

Andrew Hartcher

From: Timothy Ball <timothy.maoyuting@gmail.com>
Sent: Monday, 9 February 2015 2:33 PM
To: Andrew Hartcher
Subject: Submission Details for Timothy Ball (support)

①

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Timothy Ball
Email: timothy.maoyuting@gmail.com

Address:
52/347 Liverpool St

Darlinghurst, NSW
2010

Content:
To whom it may Concern,

I am a proud and happy resident of Darlinghurst, and as such I am often riding in or passing though the CBD on both personal errands, as well as for my daily commute to Balmain.

I was incredibly happy to learn of the inclusion of a new ferry terminal in the development of the Barangaroo area. It is such an underutilised area of our great city, and with the dramatic change it will see having more transport option will only be a blessing.

However I am concerned. I fail to see where you have included cycling links and bicycle parking as mandated in the Government's Long Term Transport Masterplan and Sydney City Centre Access Strategy.

Sydney is a growing city that is also undergoing great change. It is my hope that Sydney can be a liveable, sustainable, and enjoyable city. I truly believe that cycling will play no small role in this change. It is my belief that your proposal should be amended to include-

1. Strategies to encourage the up-take of cycling as a transport option (as it is a growing trend in Sydney);
2. A plan to build on safe cycling links to separate cyclist and pedestrians (where there is likely to be conflict);
3. assess cycling desire lines as have been done for pedestrians, especially as it may need to be separate or to reduce conflict with pedestrians;
4. identify bike links to the Ferry Hub, as no doubt bikes will come and having a safe path for them is vital
5. you should try yourself to identify the demand for cycling to measure current and future demands;
6. provide ample, secure bike parking;
7. Clearly, signalled cycling crossings will be required to further control and make safe the bike/ pedestrian activity;
8. ensure that all parts of the foreshore path are safe to ride, and that bike riders are not forced to be in conflict with large trucks or traffic that will also be in competition for the roads

I believe these changes will be made only more simple if you were to consider emptying the consultative work, or by working a number of bicycle riding advocacy groups, such as Bicycle NSW and BIKESydney, in the consultation process.
Thank you for this great new proposal and I look forward to seeing all these ideas implemented in an amended plan.

Timothy Ball

IP Address: cpe-60-225-9-245.nsw.bigpond.net.au - 60.225.9.245
Submission: Online Submission from Timothy Ball (support)
https://majorprojects.affinitylive.com/?action=view_activity&id=116358

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Timothy Ball

E : timothy.maoyuting@gmail.com

Andrew Hartcher

From: Stephen Duckitt <stephenduckitt@gmail.com>
Sent: Monday, 9 February 2015 2:37 PM
To: Andrew Hartcher
Subject: Submission Details for Stephen Duckitt (support)

②

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Stephen Duckitt
Email: stephenduckitt@gmail.com

Address:
202/23 Kendall Inlet

Cabarita, NSW
2137

Content:

I have had the privilege of travelling around the world for work and for leisure since I was 22 years old. I have been to all continents and to the vast majority of major international cities on those continents.

As an Australian visiting those cities, it disappoints me that Sydney does not have the foresight to incorporate cycling - for both leisure and for daily commuting - into its psyche and its planning.

Truly global cities have embraced cycling, both leisure and for commuting, because of the environmental, financial and health benefits it brings to a city.

Sydney continually embarrasses itself by not putting this form of transport at the forefront of its thinking.

I have seen free bike sharing in Copenhagen, an entire road network for cyclists in Beijing, buses that have capacity for bikes to be stored on the front in Vancouver, and of course London's bike system.

I love visiting cities that have public transport systems that make moving around a city amazing - Hong Kong, Madrid, London, Seoul, I can go on.. Sydney has none of this.

I implore the NSW Government to include a ferry hub at Barangaroo, that is linked to and inter-connected with multiple alternative transport options that place health and environmental benefits at the fore... pedestrian paths, bicycle lanes and bus services that connect people across the city.

There should not be a reliance on cars as a form of transportation in Barangaroo.

This is a unique opportunity for Sydney and NSW to showcase to the world, that it can be forward thinking, that it does value public transport, and that it puts the health and environmental benefits of the community first.

Furthermore, I draw your attention to the importance of cycling, as part of this strategy and I call for the proposal to include the following:

- 1) explicitly spell out the strategies that it will adopt to encourage cycling as a transport and commuter option;
- 2) adopt the principle to provide safe, connected cycling links that eliminate conflict with pedestrians and motorised traffic;
- 3) assess cycling catchments and "desire lines" to the Ferry Hub, as has been done for pedestrians. The desire line between the Harbour Bridge cycleway and Barangaroo's northern entrance via Watson Rd, Argyle PI and Dalgety Rd should be addressed explicitly;
- 4) explicitly identify cycling links to the Ferry Hub (rather than leave them inferred);
- 5) quantify the demand for bicycle parking at the Ferry Hub;
- 6) provide ample, convenient, secure bike parking;

- 7) provide signalised cycling crossings at intersections into and out of Barangaroo;
- 8) ensure that all parts of the foreshore path are rideable without conflict;
- 9) ensure that construction trucking movements do not impact riders on the Hickson Rd cycleway;
- 10) include Bicycle NSW and BIKESydney in the detailed design consultation.

The benefits would include:

Creation of a direct, efficient, fast autonomous travel choice;

Increased ferry service patronage;

Trip origin-side decongestion benefits (reduce car "drop offs");

Reduction of private vehicle use and releasing seats on buses and trains ("mode-shifting");

Increasing origin-side ferry patronage catchments;

Health benefits (poor health is one of the State's greatest cost burdens).

I look forward to the NSW Govt doing the right thing by and for the people of Sydney and for its global visitors.

