



PCU014397

Paul Franks
Unit 10A / 161 Kent Street
Millers Point NSW 2000

06 September 2010

The Director, Government Land & Social Projects
Department of Planning
GPO Box 39
Sydney
Email: plan-comment@planning.nsw.gov.au

Department of Planning
Received
10 SEP 2010
Scanning Room

Dear Sir

RE: Proposed Major Project Application reference MP06-0162-MOD4
Barangaroo

I object to this proposal proceeding as it fails the following, & impacts on the current existing amenities of the residents.

- 1 The current concept plan differs & does not comply with the approved concept plan & the current exhibited models & documentation are conflicting & misleading.
The proposed GFA is now some 80% more than the original GFA of the approved concept plan & is now a gross over development.
- 2 Does not provide the 50% of dedicated public open space in the approved concept plan protected permanently from further development. New Harbour Water Inlets should not be counted as dedicated public open space, as the public cannot walk on water.
The set back of buildings has been reduced to 30 M to match the existing King Street Wharf & Darling Harbour developments which already are proving to be too narrow for public use.
- 3 Does not provide for the increase in pedestrians & vehicles by way of additions to roads, footways, & public transport.
- 4 Destruction of Maritime history infrastructure & The Working Harbour.
- 5 Removal of the cruise ships terminal & proposed relocation to White Bay, & there is no Authority approval for a Cruise Ship Terminal at White Bay.
- 6 Does not protect the Harbour from privatisation such as the proposed Hotel over water
- 7 The NSW Government has not provided complete transparency & accountability for public consultation, planning, approval process, & financials.

The NSW State Government is in breach of the correct process of disposing of crown land, due to the conflict of interest of being the land owners & the 3A Consent Authority over the same land.

There is a conflict of interest due to profit sharing between Lend Lease & the various NSW Governments departments.

- 8 The proposed high rise buildings are located further north of the approved concept plan & will cause considerable view & property value loss to existing residents.
- 9 There is no justification for the huge under ground parking due to easy access to the nearby major train, bus & ferry terminals & the use of increasingly popular car share schemes proposed by other responsible Authorities to reduce vehicle traffic.
The entire application should be with drawn on the basis of inaccurate documentation as the Bulk Excavation & Basement Car Parking application Reference MP19_0023 seeks approval for maximum 880 spaces cars while the drawings & associated schedules represent 1025 car spaces, & this application Reference MP06_0162_MOD4 seeks to increase this parking to 2,700 car spaces.
- 10 The proposed traffic assessment is wrong in describing that the surrounding roads can absorb the increase, as already there are traffic jams at peak hours in Kent Street approaching the Harbour Bridge, compounded by the recent loss of one traffic lane to Kent Street to a cycle way.
This shows a complete break down of cooperative planning between Authorities resulting in the SHFA (NSW Government) increasing the traffic flow into Kent Street while the Sydney City Council is doing the exact opposite by reducing the traffic flow by reducing the number of traffic lanes. Further traffic & resulting traffic jams will make it difficult for existing residents using their cars in this area to access their buildings.
- 11 The application makes reference to The Metro should it proceed. It is therefore unclear on whether the traffic studies include The Metro or not.
- 12 The disposal of the toxic excavated material cannot be used to cover a further car park & create a headland park as to date these elements have no final approval.
The present hard standing is protecting the public from the under lying toxic fill. To stockpile this fill above ground will expose the Public to toxic & dust health hazards & deny the Public access to large areas of Barangaroo to be used as a stockpile area by Lend Lease for unknown extended periods.
Why should the local Residents be subject to these health risks for development opportunities?

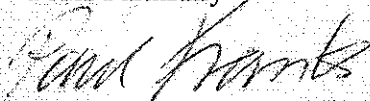
It is not acceptable that "Predicted Health Impacts associated with the DECCW declared portion of the site & other works will be part of a separate project application"

The proposal fails to disclose that Hickson Road will need to be closed to dispose all known under ground toxic material

The statement that air pollution will only effect the western facing air intakes to existing buildings is grossly wrong & demonstrates the misleading & dishonest information in this proposal.

- 13 The proposal removes the cruise ship passenger terminals. In years to come when the world runs out of fossil fuel we will regret their loss as the best & perhaps only practical solution for people to travel overseas.
The existing terminal is an enormous benefit as the gateway to Sydney in conjunction with nearby Circular Quay. All existing berthing facilities must be retained to accommodate the maximum number of ships, for the future. Other cities have recognised the importance of shipping terminals & have successfully retained & incorporated them, e.g. Harbour Side Singapore, Docklands Cape Town, Shanghai China, Yokohama Japan, & Canada Bay Vancouver, & in Australia, Hobart, Melbourne, Newcastle, Brisbane, Cairns, Darwin, & Perth.
A reminder of the past mistakes made in removing existing infrastructure is the loss of Sydney's great tram service regarded as the best & most extensive in the world, in contrast to the poor service & extent of the present day Mono Rail & Light Rail.
- 14 Hickson Road is too narrow to accommodate the proposed retention of existing parking, (presently 50% occupied all day by roting of the disable parking scheme) increased traffic, & some form of public transport i.e. light rail etc. Without a new public transport, the increase use of private vehicles may well need the introduction of unpopular controls such as congestion taxes.
- 15 The toxic waste clean up must be paid for by the people responsible for the toxic waste & not at any stage before, during or after the development, by the Public, or from any profits from Barangaroo which also belong to the Public.
- 16 The proposed huge buildings will capture & compress the very strong westerly winds with the resultant accelerated winds heading for Gas Lane as the only available escape channel

Yours Faithfully



Paul Franks

CC

Kristina Keneally	NSW Premier
Tony Kelly	NSW Planning Minister
Barry O'Farrell	NSW Opposition Leader
Brad Hazzard	NSW Shadow Roads & Ports Minister

Andrew Stoner	NSW Shadow Roads & Ports Minister
Clover Moore	MP & Mayor of Sydney
Andrew Petrie	Mayor of Woollahra
Genia McCaffery	Mayor of North Sydney
Jamie Parker	Mayor of Leichardt
Sam Iskander	Mayor of Marrickville
Alan Jones	Radio Talk Back Host
Robert Domm	CEO SHFA
Tanya Plibersek	Federal Member for Sydney



NSW
Business
Chamber

10 September 2010

The Hon. Patricia Forsythe
Executive Director

Mr Daniel Cavallo
A/Director Government Lands and Social Projects
NSW Department of Planning
23-33 Bridge Street
Sydney NSW 2000

Department of Planning
Received

13 SEP 2010

Scanning Room

Dear Mr Cavallo

Submission: Part 3 A Barangaroo Concept Plan Amendment (Modification No4)

The Sydney Business Chamber (SBC) is a division of the NSW Business Chamber and represents 130 of Sydney's leading corporations with an interest in contributing to the economic, social and cultural vitality of our city. Our members range from multinational corporations to "iconic" Sydney organisations and institutions. The SBC has a significant interest in major urban renewal projects that reinforce Sydney as a global city.

