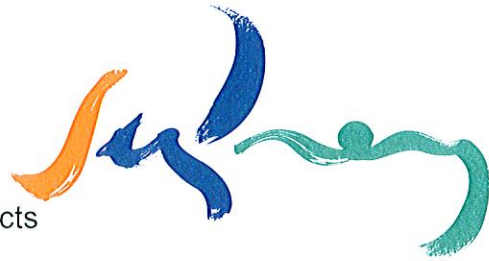


19 January 2011

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



Attention: Michael Buckley, Planner
Government Land & Social Projects Assessments

Dear Mr Cavallo,

West Circular Quay Public Domain Upgrade Works - Major Project 10_0104

Applicant Response to Submissions

I refer to Michael Buckley's email to us on 23 December 2010 advising of submissions received from Sydney Ports, NSW Maritime, and the public body Sydney Harbour Association, in response to the exhibited WCQ Major Project. We also understand a late submission was issued by the City of Sydney Council, and we have since obtained a copy direct from Council.

I am writing to provide the Department with additional information which: -

- a) clarifies and updates certain landscape elements of the Project in response to submissions raised; and
- b) provides our response to various items raised by the submissions, and is addressed in the table attached to this letter.

Alterations to the Project:

In response to comments in the City of Sydney Council's submission, the following minor Project alterations and additional information are submitted: -

1. The "Green Roof" component is **deleted** from the Project.
2. Consequently, the planting area to the Cahill Expressway undercroft is amended to increase the sense of green. A generous planting bed has been included that deals with the level change. Low, colourful, shade-tolerant species will ameliorate the paved expanse while allowing clear sightlines through to the Quay. A stepped path is provided to maintain free flowing pedestrian access from both Pitt Street crossings. Palm trees have been relocated to the northern side of the expressway to allow optimum canopy spread to Alfred Street trees.

A Project Planting Plan for the 'Cahill Expressway Undercroft' accompanies this letter.

Sydney Harbour Foreshore Authority
Level 6, 66 Harrington Street, The Rocks 2000
PO Box N408, Grosvenor Place NSW 1220
Telephone 02 9240 8500 Facsimile 02 9240 8899
www.shfa.nsw.gov.au ABN 51 437 725 177

3. A 'Crime Prevention Through Environmental Design (CPTED)' statement accompanies this letter.

Attached to this letter is 1 hard copy of the amended Project plan and an electronic copy of this plan will be emailed separately.

I look forward to your consideration of our Project, response to the submissions made, and accompanying documents.

Please do not hesitate to contact me on 9240 8761 should you wish to discuss the project in further detail.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Debra Dawson', followed by a period.

Debra Dawson

Director The Rocks and Circular Quay

RESPONSE TO SUBMISSIONS

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Sydney Ports Sofia Romaic – Student Environmental Planner T: 9296 4757 E: sromic@sydneyports.com.au	
Potential impact on OPT during ship/function days. Request information on: - 1. Construction impacts including a) truck routes to and from the site	• Page 35 of Project Plans shows truck routes for 'Service', and also serves as a 'Construction Vehicle' routes. • The Authority will coordinate closely with Sydney Ports on traffic management, in particular during Shipping and Major Events days. • The Authority will require a 'Vehicle Traffic Management' plan in the tender contractors obligations. A copy of that plan can be forwarded to the Department on request.
b) number of vehicles proposed per hour and estimated stay in one day	• The number of vehicles will vary subject to the stage of the demolition and construction works. A coordinated staged 'Traffic Management' plan will be a required from all tender submissions, and will include coordination with Sydney Ports.
c) pedestrian management around construction site	• As the site's lower WCQ foreshores remain relatively unchanged (excepting changes to light top luminaires), continued pedestrian circulation will remain during the construction process. • The remaining WCQ site will be contained by construction hoardings. Pedestrian access will be maintained around the site to the relevant code and standard. • The selected contractor will be required to submit a coordinated 'Pedestrian Management' plan, and a copy can be submitted to the Department on request.
d) Potential noise and air quality impacts.	• The Authority recommends that the Department apply standard construction conditions for noise and air control.
2. Lighting: Recommended consent condition that any proposed lighting needs to be downward facing and not directed towards water/OPT to ensure no horizontal light spill which could impact upon shipping navigation and safety.	The Authority agrees to such a condition. The Attachment S Lighting report which accompanies the Project: - a) converts the foreshore 'Macquarie' to 'Bennelong' lights, and which: (i) are limited to the foreshore south of Argyle Street/OPT; and (ii) maximise light distribution in a symmetrical downward direction and

