Sydney's brand as a global city. We also believe the choice of name is inspired, as ATEC, through its Indigenous Tourism Advisory Panel, is helping to shape the rapidly-developing Indigenous tourism sector.

ATEC understands that there will be debates, discussions and disputes about nuances of design and to that end we support the processes being undertaken by the NSW Government and look forward to participating. However these debates should not lose sight of the significant economic, social and strategic benefit that Barangaroo will bring to Sydney, and by consequence, to Australia.

In conclusion, ATEC welcomes the opportunity to comment on this proposal, and we look forward to making supplementary comments.

Yours sincerely



Matthew Hingerty  
Managing Director



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GREAT BARRIER REEF AUSTRALIA

PREMIUM PARTNER

## David Gibson - Online Submission from Owen Taylor of NA (object)

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**From:** Owen Taylor <owent20@hotmail.com>  
**To:** David Gibson <david.gibson@planning.nsw.gov.au>  
**Date:** 10/09/2010 1:03 PM  
**Subject:** Online Submission from Owen Taylor of NA (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Objection to Maximum increase in building height (RL) from 100 m to 175 m for Block 4

Name: Owen Taylor  
Organisation: NA

Address:  
Flat 18 20 /24 Sheehy St Glebe

IP Address: cambri9.lnk.telstra.net - 203.45.55.33

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

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**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 Tanya Brockmeier (object)**

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**From:** Tanya Brockmeier <tanya\_brockmeier@hotmail.com>  
**To:** David Gibson <david.gibson@planning.nsw.gov.au>  
**Date:** 10/09/2010 1:26 PM  
**Subject:** Online Submission from Tanya Brockmeier (object)  
**CC:** <assessments@planning.nsw.gov.au>

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1. The building heights are unacceptable, and seriously, in poor taste for a city like Sydney.
2. The use of public land to build a hotel proposed that large is also unacceptable.

Something classy, smaller, and cultural significant please!

Name: Tanya Brockmeier

Address:  
113b Booth St  
Annandale NSW 2038

IP Address: - 202.124.74.83

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

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**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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**From:** Kheng Selling <khselling@gmail.com>  
**To:** <information@planning.nsw.gov.au>  
**Date:** 10/09/2010 1:06 pm  
**Subject:** Current plans for Barangaroo

To whom it may concern

I think it is sacrilege to have those towers built on the harbour as shown in the scale model in the amended Barangaroo concept plan. I believe that more time should be given for public consideration and I endorse Clover Moore's request to have the submission date extended.  
Kheng Selling

**David Gibson - Lend Lease Barangaroo Plan**

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**From:** Lili Selling <lililiv5@gmail.com>  
**To:** <information@planning.nsw.gov.au>  
**Date:** 10/09/2010 1:14 PM  
**Subject:** Lend Lease Barangaroo Plan

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To Whom It May Concern:

I'm very much against the Lend Lease Barangaroo plan as it does not do justice to the beauty of the Harbour.

It detracts from the natural beauty and surrounds of the area.

We have enough high rise buildings as it is.

We should have No More Buildings built in the Harbour.

Lili Selling

134

**From:** Matt <mushalik@tpg.com.au>  
**To:** Barangaroo Information <info@barangaroo.com>, Planning NSW <information@...  
**CC:** metrostrategy <metrostrategy@planning.nsw.gov.au>, "Minister Sartor's Of...  
**Date:** 10/09/2010 2:28 pm  
**Subject:** Submission Barangaroo  
**Attachments:** Barangaroo\_Submission\_Matt\_Mushalik.pdf

To

NSW Planning Department

Summary: Barangaroo is an unnecessary development which consumes investment funds and physical resources (CO2 producing concrete and steel) and diverts them away from the actual task to make Sydney sustainable: to replace coal fired power plants with renewable energies to run the existing skyscrapers and to replace car traffic by public transport. A continuing financial crisis will mean that it will be increasingly difficult to find banks to provide funds for such a project anyway.

Details in the attached PDF file

I declare I have made no donations to any political party.

You can display my name and email address on your web site, but not my street address.

Thanking you for the opportunity to participate in this public consultation process

Matt Mushalik (MIEAust, CPEng)

4a Hermington St  
Epping 2121

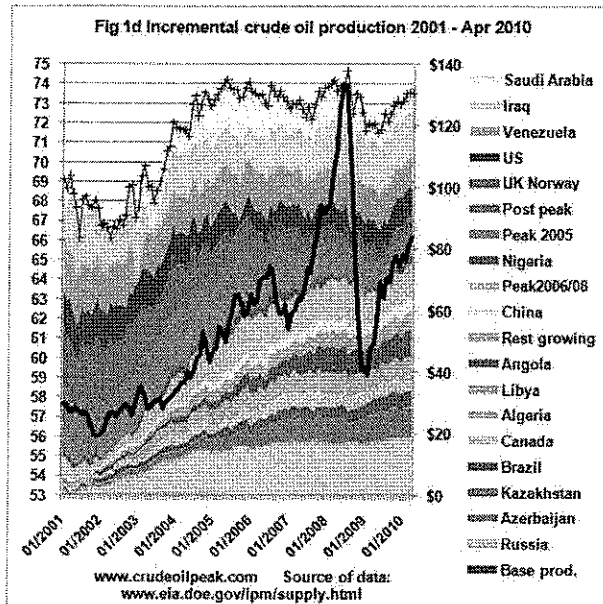


# Barangaroo will not make existing Sydney sustainable

## Time limit 5 yrs (peak oil) -10 yrs (coal use)

Summary: Barangaroo is an unnecessary development which consumes investment funds and physical resources (CO2 producing concrete and steel) and diverts them away from the actual task to make Sydney sustainable: to replace coal fired power plants with renewable energies to run the existing skyscrapers and to replace car traffic by public transport. A continuing financial crisis will mean that it will be increasingly difficult to find banks to provide funds for such a project anyway.