IP Address: 60-240-55-232.tpgi.com.au - 60.240.55.232

Submission: Online Submission from Stephen Duckitt (support)

https://majorprojects.affinitylive.com/?action=view_activity&id=116360

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)

https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub

https://majorprojects.affinitylive.com/?action=view_site&id=2995

Stephen Duckitt

E : stephenduckitt@gmail.com

Andrew Hartcher

From: Christina Ritchie <chrisritchie01@yahoo.com.au>
Sent: Monday, 9 February 2015 2:38 PM
To: Andrew Hartcher
Subject: Submission Details for Christina Ritchie (support)

③

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Christina Ritchie
Email: chrisritchie01@yahoo.com.au

Address:
PO Box 412

Balmain, NSW
2041

Content:
Dear Sir/Madam,
Barangaroo Ferry Hub - Submission:

I am a keen supporter of public transport and in particular the use of our waterways for public transport. Improved Public Transport is the way forward for Sydney.

Our waterways are an underutilised resource for the moving of people from A to B within our growing city and as a tourist attraction.

Ferries are arguably the most pleasant and healthy mode of transport we can offer the citizens of our city and visitors alike.

The provision of more public ferry transport will help alleviate our growing traffic problems and resulting pollution from road vehicle transportation.

Public ferry infrastructure is much cheaper to provide than expensive, environmentally degrading road vehicle infrastructure such as motorways. Sydney's greatest asset, admired and envied by other great cities of the world, should be the first option for provision of public transport wherever it can be provided.

I request that as part of the Barangaroo Ferry Hub services, a regular ferry service be provided to and from White Bay with the installation of a public ferry wharf on the White Bay waterfront at Balmain/Rozelle near the bottom of Booth St Balmain.

Such a Public Ferry service between White Bay and Barangaroo should connect with a light rail service into White Bay terminating at the same location. There is an easement for rail along the old disused tracks from Lilyfield through the Rozelle Marshalling Yards to White Bay.

A White Bay/Barangaroo ferry service can connect with West Pyrmont.

I ask that provision be made for valuable ferry services as outlined above when the ferry hub at Barangaroo is built. Along with the provision of a ferry wharf at White Bay and West Pyrmont, and possibly Glebe Island in future, the re-opening of the Heritage-listed Glebe Island Bridge can provide pedestrian and cycle access to Barangaroo. A valuable recreation route can be created linking these various forms of access between the inner-west and the Barangaroo ferry hub.

I request that the Barangaroo Ferry Hub be a dedicated public transport only terminal. There are numerous jetties, marinas and moorings and boat launch points in the inner harbour to cater for current and future private individual and commercially operated boats.

I request that in conjunction with the ferry hub at Barangaroo there be a substantial increase in public recreation and gathering space on the foreshore adjacent to and along the waterfront from the ferry hub. The proposed contentious, publicly resented, dominant high-roller casino building should be refused in favour of more public open space as promised by both recent State governments. It is widely acknowledged by the citizens of NSW that the effective sell-off to private interests of the city's greatest public asset in this way is tantamount to a morally criminal act. Should the Casino building proceed for the privileged few it will degrade and devalue our harbourfront. Its enormous size and location on the currently public foreshore will reduce the apparent size of Sydney harbour.

I request that the matters raised in this submission be given serious consideration and the requests and suggestions be included and adopted in the determination of the Barangaroo Ferry Hub proposal.

Christina Ritchie
Community Representative, Balmain

IP Address: pa49-195-28-136.pa.nsw.optusnet.com.au - 49.195.28.136

Submission: Online Submission from Christina Ritchie (support)
https://majorprojects.affinitylive.com/?action=view_activity&id=116362

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Christina Ritchie

E : chrisritchie01@yahoo.com.au

Andrew Hartcher

From: Alacoque Dash <alacoque.dash@gmail.com>
Sent: Monday, 9 February 2015 3:00 PM
To: Andrew Hartcher
Subject: Submission Details for Alacoque Dash (comments)

④

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Alacoque Dash
Email: alacoque.dash@gmail.com

Address:
85 Macarthur Street

Ultimo, NSW
2007

Content:

Please ensure all wharves are fully and *easily* accessible for prams, bicycles (including cargo bikes), and wheelchairs. I live in Ultimo and work in the city and travel primarily by foot or bike, using public transport where appropriate. I am usually dragging a toddler and baby along with me and many existing "accessible" wharves etc are a nightmare to navigate and stressful given the danger posed by the water. I would also like to see clear cycling routes identified for those travelling from the wharves into the city and around Darling Harbour/Ultimo/Pymont.

IP Address: 202-159-162-88.dyn.iinet.net.au - 202.159.162.88
Submission: Online Submission from Alacoque Dash (comments)
https://majorprojects.affinitylive.com/?action=view_activity&id=116364

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Alacoque Dash

E : alacoque.dash@gmail.com

Andrew Hartcher

From: David Donald <david@pedalia.org>
Sent: Monday, 9 February 2015 3:17 PM
To: Andrew Hartcher
Subject: Submission Details for David Donald (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: David Donald
Email: david@pedalia.org

Address:
4 Carlton St

Kensington, NSW
2033

Content:

I would like to see this facility be made easily accessible to cyclist. The inclusion of bicycle racks and direct connection to cycleways would seem to be very beneficial in terms of reducing traffic congestion and promoting use of the facility.

IP Address: 14-200-157-151.static.tpgi.com.au - 14.200.157.151
Submission: Online Submission from David Donald (comments)
https://majorprojects.affinitylive.com/?action=view_activity&id=116366

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

David Donald

E : david@pedalia.org



Andrew Hartcher

From: Kerry McNamara <kmjmk@ihug.com.au>
Sent: Monday, 9 February 2015 3:39 PM
To: Andrew Hartcher
Subject: Submission Details for Kerry McNamara (support)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kerry McNamara
Email: kmjmk@ihug.com.au

Address:
137 Unwins Bridge Road

TEMPE, NSW
2044

Content:

I support the Ferry Hub in Barangaroo .I ride & work in the City.