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	minimises upward spill light. b) Under EA report 6. Recommendations: “6. ... the type of lighting proposed above involves tightly controlled lighting with minimal light spill. Compliance with AS4282 – <i>Control of obtrusive effects of outdoor lighting</i> will be achieved and there will be no interference with the navigational requirements of vessels on the harbour/quay.”
NSW Maritime Allan Young – A/General Manager Property, Planning & Infrastructure T: 9563 8812 E: itait@maritime.nsw.gov.au	NOTE: NSW Maritime letter is the same submission as issued in response to the ‘DG Requirements’ on 3 August 2010.
1. NSW Maritime proposal to replace existing Harbour Masters and Commissioners steps with new slender pontoon under the NSW Maritime Sydney Cove Maritime Infrastructure Options Plan. The Options Plan requires part removal of existing/project proposed seawall in front of promenade.	The Project does not alter this foreshore promenade area other than minor upgrading of the existing lighting luminaries and certain brick pavers. The lighting structures are not being relocated.
2. Documentation does not acknowledge that NSW Maritime property ownership of wharf structure below the SHFA owned promenade.	EA report section 2.2 <i>Land Ownership and Legal Description</i> addresses and recognises ground and below ground ownerships, including land owned by NSW Maritime.
3. Project to address sediment controls to ensure no sediment enters waterway or drainage system.	EA report section 6.8 <i>Construction & Waste Management</i> addresses proposed sediment controls to protect the quality of the waterways.
City of Sydney Council Graham Jahn – Director City Planning & Regulatory Services Andrew Rees T: 92467599 E: arees@cityofsydney.nsw.gov.au	The City supports in principle the public domain upgrade works. Overall, the project will lead to a better integration of West Circular with The Rocks and the city, and enhance the connection between the MCA and the foreshore promenade. The works will improve visual and physical connections, enhance public access, and reinforce the foreshore as a major celebratory civic space. However the City cannot give full support to the proposal due to lack of design resolution and detail in the following key aspects.
b. The proposal does not adequately address public art opportunities, particularly its potential integration with meaningful heritage interpretation.	The Project displays a conscious decision not to include extensive public art due to the MCA’s ephemeral exhibition program and the numerous on-site events run by SHFA and the MCA.

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	The 'public art' nominated is appropriate for the nature, size and scale of the park within a visually sensitive environment. Relevant artworks are positioned to minimise clutter in relation to the proposed interpretation.
1. Heritage interpretation & public art: a. The extent of heritage interpretation, consisting largely of text panels in the "The Lookout", is considered to be inadequate and does not properly acknowledge the high heritage significance of the site and the richness of its history.	- Heritage interpretation, significance and impact are addressed under EA report: - section 3.2 sub-section 10. <i>Provide opportunities for heritage interpretation,</i> - section 6.2 <i>Heritage Impact Statement</i> - Attachment G HIS - The Authority has a successful track record for the ongoing heritage management and interpretation of The Rocks and foreshores. - Heritage interpretation will relate primarily to Indigenous and European themes covering the period 1788-1812. The proposal incorporates the following elements: - Toughened digitally-printed glass planks in the Lookout deck with thematic imagery, illuminated at night - Large format interpretive text along length of concrete wall visible from Alfred St & George St - Illuminated interpretive display box giving introduction to site with text, images and objects in concrete wall near Lookout - Interpretive text and graphics to custom cast iron tree grates in Market Wharf. - Retention of the Sydney Cove Map - Retention of the Commissariat Stone - Retention of the Governor Phillip Bust - Artwork by Brook Andrew in the MCA forecourt that references the historic docks - The Authority has met with Council officers Michael Harvey and Lisa Murray to discuss heritage and indigenous interpretation. Interpretive content will be further developed through ongoing consultation with the City of Sydney.
c. An archaeological assessment and management plan are required and have not been provided. These should be prepared and adopted prior to development of First Fleet Park. A more	The Heritage Impact Statement/ Archaeological Assessment (Attachment G), and the Conservation Management Plan have addressed this issue. The HIS addresses the intention for an Archaeological Management