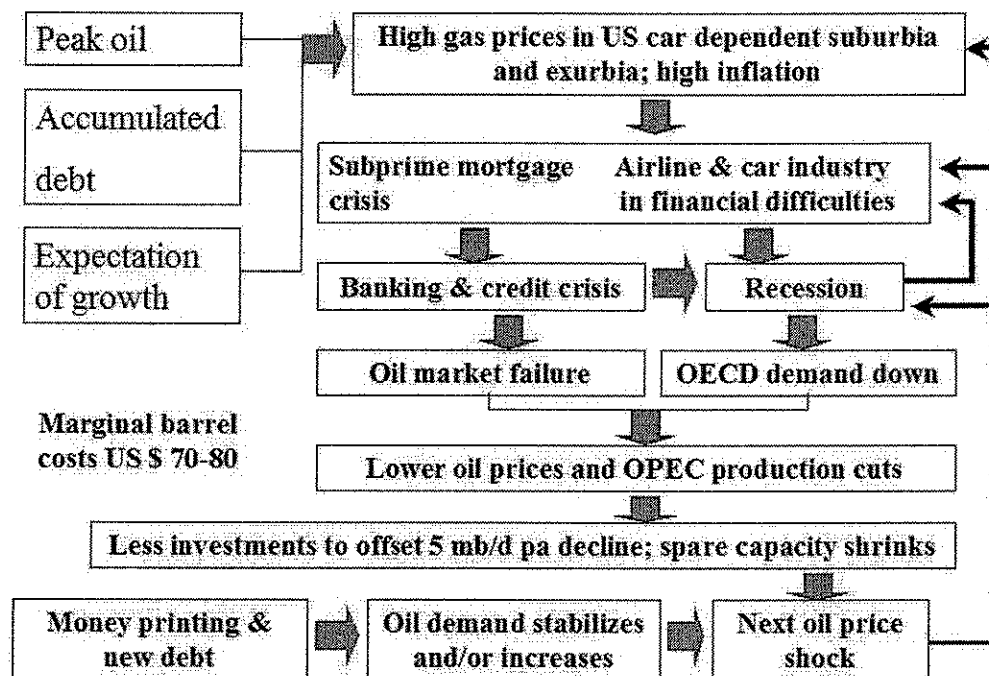
### Introduction



<<< Global crude oil production started to peak in 2005. We can clearly see that Saudi Arabia could not pump enough oil to keep oil prices down (oillympic peak in July 2008). The world depended on Russia to offset decline in many other countries, especially the North Sea. Additional offshore oil from Angola, Brazil and Kazakhstan also contributed but there are technical and environmental limits to offshore oil as we have just learned in the Gulf of Mexico.

Peak oil hit an economy that had a pre-condition of accumulated debt. That triggered the financial crisis. We are now in a situation where money printing and stimulus packages try to revive an oil-dependent economy. If that succeeds, we are going to experience the next oil price shock when oil demand picks up.

### Financial crisis and peak oil



On the other hand, if the global economy continues to be weak (next phases of GFC), oil prices will remain low and the necessary investments to replace oil depletion in maturing fields will not be done, ultimately resulting either in oil shortages or more oil price spikes which will kill the rest of the economy.

What oil price can America afford?

<http://www.dw-1.com/files/files/438-06-09 - Research Note - Oil - What Price can America Afford - DWL website version.pdf>

Causes and Consequences of the oil shock of 2007/2008

[http://www.brookings.edu/economics/bpea/~media/Files/Programs/ES/BPEA/2009\\_spring\\_bpea\\_papers/2009\\_spring\\_bpea\\_hamilton.pdf](http://www.brookings.edu/economics/bpea/~media/Files/Programs/ES/BPEA/2009_spring_bpea_papers/2009_spring_bpea_hamilton.pdf)

There is a time limit as to when peak oil is followed by serious oil production decline. Saudi Aramco's oil exports have already peaked in 2005. <http://www.crudeoilpeak.com/?p=1738> Iran's oil exports will be half by 2015 which means they need an oil price of \$130 a barrel to balance their budget. Australia's crude oil production will also be half by that time. Therefore, we are going to have a #1 oil import crisis in the next years. <http://www.crudeoilpeak.com/?p=1843> That will demonstrate where investment priorities will have to be: rail development and conversion of our truck fleet to CNG/LNG, especially of trucks bringing food to our cities.

The time limit for coal has been given by NASA climatologist James Hansen:

**"Australia doesn't agree now that they got to stop their coal, but they are going to agree. I can guarantee you that within a decade or so because the climate change will become so strongly apparent that's going to become imperative"**

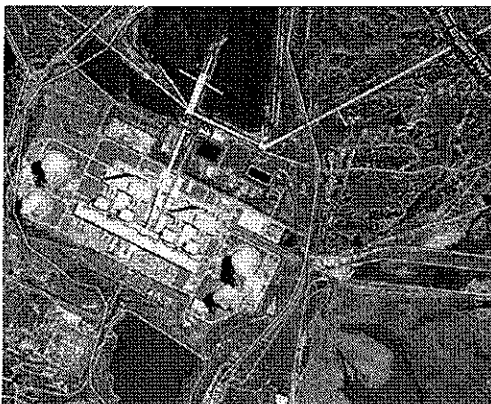
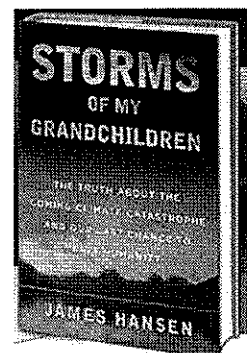
[http://www.usyd.edu.au/sydney\\_ideas/lectures/2010/professor\\_james\\_hansen.shtml](http://www.usyd.edu.au/sydney_ideas/lectures/2010/professor_james_hansen.shtml)

This was during his presentation of the book "Storms of my grandchildren"  
<http://www.crudeoilpeak.com/?p=767>

Appendix M on EDO states:

***"20% of power is to be purchased from low impact, renewable sources or alternatively there should be a 20% reduction in GHG emissions through carbon offsets" (page 6)***

This means 80% will still come from coal. It makes no sense to add new energy hungry projects to an already unsustainable Sydney which will be forced by nature to substantially reduce its use of coal in just 10 years.



2 coal fired power plants of a total of 11 GW in NSW which need to be replaced to make existing Sydney sustainable

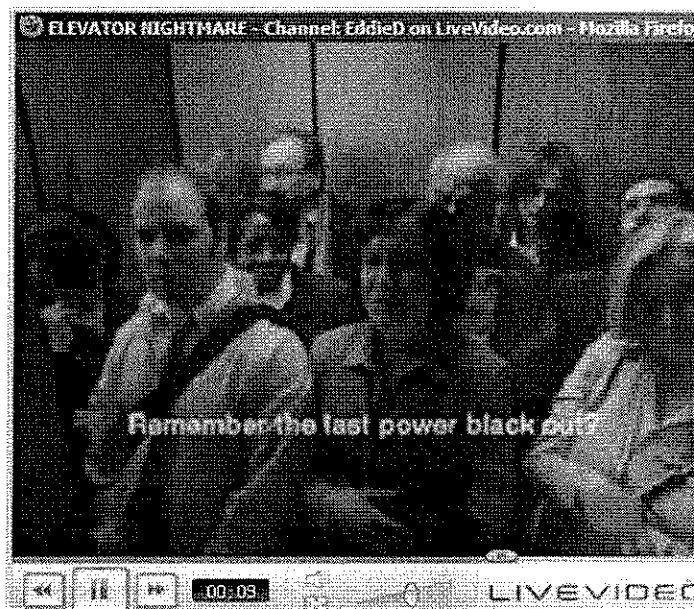
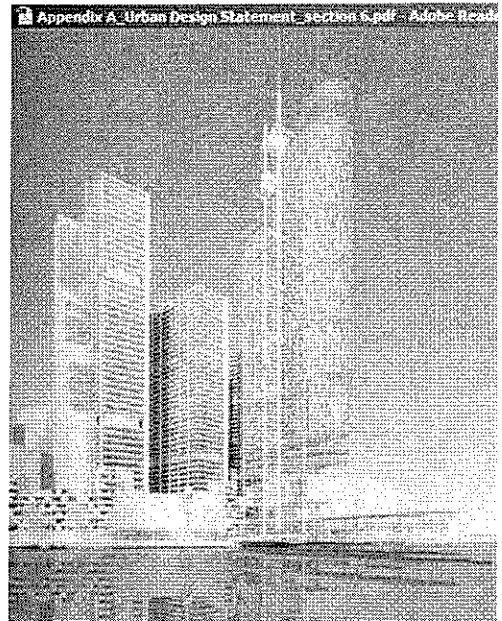
<<< Bayswater