The SBC welcomes the opportunity to comment on the public exhibition of Barangaroo South development project by the NSW Department of Planning. Hotel development, additional gross floor area and height are of significant importance as Sydney needs to meet the demand in commercial floor space and provide adequate infrastructure to support Sydney's growth. The final design encourages a mix of uses (commercial, residential, hotel and entertainment) to ensure that the area remains vibrant day and night. The urban project will support Sydney's continuing growth as a major business and financial hub in Asia.

Sydney: A Global City

The Barangaroo South project will deliver considerable benefits for Sydney's economy, tourism, jobs, and transport. Lend Lease has ensured that the final design plans achieve an appropriate balance between commercial, residential and public needs for the historic redevelopment. 'With increasing globalisation, urban design can be the distinctive factor that sets apart a city from others in the competition to retain and attract people to live, work and visit. A well-designed city provides a vibrant and comfortable city-life within a quality cityscape'.¹

The final design for Barangaroo South promotes human interaction and communication. 'The increasing ubiquity and mobility of information technology paradoxically stresses the importance of face-to-face human interaction so that, at the dawn of the 21st century, business is communication'.² Barangaroo South combines commercial and recreational activities that enhance interaction and offer the opportunity for a CBD with a 24-hour urban life.

¹ Urban Redevelopment Authority Singapore, (2010), *Architectural Urban Design Excellence*,
<<http://www.ura.gov.sg/auade/>>

² El Croquis, (2007), *OMA Rem Koolhaas*, p. 179

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Sydney Business Chamber
Helping Sydney maximise its
potential as a leading global city.
Sydney Business Chamber is a
division of NSW Business Chamber
which represents 20,000
businesses across the state.



The Barangaroo development capitalises on the live-work-learn-play concept within the city, offering residential occupiers and office tenants highly convenient access to shopping clusters, transport networks and vast dining options. It will bring in new business, attract and retain talent, increase tourist arrivals, create jobs, and enhance Sydney's reputation as a global city.

Sydney faces strong regional competition from Hong Kong, Singapore, Seoul and Tokyo as well as other Australian cities such as Melbourne and Brisbane. The SBC believes that Barangaroo South precinct would be a major advance in enhancing Sydney's competitiveness particularly in developing a strong, internationally engaged knowledge-based economy.

The transformation that Sydney has embarked upon to market itself better is a positive one: that Sydney is a great city to live, work and visit. The development of Barangaroo South is a key project for Sydney's brand. The project will 'inject over \$1.5 billion every year into the economy when completed and have an end value of \$6 billion, positioning Sydney on the global business stage'³. Barangaroo South will be a workplace for over 23,000 people and will create 6000 new jobs across a range of sectors including 'financial services, professional services, retail, hospitality, catering, building management, land maintenance, cultural, entertainment, tourism and transport'⁴. Barangaroo is a bold and exciting addition to Sydney and sends the message that we are optimistic about Sydney's future.

Sydney leads in liveability. Highly liveable cities must serve the lifestyle needs of their professional classes.⁵ Perhaps more than any other measure, a city's influence in the business world, or 'financial clout', is used as a marker for a global city.⁶ Additional commercial space was approved for Barangaroo in 2009 to attract leading businesses to the precinct. Barangaroo is the last significant opportunity of new commercial office space in the city and with 500,000 square meters of commercial floor space, the precinct 'will meet over 40 per cent of the forecast demand for Sydney office space over the next 10 years'⁷.

Barangaroo South will enhance Sydney's reputation as an innovative financial hub whilst simultaneously addressing emerging opportunities, including:

- connecting the Barangaroo precinct with the CBD;
- interconnectivity of the Barangaroo precinct to the significant development of Darling Harbour South; and
- Taking advantage of the concurrent revitalisation of the nearby Chinatown area and the University of Technology Sydney campus development.

The economic crisis has provided the opportunity for structuring economic recovery in ways that are more environmentally and socially sustainable⁸. Cities are the primary consumers of energy worldwide, so an increase in urban energy efficiency and renewable energy use will have a significant impact on quality of life. Low pollution levels will increasingly be a factor driving the attractiveness and efficiency of urban areas. Barangaroo South will be world

leading in terms of sustainability with zero carbon, water and waste providing the city with a unique opportunity to exhibit itself as a redevelopment of excellence. The SBC welcomes the application of sustainability principles in the buildings and surrounding construction in economic, environmental and social terms, all while meeting the requirements for technical and functional performance.

³ Lend Lease, (2010), *Barangaroo South Briefing September 2010*

⁴ Lend Lease, (2010), *Barangaroo South Briefing September 2010*

⁵ PricewaterhouseCoopers, (2010), *Cities of Opportunity*, p. 52

⁶ Sydney Business Chamber & PricewaterhouseCoopers, (2010), *Sydney: Australia's Global City*, p. 8

⁷ Lend Lease, (2010), *Barangaroo South Briefing September 2010*

⁸ OECD, (2010), *Cities and Green Growth: Issues Paper*, p. 3



Barangaroo South will be an international destination with a new luxury hotel, restaurants, cafes, parklands, and entertainment and cultural facilities making it one of the most vibrant precincts in Sydney. The CBD needs a new 5-star hotel that is co-located within the financial district. The proposed landmark international hotel will form an iconic statement for Sydney. The final design encourages a mix of uses (commercial, residential, hotel and entertainment) to ensure that the area remains vibrant day and night. The urban project will support Sydney's continuing growth as a major business and financial hub in Asia.

Transport is central to economic and social development and the SBC has been a consistent advocate of need for a comprehensive transport strategy for Barangaroo. The SBC welcomes the comprehensive considerations of transport solutions for Barangaroo South and the focus on sustainable systems that better meet community and stakeholder needs. The planned light rail link, new ferry terminal, bus routes, bike paths and walkways will together create a truly seamless transport system for Barangaroo South. The SBC encourages greater cooperation in decision-making among authorities and agencies at different levels of government and across sectors to manage congestion levels in the precinct and the rest of the CBD.

The Sydney Business Chamber thanks the NSW Department of Planning for the opportunity to comment on the amended plan. Should further comments be sought I would be pleased to speak to the submission.