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comprehensive Heritage Interpretation Strategy, incorporating public art and any findings resulting from the archaeological assessment, should be prepared.	Plan to control construction impacts (refer to HIS page 41). This requirement will be included as part of tender requirements in the construction documentation.
2. Alfred Street & George Street frontages: a. Insufficient details are provided about the existing and proposed features along the George and Alfred Street frontages, including paving, street furniture and the "Green Roof Walk". Given that this is the primary interface between West Circular Quay and the City, a high level of resolution and design documentation is required to show alignment levels, footpath grades and surface drainage at these frontages.	Details are provided in the following Project plans: 1. Shade & Trees; 2. Seating; 3. Paving; 4. Lighting; 9. Interpretation; and also under EA report section 3, which describes the proposed works. The "Green Roof" component is deleted from the Project. Consequently, the Project is amended to increase the sense of green under the Cahill expressway. A generous planting bed has been included that deals with the level change. Low, colourful, shade-tolerant species will ameliorate the paved expanse while allowing clear sightlines through to the Quay. A stepped path is provided to maintain free flowing pedestrian access from both Pitt Street crossings. Palm trees have been relocated to the northern side of the expressway to allow optimum canopy spread to Alfred St street trees. A Project Planting Plan for the 'Cahill Expressway Undercroft' accompanies this letter.
b. The stairs at Alfred Street require more detailed design as they do not successfully resolve the crossfall at this location, and should be deleted or redesigned.	Refer to comments above.
3. Paving: a. The use of eight different paving types in a relatively small area of public domain appears to be excessive and may not create a simplified and unified space.	The design intent for paving is for a simple overall palette of concrete and granite. The paving is integrated and interfaces with a number of existing City of Sydney and The Rocks spaces. Therefore an appropriate number of existing and new paving types are required to a total of 4 materials: - 1. Stone setts and Stone pavers (the same material just different forms) 2. Existing Bricks 3. Concrete precast (MCA raised forecourt and for the lookout); and 4. Asphalt in the heritage interface zones as per The Rocks heritage palette.

