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6 December 2010

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Dear Sir,

**Barangaroo Headland Park – Main Works  
Major Project Application MP10\_0048**

I am the owner of an apartment in the residential building known as "Towns Place", and make the following submission in relation to the above Application.

In particular I **object** to

1. The use of local residential streets by trucks and heavy vehicles entering and leaving the site via Gate 3 at Towns Place, during construction;
2. The inclusion of a carpark in the development and entry to this proposed carpark being via Towns Place;
3. Variation of the Concept Plan to include a large venue, the function of which is yet to be decided and which will be the subject of a further application at some future date. Accordingly, approval cannot be given under this application.

I also hold concerns regarding the impact on the surrounding residential area from the vibration, noise and air pollution associated with these Works, particularly during excavation associated with the reforming of the headland and the transportation of fill.

**During the construction period, heavy vehicles should be restricted to use only Gates 4 or 5 situated on Hickson Road and not use residential streets at Towns Place and Dalgety Road.**

At Appendix 20 "Traffic impact Assessment and Construction Traffic Management Plan" it is stated:

***Justification of the Public Car Park***

*"....the Northern Parkland part of the site is most distant from Wynyard Station and from the established car parks near the southern end of the site and hence there is a need for some additional public off-street car parking to serve this part of the site and*

*the built space for a future use."*

This does not take into account the two existing commercial car parks within easy walking distance of the proposed Headland Park, one being in the 'Towns Place' building with entry off Hickson Road and the other in Hickson Road directly opposite its intersection with Towns Place roadway. There is also an existing ferry wharf at Walsh Bay which should be utilized for public transport. It is noted that light rail will be introduced on Hickson Road.

**The inclusion of a commercial carpark in the Northern Headland therefore is not justified.**

**At 3.3 Site Access -**

*"Towns Place currently carries 330 vehicles per hour in the AM period and 290 vehicles per hour in the PM peak period, and with the additional traffic associated with the Car park, will still be under the RTA's environmental limit for amenity.*

*Towns Place acts as a Collector Road, under the RTA's functional hierarchy. The function of a collector road is to transfer traffic from the local road network to higher order sub-arterial and arterial roads. For such roads, the RTA specifies 300 vehicles per hour or less as an environmental goal and 500 vehicles per hour as an environmental limit. .... in this case, traffic volumes on Towns Place would be kept below 500 vehicles per hour"*

I submit that the RTA specification of 300 vehicles per hour, or less, as an environmental goal should be adhered to in residential streets. The current levels at peak times are already in excess of that goal.

**There is little detail given regarding the large venue space, possibly a 'cultural centre', proposed in these works as the use has yet to be determined and will be the subject of a further Application. This is a variation of the Concept Plan and unless full details are given, consent for its inclusion in this Main Works program should be denied as there is no evaluation of the impact it will have on the amenity of the local area.**

Thank you for considering this submission. I have made no political donations.

Yours faithfully



Beverley Bowden