

Lend Lease + BDA (Delivery Authority)

have held community talks

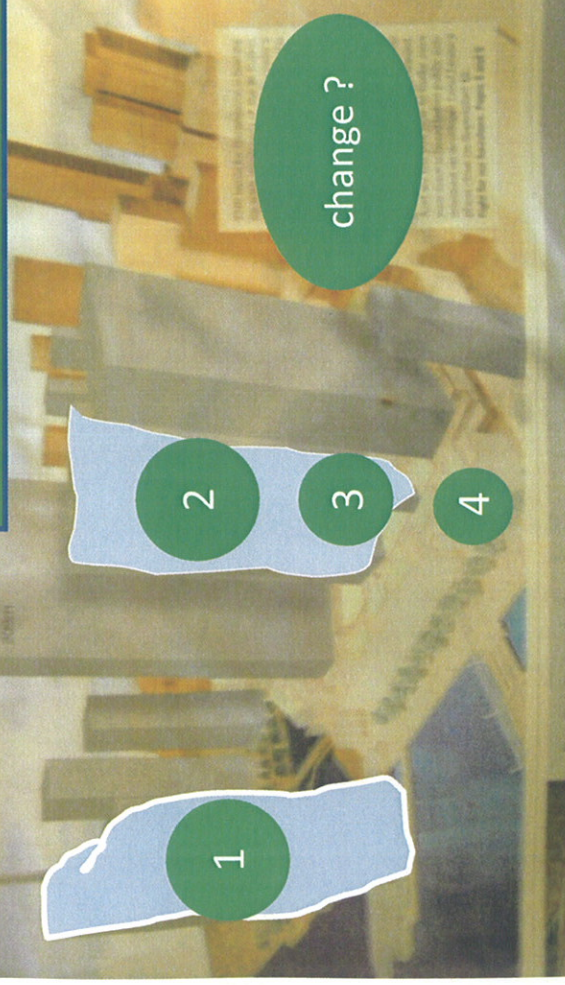
But the “big-picture” errors have not yet been solved.

- a) Good transport (public + bicycling) + alternative to abandoned CBD Metro
- b) Space between Buildings ?
 - + Moving the HOTEL OVER WATER = HOW ? (e.g. National Trust have suggested low-rise hotel (on top of hill at Barangaroo North ‘PARK’ (other options ? Maybe possible ? E.g. Taller Tower ??
- c) Can Cruise Terminal be re-located to Barangaroo. + Ferry Terminal capacity (re-location from Circular Quay ?)
- d) Cultural Buildings + Northern “ bushland park concepts ?”
- e) Heritage funding in Millers Point, etc using “ off-set” funding = 20 years + delay ? (see TED MACK planning concepts ?) .
= (systemic incompetence ?) at proper Heritage funding with
“ Toaster on ECQ “ + the old stone church in CBD
+ Greywaite , Nth Sydney
All examples of “ failing heritage funding “ vs 30% bonus floor-space for WHAT ?

BARANGAROO community meetingsat Customs House, etc



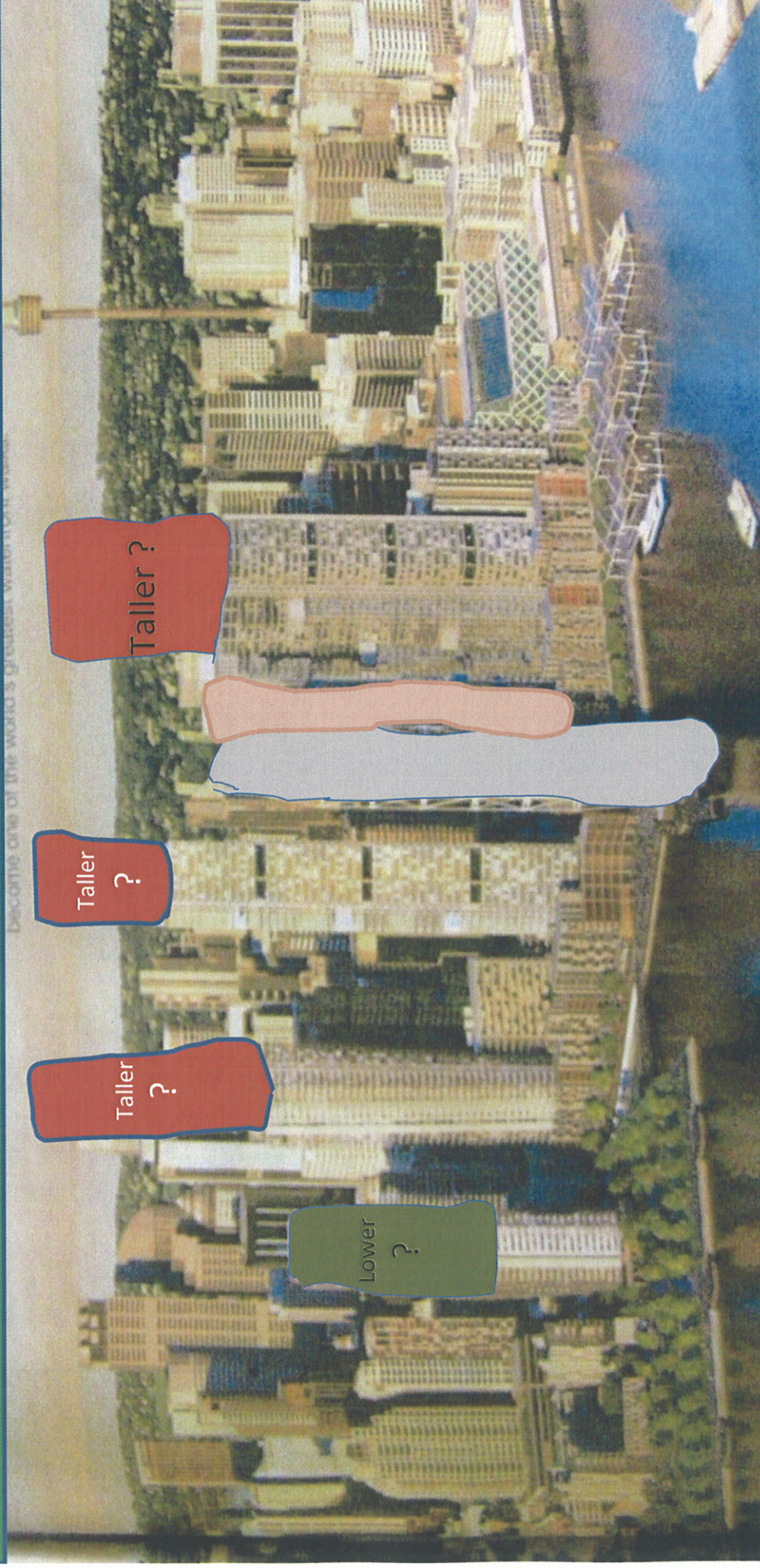
Improvements ?