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b. The use of asphalt at the George and Alfred Street edges is not acceptable as it is not consistent or integral with the City's paving standards which require granite at this location.	The use of granite along George Street north of the Cahill is not assumed given the desire for clear visual and aesthetic change from the City to The Rocks – asphalt and bricks are The Authority's basic heritage related paving materials. The Alfred St edge is an existing asphalt edge transition between the City and The Rocks. This will be extended and refurbished for a cohesive look, feel and finish to the edge of the park and Alfred and George streets.
c. Insufficient details are provided about the pattern, size and colour of all new paving types and extent of paving works, as well as internal inconsistencies in the documentation with regard to the footpath finishes along Alfred and George Streets.	Details are provided under Plan 6. <i>Paving</i> and to EA report section 3.2 sub-section 2. <i>Create clear and generous links to The Rocks, George and Alfred Streets</i> and sub-section 6. <i>Create a unified and coherent ground plane.</i> The Government Architect Office can provide to the Department, on request, additional detail and clarifications as the design documentation is finalised.
4. Lighting:	
a. The "sphere" type pole-mounted lighting design was not supported by Jørn Utzon for use around the Opera House and should not be continued.	The Project lighting is based on a consistent upgrade of existing foreshore luminaires (from <i>Macquarie</i> to <i>Bennelong</i> lights) along the foreshore south of Argyle Street/OPT.
b. The cost of the entire lighting scheme is potentially grossly underestimated and/or inadequate and should be re-evaluated.	The lighting cost refers to the replacement of the luminaires to the compliant <i>Bennelong</i> type fittings only. The Project does not include the relocation of light poles.
c. Insufficient details are provided about the type of light fitting in "Market Wharf".	Details are provided under Project Plan 7. <i>Lighting</i> and to EA report section 3.2 sub-section 8. <i>Provide lighting that fulfils the requirements of safety whilst allow for opportunities to enjoy the nighttime experience of key Harbour landmarks.</i>
5. Seating:	
a. The finishes on benches may not be appropriate. In particular, the paint finish on concrete benches should be changed to a more robust finish, and the "red gloss paint finish" at "Market Wharf" should be reconsidered.	The only paint finish to concrete benches is to those in the <i>Market Wharf</i>. The paint finish will be suited to a marine environment and treated to withstand high use/vandalism.
b. Inadequate details are provided about the street furniture; in particular, clarification is needed about "standard benches" and whether the concrete benches contained in the documentation are proposed or illustrative precedents only.	Refer to Project Plan 5. <i>Seating</i>, and EA report section 3.2 sub-section 5. <i>Create a generous provision of informal and formal seating.</i> Standard benches refer to the <i>JC Decaux</i> East Circular Quay bench model. Concrete benches in the documentation are used as precedent as Project custom benches are designed.

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6. Sewer vents: a. There insufficient detail provided about the two 6m high sewer vents. These should be deleted and relocated away from the public domain.	The existing sewer vent shaft is 100mm diameter and 18m high, supported by guy wires. The new sewer vent shaft will be a single 250mm diameter pole camouflaged within a grove of palm trees and aligned with light poles with matching paint finish. The induct and educt vents are concealed and housed under the George street stair. As all of the WCQ precinct is "public domain", it is not possible to relocate the sewer vent away from the public domain.
7. Trees, shade and shelter: a. The removal of any Pepper trees is not supported until further investigation is made into the health, condition and stability of the trees as recommended in the arborists report. b. Consideration should be given to the provision of more shade and shelter around the edges of "The Green" which experiences significant sun exposure during the warmer months and high levels of use by families and children. c. A detailed landscape plan is not provided at this stage. A plan should include but not be limited to details of tree species selection, planting specifications, earthworks, maintenance and drainage systems.	An integral objective of the Project is to restore visual and physical connection between George Street and the Quay. This objective is supported by Council in its opening submission statement: <i>"Overall, the project will lead to a better integration of West Circular with The Rocks and the city, and enhance the connection between the MCA and the foreshore promenade. The works will improve visual and physical connections..."</i> Existing site levels will not allow for on-grade access if more than four trees remain. A key Project principle is to balance competing needs of shade and views. The largest available specimens will be sourced for the project to maximise shade. High use turfed areas cannot grow or regenerate if located in constant shade. The <i>Gehl Public Spaces</i> report for the City of Sydney found that First Fleet Park has almost equal usage on summer and winter weekdays. The planting scheme maintains year round use. The number of proposed trees located within <i>The Green</i> is an increase to that existing. Location, number, and species of trees are provided on Project plan 4. <i>Shade and Trees</i>. Planting specifications including earthworks and drainage will conform to NATSPEC standards incorporating current best practice techniques.
8. Welcome Wall & directional signage: a. Based on the material provided, the City does not support the "Welcome Wall" as it may be inappropriate and ineffective.	The Welcome Wall: • represents a "whole-of Government" initiative and designed by Department of Transport and the Authority collectively; • provides the only precinct arrival "gateway" into The Rocks for pedestrians travelling along the Circular Quay east-west pathway;