Mt Piper >>>

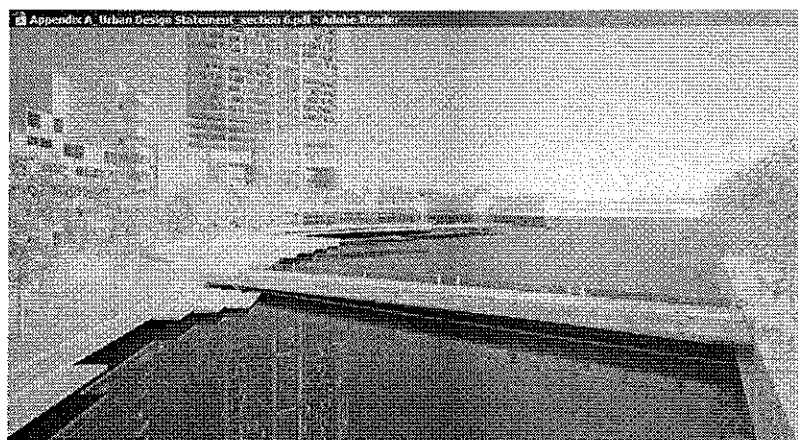


## Why Barangaroo will not make money

- (1) In the next oil price shock, more airlines will go over the edge, reducing international tourism. The 1<sup>st</sup> victim will be the international hotel.
- (2) In 10 years time, Sydney will no longer be a global city. Just look at the world map.
- (3) Car based Sydney will disintegrate into whatever subcentres can survive, held together with whatever electric rail is available when the curtain falls.
- (4) Peak oil and global warming happening at the same time will trigger an unprecedented electricity crisis as motorists will try like crazy to convert to electric cars and aircons will be running 24/7 in summer. In this coming era skyscrapers will become unliveable (blackouts, lifts stuck in elevator shafts, aircons and water pumps not working)



- (5) The planning guidelines of the NSW government on sea level rises (as quoted in Appendix 2) are on the low side and against the principles of prudent governance. The areas shown in this image will be flooded by 2100 (estimates are up to 2 metres, see links on next page)



**Table 3.** SLR projections based on kinematic scenarios. Thermal expansion numbers are from (22).

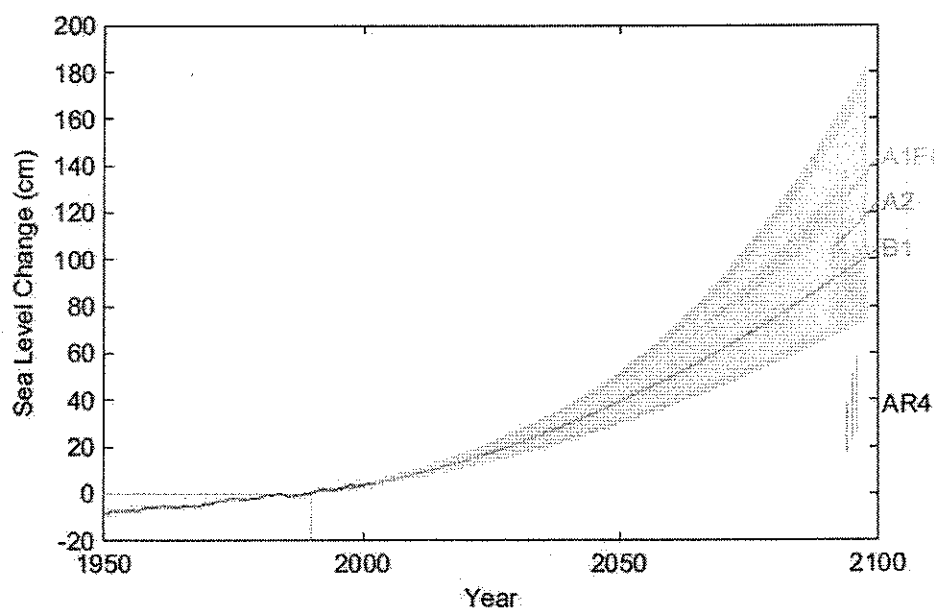
	SLR equivalent (mm)		
	Low 1	Low 2	High 1
<i>Greenland</i>			
Dynamics	93	93	467
SMB	71	71	71
Greenland total	165	165	538
<i>Antarctica</i>			
PIG/Thwaites dynamics	108		394
Lambert/Amery dynamics	16		158
Antarctic Peninsula dynamics	12		59
SMB	10		10
Antarctica total	146	128	619
<i>Glaciers/ice caps</i>			
Dynamics	94		471
SMB	80		80
GIC total	174	240	551
Thermal expansion	300	300	300
Total SLR to 2100	785	833	2008

<http://www.sciencemag.org/cgi/content/abstract/321/5894/1340>

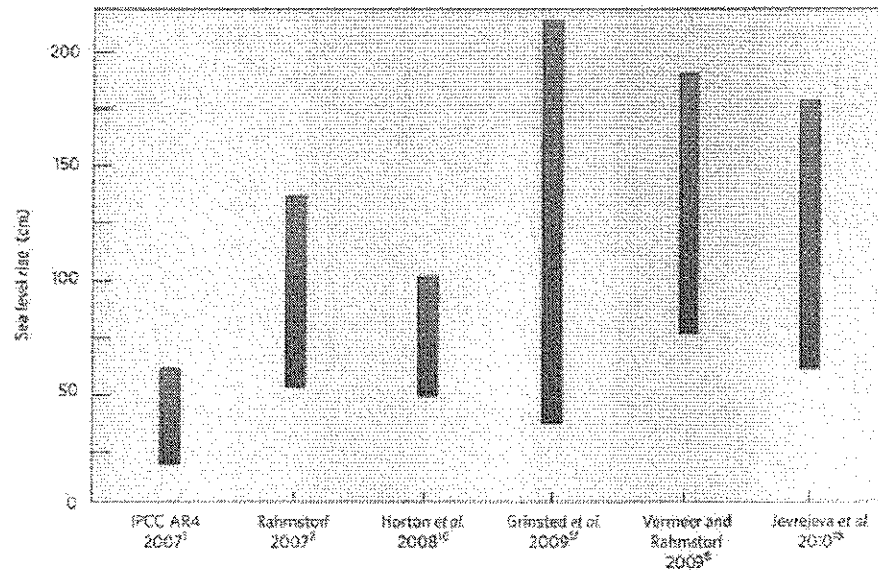
<http://instaar.colorado.edu/people/bios/pfeffer.html>

vermeer\_rahmstorf\_2009.pdf (application/pdf Object)

## Global sea level linked to global temperature



[http://www.pik-potsdam.de/~stefan/Publications/Journals/vermeer\\_rahmstorf\\_2009.pdf](http://www.pik-potsdam.de/~stefan/Publications/Journals/vermeer_rahmstorf_2009.pdf)



**Figure 1.** Range of rises. Estimates for twenty-first century sea level rise from semi-empirical models<sup>2,11,16-22</sup> as compared to the IPCC Fourth Assessment Report (AR4)<sup>1</sup>. For exact definitions of the time periods and emissions scenarios considered, see the original references.

<http://www.nature.com/climate/2010/1004/pdf/climate.2010.29.pdf>

It is an irony that the NSW government which is a driving force behind the Barangaroo development does its level best to maximise its contribution to sea level rises by doubling coal exports from Newcastle.