- 1 Over-development ?
- 2 Can Towers be taller > 300 m ?
- 3 Can Hotel be located on LAND ?
- 4 Lack of PIAZZA at BS (just water ?)
- 5 LACK of space for ART / sculptures
- 6 Heritage "off-set" issues = why not ?

- 1 Relocate Hotel Options ? = YES
- 2 Remove building 2 = creates art space
- 3 2% of budget spent on art ? = maybe yes
- 4 Heritage "off-set" = allow it ?
- "off-set" funds heritage works nearby ?
- Professor Peter Weber = no approval.
- Circular Quay "stuff-ups" fixed ?

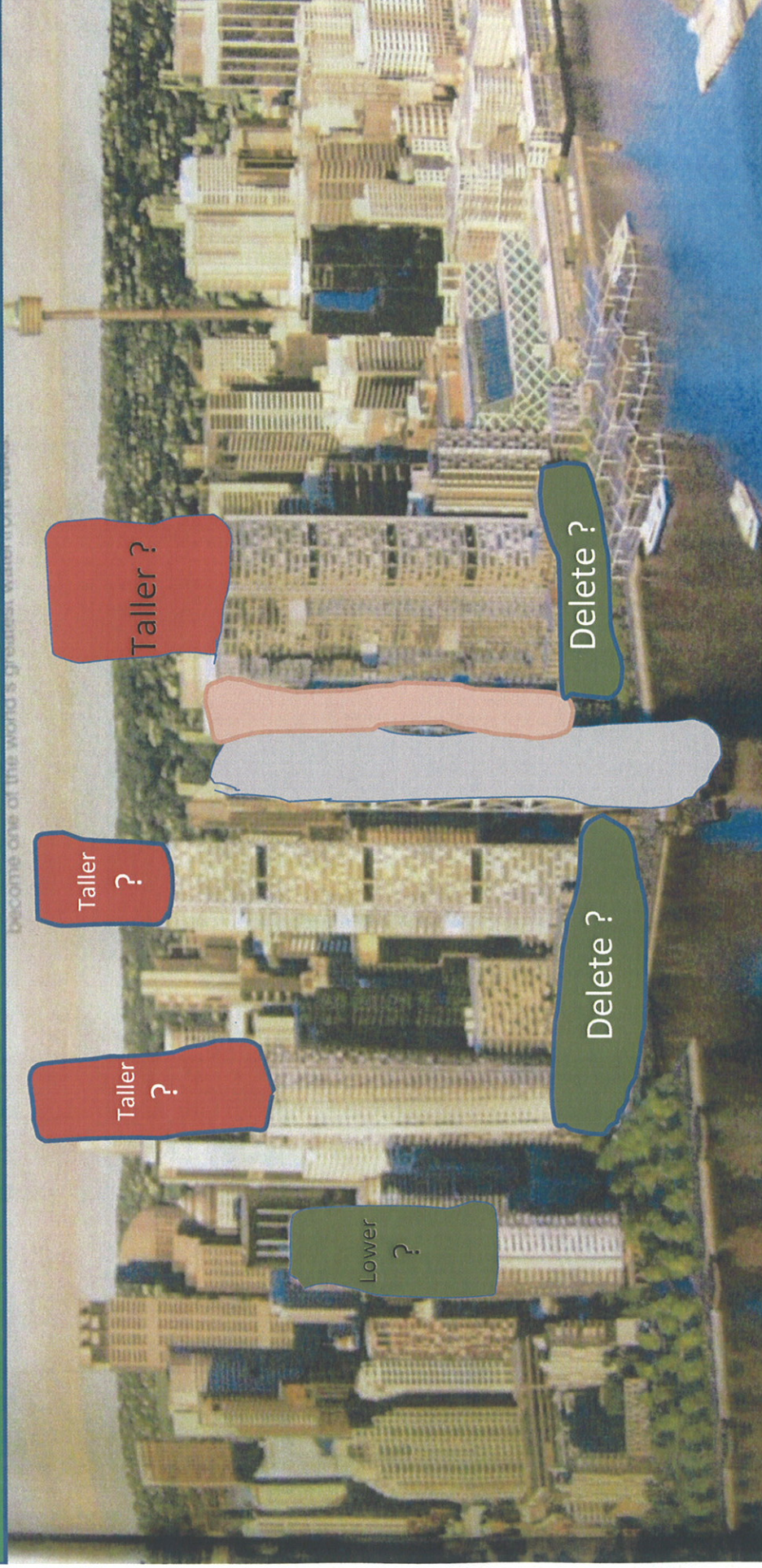
Kenneally's Catastrophe ?



+ Kenneally's ? Improvements

- a) Taller /lower/remove towers options
- b) More Ferry terminal capacity ?
- c) Large PIAZZA space ?