There are a number of things that can be done to benefit the project ,the city ,cycling & long term the health of the community ,poor health being one of the states greatest burden.

Increasing cycling patronage will come about if

1 it is explicitly spelt out the strategies that will be adopted to encourage cycling as a viable transport option.

2 adopt the principle to provide safe ,connected cycling links to eliminate conflict with pedestrians & motorised traffic.

3 Ensure all parts of the foreshore are rideable without conflict.

4 provide signalled cycling crossings at intersections into & out of Barangaroo

5 assess cycling catchment areas + desire lines to the Ferry Hub as has been done for pedestrians.The desire line between Harbour Bridge cycleway & Barangaroo's northern entrance via Watson Rd ,Argyle Pl + Dalgety Road should be addressed explicitly.

6 Explicitly identify cycling links to the Ferry Hub (rather than leave them inferred)

7 Provide ample ,convenient bike parking

8 quantify the demand for bike parking at the Ferry Hub

9 Ensure construction trucking movements do not impact riders on the Hickson Rd cycleway.

10 include Bicycle NSW and BIKESydney in the detailed design consultation.

The benefits of such an approach could be

1 Creation of a direct efficient fast autonomous travel choice

2 Increased Ferry service patronage

3 Trip origin-side decongestion -reducing car drop offs

4 reduction of private vehicle usage ,releasing seats on trains & buses

5 increasing origin-side ferry patronage catchments.

thank you for the opportunity to comment on such an important project

Kerry McNamara

IP Address: 124-170-220-125.dyn.iinet.net.au - 124.170.220.125

Submission: Online Submission from Kerry McNamara (support)

https://majorprojects.affinitylive.com/?action=view_activity&id=116368

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)

https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub

https://majorprojects.affinitylive.com/?action=view_site&id=2995

Kerry McNamara

E : kmjmk@ihug.com.au

6

Andrew Hartcher

From:
Sent: Monday, 9 February 2015 3:43 PM
To: Andrew Hartcher
Subject: Submission Details for [redacted] (support)

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name

Email: [redacted]

Address:

Content:

I am a commuter and utility cyclist who regularly rides into and through the city to work and attend medical appointments.

I additionally use multimodal transport, either by riding to a departure, or riding to use another form of transport taking my bicycle with me.

I support the proposed ferry hub in the hungry mile as it will provide an western city link to a major public transport mode.

I support the proposed hub in particular if it forms a modal transfer between the bicycle network and the ferry network. Infrastructure needs to build bicycles in at the base to see success in this mode share, and the proposed development is within the boundary of the strategic cycle way network.

From the perspective of a Redfern resident, access to this location via Darling Drive and the Pyrmont Bridge is far more desirable than using Castlereigh to access Circular Quay.

While I support Bike Sydney's submission I want to draw particular attention to the disconnected nature of the EIS's addressing multimodal transport. I will not use this facility if it is not integrated into the bicycle network including end or transfer of trip facilities such as covered or shielded parking.

On the other hand, the opportunity from clearly spelling out the connection between this facility and the strategic cycleway network has the clear and long term advantage of drawing multimodal uses to the site through the ferry system and through the cycleway system. In particular, for a protected cycle network (a mode of cycling chosen in particular by families with younger children) ferries play a large role in their transport desires.

From the perspective of someone who works in the city, were I to move to the ferry network as my primary public transport option, cross connection to the cycle network for the last two kilometers would be highly desirable for me.

IP Address: w-cnw2420nkm.ad.unsw.edu.au - 129.94.106.210
Submission: Online Submission from S [redacted] (support)
https://majorprojects.affinitylive.com/?action=view_activity&id=116370

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

⑦

Andrew Hartcher

From: Rodney Hoskinson <rodneyh@bigpond.net.au>
Sent: Monday, 9 February 2015 3:49 PM
To: Andrew Hartcher
Subject: Submission Details for Rodney Hoskinson (object)



Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Rodney Hoskinson
Email: rodneyh@bigpond.net.au

Address:
Unit 904

Sydney, NSW
2000

Content:

In recent years the harbour cruise industry has been permitted to increase rapidly in number and size of cruise boats. The scourge of the industry, in terms of environmental impact, is the party boat. Throughout the warmer months in particular, they become mobile outdoor dance parties, disturbing residents, businesses, customers and visitors all around the Harbour with loud amplified dance music.

The worst environmental impacts of the party boats are focussed on King St Wharf, adjacent to the proposed ferry hub. This is because King St Wharf becomes the loading and unloading point. Party boats project loud music into every room of resident's homes at King St Wharf for hours at a time while they load and unload, during morning, afternoon or night. The industry's business model is to sell as much liquor as possible during the cruise and rely on heavy police and/or riot squad presence at King St Wharf to deal with the consequences of unloading hundreds of their inebriated and aggressive customers back on the wharves. The worst offenders include:

- * larger boats such as Starship Sydney and All Occasion Cruises
- * smaller boats such as RhythmBoat and FunBoat.

The adverse impact of this terrible industry (noise and antisocial behaviour) is by far the greatest adverse environmental impact associated with the wharves in the vicinity. Policing of the industry is very difficult.

I object to the proposed new hub being exclusively for ferries. The proposed new ferry hub should instead be a dual purpose hub for both cruise boats and ferries. Cruise boats should be able to use the hub at weekends to take some of the current strain off King St Wharf. This way, the painful impact of the party boat industry at weekends can be shared between Barangaroo and King St Wharf. Multi-purpose use would:

- * spread, rather than concentrate, the adverse impact of a terrible industry that the Government has permitted to grow, and
- * generate an additional revenue source, reducing the cost of the new wharves to the taxpayer.

It is completely capricious and unfair to concentrate the worst environmental impacts of harbour users, namely party boats, on King St Wharf while largely protecting Barangaroo from them (which is the case if the new ferry hub is exclusively for ferries). Of course, a better solution would be to move party boats away from the King St Wharf/Barangaroo precinct altogether.