- (6) Less office jobs will be needed in the CBD. This report

## **Military study warns of a potentially drastic oil crisis**

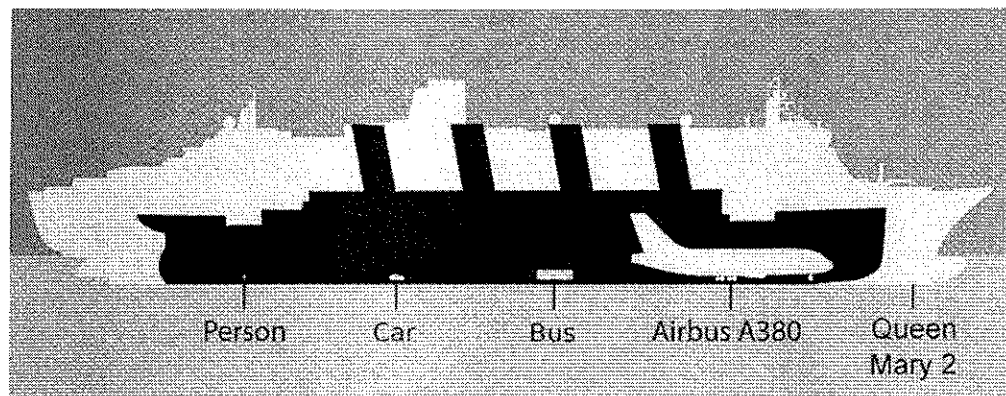
<http://www.spiegel.de/international/germany/0,1518,715138,00.html>

mentions on page 50 that many jobs in OECD countries just manage the complexity of our society – developed and highly specialised as a result of cheap and easily available oil – but no longer have to do with the actual production of essential goods which is done by other countries. This functional differentiation between countries and their roles in the global economy will fundamentally go into reverse with declining oil production.

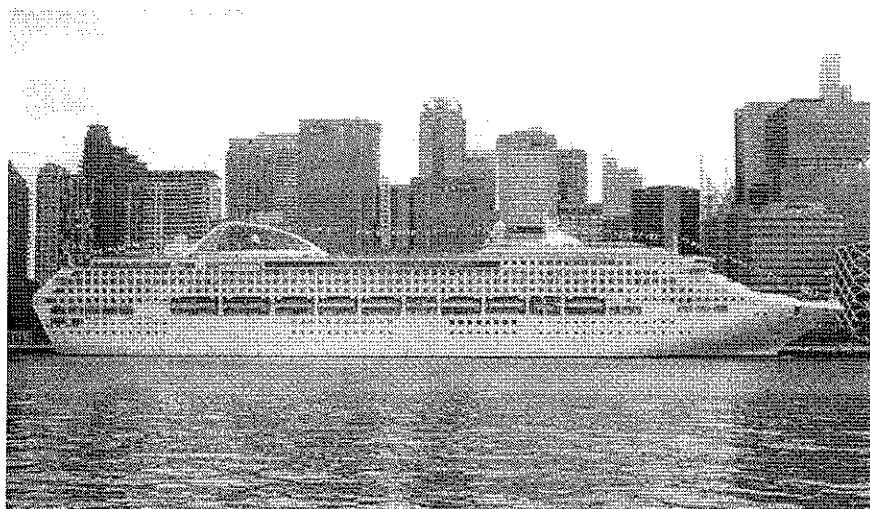
- (7) Therefore, the jobs of the future will not be in the CBD but in the suburbs, which have to be restructured and rather require engineering and trade professions, less office workers
- (8) The expected population growth in Australia and the Capital cities will not happen. When the 1<sup>st</sup> petrol shortages arrive at the filling stations, motorists will understand that every new arrival to Australia will just mean longer petrol lines and they will demand a reduction of immigration. Read: Australian Population Scenarios in the context of oil decline and global warming <http://www.crudeoilpeak.com/?p=1300>
- (9) In many project documents CO2 calculations are contained under “air quality”. In this instance, Appendix V does not even mention CO2 emissions.
- (10) The JBA environmental assessment report does not contain any CO2 calculations, only verbal arguments. The most which comes to mind to the authors is a recommendation to turn off vehicle engines when not in use (page 127)

What to do? Sydney will take up its role as a port again. Airlines will be replaced by ocean liners.

### Low Tech Magazine: Life without airplanes



<http://www.lowtechmagazine.com/2008/06/ocean-liners.html>



[http://media.shipspotting.com/uploads/thumbs/rw/1060505\\_800/Ship+Photo+SUN+PRINCESS.jpg](http://media.shipspotting.com/uploads/thumbs/rw/1060505_800/Ship+Photo+SUN+PRINCESS.jpg)

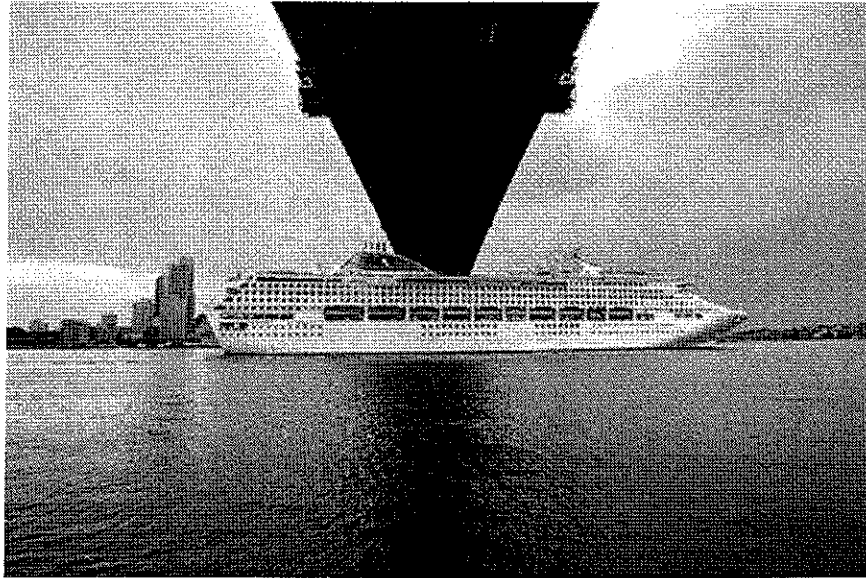
These cruise ships will have to be converted to passenger liners so we need the space of the old wharf. In particular, that hotel protruding into Darling Harbour is in the way.