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	• provides essential wayfinding map to surrounding City/Rocks destinations and DoT transport information; and • physically and visually activates and illuminates an existing dark, uninviting and unmaintained area of the Cahill undercroft.
b. The banner poles adjacent the Cahill Expressway are not supported as they cause additional clutter in the public domain.	The proposed banner poles along the Cahill: • are existing poles relocated from the southern side; • significantly reduce the number of existing banner poles currently on-site; • limits the location of banner poles to the WCQ foreshore and the proposed east-west pedestrian connection from Circular Quay to The Rocks; • improves upon existing conditions as they are consolidated in one line rather than spread throughout the park. They define and delineate the edge of <i>The Lawn</i>; and • comply with the Authority's policies for Wayfinding Signage (by use) and <i>Outdoor Events 2010</i> (by use and location within the First Fleet Park area).
c. There are no details as to how the proposed directional signage relates to the City's signage system. Consideration should be given to the citywide wayfinding masterplan currently being developed by the City (contact Bridget Smyth on phone 9265 9237).	Directional signage relates to the 'Signage Policy' adopted by the Authority since 2002 and reviewed every 2 years since. The City's intended Wayfinding Master plan is not fully developed nor available through Council's website or Information Centre.
9. Safety and security: a. No information is provided as to how the design has adopted the principles of crime-prevention through environmental design (CPTED). Given that West Circular Quay is an international tourist precinct and hosts major civic events, a CPTED assessment should be provided.	A CPTED statement is provided under the 'Supporting Project Statements' located at the conclusion of this assessment on submissions.
10. Visual impact and views: a. The photomontages are, to a degree, misleading in that they omit certain key design elements such as sewer vents, and are based on an exaggerated field of view that leads to a distorted and unrealistic impression of the works. An amended visual impact assessment, in line with standard Land and Environment Court principles of field	The sewer vent shaft is designed to blend with the vertical articulation and alignment of trees and light pole structures. The aim is therefore to reduce visual impact as much as possible. Sydney Water has supported this design approach at recent site meetings. The photomontages are designed to give an impression of the proposal that conveys the key

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of view, focal length and impact rating, and including key landscape elements, is required.	design principles rather than details.
b. There is no view impact assessment of the proposed cinema. Photomontages are required for a proper assessment of view impacts.	The screen will be an occasional and temporary structure/event only. A view impact of cinema events is not considered necessary. First Fleet Park often displays screened events and does not require a photomontage for each occasion.
Sydney Harbour Association Michael Rolfe, President The substitution (of the Park's diagonal pathways) will effectively remove a convenient wet-weather pathway for pedestrian movements between the main destinations, and invite a calf-path system of informal crossing of the turfed area.	The submission's accompanying sketches do not appear to acknowledge the proposed direct and accessible 8 metre wide pedestrian link that will connect Circular Quay to The Rocks/City via the Cahill undercroft, and which also provides wet weather shelter. This link, and those through Market Square, will produce clearly defined and direct links between the main destinations of Circular Quay and The Rocks precincts.

SUPPORTING PROJECT STATEMENTS:

Crime Prevention Through Environmental Design (CPTED) Statement:

The Project greatly improves safety within the park by consolidating access, encouraging interaction and maximising clear sightlines. It addresses the key CPTED principles as follows:

Territoriality: Consolidated pedestrian paths connect the main nodes and define generous gathering spaces within the site. The use of paving treatments, landscaping and low walls define the function of different spaces.

Natural surveillance: Natural surveillance is greatly improved by the removal of clutter and shrub planting. Clear sightlines are created between the street edges, the MCA and the promenade.

Access control: Pedestrian spines will be lit to Australian Standards to promote safe passage at night. Built elements are kept as low as possible to maximise areas that can be easily observed. The Authority's CCTV network and 24-hour rangers provide an additional level of security to the site.

Activity support: The major areas of activity are suited to their use and part of the natural surveillance system.

Maintenance: Robust materials and finishes have been selected to resist vandalism and graffiti. The Authority's asset management regime maintains the park at a high level of presentation through rapid graffiti removal and regular cleaning services.