Yours sincerely

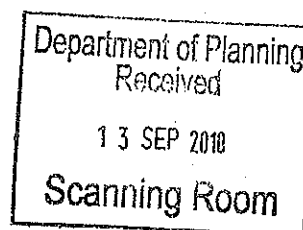
A handwritten signature in dark ink, appearing to read "Patricia Forsythe".

Hon Patricia Forsythe
Executive Director



7 September 2010

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



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

Dear Sir,

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

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

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

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

Yours sincerely

A handwritten signature in black ink, appearing to read "David Vaux". The signature is fluid and cursive, with a large initial 'D'.

David Vaux
Owner, Unit 1906
183 Kent Street, Sydney

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

Unit 26, 155 Kent Street,
 Millers Point
 NSW 2000

6th September, '10

Opposition to Barangaroo site, reference MPO6-0162 MOP4.

The Minister, Government Land and Social Projects,

Dear Sir

I, Anne David, of the above address, am writing to express my opposition to the proposed development reference MPO6-0162 MOP4.

The whole site should have been retained for public use including parklands, recreational facilities e.g. sports field, walkways, cycle track, skate board park, picnic area and a modern cruise ship terminal.

I definitely oppose any building intruding into Sydney Harbour.

Buildings along a waterfront should be low. The Harbour must not be cut off from the city.

The present planned height, size and number of buildings are more than shown in the original concept plan.

Concrete plans for transporting the proposed number of people to and from Barangaroo are not yet finalised.

Suggestions to use the existing city railway stations are flawed due to the already overcrowding on the platforms.

at peak hour.

The number of car parking spaces has risen. This increased movement of cars in and out of Barangaroo will seriously affect the extremely busy streets of Margaret and Esplanade.

The cruise ship terminal should still be at Barangaroo.

I am also concerned that work has started on the Barangaroo site even before any development has been formally approved.

Yours faithfully
Anne David (Mrs)
Anne David.

I wish to advise that I have made
no political donations at all.
A David.

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From: Julia Souter <juliasouter@mac.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 14/09/2010 8:33 am
Subject: Barangaroo Development

To: The Director, Government Land and Social Projects

I own a property on Kent Street, Sydney. The property faces the Western harbour. I purchased it in full awareness that it would be affected by the Barangaroo development. However I considered the original plans positively beneficial to the area, combining office space with significant amenity value to residents in the area.

I have watched with growing alarm as the original plans were ditched and the density of office space sharply increased, culminating in the latest monstrous proposals which will cast a blight on the area by the hugely disproportionate size of the new blocks in relation to the surrounding area and the almost cynical sweeping away of amenity in favour of the commercial aspect. The development will be severely detrimental to the existing residential blocks on upper Kent Street, which will suffer major loss of sunlight in the latest plans in addition to the visual impacts.

I urge you to intervene to stop these proposals from being approved and to bring them back to a sense of proportion. At a time when more than ever urban developments have to be considered in relation to their total civic impacts, approving the latest proposals will be damning legacy for future generations of Sydney siders.

I count on your giving this matter your most urgent consideration.

Yours sincerely,

Julia Souter

Owner 187 Kent Street, NSW 2000

13 September 2010

Attention: *The Director, Government Land & Social Projects*

To Whom It May Concern:

YOUR REF: MPO_0162MOD4

My wife, Susan and I are owners of Apartment 1711 at 183 Kent Street, Sydney, known as Stamford on Kent which contains 230 apartments with 2 stratas. We bought our apartment as an investment to live in upon our retirement in a few years time. I am writing to lodge an objection with respect to a proposed recent modification to the approved Barangaroo development relating to Block 4.

I did not have any inherent objection to the development of Barangaroo as proposed with the competition winning design recently released through the State Government. What I am finding is that the increase in development density, almost by stealth, is slowly but surely resulting in development concepts which seem to discard many of the urban planning principles extolled as virtuous in the original proposal.

My particular objection is to the increased height and placement of Block 4, which will now have a detrimental effect on the views, amenity and outlook from our building. This latest planning incarnation blocks most westerly views from our building and introduces considerably more privacy issues.

When we bought into our development we were informed that development in our area had to comply with current Sydney City Codes with a maximum height of 8-10 floors. I am fascinated how this proposed building 4B with an anticipated height of 175M, which is the equivalent of that of Australia Square, could be allowed to proceed with no respect whatsoever to the amenity of adjoining residences. Building Block 4 has appeared from nowhere and was never on the originally published approved scheme.

I would urge the Government to have a close look at what I perceive to be a glib reference to the impact assessment on Stamford on Kent where the impact on our building within the amended planning report only attracts a one-line statement which reads "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. I strongly urge your advisors to have a close look at what is actually proposed. I am of the opinion that there has been very little thought of view-sharing at all with the proposed position of Building 4B on the site and if the new Block 4B goes ahead, it will have a major detrimental impact on the real estate values of the Stamford of Kent apartments.

With the originally approved proposal for Barangaroo, the bulk of the development was contained at the southern end of the site which resulted in the existing residential buildings along Kent Street not being that greatly detrimentally affected. I was of the impression that the planners might have taken into consideration that the existing residential buildings were the home to the majority of the existing full time residential population in that area who had bought their homes on the basis that any other development would take place within then known planning controls.

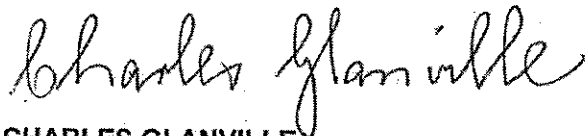
By locating the bulk of the development to the southern end of the site, the main impact would be on existing office type development with a transient population working in a location with which they would not have any particular affinity.

Could you please urge the planners to ensure that the original design principles are maintained in any attempt to increase density for whatever reason.

The final irony of the proposed amendments by Lend Lease is that the Stamford on Kent building is an adaptive re-use of the original Caltex House which was the first major development in Australia of Dick Dusseldorf, founder of the original Civil & Civic Organisation, the forerunner to the present Lend Lease Group. The success of Caltex House was as crucial to the development of Lend Lease as a successful organisation, that I feel that Mr. Dusseldorf would be turning in his grave to know that a later generation of leaders of Lend Lease would do anything to destroy the financial viability of this building.

Please consider the amenity and investment of existing residents who have already invested in the Barangaroo precinct so that everybody – not just Lend Lease – is able to participate beneficially in this development.

Yours faithfully

A handwritten signature in cursive script that reads "Charles Glanville".