IP Address: cpe-121-217-118-205.lnse2.clt.bigpond.net.au - 121.217.118.205
Submission: Online Submission from Rodney Hoskinson (object)
https://majorprojects.affinitylive.com/?action=view_activity&id=116372

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Rodney Hoskinson

E : rodneyh@bigpond.net.au

Andrew Hartcher

From: Paul Jackson <pauljackson42@gmail.com>
Sent: Monday, 9 February 2015 3:54 PM
To: Andrew Hartcher
Subject: Submission Details for Paul Jackson (support)

⑨

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Paul Jackson
Email: pauljackson42@gmail.com

Address:
31 Abuklea Road

Epping, NSW
2121

Content:

Seperated cycleways from the ferry wharfs to the existing cycle network to allow ferry commuters to extend their journey to the
- north along hickson road,
- south along sussex st to pymont bridge
- east to the Kent st cycleway.

IP Address: 202-129-83-215.perm.iinet.net.au - 202.129.83.215
Submission: Online Submission from Paul Jackson (support)
https://majorprojects.affinitylive.com/?action=view_activity&id=116374

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Paul Jackson

E : pauljackson42@gmail.com

Andrew Hartcher

From:
Sent: Monday, 9 February 2015 4:06 PM
To: Andrew Hartcher
Subject: Submission Details f (comments)

10

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

N
E...

Address:

Content:

The plan alludes to cycling but is vague.

It would be greatly improved if it:

- * details strategies that it will adopt to encourage cycling as a transport and commuter option;
- * provides safe, connected cycling links that eliminate conflict with pedestrians and motorised traffic;
- * assesses cycling catchments and "desire lines" to the Ferry Hub, as has been done for pedestrians. The desire line between the Harbour Bridge cycleway and Barangaroo's northern entrance via Watson Rd, Argyle Pl and Dalgety Rd should be addressed explicitly;
- * identify cycling links to the Ferry Hub (rather than leave them inferred);
- * quantify the demand for bicycle parking at the Ferry Hub;
- * provide ample, convenient, secure bike parking;
- * ensure that all parts of the foreshore path are rideable without conflict;
- * ensure that construction trucking movements do not impact riders on the Hickson Rd cycleway;
- * include Bicycle NSW and BIKESydney in the detailed design consultation.

IP Address: 166.123.233.220.static.exetel.com.au - 220.233.123.166

Submission: Online Submission fr (comments)
https://majorprojects.affinitylive.com/?action=view_activity&id=116376

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Andrew Hartcher

From: Joseph Sedjerarai <Jsedj@hotmail.com>
Sent: Monday, 9 February 2015 6:07 PM
To: Andrew Hartcher
Subject: Submission Details for Joseph Sedjerarai (support)



Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Joseph Sedjerarai
Email: Jsedj@hotmail.com

Address:
41/219 Chalmers Street

Redfern, NSW
2016

Content:

I support the introduction of a Ferry Hub for Barangaroo but calls for the proposal to be amended to include cycling links and bicycle parking as mandated in the Government's Long Term Transport Masterplan and Sydney City Centre Access Strategy.

The proposal should be updated to:

● address how the proposal serves the State's goal of doubling cycling (N​SW2021,​ Goal 8);

● explicitly enunciate the s​trategies t​hat it will adopt to encourage cycling as a transport and commuter option;

● adopt the principle to provide safe, connected cycling links to the Ferry Hub that eliminate conflict with pedestrians and motorised traffic;

● be updated to include the assessment of external and internal cycling catchments and "desire lines" to, and bicycle parking demand for the Ferry Hub;

● be updated to explicitly identify internal and external (to Barangaroo) cycling links to the Ferry Hub. Left implicit, the links will likely never be developed. By comparison, the proposal (rightly) clearly assesses and explicitly identifies the pedestrian network;

● commit to providing a quantum of convenient and secure bike parking at the Ferry Hub that can be increased later if required;

● commit to providing signalised cycling crossings at road intersections into/out of Barangaroo;

● specifically address the cycling desire line between the Harbour Bridge cycleway and the northern entrance to Barangaroo via Watson Rd, Argyle Pl and Dalgety Rd. The proposal does not address this route which will likely be favoured by many riders;

● be updated to clearly enunciate the cycling provision along the entire Barangaroo foreshore (in keeping with the requirement to provide foreshore access prescribed by the S​dney Regional Environmental Plan (Sydney Harbour Catchment) 2005,​and S​haring Sydney Harbour Access Plan)​;

● commit to having internal cycling links to the Ferry Hub delivered as part of the first tranche of Barangaroo's transport network;

● be updated to explicitly address the requirements of the [Planning] Secretary's Environmental Assessment Requirements (SEAR's) in relation to:

"...assessment and modelling of ...bicycle parking requirements" and

"...assessment of ...impacts on cyclist and pedestrian access and safety, including consideration of opportunities to integrate cycling and pedestrian elements with the public domain"

• be updated to include mitigation and management measures to address impacts on riders from construction trucking movements particularly along Hickson Rd (as shown in Figures 65 and 66 of the EIS);

• commit to including lead cycling stakeholder groups such as Bicycle NSW and BIKESydney in the detailed design of the Ferry Hub (as called for in Section 5.2.2 of the EIS. BIKESydney was not consulted in the development of the EIS as was required by the projects SEAR's).

The Customer and Operational Benefits of these measures include:

• Creation of a direct, efficient, fast autonomous travel choice;

• Increased ferry service patronage;

• Originside decongestion benefits (reduced car "drop offs");

• Reduction of private vehicle use and releasing seats on buses and trains ("modeshifting");

• Increase in (originside) ferry patronage catchments;

• Health benefits.