Kenneally's Catastrophe ?



+ Kenneally's ? Improvements

- a) Taller /lower/remove towers options
- b) More Ferry terminal capacity ?
- c) Large PIAZZA space ?

Barangaroo South Issues

- Transport Options = Consider the alternatives to the Western Express Tunnel from Barangaroo to Newtown.
- Over-Development ? = BAG + Friends ...claim the site " floor space has increased 30 % ? " WITH THE NEW TOTAL 490,000 m2
- Artistic appeal = lacking , as the Barangaroo South " floor space " creates a close group of buildings " Building design may be functional for High Quality Office space, but the Mayor (Clover Moore) claimed a large floor plate was a " desirable functional need " for future tenants.
See comments later.
- World iconic Goal = Current proposal is not a " World Iconic Status project " (for architectural merit) . Paris and Venice have World Class tourist attraction appeal. Barangaroo could try to be a international tourist attraction destination. Sydney Opera House and the Rocks already are international attractions. Sydney Opera House is a VIEW-POINT , and the " Hotel over the Water " has community opposition.

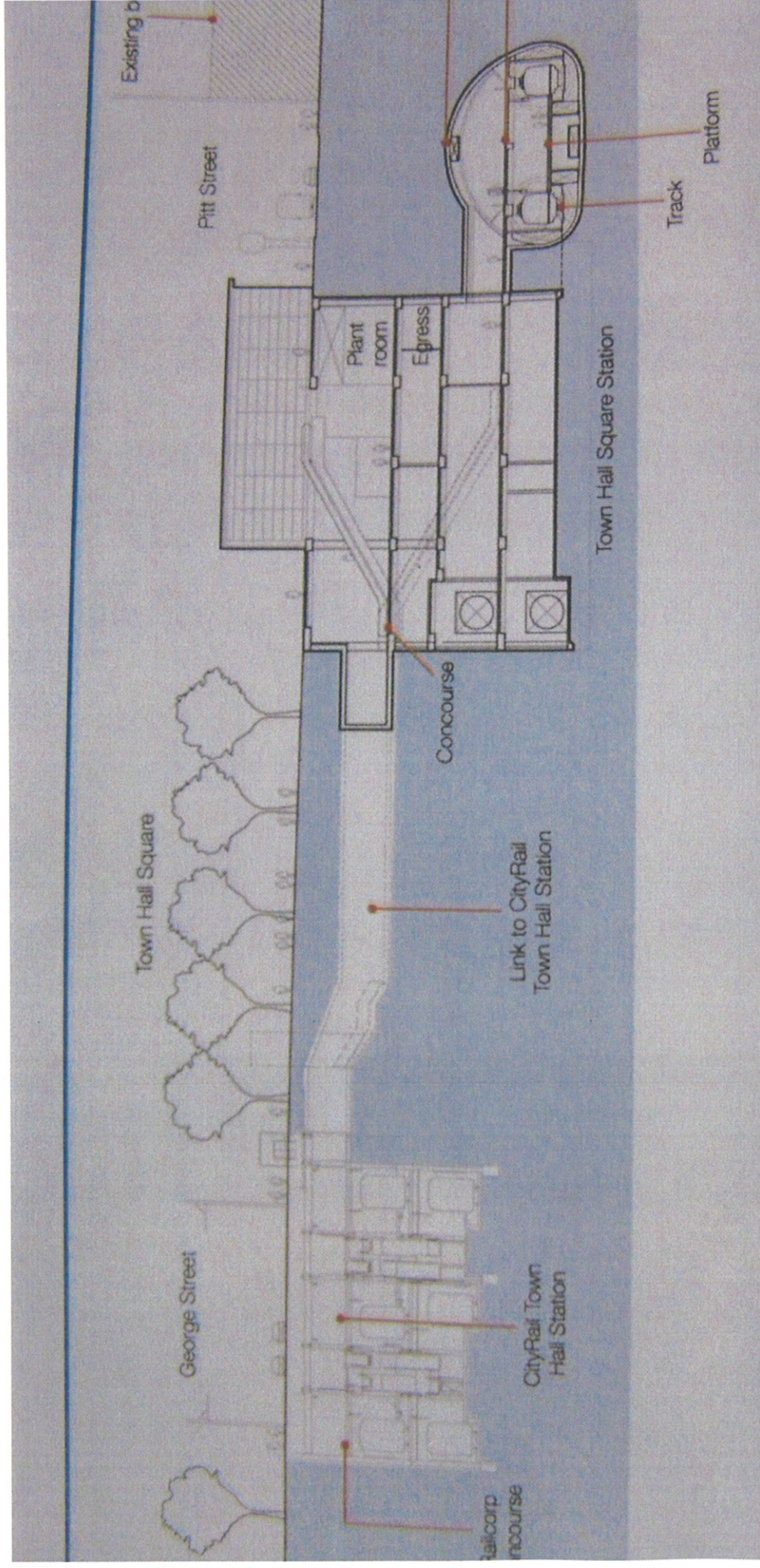
This goal is part of SHFA original aims for Barangaroo, but it is a CHALLENGE that needs a re-design
Proffessor Peter Webber, has given the current proposal a P (minus) or less. (He supports a re-design)

- Height Limit = Increasing the Height Limit may help the " negative space design " , but there is possible community Opposition to it. So explaining the positive + Negative issues may help.
- BAG aims = Allow multiple competing developers (smaller project sizes) rather than a single developer. It may achieve a higher return to the landowner. (This multiple project method was used at Zetland + Rocks ?)
- = No commercial buildings to be erected in the middle of Harbour waters. (no hotel over water) .
- BroadBand Internet = This has unpredictable (to me ?) implications on the project. Already Commonwealth Bank has built a large Head Office complex at Homebush (geographic center of Sydney) . In England, expansion of Banking supported expansion in Dublin, Docklands London, etc.