CHARLES GLANVILLE

Owner

Unit 1711/

183 Kent Street

Sydney

Professor W D and Mrs B K McGaw
Stamford on Kent
Apartment 2605
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
Plan_comment@planning.nsw.gov.au

RE: MPO_0162 MOD 4

Dear Sir/Madam

We are owners of several years' standing in *Stamford on Kent* (Caltex House refurbished), a residential apartment block of owners who have deliberately chosen urban living within a village precinct shared with government housing tenants and others partial to city life and its cultural amenities. Kent Street residents are not, as strident voices sometimes provocatively proclaim in public forum relating to Barangaroo, silvertails wishing to deprive non urban Sydney dwellers of the opportunity to enjoy the delights of Sydney Harbour. We belong to a mixed group of several thousand Millers Point residents, some of whom are voiceless as non property owners. We speak for them as well as for ourselves.

We wish to voice our objection specifically to the following examples of potential urban congestion and curious planning clearly incompatible with established harbourside landscape existing under thoughtful planning controls in obvious evidence at Darling Harbour, King Street Wharf, Millers Point, Walsh Bay, Dawes Point, Circular Quay, eastward and indeed through Pymont and westward:

1. The height and placement of the aptly named Block 4 as currently conceived will block sunlight, privacy and amenity of three existing residential apartment buildings on the cliff above Hickson Road.
2. The serious overshadowing effects of all the proposed towers on Barangaroo will prevent the existing residential apartment buildings from adopting *green* and sustainable power sources actively encouraged by our state and federal governments. This is a serious flaw in the Lend Lease proposal, in ironic breach of government and scientific advice given the evangelism about sustainability of the Barangaroo Authority publicity blurb.
3. The ever increasing proposed heights of both residential and commercial towers, and the concomitant loss of human scale are incompatible with widely accepted living conditions in major Australian cities. Sydney is not a city such as Hong Kong or Shanghai needing to accommodate millions of people. Indeed our own federal parliamentarians themselves are questioning the merits of a 'big Australia'.
4. The quite recently constructed apartment buildings such as the apartments and offices abutting Gas Lane, will simply be smothered and congealed by the proposed towers. New harbourside constructions of recent years have been obliged to comply with current Sydney codes of reaching only 10

storeys maximum. It is a matter of public curiosity that these codes have been superseded by the Lend Lease proposed plans.

5. It is a further matter of planning curiosity that the impact assessment has failed to consider or address the loss of current amenity for urban residents in the Kent Street precinct between Margaret and High Streets Millers Point.
6. CBD residents are not naïve. They are conscious that views can be compromised to some extent by development. We ourselves understood that a view of the Sydney Harbour Bridge we had when we bought was likely to disappear in time. We accepted this with good grace.

No one in *Stamford on Kent* or neighboring residential apartments would argue that development along Barangaroo should not take place. Although a contaminated site, with the prospect of future litigation from this circumstance, it is understandable that a pragmatic government or its designated Authority would believe it ripe for residential, commercial and tourist redevelopment without recourse to residents' opinions.

What is important from hereon is that established planning controls are not abandoned in favour solely of a developer's financial interests.

It is the mix of residents which makes a city what it is and the current citizen mix at Millers Point and its environs prevents the CBD from becoming a social jungle needing fierce policing outside business hours.

A decent and feasible solution for all stakeholder interests is to

1. drop the excessive building heights in favour of housing which meets current planning codes
2. reduce the scale of the headland park to accommodate Item 1 and
3. meet local residents', and others', concerns.

This is not difficult to achieve.

This letter has been copied to the following instrumentalities:

- The Lands Minister
- The Opposition Leader
- The Opposition Planning Minister
- The Barangaroo Authority

Yours faithfully

William and Beverley McGaw
bmcgaws@bigpond.com

Mr JD Murray
Unit 2103/183 Kent Street
Sydney NSW 2000

14 September 2010

The Director
Government Land & Social Projects
Department of Planning

Email: plan_comment@planning.nsw.gov.au

Dear Sir,

Barangaroo Concept Plan Amendment (MP06_0162 MOD 4)

I am a long term resident of the Stamford on Kent residential building at 183 Kent Street, Sydney. I reside on the western side of that building.

I strongly object to the latest proposed modification of the Barangaroo Concept Plan.

Every modification made to the plan so far has increased the adverse impact of the proposed development on the residents of the Stamford on Kent. The latest modification (of which very little information has been made available to the residents and models of which were on display for only a few days) depicts an entirely new residential tower in building block 4B which towers over the residential buildings in Kent Street reaching what appears to be approximately twice their height.

Such a building was never part of the prior proposals for development of the site. The building vastly exceeds what were previously described as maximum height envelopes for the relevant part of the site. The building has a devastating effect on the views, light, shadowing, and general amenity of the residents in the adjacent Kent Street and Hickson Road buildings.

I understand that the proponent suggests that the proposed building is planned "to achieve a view sharing outcome for apartments with a western outlook from the Stamford on Kent" (although the view diagrams which allegedly exist in relation to the Stamford on Kent building have not been put on display or made easily available to the residents). The proposed building is up to twice the height of the present residential buildings in the area and is to be built directly in front of an existing building so as to entirely block the direct view from a large number of apartments. To suggest that what is proposed is view sharing is ludicrous.

The existing proposed overdevelopment of blocks 1-3 already blocks substantially all of the southern views from the western facing Stamford on Kent apartments. If the proposed building in block 4B proceeds then virtually all of the views from the west facing apartments in the Stamford on Kent will be lost to the same proponent. This simply cannot constitute view sharing.

Additionally, the public transport and traffic management proposals for the development (including a substantially increased number of residential apartments) are inadequate. Traffic in Napoleon Street, Kent Street and Clarence street adjacent to the Harbour Bridge entry is already gridlocked at rush hour, and this is before any development is undertaken. This position will only be made worse by the proposed development.

Yours faithfully



JD Murray

14 A King Street,
Glenbrook. 2773
11.9.2010

The Director General
Department of Planning
GPO Box 39
Sydney 2001

Attention: Planner Urban Assessments – Mr. David Gibson


Dear Mr. Gibson,

I am just a very average citizen, a mother, a grandmother. I am writing to you about the Lend Lease take-over of Barangaroo. I have many objections to the new development plan and the complete abandonment of the original concept plan, but what distresses me most of all is that this is a betrayal of our democracy.

I know that I am just one voice, but I echo the concerns of friends and colleagues who are dismayed at what we see as collusion between our inept and corrupt state government and the profit-before-people firm, Lend Lease.

Our beautiful city deserves the best: the original development, and a transparent and democratic process. I trust that in your position, you will ensure that integrity prevails and this will be so.

Yours faithfully,


Julie Hawken.