The Barangaroo precinct is expected to accommodate up to 23,000 office workers, include a residential community of about 2,500 people and attract up to 33,000 visitors per day when complete. The great majority of these people will travel to and within the precinct by sustainable transport modes (walking, riding, and public transport, including the subject ferry service.) Accordingly, the Barangaroo Ferry Hub is a primary opportunity to achieve the State's N&SW 2021 cycling goal of doubling cycling's mode share.

IP Address: d110-33-208-241.mas801.nsw.optusnet.com.au - 110.33.208.241

Submission: Online Submission from Joseph Sedjerarai (support)

https://majorprojects.affinitylive.com/?action=view_activity&id=116378

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)

https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub

https://majorprojects.affinitylive.com/?action=view_site&id=2995

Joseph Sedjerarai

E : Jsedj@hotmail.com

Andrew Hartcher

From: Martin Geliot <martin_geliot@yahoo.com.au>
Sent: Monday, 9 February 2015 9:29 PM
To: Andrew Hartcher
Subject: Submission Details for Martin Geliot (comments)

12

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Martin Geliot
Email: martin_geliot@yahoo.com.au

Address:
28 Wigram Road

Faulconbridge, NSW
2776

Content:
Please include properly engineered cycling links, compliant with Austroads guidelines. Thank you!

IP Address: - 101.190.9.188
Submission: Online Submission from Martin Geliot (comments)
https://majorprojects.affinitylive.com/?action=view_activity&id=116382

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Martin Geliot

E : martin_geliot@yahoo.com.au

Andrew Hartcher

From: Shane Howley <shanehowley@localeproperty.com>
Sent: Monday, 9 February 2015 11:35 PM
To: Andrew Hartcher
Subject: Submission Details for Shane Howley (comments)

⑬

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Shane Howley
Email: shanehowley@localeproperty.com

Address:
8 National St Leichhardt

sydney, NSW
2040

Content:

Please look to the future and include bike paths and cycling infrastructure into all new and existing urban plans. provide proper planing to include safe bike paths and bike parking. Include Bicycle NSW and BIKESydney in your planing

IP Address: d58-106-248-102.riv800.nsw.optusnet.com.au - 58.106.248.102

Submission: Online Submission from Shane Howley (comments)
https://majorprojects.affinitylive.com/?action=view_activity&id=116384

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Shane Howley

E : shanehowley@localeproperty.com



PO Box M59 | Missenden Rd | Camperdown NSW 2050
www.bikesydney.org | ABN 95939852367
Tel +61 2 8213 2437

To:

Andrew Hartcher
Department of Planning and Environment
23-33 Bridge Street Sydney NSW 2000
GPO Box 39
Sydney NSW 2001

Email: andrew.hartcher@planning.nsw.gov.au

9 February 2015

**BIKESydney's submission to the
Barangaroo Ferry Stop Environmental Impact Statement (EIS)**

Introduction

BIKESydney is an incorporated not-for-profit community organisation.

We want to live in a city:

- Where riding a bicycle is part of everyday life
- That is vibrant, healthy, productive, creative and robust
- That values community, mobility, health, wellbeing social equity and sustainability
- Where people of all ages can make easy choices to ride a bicycle, walk and take public transport.

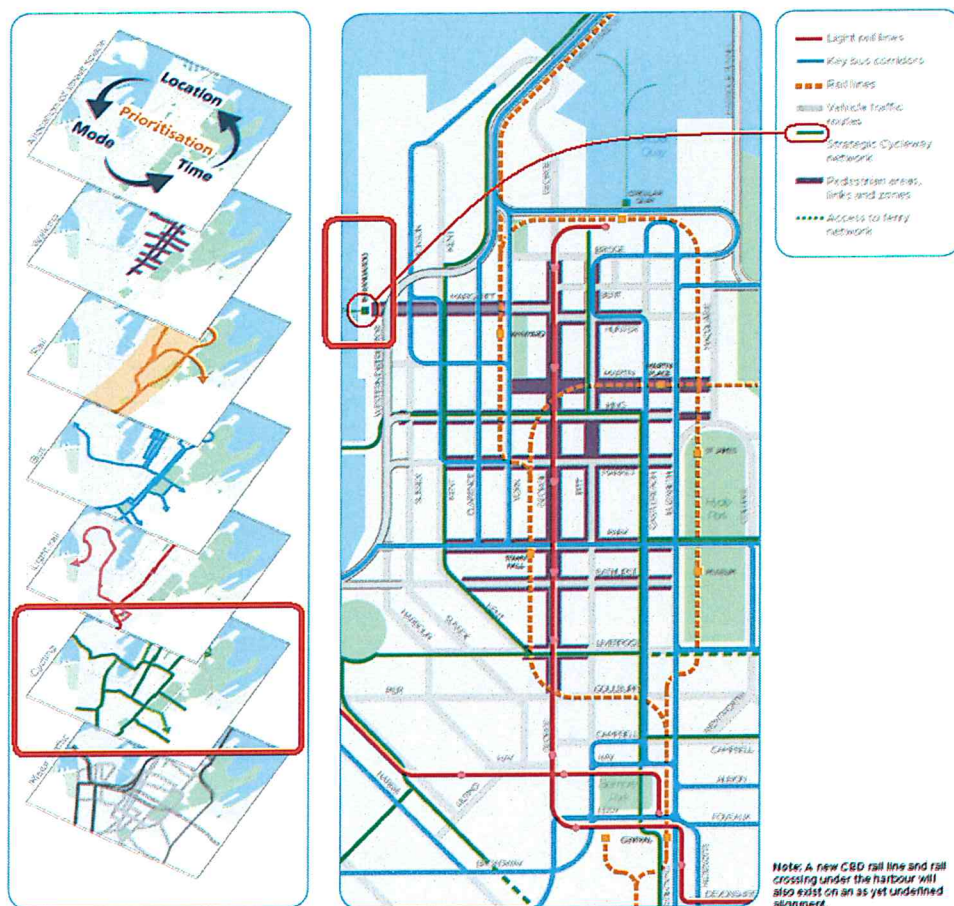
We advocate on behalf of our members and people who ride bicycles who live and work in central Sydney.