Barangaroo South TRANSPORT issues ???



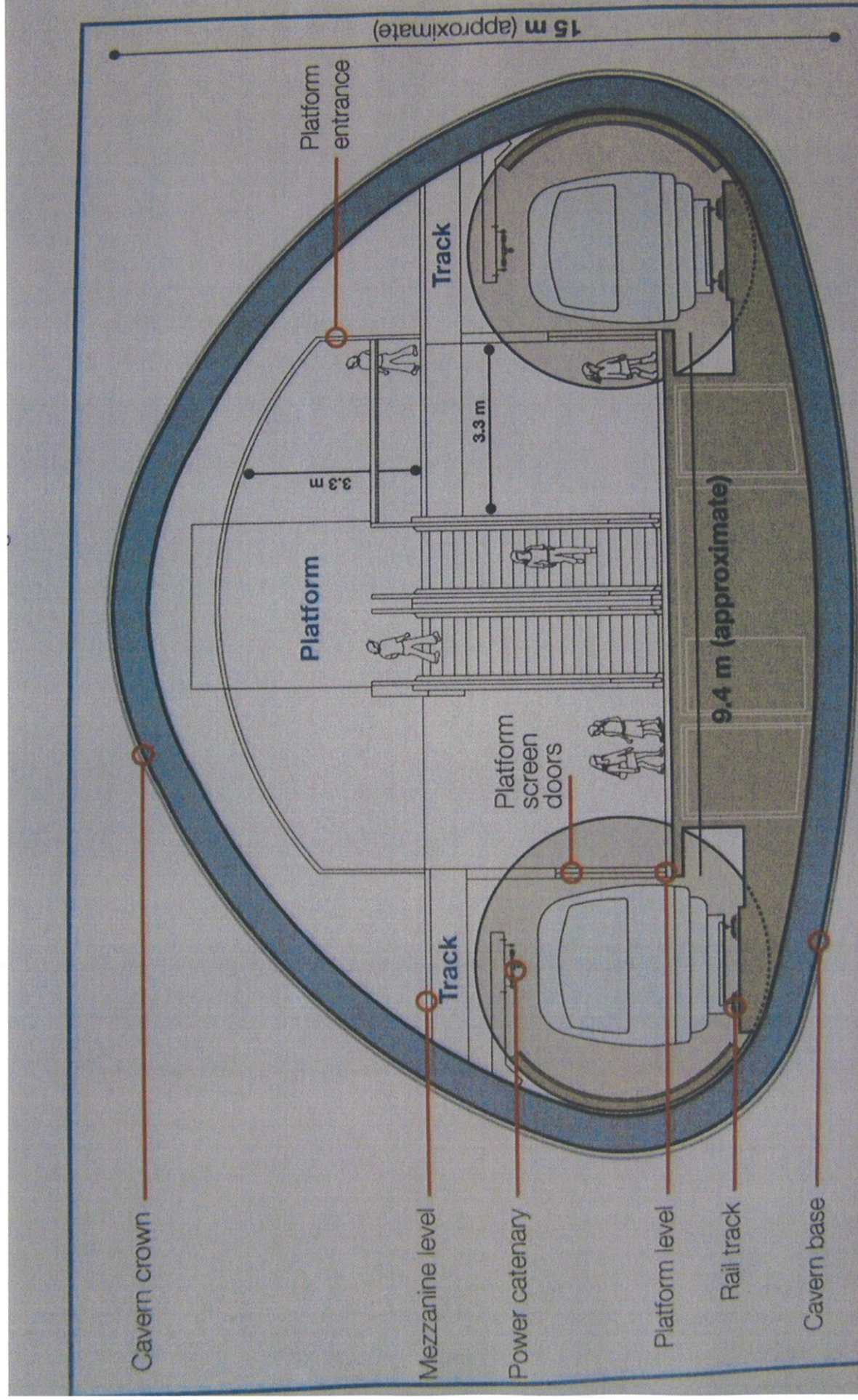
Abandoned CBD to Rozelle METRO route.
+ BARANGAROO / WYNYARD station.



indicative section of Town Hall Square Station (sub-surface)

TOWN HALL SQUARE = postponed/abandoned with abandoned CBD METRO
SHOULD A TOWN SQUARE be now incorporated into BARANGAROO SOUTH ????

Abandoned CBD to Rozelle METRO route.
 + BARANGAROO / WYNWARD station.