FOR SUBMISSION TO:**THE DIRECTOR GENERAL, DEPARTMENT OF PLANNING,
GPO BOX 39, SYDNEY, NSW 2001.****NOTE WELL:**

The following is a concept only. The concept is being submitted to the alleviate the issues of congestion and connection between the future Barangaroo precinct, and its' neighbouring InnerWest.

The author of this submission believes this concept would create direct benefits for the Sydney city CBD and commuters living abroad – he also believes it will enhance the culture and appreciation of Barangaroo itself.

* THE AUTHOR DOES NOT WISH HIS NAME TO BE MADE PUBLIC ON ANY DEPARTMENT WEBSITE OR PUBLICATION OTHERWISE, AS HE IS INDEED A PRIVATE RESIDENT BUT WORKS FOR THE MEDIA, AND NOTES THE PLANNING FOR (AND OPPOSITION TO) BARANGAROO IS BECOMING A HEATED PUBLIC SHOWDOWN. HE IS INDIFFERENT TO THE BARANGAROO DEVELOPMENT ITSELF, THIS SUBMISSION IS ONE CONCERNING WHAT HE FEELS IS NECESSARY FUTURE TRANSPORT INFRASTRUCTURE.

** THE COTRIBUTOR HAS NEVER USED HIS PROFESSIONAL CONNECTION TO THE MEDIA TO PROMOTE THIS CONCEPT - HE WOULD PREFER THAT BE DONE BY DEPARTMENTS AND CONTRACTORS RESPONSIBLE FOR BARANGAROO.

OFFICIAL CONCEPT SUBMISSION:

The contributor wishes to note that no direct or efficient land bridge currently exists in Lend Lease's submitted plans for the development of Barangaroo, between the Barangaroo precinct and the neighbouring InnerWest.

The InnerWest is by far the closest suburban population and workforce to Barangaroo – separated only by 400 meters of water. It is nonetheless the only gateway to the CBD, for commuters living in Western Sydney.

Because Barangaroo will depend on commuters/tourists from Sydney's Inner and Outer West essentially traveling to Barangaroo via the CBD,

and Barangaroo has a potential workforce of 30,000 people, this will contribute greatly to an increase in congestion within the CBD - this congestion and its impact on greater Sydney, cannot be underestimated.

This contributor suggests that the concept of an 'Immersed Tube' tunnel be explored by way of a feasibility study, to link Barangaroo with the Balmain Peninsula (just 400m away, by water).

Balmain is a direct extension to the entire InnerWest, and can connect much of the neighbouring belt by lightrail extensions along its disused freight lines, already in place at White Bay.

If such a lightrail extension were continued to the current Lilyfield lightrail station, then this could potentially service an express lightrail service from the future Dulwich Hill extension, into and along White Bay, directly into Barangaroo. It could then interchange with the proposed Hickson Road lightrail link with Central.

An express lightrail service like this could cut a potential 30minutes+ from the current commute time, as it stands. This is because it would effectively by-pass the inefficient loops through Annandale, Glebe, Pyrmont, Haymarket and the rest of the CBD, just to reach Barangaroo.

That makes lightrail a viable commuter alternative to motorvehicles, for everyone living from Balmain East to Dulwich Hill, allow these residents to save time and money (on parking).

The number of cars it could alleviate from the InnerWest approaches to the city would have wider-reaching benefits for commuters in outer Sydney.

The 'Immersed Tube' would be a car-free, cost-effective way of breaching the narrow waterway between Barangaroo and the InnerWest.

It would only carry lightrail, pedestrians and cyclists. It could also house a cultural walk-through gallery to promote the heritage of the areas it intends to connect. It would not cater for cars or buses - for both the Sydney CBD and InnerWest have quite enough of them already.

In this regard, it would allow for the extension of the current 'Greenway' into the heart of the northern CBD - again - this is a great thing to relieve future congestion and create a safe commute for cyclists.

Whilst the contributor of this idea is not an engineer, he has had it

estimated that it would cost anywhere between \$45-150million (AUD) and this is the equivalent of 2.5% of Lend Lease's projected budget for the entire Barangaroo precinct.

The contributor of this idea believes this is a worthy investment to ease what will otherwise likely become a congestion nightmare for western commuters entering Barangaroo via the city. He heavily implores the Barangaroo Delivery Authority, Sydney Ports, the Dept. of Planning and other relevant departments to investigate this concept's merits by way of a feasibility study.

From there, if it is seen to be a worthy idea, he would encourage them to adopt it as an integrated priority for the future Barangaroo development.

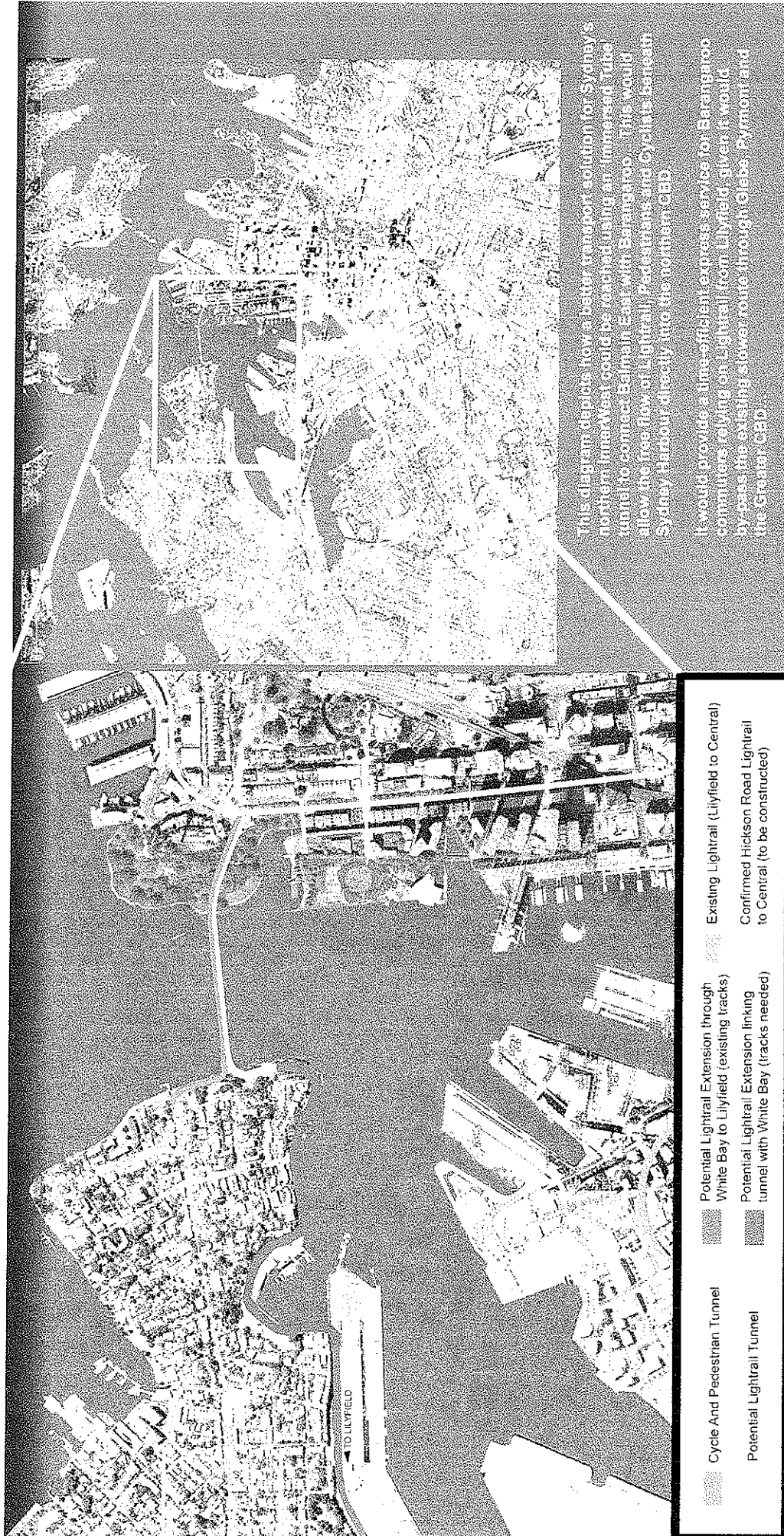
As well as alleviating future road congestion, the contributor believes this concept will do much to re-invigorate old community ties, tourism and commerce once lost between Millers Point and Balmain.