The only limit will be the height of the Harbour bridge

## Tall storeys - big princess clears bridge with little to spare

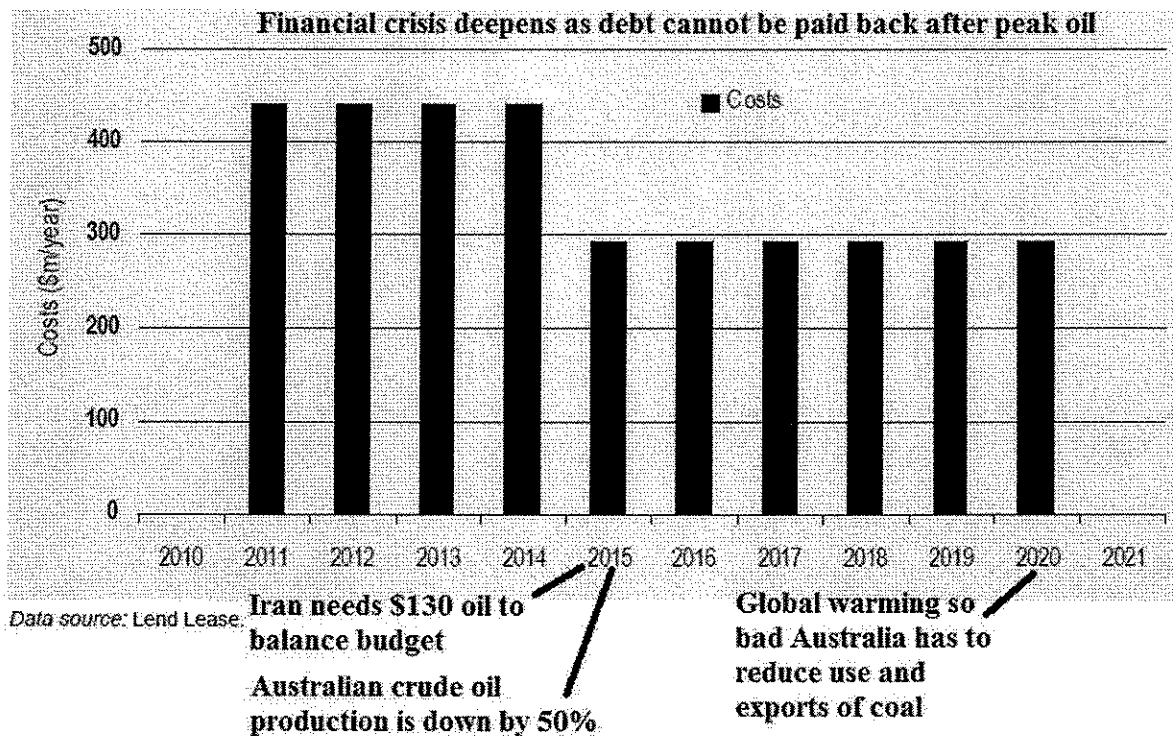


<http://www.smh.com.au/news/travel/tall-storeys--big-princess-clears-bridge-with-little-to-spare/2007/10/24/1192941153329.html>

### Financial Outlook

[http://majorprojects.planning.nsw.gov.au/files/55772/Appendix AA\\_Building Barangaroo Economic Impacts.pdf](http://majorprojects.planning.nsw.gov.au/files/55772/Appendix AA_Building Barangaroo Economic Impacts.pdf)

#### 3.1 Timing of costs of the proposed development



This bar chart from Appendix AA is commented with likely events in the next 10 years. When looking at the disbursements of funds for the Barangaroo project we see a rocky future.

Multiple choice question: What would the reader of this submission do with \$4 -\$5 billion to make Sydney sustainable?

- Replace coal fired power plants at Lithgow and Bayswater with renewable energies to supply EXISTING skyscrapers with electricity
- Build rail lines on toll-ways M2, M5 and M7 (Transperth model)
- Convert trucks and buses to compressed natural gas – CNG or liquefied natural gas - LNG

What is the contribution of Barangaroo to the above? Write here in this space:

Prepared by Matt Mushalik (MIEAust, CPEng)

[mushalik@tpg.com.au](mailto:mushalik@tpg.com.au)

Author of:

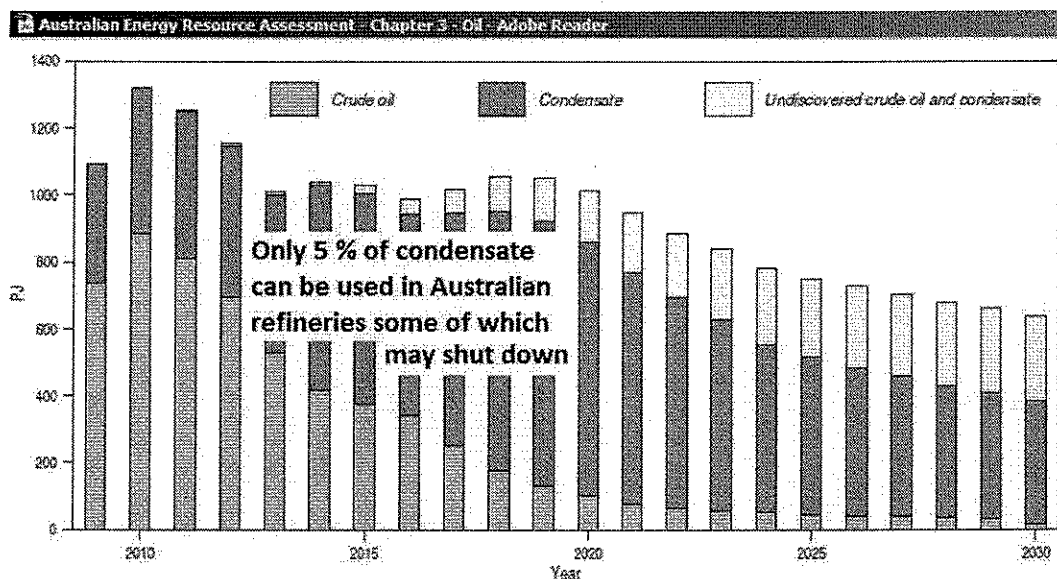
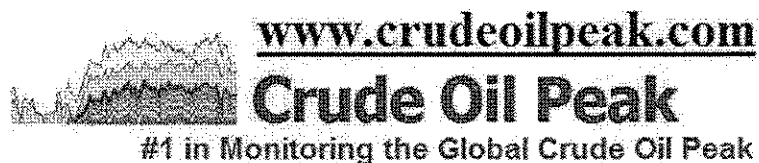


Figure 3.43 Australian oil production outlook from proven hydrocarbon basins

AERA 3.43

Note: the production forecast is based on data from an industry survey of producing fields and Geoscience Australia's assessment of undiscovered resources in proven basins

Source: Geoscience Australia

<https://www.ga.gov.au/servlet/BigObjFileManager?bigobjid=GA16759>



**Cameron Sargent - Fwd: Re : Major Project Application MP06\_0162 MOD 4**

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**From:** David Gibson  
**To:** Cameron Sargent  
**Date:** 10/09/2010 3:05 PM  
**Subject:** Fwd: Re : Major Project Application MP06\_0162 MOD 4

---

>>> <Philip.Wong@jlta.com.au> 10/09/2010 9:59 am >>>

Attention: The Director, Government Land and Social Projects, Department of Planning

Re : MP06\_0162 MOD 4

We are owners in a residential building on Kent Street called Stamford on Kent. We strongly object to the new proposed modifications of MP06\_0162 MOD 4. Our main points of objection are as follows:

1. The increased height and placement of Block 4 which affects the views and amenity and outlook of 3 existing residential apartments 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.

The prime concern here is the large residential block that has suddenly appeared in the latest report 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 175 Metres be allowed to proceed with no respect to the existing views of residents and residential owners. The 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 building 4B in the latest plan and the increased height limits are of huge detriment to the whole Stamford on Kent building, the Stamford Marque and The Georgia buildings. We are strongly against the modifications to MP06\_0162 MOD 4.