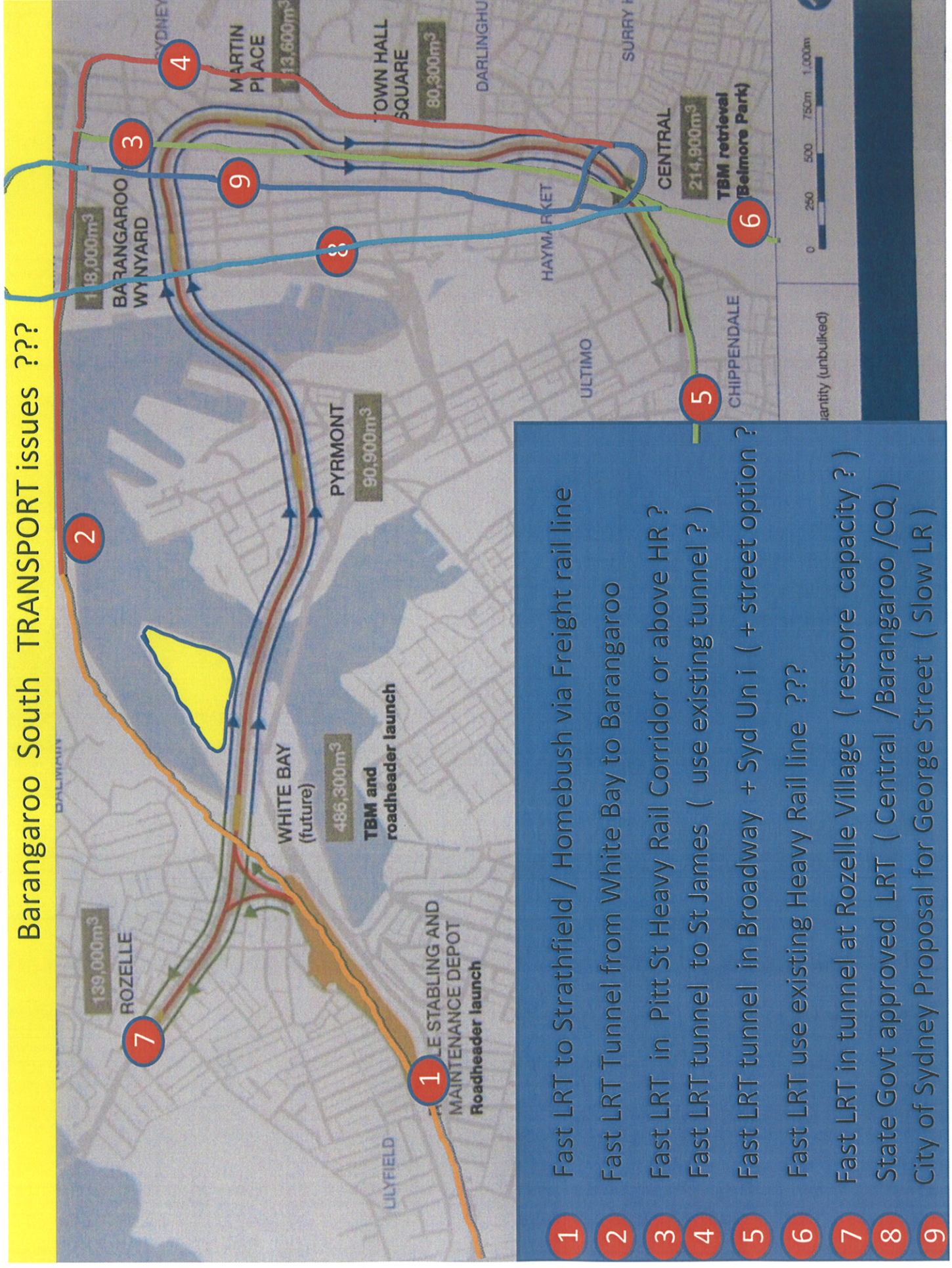
Abandoned CBD to Rozelle METRO route.
+ BARANGAROO / WYNWARD station.



Barangaroo South TRANSPORT issues ???

FAST LRT (100 kph +) to Barangaroo instead of abandoned CBD to Rozelle Metro.

Barangaroo South TRANSPORT issues ???



- 1 Fast LRT to Strathfield / Homebush via Freight rail line
- 2 Fast LRT Tunnel from White Bay to Barangaroo
- 3 Fast LRT in Pitt St Heavy Rail Corridor or above HR ?
- 4 Fast LRT tunnel to St James (use existing tunnel ?)
- 5 Fast LRT tunnel in Broadway + Syd Uni (+ street option ?
- 6 Fast LRT use existing Heavy Rail line ???
- 7 Fast LRT in tunnel at Rozelle Village (restore capacity ?)
- 8 State Govt approved LRT (Central /Barangaroo /CQ)
- 9 City of Sydney Proposal for George Street (Slow LR)

Barangaroo South TRANSPORT issues ???

Public Transport Option – FAST LRT

Transport Options = to the Western Express Tunnel from Barangaroo to Newtown.

Light Rail from Central to Barangaroo to Circular Quay + George Street.

- 1. Light Rail from Central to Barangaroo via Sussex Street Corridor is now part of the Govt Transport proposal.
- 2. City of Sydney support a extension of this proposal to include a 2-way light Rail line on George Street and have it “car-free” with bicycle paths.

THE WHITE BAY Fast LRT + Fast LRT in tunnel on Pitt Street (Heavy Rail Corridor) .

THE WHITE BAY Fast LRT to Baranagoo could have a station at Barangaroo Mid/ North

and then use surface LRT to connect to Barangaroo South (The Barangaroo OPTIONS need detail design study)

In Slovakia ?? The LRT has BRT (electric busses ?) operating on same lane safely. Maybe it could happen in Sydney also ?

LOCAL STATE MP, Verity Firth supports the LRT extension to WHITE BAY precinct. (especially the proposed Cruise Ship Terminal, and the STATE GOVT approved LRT to Barangaroo will go to the National Trust proposed North Barangaroo Cruise Ship Terminal.

Cultural Buildings in Barangaroo (it is a Cultural Ribbon area in Sustainable Sydney 2030) .

If the Barangaroo North / Mid is the interchange point, it could be the site of a CULTURAL BUILDING.

(e.g. National Trust have supported a Aboriginal Museum / Cultural Center .. Of similar standard to Smithsonian Museum, USA) .

(e.g. Proffessor Peter Weber was very critical of the Barangaroo South (and the rest ?) and gave it at best a P minus.....) .

(e.g. MICA 2 (Museum ?) Instead of the Glebe Society proposal to support a MCA 2 Museum at White Bay Power Station site

(see SHFA web-site for the detailed study of White Bay as a Museum, but still not accepted as buildable ...

(maybe it is “ too far “ from the existing Museum at Circular Quay ??? “)

FUNDING FOR CULTURAL BUILDINGS Various options should be available.

BUT if the WHITE BAY Fast LRT can provide a reasonable equivalent capacity to the WESTERN EXPRESS proposal to BARANGAROO

Maybe ‘ savings “ of \$ 500 mill could help if the White Bay Fast LRT cost \$ 4 bill

instead of the \$ 4.5 bill estimate for the Western Express from Newtown / Redfern to Barangaroo ?