These relationships were effectively severed when the maritime authority concreted the over the waterfront at Millers Point, and the car took over from maritime shipping, as the dominant form of transport and business mobility throughout Sydney.

The contributor believes this will greatly add to the future character of Barangaroo - support small businesses (by way of easier public transport in the region) and thereby create a greater appreciation for Barangaroo throughout Sydney at large.

Please accept this submission for consideration.

BALMAIN-BARANGAROO CONNECTED

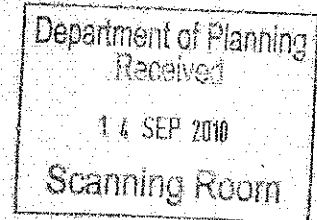




L & S Fletcher
11B/2 Bowman Street
PYRMONT NSW 2009

10 September 2010

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



Dear Sir or Madam,

OBJECTION TO BARANGAROO DEVELOPMENT

Thank you for the opportunity to comment on the proposed development of the Barangaroo site on Sydney's foreshore. Firstly, we are not opposed to reasonable development of the site and recognize the opportunity that the site provides for an expansion of both commercial and residential facilities as a vibrant extension to the City of Sydney and, most importantly, a continuation of the public foreshore promenade to link Darling Harbour ultimately through to the Botanic Gardens.

Similarly, we have no issue with Lend Lease being selected as the preferred tenderer for the site and recognize that their proposal is entirely consistent with their primary objective as a developer and a public company, namely to maximize their return to shareholders from all development opportunities. Accordingly, they cannot be blamed if the relevant planning authority and / or Government minister permit overdevelopment of this iconic site and the breaking of not only planning controls but also sound and basic planning and urban design principles. In our opinion if the current scheme proceeds the blame must rest squarely with the planning authority and the NSW government.

The NSW government has set the planning rules for development of this site through a process of both design excellence (via a design competition to select a preferred built form outcome) and through extensive public consultation in the formulation of the planning controls prior to the selection of a preferred tenderer. In our view the rules adopted for this site already granted a very significant bonus for the future developer, and no doubt a significant bonus to the NSW government as landowner, by permitting much higher buildings on the foreshore than was hitherto possible under the planning controls for Central Sydney. In essence, the planning controls for the Sydney CBD limited tall buildings to the central ridge with the height of buildings scaling down to the east and west towards the foreshore. In our view that remains the correct urban design principle.

In our opinion there can be no possible justification for a preferred tenderer to depart from the planning controls that formed the basis of the tender. Clearly any such proposal is not conforming

to the rules that applied at the time of the acceptance of their tender. If there is to be any departure from the building form and floor space ratios established by the NSW government through the previously mentioned process of establishing the planning rules for the site, the whole process must start again. This would necessitate a fresh design competition followed by public exhibition of any planned changes to the development controls the site. Only after final adoption of any such new controls can fresh tenders be called for development of the site.

In our opinion there are two fundamental objections to the current proposal. Firstly, it is our view that there is absolutely no justification for extending the site into and building a hotel or any other building on Sydney Harbour. Sydney Harbour is widely recognized as one of the most beautiful natural harbours in the world. The fact that the immediate foreshore in this location has been modified by reclamation to suit its previous maritime role does not provide any justification for a further encroachment into the waters of the Harbour. The current proposal for a so-called "iconic hotel" is reminiscent of the type of development occurring in Dubai and is totally abhorrent to the planning controls that have applied to Sydney Harbour for the past 30 or more years and in our view totally inappropriate on a Harbour of such natural beauty.

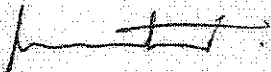
Iconic buildings can be created through innovative architecture and design excellence without having to be excessive in height or without projecting into public waterways. There are numerous such examples of iconic buildings in very ordinary settings in numerous cities around the world. It is not necessary to spoil Sydney Harbour to make a building iconic. We are totally opposed to any development that extends further into the precious waterways of our prized Harbour.

Secondly, we are totally opposed to any proposal which increases the height of buildings above the very generous heights already permitted under the adopted planning controls for the site. In our opinion the model of the proposed scheme is in itself sufficient indictment of the inappropriate scale of the buildings on the foreshore. The fact that the applicants have chosen to illustrate their model with transparent building materials is indicative of their concern that the true bulk of these solid buildings will have on the visual appearance of this key part of the city.

There can be no justification for buildings exceeding the height permitted under the current rules and under the rules applicable at the time tenders were invited for development of the land. If it is absolutely necessary to provide additional floor space on the site, an assertion we find unconvincing, we would far prefer to see this achieved by additional buildings of a much more sympathetic scale further to the north on Sussex & Hickson Sts. This would still allow a significant area of foreshore parkland and would potentially provide greater security within the parkland area by providing greater casual surveillance than would be available under the current scheme.

