17 June 2011

Barangaroo Submissions
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SYDNEY NSW 2001

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Dear Ms Sussex and Ms Penn AM

Planning Institute of Australia (NSW Division)
Submission to the Independent Review of the Barangaroo Development

The Planning Institute of Australia (NSW Division) welcomes the opportunity to make a submission to the independent review into the Barangaroo development and its compliance with the planning approval process.

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 the State and advocating key planning and public policy issues.

The Institute has made two previous submissions on the Barangaroo proposal. The first submission was made to the Barangaroo Delivery Authority, following an on-site public display within the Old Ports Building at Millers Point, in early 2010. This submission covered the Lend Lease (Millers Point) Pty Ltd proposal for Barangaroo and the Headland Park. The second submission was to the NSW Department of Planning in September 2010 on the proposed amendment for the approved Concept Plan (MP06_0162 Modification 4) for the development, which covered the Stage 1 (Southern Precinct), part of the site. A copy of the September 2010 submission is attached.

The key points raised within the Institute’s September 2010 submission relevant to the terms of reference of the independent review are as follows overpage:
1. **The Concept Plan approval MP06_0162 (Modification 4) including in relation to land use mix, scale/density and relationship to the Sydney Central Business District**

The Institute considered that the proposed amendments to the Barangaroo Concept Plan, placed on public exhibition, were significant and warranted the preparation of a new Concept Plan, rather than an amendment to the existing one. The Concept Plan amendments related to a significant increase in floor space and building heights, as well as the proposal for a hotel development within Sydney Harbour waters.

The Institute also submitted that the Barangaroo Delivery Authority and the NSW Government had failed to deliver a clear and transparent response to the extensive public consultation process for the Barangaroo development. In particular, the Institute stated that it had failed to see evidence of the consultation informing the ongoing design of the development.

2. **The adequacy of planned transport arrangements to meet the demand generated by the site at full development**

The Institute submitted that the traffic implications of the proposal (due to the mix of land uses and the quantum of floor area) would need to be considered prior to any approval of the development proposal. The proposal would generate a large volume of transport movements (rail, pedestrian, vehicular, bus, cycle) within a City infrastructure that is already struggling to cope with current demand. Any future development application submission for the site should include a transport and travel plan to demonstrate that there is sufficient public transport available to support the proposed development.

The Institute further submitted that the Barangaroo development should be treated as a precinct that is part of the broader city. However, in the concept plan amendment application, it appeared to be treated as a ‘stand alone’ development site, with insufficient consideration given to transport connections to the broader city networks. The Institute supported the ferry terminal concept, but said that to be effective it would need to be designed as an integrated transport hub facilitating modal interchange between ferry and rail, bus and pedestrian flows.
3. **The proposed Headland Park**

   The Institute questioned the size, shape and different levels of the Headland Park. The comment provided by the Institute was that this part of this City is very isolated and its location and levels will make access difficult. There would also be limited opportunities available for passive surveillance.

4. **The relocation of the Cruise Terminal to White Bay**

   The relocation of the Cruise Ship terminal to White Bay should be reviewed in terms of its impact on traffic movements within the White Bay/Balmain locality as well as impacts on the local tourism economy and the associated infrastructure costs. It is understood that the reason for moving the terminal is to make the Barangaroo headland a very accessible public space. That of course is a worthwhile use of that public space, however it has not been demonstrated that public space and a cruise ship terminal are totally incompatible. Shipping activity especially cruise ships activity adds a vitality to the city which is always experienced whenever a major ship berths at the current terminal at Circular Quay. The Institute has not addressed the issue in detail but submits that the relocation of the terminal to White Bay appears to have been proposed without a detailed consideration of an alternative proposal that is the integration of the terminal into Barangaroo. Likewise the benefits and costs of each option should be reviewed to thoroughly inform the process.

In summary, the Institute considers that the planning of the Barangaroo development warrants the application of best practice in the social, economic and environmental planning realm. This is due to both the significant scale of the proposed development and also the prominence of the site within Sydney Harbour. However, it is considered that to date, the best planning outcomes have not been achieved for the site in terms of urban design, density of development, use of public space, transport planning and connectivity with the rest of the City. Furthermore, the outcomes of extensive public consultation for the future development of the site have not been made clear.

The Institute welcomes the opportunity to make this submission and would be pleased discuss any aspect of the points raised with the independent review panel. Please contact Ms Robyn Vincin, PIA NSW State Manager on 8904 1011, in the first instance, should you require any further information.

Yours sincerely,

Tony McNamara FPIA CPP
Planning Institute of Australia