Public Transport Option – FAST LRT

Transport Options = Consider the alternatives to the Western Express Tunnel from Barangaroo to Newtown.

- 1. Light Rail from Central to Barangaroo via Sussex Street Corridor is now part of the Govt Transport proposal.
- 2. City of Sydney support a extension of this proposal to include a 2-way light Rail line on George Street and have it “car-free” with bicycle paths.
(See Cavill Street, Surfers Paradise, Gold Coast BRT (LRT) proposal that has a car-free street , or Broadway , New York, USA)
This affects car flows in / near the city ... It may need various “ possible re-directing of “thru traffic” to Harbour Bridge, etc.
- 3. Western Express route is via the Western CBD corridor to Barangaroo, so it is duplicating (or more ?) the capacity of the LRT street level track . (If this is excessive capacity ? Then alternative solutions were the sensible “ decision-making “ option = yes ?)
Capacity of Western Express route could be 30,000 each way per hour vs LRT (10,000 TO 28,000 per Hr Greens Party info).
- 4. Eco-Transit opposed the CBD to Rozelle METRO claiming the METRO obstructed the HEAVY RAIL PITT STREET CORRIDOR.
Another info source has confirmed the PITT STREET corridor could be part of a MODE SHIFT of Public transport in SBD to reduce (or get rid of) Busses in the CBD .
- 5. Less Busses + less cars in CBD (This is part of a Bike Friendly “ Big Picture “ future proposal for Sydney City) .
(see Sustainable Sydney 2030 for more evidence of long-term bike friendly CBD. see BikeSydney) .
Removing the parked car lane in many CBD streets can create space for many 2-way SAFE + SEPARATED bike paths .
(New York has a proposal to impliment lots of bike paths, and is implimenting quickly. Mr Gehl was the international designer).
- 6. The proposed “ demolition of heritage conservation listed houses in Lemington Street, Newtown “ has been opposed by the affected residents, so alternative ROUTES / Capacity solutions of HEAVY RAIL (or LRT substitutes ?) are good problem solving options.
- 7. Greens “ TRAM POLICY “ costs LRT at up to \$ 29 mill per km. (Plus possible extra for tunnelling ?) .

Public Transport Option – FAST LRT

- Transport Options = Consider the alternatives to the Western Express Tunnel from Barangaroo to Newtown.
- 8. ALTERNATIVE ROUTE = Strathfield to Barangaroo via WHITE BAY ... To Circular Quay
(and possible Pitt Street Corridor TUNNEL
to Central, and possible connection to CITY CIRCLE at Hyde Park area (subject to detail design) .
- 9. = Capacity can be 30,000 or even higher per hr (depending on number of tracks ?)
= Speed (it can be 100 kph (or higher ?) .
- 10. COST ?
 - = \$ 60 mill per km + tunnels = ?? Under \$ 4 bill (without Pitt Street Corridor ? Or with ?) .
 - = \$1.5 bill for 25 km + tunnel costs. ??? (Dulwich Hill 2 track project = \$ 85 mill for 6 km) .
 - = \$ 1.5 bill + \$ 2.5 bill for tunnels (at \$ 300 mill per km = approx 8 km of tunnels ?)
= This needs more accurate detail costings, and construction design solved + LRT modes assessed.
It may also include a LRT FRIEGHT assessment.
- 11. WESTERN EXPRESS is to cost about \$ 4.5 bill for about 5 km of tunnel for HEAVY RAIL project.
- 12. FAST LRT has been studied for GOLD COAST to BRISBANE. It used a 100 kph speed.

Re-Location of Extra Space (30%) ?

• RELOCATION OPTIONS = GLEBE ISLAND ?

- = re-design the proposal for a EDEN GARDEN DOME for Glebe Island (relocate it to WHITE BAY ?)
- = Consider Cruise Ship terminal at Glebe Island, or Barangaroo instead of White Bay..... ?
- = Aim is to re-locate 30% of the office space (and have near to CBD premium " large floor plates ")
- = rough estimation of South Barangaroo site coverage (WITHOUT WATER ?) 66 % ?
- = ? 15 % ? Max or more ? (depends on allowable max hieght ???) .
- = ? 490,000 * 15 5 = 74,000 APPROX ?

HOMEBUSH / MACQUARIE area ?

= ? 100,000 m2 or more space available in future ????

DEE WHY area

= Office Tower in Dee Why CBD / Town Centre..... Say 20 storeys ?? 60 m * 30 m = 1800 m2 floor plate ?
1800 * 20 = 36,000 m2. (or more ? / less ? See SHOROC regional plan etc ??) .

(but this needs FAST PUBLIC TRANSPORT to Central Sydney > BRT mode is supported by SHOROC).