We thank you for the opportunity to comment on this important project for Sydney and ask that you please ensure that the current proposal is rejected.

Yours sincerely,



L & S Fletcher

cc: Minister for Planning, NSW Premier, NSW Opposition Leader & NSW Opposition Planning spokesman

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

12 September, 2010

Barangaroo Concept Plan Modification
 MP06_0162_Mod 4

Dear Sir/Madam,

We are the owners of Apartment 1901 situated on the 19th floor of Stamford on Kent a residential building of 158 apartments. We have lived here happily since 2005. We have a professional, forward thinking Executive Committee for the Strata plan.

It is our belief that the NSW Government is seeking the best possible outcome from the development. We accept for this to happen it will be necessary for massive commercial buildings to be constructed, plus the removal of the passenger terminal. What we cannot accept is that Lend Lease has now reduced the number of commercial buildings by one, then replacing it with additional residential towers that will have a most devastating affect on our outlook.

Barangaroo Authority produced an Approved Concept Plan in November 2009. This plan provided us with an almost acceptable viewing corridor. Concept Plan Mod 4 does not compare in the slightest.

Reference is made to Views and Vistas of Lend Lease's submission. Page 39 has a section for Stamford on Kent. The final paragraph states that the Concept Plan Modification proposal, and the development block controls have sought to achieve a view sharing outcome for apartments with a western outlook from Stamford on Kent. At a recent meeting with Lend Lease the above statement was refuted. The reply to our objections from the representative of Lend Lease was that they were providing a "better" outcome. Better for them but certainly not better for the residents of Stamford on Kent.

The above meeting also discussed Shadow Analysis. It was argued by our representatives that a cooling of our building would be increased by the shadow created by proposed 175 metres tall residential tower located on the south of Southern Cove. This could negate any future thoughts of having solar panels installed on our building.

It is our belief that there is an abundance of apartment buildings. We therefor ask that the Gross Floor Area should remain at the Approved Concept Plan level. The residential tower of 175 metres could then be relocated in a south-west direction. The two opposite residential towers listed with heights of 160 and 131 metres to have their heights reduced to provide an acceptable view corridor.

Yours sincerely,

Reg and Roslyn Hofer
 Stamford on Kent
 1901/183 Kent Street
 Sydney NSW 2000

Warren Kirkin Architects

10 September 2010.

The Director,
Govy. Land and Social Projects,
Dept. of Planning,
GPO. Box 39, SYDNEY . NSW., 2001.
plan_comment@planning.nsw.gov.au

REF: Major Project Applcn. MP06 0162MOD4-Barangaroo Concept(MOD.4)

I wish to object to the Proposal as submitted and amended and forming the present application, as addressed above.

I object on the following matters.

1. The lack of transparency concerning the agreements between the NSW, state government and the developer, Lend Lease. Further details of the payments to be made by the developer should be made public. No info. on financial deal in the Stakeholder Consultation strategy.
 2. The increases in the overall floor areas beyond the approved totals which have expanded the sizes of many buildings beyond reasonable size and proportion. On this submission there appears to be some residential buildings located on the cetral Park zone against Hickson Road, which are not detailed in any documents and may be in addition to the Floor areas listed in this amendment submission, simply shown on the model, reducing the central parkland, encroaching and incompatable to the waterfront setting with a central courtyard format.
 3. The location of the Landmark Hotel building encroaching onto the surface of Sydney Harbour reducing the space to Darling Island to an unacceptable width, particularly during construction phase, for the amount of ferry/maintenance/tourist/public pleasure-sail-motor traffic (noting the record of fatal boat accidents on the Harbour) in areas where the widths of traffic lanes are more than double of those proposed between B'roo and Darling Island. This Proposal does not address this boat traffic short-coming but simply states, "Construction activities would not give rise to adverse cumulative impacts on boating activities", not able to say this Proposal would be a good and high standard but that it would not give rise to.... What about creating a dangerous boating situation forever more!
 4. The Wind study section of the Proposal is grossly inadequate for a development of this size and value. It is not acceptable for the Developer to refer all assessments "to further wind tunnel testing" The increase in wind speeds around these mamouth structures will be astronomic and grossly reduce the enjoyment of the external spaces boldly shown on many computer generated impressions for this site and also for existing adjacent developments. To maintain and expect enjoyable pedestrian precincts at the foot of adjacent 200+metre high buildings is foolish or disingenuous, wasting everybodies time and serious contemplation.
-

1505/127 Kent Street Millers Point NSW 2000
Facsimile: (02) 9252 4984 Phone: (02) 9247 7769

A.B.N. 33 080 158 011

Warren Firkin Architects

10 September 2010.

page 2.

5. This development has major traffic problems. The Proposal advises that 34,000 persons will use the site each day; 11 million yearly, 1,163 per hour is the weekday pedestrian peak. There will be 2,500 cars on site plus service vehicles. Heavy rail will deliver 63% daily, Bus will deliver 20% daily, Pedestrian 12% daily, Car 4% daily, 1% ferry.

The main Bus artery is via Margaret St. which is already choked in peak hours and would be gridlocked with buses trying to cross Clarence/Kent/Sussex streets to enter B'roo! Further buses would travel via narrow Sussex St.

Heavy rail will deliver approx. 20,000 persons daily walking from Wynyard station, hopefully these will not be in addition to the already teeming numbers which enter/leave this station at peak times. What expansion to this station is planned? and committed by Govt.!

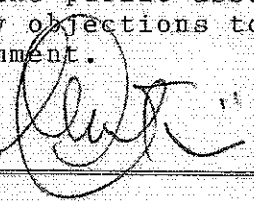
The Proposal seems to suggest that vehicles and pedestrians can be mixed together in harmony when in fact if they are not kept apart at all times, using different levels and paths, the development will be a shambles. Traffic should be on a dedicated level to connect to the basement of all buildings and streets, including Hickson Rd., with pedestrians at a higher level, piazza and podium areas/shop entries/office entries using escalators at major changes of level traffic nodes.

The Government has not committed to Light rail, which may travel along narrow Sussex St. then via Hickson Rd. around to the Quay and George St., but a system to connect B'roo to the remainder of the CBD. is imperative for tourists and visitors to the Park areas, as well as an alternative for workers and residents to commute.

6. The proposed inlet near the proposed Hotel seems to be a waste of money and valuable site area in the vicinity of main pedestrian plaza and Community building, facing north for valuable winter sun.

7. The heights proposed for all buildings are excessive, particularly C.3.bldg. @ 209metres high, should be 156metres max., C.4 and 5. should be 135metres max., R.4. and 5. should be 120metres max. The incessant pursuit of extra floor space by Lend Lease may be partly due to the added cost of the Headland park and the two inlets proposed.

