

25 July 2014

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Cameron Sargent
Team Leader
NSW Department of Planning and Infrastructure
22-33 Bridge Street
SYDNEY NSW 2000

Attention: Sara Roach, Senior Planner
sara.roach@planning.nsw.gov.au

Dear Sara,

RE: SSD 6303 - Barangaroo Stage 1A Public Domain

I refer to Planning & Infrastructure's recent exhibition of an Environmental Impact Statement (EIS) for the construction of the public domain around the Stage 1A area of Barangaroo South.

This submission comprises the City of Sydney's (the City's) comments on the proposed design, public domain issues and transport issues associated with the Stage 1A Public Domain package.

The City has previously held two meetings where the Applicant presented the Stage 1A Public Domain design. The City supports the high design quality incorporated into the package of works and acknowledges changes that have been made to date from the City's earlier comments.

The following issues are raised for the Agency's and Applicant's consideration. Recommended conditions of consent are included at the end of this submission.

Future Maintenance

The Stage 1A Public Domain covers land that is under the care and control of, or adjoins land that is proposed to be under the care and control of, various public authorities including the City.

Currently the Barangaroo Delivery Authority is the caretaker for Hickson Road and would be the caretaker for Globe Street when it is constructed. Sydney Harbour Foreshore Authority is the caretaker for Shelley Street.

It is recommended that the City be consulted when relevant conditions of consent are to be satisfied so that any future transfer of ownership of Hickson Road, Shelley Street or other public domain and associated infrastructure does not cause maintenance issues when assets that are not installed to the City's specifications.

Design Issues

The City supports the general arrangement of uses and structures and the widespread use of the City's palette of public domain materials. The following detailed design comments are made:

Paving

The City endorses the use of the City's paving palette along Hickson Road, Globe Street and Lime Street, and in adapted form for the major cross-site links at City Walk, Union Walk and Transport Place.

The ground plane to the colonnade along Hickson Road forms part of this DA. The City does not support the interruption of this colonnade with stairs and ramps.

It is not clear if the choice of in-situ concrete to the waterfront edge has been made to continue existing paving treatment from King Street Wharf, but some form of continuity at this junction would be preferable to a sudden change of paving type and pattern. The City encourages some form of continuity in paving materials at the junction with King Street Wharf, helping to reinforce that Barangaroo South is part of an extended foreshore walk connecting through to Darling Harbour.

Footpath alignments

The kerb alignment at the corner of Globe Street and Lime Street produces a reduced footpath width at this intersection. The radius of the kerb should be tightened to ensure an even width of footpath around this corner.

Access and safety issues

Further thought should be given to the change in level shown in "Waterfront Perspective View 2" (LA_MP_AO_DA304) and in "Section A-A Waterfront" (LA_MP_AO_DA302). A drop of 450mm between the terrace area and lower concourse represents a potential safety hazard. Consideration should be given to some visual and/or tactile means (change of paving colour or texture) to signal this level change. A handrail or some other barrier may be required to be installed if accidents occur, and this would be a less than desirable urban design outcome.

Street furniture

Globe Street and Lime Streets should be experienced as generic City streets. The City's suite of street furniture, including the tree grate (and tree guard if needed) should be used in these locations, and adjustments made to ensure they are installed according to the City's street codes and to meet all access requirements. It is noted that some perspective views of the Waterfront Walk show something similar to the City's tree grate, but this is not indicated on the Material Palette/Samples drawing (LA_MP_AO_DA206).

It is assumed that with the exception of the waterfront seat, street furniture, bins, bubblers, bollards, tree grates and guards will be from the City's suite.

Public Domain Issues

Public Squares

Details of the design for the Global Square should be provided given it forms a key node in the public domain.

Hickson and Transport Places are denoted as new squares. Transport Place is not a new area but seems to have been made slightly larger. Its function as a public square is likely to be compromised given its junction with vehicular traffic. Hickson Place forms a new arrival space and is a key decision point for visitors before they head off from the bottom of the pedestrian bridge. The increase in space is a good addition at this important link.

Planting

The loss of tree planting from Transport Place has positives and negatives. The loss of greenery will be a loss to the amenity of the space but will open up views of Darling Harbour from Napoleon Plaza and Margaret Street through the proposed loggia. The City would prefer to see some street tree planting between the termination of the loggia structure and the waterfront.