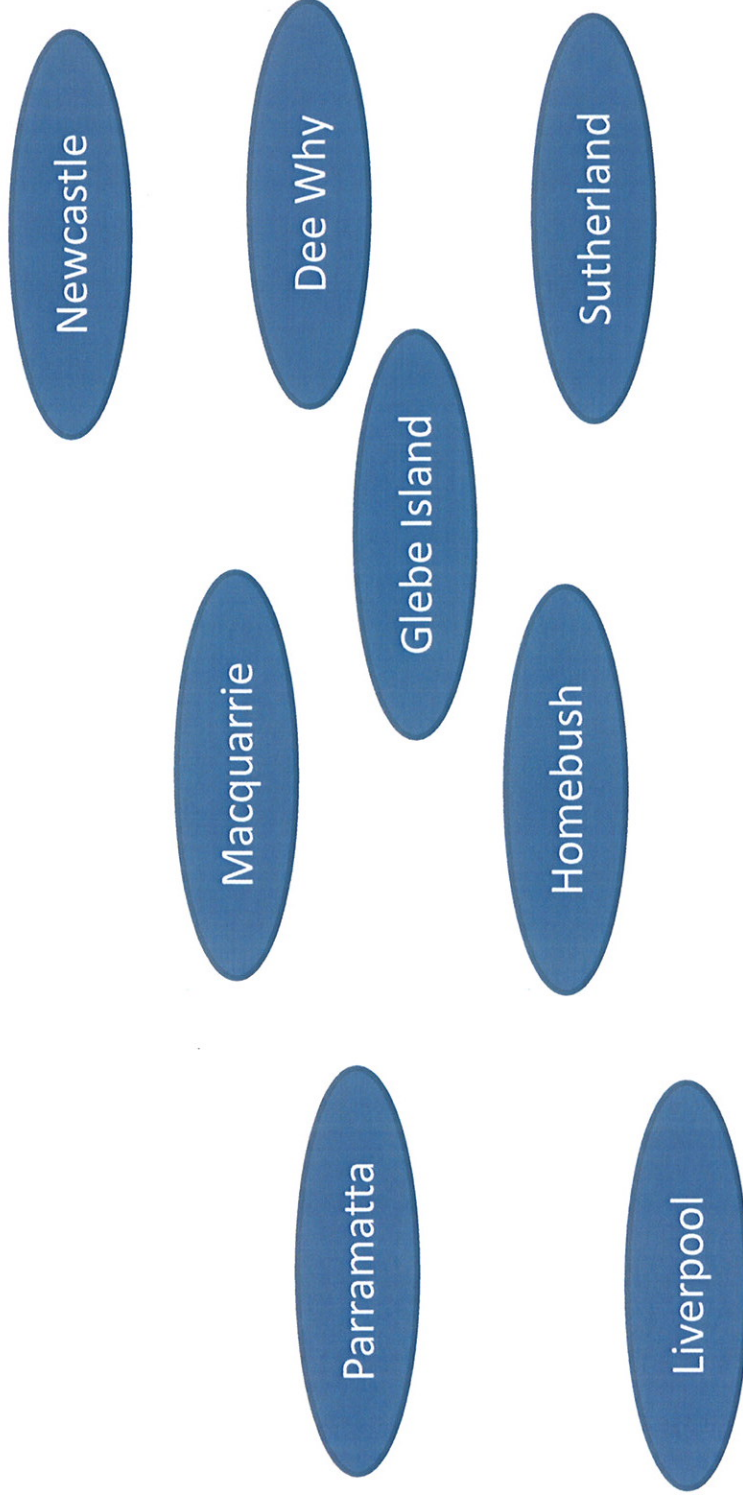
West Sydney ? = ???????

NEWCASTLE area

= 20 Storey * 2000 m2 floor plate. (see GPT abandoned proposal for Newcastle)

= HSR (High speed rail) is proposed between Sydney + Newcastle with Labor Federal Govt proposing a \$ 20 mill feasibility study very soon.

Regional Centre -- other site locations.



* 'Suburban CITY' Large Offices

Woolworths moved from CBD to NorWest Business Park, IBM is near NorWest BP + Commonwealth Bank have moved a large HQ to Homebush Bay.

Years ago, APPLE located its HQ at Frenches Forest. MACQUARRIE REGION may grow in HQ Capacity . Optus moved from North Sydney + COKE COLA –AMITAL moved from CBD (Circular Quay to ???) .

Spreading the PUBLIC TRANSPORT demand may increase / decrease overall
“ carbon reduction ” at Barangaroo (with re-location of 30% extra floor space ?)