8. Declaration of projected feasibility for the Proposal and %profit for Lend Lease, would make public assessment of the Proposal more positive and remove many objections to the 'steroidal' approach so far submitted for comment.

WARREN FIRKIN ARCHITECT.  10/9/10.

1505/127 Kent Street Millers Point NSW 2000
Facsimile: (02) 9252 4984 Phone: (02) 9247 7769

A.B.N. 33 080 158 011

David Gibson - FW: Barangaroo Development Changes increased Heights

From: sam pansare <spansare@live.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 14/09/2010 9:03 PM
Subject: FW: Barangaroo Development Changes increased Heights

From: spansare@live.com.au
To: sharon.armstrong@lands.nsw.gov.au
Subject: Barangaroo Development Changes increased Heights
Date: Tue, 14 Sep 2010 21:30:58 +1030

ATT: Lands Minister Tony Kelly

Re: MPO6_0162 MOD 4

Dear Madam/Sir,

Please note that I strongly object to the recent development changes.

The position and height of Block 4B concerns me, since it has all of a sudden increased to 175 metres, which is twice the height of our building.

The 2 tall residential towers will overshadow our building, known as The Grand and Stamford on Kent. Without the sun, our building will be colder in winter, need more energy for heating, and we will not be able to use solar power.

Another concern is the overload of roads and public transport due to the increase in residential accommodation.

Please evaluate the facts again and come to a solution that takes into consideration the neighbouring buildings.

We are not against the development, only the increased height and increased number of residences.

Sincerely,

Sam Pansare

owner of Lot 69, The Grand, 187 Kent Street

David Gibson - Major Project Application MP06_0162 Mod 4

From: "Michael & Jenny Millner" <millner@activ8.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 15/09/2010 10:43 AM
Subject: Major Project Application MP06_0162 Mod 4
CC: <sharon.armstrong@lands.nsw.gov.au>, <wakehurst@parliament.nsw.gov.au>

Mrs. JL Millner,
1802/183 Kent Street,
SYDNEY NSW 2000

15th Septembr, 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
And
Opposition Planning Spokesman - Brad Hazzard
wakehurst@parliament.nsw.gov.au

Dear Sirs,

As an owner of an apartment in Stamford on Kent I must write to you to add my concerns to the proposed development, in the hope that a more moderate and accommodating outcome is achieved for all, now and into the future.

I must point out that this development was always going to happen, and I welcome it's development, but lets go back to the initial priority, in that it is a development for everybody. I state my main objections below and ask for them to be taken into account.

1. The massive increase in tower height of all proposed buildings and concentration of the four towers in this relative small space.
2. Block 4B - where did it come from? This new tower affects several residential buildings. The height not only affects the outlook but visual privacy and dramatic loss of light, so important to any residential property.
3. The height of all proposed towers, block out and shadow most existing buildings. This impedes solar power developments that we all must start considering if we eventually start facing up to our power solutions. Casting shadows to nearby Piermont highlights the extremities.
4. Reduction of the boardwalk space. If this is going to be the new "spot" in Sydney, crowds need space. Why do city planners want to build on every square inch of land? Can you imagine Sydney without Observatory Hill, Hyde Park or the Botanical Gardens, just to name a few?

I leave you with this one question. Has this project taken advantage of the historical site with forward thinking concepts for sustainability and community embracement or pure greed? This precinct is an amazing part of Sydney, this is your only chance not to "muck it up".

Yours sincerely,
J L Millner,
Owner 1802, Stamford on Kent,
183 Kent Street,
SYDNEY NSW 2000

Our Ref
Your Ref

VD:LC
MPO_0162 MOD4



Lawyers

Bolzan and Dimitri
Suites 21 & 22,
331 Balmain Road,
Leichhardt NSW 2040
DX 3918 Annandale
Tel: (02) 9818 6011
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Email: lawyers@bdlaw.com.au

John E Bolzan
Dip. Law. Dip. Lab. Rel. & Law
Van Dimitri LL.B.

ABN 96184848347

15 September 2010

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

Email: Plan_comment@planning.nsw.gov.au

Dear Sir,

RE : BARANGAROO DEVELOPMENT

As a residential lot owner within the building known as Stamford on Kent at 183 Kent Street, Sydney, I wish to voice my strong objection in relation to the proposed amendments being sought by Lend Lease as the developers of the Barangaroo Development.

The Barangaroo Development was originally tendered for applicants to put forward their proposals and for a selection process to be undertaken by relevant committees to select the preferred developer. Following the process, Lend Lease was selected to that position.

We now have Lend Lease seeking amendments to their original proposal which require a substantial change to the proposal first put and which was governed by certain selection criteria that had to be followed.

It is submitted that any amendment to the original proposal (should it not be of a minor nature) should not be considered further as it effectively means that the original proposal put by the tenderer would not have complied with the selection criteria at that time. It is therefore unfair and unjust to allow, or even consider, Lend Lease to seek an amended proposal that is not, in itself, of a minor nature only.

If it is proposed that such variation by Lend Lease be considered, then it is proper and, we submit, legally correct that the whole tender process for the Barangaroo Development be re tendered with whatever selection parameters are considered to be relevant so as to enable all tenderers to bid on an equal footing. Simultaneously, it would also allow all residents and other parties who will or may be affected by the new proposed Development at Barangaroo to have an opportunity to have their say in relation to such selection criteria for such new re tender process.

Should it be that you consider this not be the proper method to proceed for any substantial variations to the originally agreed upon and accepted proposal, then please outline your viewpoint so that this can be understood as to the reasoning behind same.

If such variation as currently sought by Lend Lease was a normal Development Application to a Council, then the amendments as depicted on their application would not fall within what is commonly referred to as a Section 96 amendment but would be a full fresh Development Application. Accordingly, this current application should be treated as so and, that being the case, would require the whole of the tender process to be reinstituted so that all tenderers to such development would have an equal and just opportunity to put forward their own proposal and allow for all other parties who may be effected to equally voice their opinion on any such proposal.

No development at Barangaroo should be permitted to proceed unless these steps are followed to demonstrate transparency and procedural fairness in a development which will affect the whole of Sydney in general and the existing residents within the area specifically.

Yours faithfully,
BOLZAN & DIMITRI

Van Dimitri



CC to Lands Minister
Tony Kelly
Email : Sharon.armstrong@lands.nsw.gov.au

&

Opposition Planning Spokesman
Brad Hazzard
Email: wakehurst@parliament.nsw.gov.au