NSW Framework - Transport for NSW's Sydney's Cycling Future

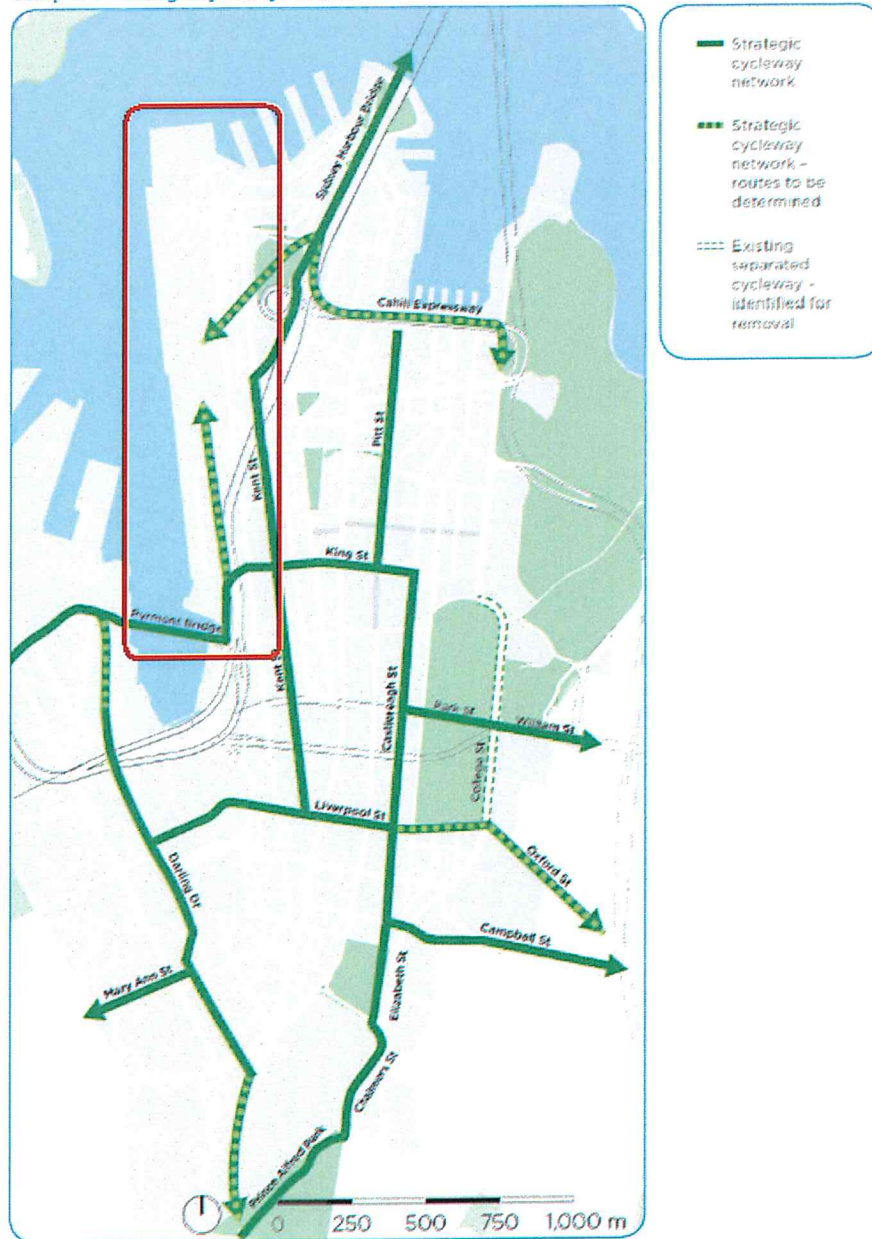
BIKESydney supports the NSW Government's commitment to its **NSW 2021** Goals of:

- More than doubling the mode share of bicycle trips made in the Greater Sydney region, at a local and district level, by 2016 (NSW 2021 Goal 8);
- Promoting healthy lifestyles, including by increasing the mode share of bicycle trips and by reducing overweight and obesity rates (NSW 2021 Goals 8 and 11);
- Improving road safety, reducing fatalities and making NSW roads the safest in the country (NSW 2021 Goal 10).

BIKESydney also supports Transport for NSW's (TfNSW) **"Sydney City Centre Access Strategy"** and its **"Sydney's Cycling Future"** transport blueprints which prescribe Barangaroo cycling links to the Ferry Hub.



Completed strategic cycleway network



BIKESydney supports the principle of the Ferry Hub

BIKESydney, a key stakeholder, supports the introduction of a Ferry Hub for Barangaroo but calls for the proposal to be amended to include cycling links and bicycle parking as mandated in the Government's Long Term Transport Masterplan and Sydney City Centre Access Strategy.

The proposal should be updated to:

- address how the proposal serves the State's goal of doubling cycling's mode share (*NSW 2021*, Goal 8);
- explicitly enunciate the *strategies* that it will adopt to encourage cycling as a transport and commuter option;
- adopt the principle to provide safe, connected cycling links to the Ferry Hub that eliminate conflict with pedestrians and motorised traffic;
- be updated to include the assessment of external and internal cycling catchments and "desire lines" to, and bicycle parking demand for the Ferry Hub;
- be updated to explicitly identify internal and external (to Barangaroo) cycling links to the Ferry Hub. Left implicit, the links will likely never be developed. By comparison, the proposal (rightly) clearly assesses and explicitly identifies the pedestrian network;
- commit to providing a quantum of convenient and secure bike parking at the Ferry Hub that can be increased later if required;
- commit to providing signalised cycling crossings at road intersections into/out of Barangaroo;
- specifically address the cycling desire line between the Harbour Bridge cycleway and the northern entrance to Barangaroo via Watson Rd, Argyle Pl and Dalgety Rd. The proposal does not address this route which will likely be favoured by many riders;
- be updated to clearly enunciate the cycling provision along the entire Barangaroo foreshore (in keeping with the requirement to provide foreshore access prescribed by the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*, and *Sharing Sydney Harbour Access Plan*);
- commit to having internal cycling links to the Ferry Hub delivered as part of the first tranche of Barangaroo's transport network;