Levels and grading

Hickson Road is shown at existing levels which introduces a level change and access issues from the public footway onto the podium. A number of proposals are being considered for Hickson Road that change these levels to meet at grade. The Agency should ensure that any approval does not exclude the need to allow for future height change.

The height changes along Shelly Street onto Transport Place need further consideration in regards to accessibility.

Lighting

The City notes that the City of Sydney Smartpole has been specified for street lighting, but there was insufficient information on pedestrian lighting fixtures included in the submission to comment from an urban design perspective. A detailed Lighting Masterplan should be prepared.

Considering the high volume of pedestrian traffic and potential for crime, lighting categories specified for CBD streets as per AS1158 are V1 and P1 + 4 lux vertical. Dimming provisions may be activated during curfew hours. P2 category is only specified for predominantly residential precincts. P3 category is not appropriate for City retail/residential precincts and should not be used.

Blue light sources are not recommended and strong objection has been shown by Sydney Observatory in the past.

Standard outreach arm length for 7.2m Smartpole is 2.0m and not 2.5m. Full cut-off luminaires with zero upcast complying with the requirements of Sydney Lights Design Code should be used.

The Lighting Masterplan should be endorsed by Sydney Observatory.

Transport and Access Issues

Future traffic modelling

It is noted that traffic signals at the corner of Hickson Road and Napoleon Street are being configured in collaboration with Roads and Maritime Services. The configuration will ultimately dictate pedestrian, motorist and cyclist priorities and safety. It is also understood that the future design of Napoleon Street is subject to ongoing traffic modelling.

Globe Street will intersect with Hickson Rd to create a T-intersection. Priority will be given to vehicles on Hickson Rd. It has not been discussed in the Traffic Report whether southbound vehicles travelling along Hickson Rd will be significantly affected by vehicles waiting to turn right to access Globe Street. However, the proposed signals at the Napoleon St/Hickson Rd intersection may assist in relieving the strain by providing breaks in traffic flow along Hickson Rd. These issues were raised with Concept Plan Modification 6 (which altered the alignment of Globe Street) and the approval of that modification includes a requirement for further traffic modelling to demonstrate the impact. The City looks forward to reviewing the modelling and notes that a timeframe of 3 months from the date of approval of Mod 6 was specified for the modelling to be provided.

Shelley Street traffic closure

The Traffic Report proposes that the northern section of Shelley Street be closed off to vehicular traffic subject to approval of the roads authority and subject to the conditions relating to the use of Lime Street and Globe Street. The reasoning is to improve the pedestrian environment. However, thorough assessment needs to be carried out to review the conditions and determine whether or not the request will be plausible. In principle such treatments are supported.

Crossings

It is proposed to install zebra crossings along Lime Street in two locations as shown in the Traffic Report at page 18. The proposed locations appear satisfactory and appear to cater for sight lines.

Speed Limitations

The proposition to have Lime Street and Globe Street treated as High Pedestrian Activity Areas with a 40km/h speed limit is supported and encouraged as it addresses the City's objectives to promote pedestrian activity through implementation of safety measures such as reduced speeds. Such treatment would also serve for cyclist safety and amenity, given the 'tight' nature of the street.

Bike parking

Twenty-five bike parking spaces for visitors of the commercial buildings are considered satisfactory. It has been stated that most visitors will be attending meetings and are more likely to utilise other methods of transportation such as walking or public transport. A total of 118 visitor bike parking spaces are proposed for remaining uses (p20).

Heavy vehicles

Submitted turning paths indicate that the largest vehicle expected to access the Stage 1A area is 10m in length. It has been indicated that vehicle length

restrictions will be enforced. This is to ensure that vehicles will be able to pass each other safely and is supported by the City.

Should you wish to speak with a Council officer about the above, please contact Russell Hand, Senior Planner, on 9265 9333 or at rhand@cityofsydney.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'GJahn', written in a cursive style.