Yours Sincerely,  
Precision Investments Pty Ltd  
Owners 1605  
Stamford on Kent  
183 Kent Street  
Sydney NSW 2000

This email is intended for the named recipient only. The information it contain:

**David Gibson - Online Submission from Justin Wong (support)**

---

**From:** Justin Wong <justin\_wong75@hotmail.com>  
**To:** David Gibson <david.gibson@planning.nsw.gov.au>  
**Date:** 10/09/2010 3:08 PM  
**Subject:** Online Submission from Justin Wong (support)  
**CC:** <assessments@planning.nsw.gov.au>

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As a resident and owner that has close proximity to the new development, I fully support the current concept plans for Barangaroo and in particular the hotel. I would like to see the 'Open House' concept reinstated as was provided for in an early design.

Name: Justin Wong

Address:  
809/261 Harris Street, Pyrmont

IP Address: ocean.cathaypacific.com - 202.40.171.39

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](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](https://majorprojects.onhive.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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Powered by Internetix Affinity

(37)

**David Gibson - MP06\_0162 MOD4**

---

**From:** "J Cameron" <jcameron@iprimus.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 10/09/2010 10:23 AM  
**Subject:** MP06\_0162 MOD4

---

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

**Application Number:** MP06\_0162 MOD4  
**Location:** Hickson Road, Barangaroo, Sydney  
**Proponent:** Lend Lease (Millers Point) Pty Ltd  
**Council Area:** City of Sydney  
**Approval Authority:** Minister for Planning

**I object to the above proposal.**

After reading the material available on various websites and viewing models made available at Hickson Road and the Sydney City Council, I **strongly object** to the above proposal for the following reasons:

1. The height of the tower buildings totally changes the profile of the city and completely destroys the previously staged levels of existing developments. The towers 'contradict' the (predominantly) gradually staggered height of buildings from the water front to the city centre that allows appreciation of the natural upwards slope of the land. I find the consequences:
  - o Visually disturbing because they will give a claustrophobic feeling to people using the area rather than the vista of the sweep of the harbour and city
  - o Dehumanising because they dwarf the people walking in the area
  - o Excessive intrusion on views from Pyrmont, the Rocks, Darling Harbour and buildings in the city centre.
2. The height of the tower buildings block sunlight to:
  - o Darling Harbour, an area enjoyed by locals and tourists
  - o Buildings of lower heights towards the city and Darling Harbour
  - o Streets towards the city and Darling Harbour.
3. The height of the tower buildings will create additional 'wind tunnels' while at the same time affecting the natural air circulation that frees the city from the worst of the current pollution from vehicles etc.
4. Even if the proposed hotel is constructed partially on piles over the water, the buildings will change the shape of the Darling Harbour waterway and presumable affect water currents.
5. The reduction of the public promenade from 60m to 27m will result in crowding. The Darling Harbour, Cockle Bay and walkways around the King Street Wharf are already crowded many weekends and holidays, and the congestion (especially when the 'trains' with the four carriages are running) can limit enjoyment and the relaxed atmosphere by the water. My understanding was that one of the aims of the Barangaroo planning was to open up additional space for people to enjoy the harbour. As the population increases it is very important for people to have the opportunity and space within the city to relax without congestion.

I am also very surprised that the NSW Government is considering allowing such an excessive amount of floor space near the waterfront when in some coastal areas Councils are restricting development due to concerns about the impact of global warming.

I do not object to some low rise development at Barangaroo, similar to that proposed by the competition winner. However, I believe this current proposal is short sighted for a sustainable city in the 21st century when we understand the detrimental social and physical impact of such high-rise developments. As this area was (I understand) largely previously publicly owned land, public amenity needs to be protected.

I have not made any political donations or gifts in the previous two years and nor do I intend to do so up

until determination of the development. Although I am a city dweller, the views from the apartment where I live are not directly affected by this development.

Dr J Cameron  
168 Kent Street  
SYDNEY, NSW 2000

Steven W Brown  
1205/183 Kent Street  
SYDNEY NSW 2000

10 September 2010

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

And

Att: Lands Minister – Tony Kelly  
[Sharon.armstrong@lands.nsw.gov.au](mailto:Sharon.armstrong@lands.nsw.gov.au)

And

Opposition Planning Spokesman  
Att: Brad Hazzard  
[wakehurst@parliament.nsw.gov.au](mailto:wakehurst@parliament.nsw.gov.au)

Dear Sirs,

As an owner of an apartment in The Stamford on Kent building – a residential apartment building housing 230 apartments, I write to you to voice my objection to the proposed changes to the Barangaroo Concept Plan.

I have 4 basic objections to the planned changes.

- 1) Block 4B will now significantly affect the views of 3 existing apartment buildings.
- 2) The visual privacy of all 3 apartment buildings will be completely compromised by the proximity and height of building 4B.
- 3) The loss of light caused by the height of building 4B.
- 4) The reduction of the boardwalk space which conflicts with the concept claim of a place that will bring people to the waterfront.

As residents we understand that Barangaroo was always going to be developed, but were reassured that development would be sympathetic to the existing residents of the area.

We had come to accept that we would lose up to 40% of the southern view from Stamford on Kent and that we would lose some of the northern view because of building 4B

Nothing within the Impact Assessment comments on the loss of light, privacy or views suffered by Stamford on Kent, Stamford Marque or The Georgia. The only reference 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 Stamford on Kent"*  
5.4.2 of the Impact Assessment document. (Impact on Stamford on Kent)

This is purely developer spin. Building 4B completely dominates the space in front of our building. One only needs to view Lend Leases visualisation of the view from Stamford on Kent to know this statement has no credence.

Lend Lease have clearly attempted to win community support by minimising the significant aspects of these changes and have in fact no regard at all for the residents who came before them and share the local environment.

Kind regards,

A handwritten signature in black ink, appearing to read 'Steven W Brown', with a long horizontal flourish extending to the right.

Steven W Brown  
Owner Apartment 1205  
Stamford on Kent

**David Gibson - OBJECTION: MP06\_0162\_MOD 4 BARANGAROO**

---

**From:** Carolyn Swanson <cswanson@fairfaxmedia.com.au>  
**To:** "plan\_comment@planning.nsw.gov.au" <plan\_comment@planning.nsw.gov.au>  
**Date:** 10/09/2010 2:29 PM  
**Subject:** OBJECTION: MP06\_0162\_MOD 4 BARANGAROO  
**Attachments:** DraftBarangarooSubmissionObjection.doc

---

8 September 2010

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

Also by email to: plan\_comment plan\_comment [plan\_comment@planning.nsw.gov.au]

Dear Sir/Madam

**BARANGAROO CONCEPT PLAN MODIFICATION  
MP06\_0162\_MOD 4**

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

We attach our objections in summary: Note, due to the short time available for comment and analysis and given the significant size and importance of the Barangaroo project, we wish to provide further details later. (We have written to you and asked for an extension to the submission period but have not yet received an answer).

We look forward to your constructive response and a further opportunity to submit our objections in full detail.

Yours sincerely

Carolyn and Michael Swanson  
Stamford on Kent  
2602/183 Kent Street  
SYDNEY, NSW, 2000

Mailing address: 18 Burwood Road, Whitebridge, NSW, 2290.

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## **CAROLYN & MICHAEL SWANSON**

18 Burwood Road                      Whitebridge                      NSW                      2290                      AUSTRALIA  
Phone/Fax 0249 460612                      Mobile 0427 460612                      Email [cygnet@hunterlink.net.au](mailto:cygnet@hunterlink.net.au)  
Owners: 2602/183 Kent Street, Sydney, NSW, 2000

8 September 2010

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

Also by email to: [plan\\_comment](mailto:plan_comment) [plan\\_comment](mailto:plan_comment) [[plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)]

Dear Sir/Madam

### **BARANGAROO CONCEPT PLAN MODIFICATION MP06\_0162\_MOD 4**

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

We raise the following objections in summary: Note, due to the short time available for comment and analysis and given the significant size and importance of the Barangaroo project, we wish to provide further details later. (We have written to you and asked for an extension to the submission period but have not yet received an answer).