- be updated to explicitly address the requirements of the [Planning] Secretary's Environmental Assessment Requirements (SEAR's) in relation to:

"...assessment and modelling of ...bicycle parking requirements" and

"...assessment of ...impacts on cyclist and pedestrian access and safety, including consideration of opportunities to integrate cycling and pedestrian elements with the public domain"

- be updated to include mitigation and management measures to address impacts on riders from construction trucking movements particularly along Hickson Rd (as shown in Figures 6-5 and 6-6 of the EIS);
- commit to including lead cycling stakeholder groups such as Bicycle NSW and BIKESydney in the detailed design of the Ferry Hub (as called for in Section 5.2.2 of the EIS. BIKESydney was not consulted in the development of the EIS as was required by the projects SEAR's).

The Customer and Operational Benefits of these measures include:

- Creation of a direct, efficient, fast autonomous travel choice;
- Increased ferry service patronage;
- Origin-side decongestion benefits (reduced car "drop offs");
- Reduction of private vehicle use and releasing seats on buses and trains ("mode-shifting");
- Increase in (origin-side) ferry patronage catchments;
- Health benefits.

The Barangaroo precinct is expected to accommodate up to 23,000 office workers, include a residential community of about 2,500 people and attract up to 33,000 visitors per day when complete. The great majority of these people will travel to and within the precinct by sustainable transport modes (walking, riding, and public transport, including the subject ferry service.) Accordingly, the Barangaroo Ferry Hub is a primary opportunity to achieve the State's **NSW 2021** cycling goal of doubling cycling's mode share.

We urge Transport for NSW and the Department of Planning and Environment to consider that Barangaroo will generate a significant number of commuter cycling trips irrespective of the cycling provisioning provided. Providing high-quality and clearly-defined cycling infrastructure within Barangaroo and to the Ferry Hub will increase the facility and safety of all users, not merely those who ride. The absence of cycling provisioning will not absent riders.

Could you please advise us directly once Transport for NSW has completed its EIS Submissions Report for this consultation?

Yours sincerely
David Borella
BIKESydney
President
david.borella@bikesydney.org

Andrew Hartcher

From: Michael Hughes <michael.hughes@sealink.com.au>
Sent: Monday, 9 February 2015 12:40 PM
To: Andrew Hartcher
Subject: Submission Details for company Sealink Travel Group Limited (org_support)
Attachments: disclosure statement political donations.pdf

15

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: yes

Name: Michael Hughes
Organisation: Sealink Travel Group Limited (Commercial Director)
Govt. Agency: No
Email: michael.hughes@sealink.com.au

Address:
Jetty 6 Circular Quay

Sydney, NSW
2000

Content:
Sealink Travel Group Limited is an ASX listed entity and the owner of Captain Cook Cruises, the lessee of two berths (King Street Wharf Number One, North and South) adjacent to the proposed ferry hub development.

We recognise the development as a timely and very exciting addition to Sydney's transport network and look forward to its ultimate completion.

As our berth lease is adjacent to the baffling which is to be removed as part of the project, we would like to be consulted about the timing and nature of its removal so we can discuss and arrange any means of ameliorating and mitigating any impact of its demolition on the operation of our leased berths.

We also have a potential interest in access to the decommissioned King Street Wharf #3 and, as key providers of tourism and commuter transport services on Sydney Harbour, request being involved in a formal process regarding the status and future use of this Wharf.

IP Address: mail.planit.net.au - 150.101.204.230
Submission: Online Submission from company Sealink Travel Group Limited (org_support)
https://majorprojects.affinitylive.com/?action=view_activity&id=116354

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Michael Hughes

E : michael.hughes@sealink.com.au

Political donations disclosure statement



NSW GOVERNMENT
Department of Planning

Office use only:

Date received: ____/____/____

Planning application no.

SSI 6727

This form may be used to make a political donations disclosure under section 147(3) of the *Environmental Planning and Assessment Act 1979* for applications or public submissions to the Minister or the Director-General.

Please read the following information before filling out the Disclosure Statement on pages 3 and 4 of this form. Also refer to the 'Glossary of terms' provided overleaf (for definitions of terms in *italics* below). Once completed, please attach the completed declaration to your planning application or submission.

Explanatory information

Making a planning application or a public submission to the Minister or the Director-General
Under section 147(3) of the *Environmental Planning and Assessment Act 1979* ('the Act') a person:

- (a) who makes a *relevant planning application* to the Minister or the Director-General is required to disclose all *reportable political donations* (if any) made within the *relevant period* to anyone by any person with a *financial interest* in the application, or
- (b) who makes a *relevant public submission* to the Minister or the Director-General in relation to the application is required to disclose all *reportable political donations* (if any) made within the *relevant period* to anyone by the person making the submission or any *associate of that person*.

How and when do you make a disclosure?

The disclosure to the Minister or the Director-General of a *reportable political donation* under section 147 of the Act is to be made:

- (a) in, or in a statement accompanying, the relevant planning application or submission if the donation is made before the application or submission is made, or
- (b) if the donation is made afterwards, in a statement of the person to whom the relevant planning application or submission was made within 7 days after the donation is made.

What information needs to be included in a disclosure?

The information requirements of a disclosure of reportable political donations are outlined in section 147(9) of the Act.

Pages 3 and 4 of this document include a Disclosure Statement Template which outlines the information requirements for disclosures to the Minister or to the Director-General of the Department of Planning.