Graham Jahn AM
Director
City Planning | Development | Transport

RECOMMENDED CONDITIONS

Note: *The City is not currently the roads authority for Hickson Road or the public domain frontage along it. However it is expected that Hickson Road and the modified assets will come back into the ownership of the City following completion. For this reason the City would want to inspect and have input into the design development of relevant public domain elements. The Barangaroo Delivery Authority should consult with the City in the process of approving the following suggested conditions prior to construction.*

ASSOCIATED ROADWAY COSTS

All costs associated with the construction of any new road works including kerb and gutter, road pavement, drainage system and footway shall be borne by the developer. The new road works must be designed and constructed in accordance with the City's "Development Specification for Civil Works Design and Construction".

VEHICLE FOOTWAY CROSSING

A separate application is to be made to, and approved by, the relevant Authority for the construction of any proposed vehicle footway crossing or for the removal of any existing crossing and replacement of the footpath formation where any such crossings are no longer required.

All disused or redundant vehicle crossings and laybacks must be removed and footway and kerb reinstated in accordance with the City of Sydney standards, to suit the adjacent finished footway and edge treatment materials, levels and details, or as otherwise directed by Council officers. All construction and replacement works are to be completed in accordance with the approved plans prior to the issue of an Occupation Certificate.

Note: In all cases the construction materials should reinforce the priority of pedestrian movement over that of the crossing vehicle.

ALIGNMENT LEVELS

- (a) Prior to a Construction Certificate being issued, footpath alignment levels for the building must be submitted to Council for approval. The submission must be prepared by a Registered Surveyor and must be in accordance with the City of Sydney's Public Domain Manual.
- (b) These alignment levels, as supported by Council to the relevant Authority, are then to be incorporated into the plans submitted with the application for a Construction Certificate, excluding a Construction Certificate for approved preparatory, demolition or shoring work.
- (c) If a Public Domain Plan condition applies to the development the Alignment Levels application must be made concurrently with the submission of a Public Domain Plan.

PUBLIC DOMAIN PLAN

Three copies of a detailed Public Domain Plan must be prepared by an architect, urban designer or landscape architect and must be lodged with Council's Public Domain Section with written support provided by Council to the relevant Authority prior to a Construction Certificate being issued for any new building work (including internal refurbishments) excluding approved preparatory, demolition or shoring work.

The Public Domain Plan must be prepared in accordance with the City of Sydney's Public Domain Manual. If an Alignment Levels condition applies to the development, the Public Domain Plan submission must be made concurrently with the Alignment Levels application. The works to the public domain are to be completed in accordance with the approved plan and the Public Domain Manual before any Occupation Certificate is issued in respect of the development or before the use commences, whichever is earlier.

Note: A Public Domain Works Guarantee deposit will be required for the public domain works, in accordance with the City of Sydney's adopted fees and charges and the Public Domain Manual. The Public Domain Works Guarantee must be submitted as an unconditional bank guarantee in favour of the relevant Authority as security for completion of the obligations under this consent.

Council's Public Domain section must be contacted to determine the guarantee amount prior to lodgement of the guarantee. The guarantee must be lodged with the relevant Authority prior to a Road Opening Permit for works on the public way being issued.

The Bank Guarantee will be retained in full until all Public Domain works are completed and the required certifications, warranties and works-as-executed documentation are submitted and approved by Council in writing. On satisfying the above requirements, 90% of the total securities will be released. The remaining 10% will be retained for the duration of the specified Defects Liability Period.

PUBLIC DOMAIN WORKS - HOLD POINTS AND HANDOVER

- (a) Prior to a Construction Certificate being issued for a new building work, excluding approved preparatory, demolition and shoring work, a set of hold points for approved public domain and civil construction work is to be determined with and approved by the relevant Authority in accordance with the City's Public Domain Manual.
- (b) Completion and handover of the constructed public domain works is to be undertaken in accordance with the City's Public Domain Manual, including requirements for as-built documentation, certification and defects liability period.

STORMWATER AND DRAINAGE - MAJOR DEVELOPMENT

On-site detention, treatment and re-use is encouraged.