1. TRAVESTY OF JUSTICE
2. OVERSHADOWING
3. LOSS OF SOLAR ACCESS
4. EXCESSIVE HEIGHT OF BUILDINGS
5. EXCESSIVE INCREASE IN TOTAL GROSS FLOOR AREA AND DENSITY OF DEVELOPMENT
6. DISCRIMINATORY POSITIONING OF BUILDINGS – PREFERENTIAL TREATMENT FOR DEVELOPER LEND LEASE'S OFFICE BLOCK AND OTHER COMMERCIAL BUILDINGS
7. BLANKET LOSS OF HARBOUR VIEWS
8. SIGNIFICANT LOSS OF REAL ESTATE VALUE
9. BLEAK RETIREMENT LIVING
10. LACK OF INFRASTRUCTURE TO SUPPORT THE SCALE OF DEVELOPMENT
11. LACK OF TRANSPARENCY AND DUE CONSIDERATION IN THE APPROVALS PROCESS





## **CAROLYN & MICHAEL SWANSON**

18 Burwood Road                      Whitebridge                      NSW                      2290                      AUSTRALIA

Phone/Fax 0249 460612                      Mobile 0427 460612                      Email [cygnet@hunterlink.net.au](mailto:cygnet@hunterlink.net.au)

Owners: 2602/183 Kent Street, Sydney, NSW, 2000

### **1. TRAVESTY OF JUSTICE**

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

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

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

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

### **2. OVERSHADOWING**

The latest Barangaroo plans show callous disregard for the standard of living for Kent Street residents, particularly those in the Stamford on Kent building, whose sunlight, views, property values, health and amenity will be severely affected by the latest Barangaroo Concept Plan Amendment (Modification 4), which has added a new 175-200-metre tall building (Block 4B) (the height of Australia Square) directly in front of and very close to us and two other very tall buildings (Block 4C) between our building and most of each day's sunshine.

The Block4B building obscures west-facing apartments from both the harbour and sunlight. Lend Lease insists that this building will have minimal impact on the Stamford on Kent, but the developer's own modelling shows that it will cut off the building's west-facing apartments from the harbour and the sun and condemn residents to living in cold, dark shadow for most of every day of the year.



## **CAROLYN & MICHAEL SWANSON**

18 Burwood Road                      Whitebridge                      NSW                      2290                      AUSTRALIA

Phone/Fax 0249 460612                      Mobile 0427 460612                      Email [cygnet@hunterlink.net.au](mailto:cygnet@hunterlink.net.au)

Owners: 2602/183 Kent Street, Sydney, NSW, 2000

### **3. LOSS OF SOLAR ACCESS**

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

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

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

### **4. EXCESSIVE HEIGHT OF BUILDINGS**

This latest "modification" to Barangaroo's plans increases the height of buildings from 34 storeys to 60 and from 100 metres to 200 metres, halves the public promenade area and increases the total gross floor area of the Barangaroo development from 300,000 square metres to an alarming 555,000 square metres. This will deny some 1200 residents in the Stamford on Kent, Stamford Marque and Georgia buildings privacy and sunshine and completely overwhelm our living space and sense of community. It will also blight a prime harbour site, which warrants the application of best practice in the social, economic and environmental realm.

This area is not the CBD, it is part of an established, successful community. In a truly democratic society, a rigid limit of seven stories would apply to the entire site. We object strongly to the excessive height of the buildings in the Barangaroo development.

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

Barangaroo is lauded as a prime opportunity to lead the world in the latest town planning ideals on an iconic harbour site adjoining Sydney's historically significant Rocks precinct. But the developers are turning the site into a soulless concrete jungle, hemming in existing residents of the Stamford on Kent, Stamford Marque, Georgia and Bond buildings. It is devastating to our village community that this latest plan increases the total gross floor area of the Barangaroo development from 300,000 square metres to an alarming 555,000 square metres and halves the public promenade area.



## **CAROLYN & MICHAEL SWANSON**

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### **6. DISCRIMINATORY POSITION OF BUILDINGS – PREFERENTIAL TREATMENT FOR DEVELOPER LEND LEASE'S OFFICE BLOCK AND OTHER COMMERCIAL BUILDINGS**

The following question much be asked? Why do commercial buildings to the south of Stamford on Kent such as the AON Building, where developer Lend Lease has its offices and which is owned by the Maritime Services Corporation, have much smaller buildings in front of them than does the Stamford on Kent (an 80-metre tall building stands in front of the AON building, compared with a 175-200-metre tall building in front of Stamford on Kent)?

We would expect that long-term, full-time residents should have priority for "view sharing" over commercial tenants of office blocks who populate the buildings only during office hours. Many of our neighbours have lived in the Stamford on Kent for 10 years and are now seniors, facing a bleak and dark retirement in property with suddenly much-reduced values and amenity.

### **9. BLANKET LOSS OF HARBOUR VIEWS**

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

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

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

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

### **8. BLEAK RETIREMENT LIVING**

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

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



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### **7. SIGNIFICANT LOSS OF REAL ESTATE VALUE**

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

### **10. LACK OF INFRASTRUCTURE TO SUPPORT THE SCALE OF DEVELOPMENT**

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

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

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

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

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

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

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

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



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

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

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

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

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

*In a recent meeting, Lend Lease continuously stressed that this evaluation process was a comparison between the "approved" Concept Plan and their latest proposal, which provided benefits.*

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

We object strongly to the GFA increase, which creates both the view-sharing problem caused by the height and location of Block 4B and the Solar Access problem caused by the new heights of Block 4C.

If the GFA remained at the Approved Concept Plan level and therefore Block 4B could be reduced and relocated in a south-west direction and Block 4C height could be reduced our principle objections would be minimised.

We look forward to your constructive response and a further opportunity to submit our objections in full detail.

Yours sincerely

**Carolyn and Michael Swanson**

Stamford on Kent  
2602/183 Kent Street  
**SYDNEY, NSW, 2000**

Mailing address: 18 Burwood Road, Whitebridge, NSW, 2290.

3/6A Mosman Street Mosman Sydney NSW Australia 2088

Telephone: 02 9969 4389

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

8<sup>th</sup> September 2010

*Dear Sir,*

**Barangaroo - Major Project Application — MP06\_0162 MOD 4**

I welcome the opportunity to submit a response to the Barangaroo Major Project Application MP06\_0162 MOD 4 - Barangaroo South.

I have examined the proposal on display at NSW Department of Planning, Bridge Street, Sydney and I strongly object to this proposal and have set out my reasons below.

**1.0 A Flawed Concept without Community Participation.**

The Barangaroo South Application fails to meet the criterion as defined in the Concept Plan - a Concept Plan that, in itself was flawed, by failing to meet any requirement for Community Participation. I am most concerned about the Barangaroo development planning process and that the Barangaroo Concept Plan was initiated without the opportunity for real community involvement at the outset of this important project. Further I question how planning consents have been delivered on this project without community participation and how works have already commenced at Barangaroo South.