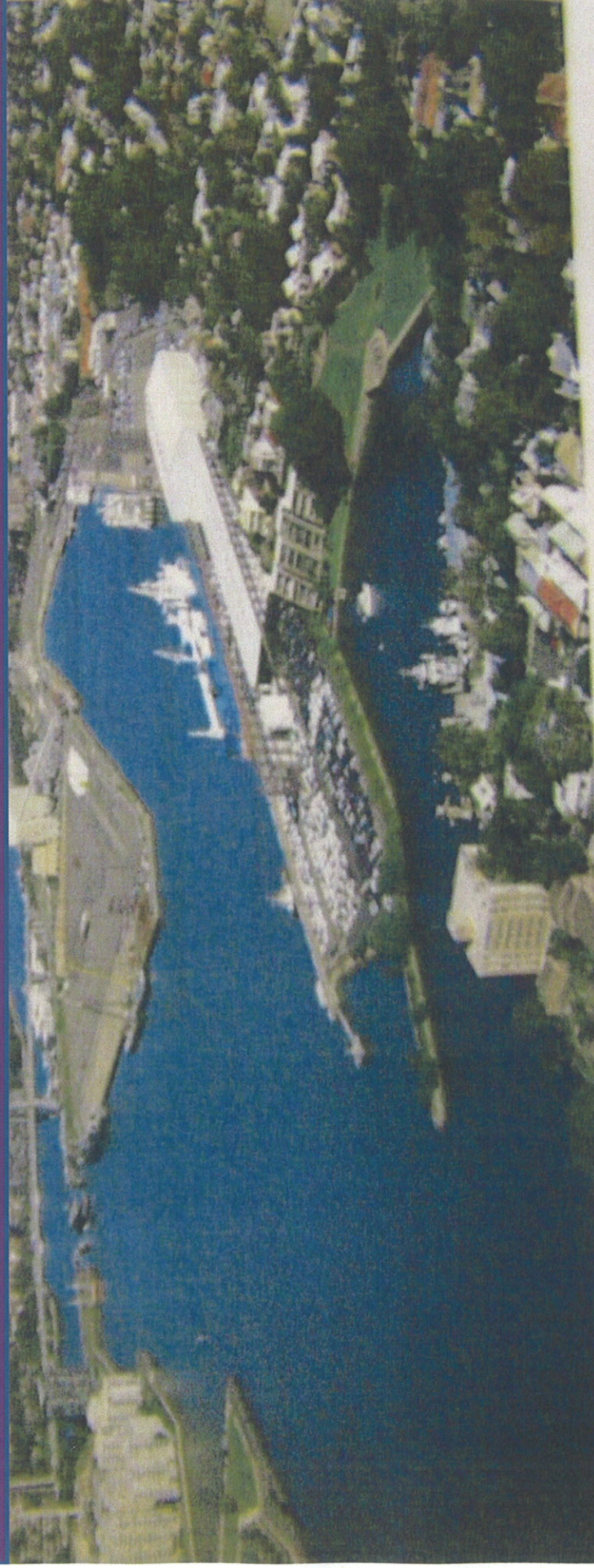
Former shipping /port precinct

WHITE BAY PRECINCT + Barangaroo

Former shipping /port precinct

Preserving the port is an important issue at White Bay + Glebe Island.

Preserving the port is ignored at Barangaroo = WHY ?



View of Bays Precinct looking south-west with Camerons Cove in the foreground.

WHITE BAY PRECINCT

An aerial photograph of the White Bay Precinct in Sydney, Australia. The map shows the city grid, the harbor, and various colored overlays. A yellow area is highlighted on the left, and a blue dashed line runs along the waterfront. Two blue arrows point from text boxes to the yellow area. Labels on the map include 'White Bay', 'Blackwattle Bay', and 'The Harbour'.

Cruise Terminal is
Opposed
By local residents

High Value potential
use on Glebe Island

WHITE BAY PRECINCT

Possible alternative Future for White Bay Precinct



1

Re-location of "extra Space at Barangaroo South" option

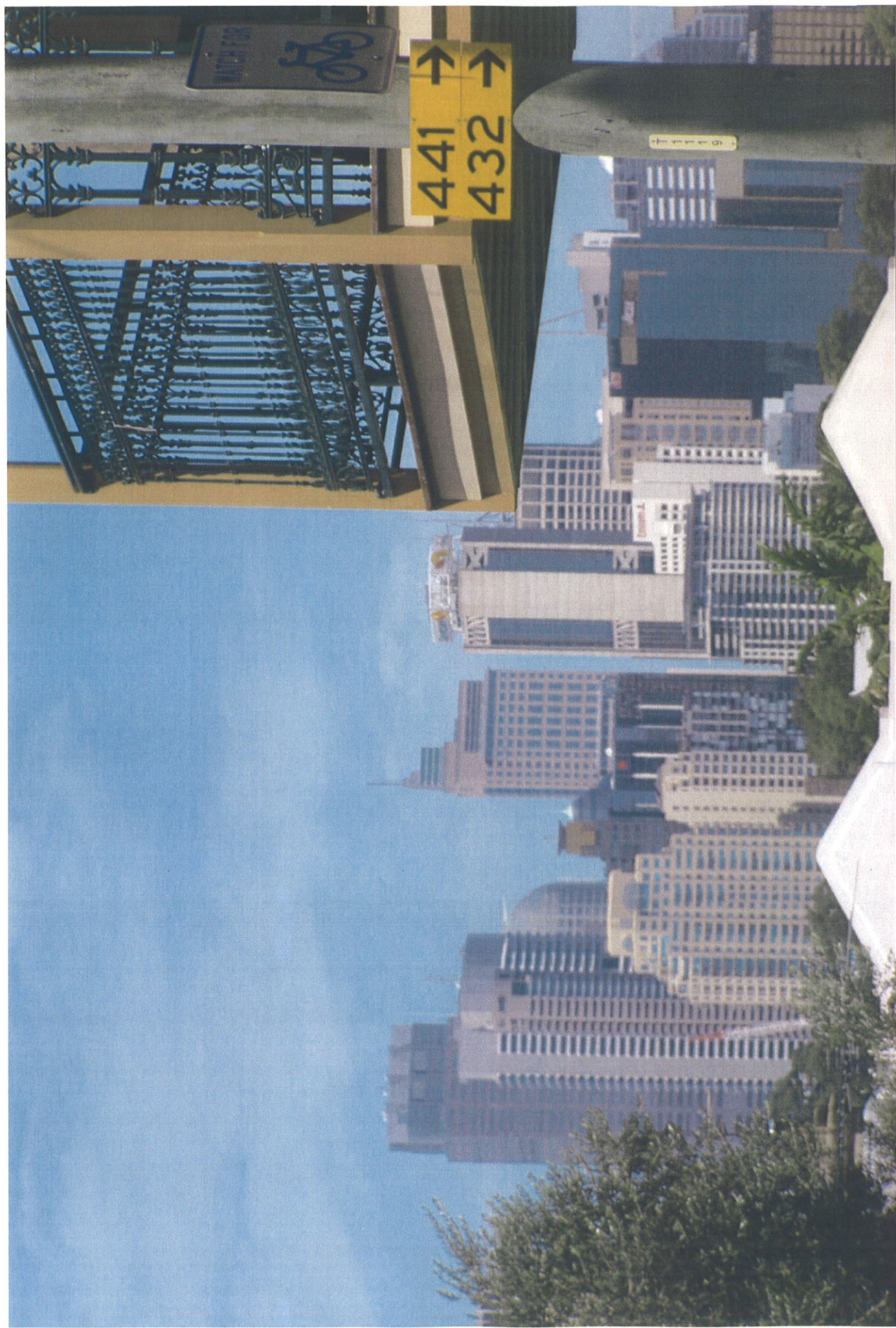
2

Building + Green Roof + Eden Garden on White Bay.

3

White Bay Power Station ?? Arts Precinct or Modern Green Power. ????

WHITE BAY PRECINCT



Views to Barangaroo from Rowntree Street - Balmain