- (a) Prior to a Construction Certificate being issued, details of the proposed stormwater disposal and drainage from the development including a system of on-site stormwater detention in accordance with Council's standard requirements and details of the provision and maintenance of overland flow paths must be submitted to and approved by the relevant Authority. All approved details for the disposal of stormwater and drainage are to be implemented in the development.
- (b) Any proposed connection to the Council's underground drainage system will require the owner to enter into a Deed of Agreement with the Council and obtain registration on Title of a Positive Covenant prior to Construction Certificate being issued and prior to the commencement of any work within the public way. [Wording should be kept as is as the agreement needs to be with Council for the future handover]
- (c) The requirements of Sydney Water with regard to the on site detention of stormwater must be ascertained and complied with. Evidence of the approval of Sydney Water to the on-site detention must be submitted prior to a Construction Certificate being issued.
- (d) An "Application for Approval of Stormwater Drainage Connections" must be submitted to the relevant Authority with the appropriate fee at the time of lodgement of the proposal for connection of stormwater to the the relevant Authority's drainage system.
- (e) A Positive Covenant must be registered on the title for all drainage systems involving On-site Detention (OSD) to ensure maintenance of the approved OSD system regardless of the method of connection.

PRESERVATION OF SURVEY MARKS

All works in City streets must ensure the preservation of existing permanent survey marks (a brass bolt, or a lead plug holding a brass tack, covered by a cast iron box). At least forty-eight hours prior to the commencement of any works in the public way within 1 metre of a permanent survey mark contact must be made with the City's Project Manager Survey / Design Services to arrange for the recovery of the mark.

Prior to the issue of a Construction Certificate, a survey plan, clearly showing the location of all permanent survey marks fronting the site and within 5 metres on each side of the frontages must be submitted to Council.

At least forty-eight hours prior to the commencement of any works in the public way within 1 metre of a permanent survey mark contact must be made with the City's Senior Surveyor to arrange for the recovery of the mark.

A fee must be paid to the Council for the replacement of any permanent survey mark removed or damaged in accordance with the City's Schedule of Fees and Charges (Reinstatement of Survey Box).

LANDSCAPING OF THE SITE

- (a) A detailed landscape plan, drawn to scale, by a qualified landscape architect or landscape designer, must be submitted to and approved by the relevant Authority prior to the issue of a Construction Certificate. The plan must include:
 - (i) Location of existing and proposed structures on the site including existing trees (if applicable);
 - (ii) Details of earthworks including mounding and retaining walls and planter boxes (if applicable);
 - (iii) Location, numbers and type of plant species;
 - (iv) Details of planting procedure and maintenance;
 - (v) Details of drainage and watering systems.
- (b) Prior to the issue of a Construction Certificate, a maintenance plan is to be submitted to and approved by the Principal Certifying Authority. The maintenance plan is to be complied with during occupation of the property.
- (c) All landscaping in the approved plan is to be completed prior to an Occupation Certificate being issued.

PAVING MATERIALS

The surface of any material used or proposed to be used for the paving of colonnades, thoroughfares, plazas, arcades and the like which are used by the public must comply with AS/NZS 4586:2004 (including amendments) "Slip resistance classification of new pedestrian surface materials".

PROTECTION OF STONE KERBS

- (a) The existing stone kerbs on the Hickson Road frontage of the site are to be retained and properly protected during excavation and construction works.
- (b) To avoid damage to stone kerbs during construction and / or excavation works for the development, temporary removal and storage of the stone kerbs may be approved by the relevant Authority. Removed, serviceable stone kerbs (ie. those that are in good condition as agreed by City officers) must be re-installed in accordance with the City's standard details and specifications after the construction and / or excavation works have been completed. Note: A temporary concrete kerb will need to be constructed to retain the footpath and road access until the stone kerbs can be reinstalled. The removed stone kerbs are to be reinstalled prior to

the issue of an Occupation Certificate. Note: all costs associated with the works are to be at no cost to the Council.

- (c) Damaged kerbs are to be replaced to match existing to the City's satisfaction or as otherwise advised by City officers.
- (d) Where new crossings or temporary crossings are to be constructed to access the property, the affected kerb stones should be salvaged and reused wherever possible.
- (e) All new driveway laybacks and kerbs are to be constructed with stone kerbs to match existing stones or as specified by City officers. All unused stone kerbs are to be salvaged and returned to the City's store.
- (f) Council approval is required before kerbs are removed.