**2.0 Loss of Wharf 8 Darling Harbour as a Cruise/Passenger Ship Berth.**

This Barangaroo modification application completely ignores the urgent and growing need for passenger ship accommodation in the Port of Sydney. Under this proposal Wharf 8 Darling Harbour will be replaced by an inlet and pier that will effectively remove for all time critically important port infrastructure with the loss of this Sydney CBD deepwater berth. Currently, passenger ships are obliged to dock at Barangaroo North without proper terminal facilities for passengers save for makeshift marquees – not a good look for a welcome to a 21<sup>st</sup> century Global City! The re-development of Wharf 8 Darling Harbour as a modern passenger ship terminal would allow easy passenger access to and from the CBD with all its amenities and transport facilities. Should this development be approved in its current form this important public maritime asset would be lost forever. Sydney will lose critically important maritime infrastructure and this will result in a serious loss to the current and future economy of Sydney and New South Wales. By retaining Wharf 8 as a passenger ship facility this area would, by the very nature of such activity, provide public interest and help to maintain a little character and sense of place for this important and historic maritime precinct.

### 3.0 Block Y – Construction of a large pier into the waters of Sydney Harbour

The proposal to construct a large pier into the waters of Sydney Harbour does nothing for the future of Sydney Harbour as a special place. Sydney Harbour is recognised as one of Australia's greatest natural, cultural, recreational and commercial assets and with its pre-historic, historic, aesthetic, social, and archaeological attributes is of international significance. The importance of Sydney Harbour and its Tributaries is recognised and is listed as a heritage item on the New South Wales Heritage Register - Listing number 4920065. The significance of the waters of Sydney Harbour has been totally ignored in this application.

The commercial use of Sydney Harbour has long been recognised and planned for in the development of the Port of Sydney with its wharves, commuter ferries and public transport interchanges and harbourside facilities for other ongoing maritime and recreational activities. The proposal to construct a pier would create a serious precedent for future non-maritime related structures into the waters of Sydney Harbour. The Lend Lease proposal for a large pier does not in any way support the maritime activity of the Port of Sydney rather it would diminish Sydney Harbour as a protected entity. Further, the proposed pier would seriously erode the future of the Port of Sydney and the economic opportunities presented by the growth of the cruise marketplace.

Should this proposal succeed it would call into question the future of the waterways of one of the world's great natural harbours and whether Australia's greatest maritime asset can be secured and protected as a port and as a special place for the enjoyment and economic benefit of current and future generations.

### 4.0 Block Y - An impediment to Navigation in Darling Harbour.

The proposed pier would also create a serious navigational impediment to an already very busy Darling Harbour waterway. The Darling Harbour waterway services a large fleet of harbour cruise and charter vessels in addition to passenger ferry services to King Street, Darling Harbour (Aquarium) and Pyrmont ferry wharves. Darling Harbour also sees regular tug assisted departures and arrivals of the historic barque *James Craig* at Wharf 7 Pyrmont. This waterway is currently restricted to an 8knot speed limit and supports a significant number of arrivals and departures daily including around 80 scheduled passenger ferry movements.

The proposal to construct this pier has seemingly been justified for the building of a 'landmark building' and that such a pier structure would not impede navigation as the proposed pier was replacing the 'former' passenger ship berth box. However, this large pier built into the waters of Darling Harbour will narrow the mouth of this waterway significantly creating a permanent navigation hazard for manoeuvring and the passage of maritime traffic. Such an impediment to navigation may result in further safety measures being adopted for Darling Harbour south waterway including the possible introduction of a 4knot speed limit. Such speed limitations will further affect passage times for all vessels and especially for passengers using commuter ferries.

## 5.0 Loss of Public Space in Barangaroo South

The Barangaroo South proposal seeks to maximise commercial gain by increasing the GFA by an additional 59,965m<sup>2</sup> a gain achieved by the reduction of Public Space and the now proposed increased building heights. The reduction of Public Space will be achieved by significantly reducing the width of the public promenade by over 50% to a width of 27ms. Such losses to public space are of major concern and must not be tolerated. Further, additional increase to GFA would be achieved through increased building heights for Block 1 from 62m to 80ms, Block 3 from 112m to 209m and for Block 4 from 100m to 175m.

This proposal along with Block Y must be seen as a land grab and I fear that Barangaroo South is echoing the development process that saw the appalling outcome at East Circular Quay. Barangaroo South offers a public space and commercial development area of some 7.5 hectares – a sizable area for the construction of landmark environmentally friendly commercial buildings including a new landmark cruise ship terminal and public open space. There can be no justification for increasing the GFA by reducing public open space, increasing building heights and resuming the waters of Sydney Harbour to create a pier. The Barangaroo South site itself offers a magnificent opportunity to create public amenities and economic benefit for Sydney and Australia; sadly the current application lacks that vision.

It is extraordinary that this current vision for Barangaroo has seemingly been allowed to advance to this point and I remain deeply concerned for a planning process that has circumvented any real and grass roots community participation – a development process that has and, seemingly continues to be, the preserve of the few and the ill-conceived and very questionable State planning powers.

As a citizen of Sydney I object to the Lend Lease scheme for Barangaroo South and the proposed modifications to it.

Yours sincerely,



Richard J Pool.



**David Gibson - View from L 15 SOK of Barangaroo**

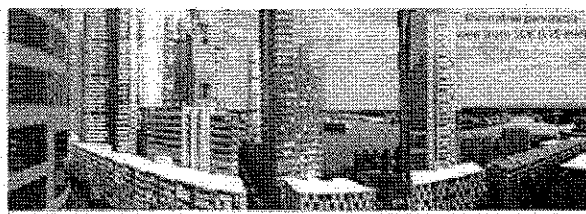
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**From:** eusandes & The Angkasa <eusandes@bigpond.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 10/09/2010 3:33 PM  
**Subject:** View from L 15 SOK of Barangaroo

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ATT: The Director, Government Land and Social Projects

RE: MPO\_0162 MOD 4



Dear Sir,

We would also like to include a presentation by Land Lease of what the view would be like from a unit on the 15th floor of Standard on Kent on the South side. This has just recently been released to us by Land Lease upon our request. You can appreciate from the presentation how outrageously huge those proposed buildings are right smack in the face of Stanford On Kent. All the people from SOK who attended the meeting where this projected outlook was shown, were shocked and dismayed by the size of the proposed concrete jungle or upmarket ghetto. This is Australia and not some island where land is very limited and we have no choice but to build as high up into the skies as possible! Where is the conservation of the foreshore for the good of the people with such tall buildings right on the shore lines? These tall buildings can only serve one purpose for the good of the people; ie. in times of war, they will make great defence walls! The only purpose for such tall buildings now is to make an unconscionable huge profit for the developers at the expense of the rest of the population of Sydney.

Best wishes,

Eugene Cheah, Susan Cheah and Andre Cheah

(PO Box 502, Campbelltown 2560)

Owners 2305

Stamford on Kent

183 Kent St

Sydney NSW 2000

Begin forwarded message:

**From:** eusandes & The Angkasa <eusandes@bigpond.com>  
**Date:** 8 September 2010 6:13:01 PM AEST  
**To:** plan\_comment@planning.nsw.gov.au  
**Subject:** RE: MPO\_0162 MOD 4 Barangaroo

ATT: The Director, Government Land and Social Projects

RE: MPO\_0162 MOD 4

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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 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