Note: A separate Disclosure Statement Template is available for disclosures to councils.

Warning: A person is guilty of an offence under section 125 of the *Environmental Planning and Assessment Act 1979* in connection with the obligations under section 147 only if the person fails to make a disclosure of a political donation or gift in accordance with section 147 that the person knows, or ought reasonably to know, was made and is required to be disclosed under section 147.

The maximum penalty for any such offence is the maximum penalty under Part 6 of the *Election Funding and Disclosures Act 1981* for making a false statement in a declaration of disclosures lodged under that Part.

Note: The maximum penalty is currently 200 penalty units (currently \$22,000) or imprisonment for 12 months, or both.

Glossary of terms (under section 147 of the *Environmental Planning and Assessment Act 1979*)

gift means a gift within the meaning of Part 6 of the *Election Funding and Disclosures Act 1981*. Note. A gift includes a gift of money or the provision of any other valuable thing or service for no consideration or inadequate consideration.

Note: Under section 84(1) of the *Election Funding and Disclosures Act 1981* gift is defined as follows:

gift means any disposition of property made by a person to another person, otherwise than by will, being a disposition made without consideration in money or money's worth or with inadequate consideration, and includes the provision of a service (other than volunteer labour) for no consideration or for inadequate consideration.

local councillor means a councillor (including the mayor) of the council of a local government area.

relevant planning application means:

- a) a formal request to the Minister, a council or the Director-General to initiate the making of an environmental planning instrument or development control plan in relation to development on a particular site, or
 - b) a formal request to the Minister or the Director-General for development on a particular site to be made State significant development or declared a project to which Part 3A applies, or
 - c) an application for approval of a concept plan or project under Part 3A (or for the modification of a concept plan or of the approval for a project), or
 - d) an application for development consent under Part 4 (or for the modification of a development consent), or
 - e) any other application or request under or for the purposes of this Act that is prescribed by the regulations as a relevant planning application,
- but does not include:
- f) an application for (or for the modification of) a complying development certificate, or
 - g) an application or request made by a public authority on its own behalf or made on behalf of a public authority, or
 - h) any other application or request that is excluded from this definition by the regulations.

relevant period is the period commencing 2 years before the application or submission is made and ending when the application is determined.

relevant public submission means a written submission made by a person objecting to or supporting a relevant planning application or any development that would be authorised by the granting of the application.

reportable political donation means a reportable political donation within the meaning of Part 6 of the *Election Funding and Disclosures Act 1981* that is required to be disclosed under that Part. Note. Reportable political donations include those of or above \$1,000.

Note: Under section 86 of the *Election Funding and Disclosures Act 1981* reportable political donation is defined as follows:

86 Meaning of "reportable political donation"

- (1) For the purposes of this Act, a reportable political donation is:
 - (a) in the case of disclosures under this Part by a party, elected member, group or candidate—a political donation of or exceeding \$1,000 made to or for the benefit of the party, elected member, group or candidate, or
 - (b) in the case of disclosures under this Part by a major political donor—a political donation of or exceeding \$1,000:
 - (i) made by the major political donor to or for the benefit of a party, elected member, group or candidate, or
 - (ii) made to the major political donor.
- (2) A political donation of less than an amount specified in subsection (1) made by an entity or other person is to be treated as a reportable political donation if that and other separate political donations made by that entity or other person to the same party, elected member, group, candidate or person within the same financial year (ending 30 June) would, if aggregated, constitute a reportable political donation under subsection (1).
- (3) A political donation of less than an amount specified in subsection (1) made by an entity or other person to a party is to be treated as a reportable political donation if that and other separate political donations made by that entity or person to an associated party within the same financial year (ending 30 June) would, if aggregated, constitute a reportable political donation under subsection (1). This subsection does not apply in connection with disclosures of political donations by parties.
- (4) For the purposes of subsection (3), parties are associated parties if endorsed candidates of both parties were included in the same group in the last periodic Council election or are to be included in the same group in the next periodic Council election.

a person has a financial interest in a relevant planning application if:

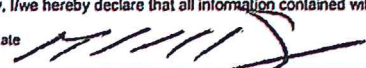
- a) the person is the applicant or the person on whose behalf the application is made, or
- b) the person is an owner of the site to which the application relates or has entered into an agreement to acquire the site or any part of it, or
- c) the person is associated with a person referred to in paragraph (a) or (b) and is likely to obtain a financial gain if development that would be authorised by the application is authorised or carried out (other than a gain merely as a shareholder in a company listed on a stock exchange), or
- d) the person has any other interest relating to the application, the site or the owner of the site that is prescribed by the regulations.

persons are associated with each other if:

- a) they carry on a business together in connection with the relevant planning application (in the case of the making of any such application) or they carry on a business together that may be affected by the granting of the application (in the case of a relevant planning submission), or
- b) they are related bodies corporate under the *Corporations Act 2001* of the Commonwealth, or
- c) one is a director of a corporation and the other is any such related corporation or a director of any such related corporation, or
- d) they have any other relationship prescribed by the regulations.

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details				
Name of person making this disclosure SEALINK TRAVEL GROUP LIMITED		Planning application reference (e.g. DA number, planning application title or reference, property address or other description) ST 6727		
Your interest in the planning application (circle relevant option below)				
You are the APPLICANT YES / NO		OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION <input checked="" type="radio"/> YES <input type="radio"/> NO		
Reportable political donations made by person making this declaration or by other relevant persons				
<p>* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN).</p> <p>* If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR</p> <p>* If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.</p>				
Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
KANGAROO ISLAND SEALINK PTY LTD ABN 007 122637	Jetty 6, Circular Quay SYDNEY NSW 2000	LIBERAL PARTY OF SOUTH AUSTRALIA AUSTRALIA (SOUTH AUSTRALIA DIVISION)	22 Nov 2013	\$2,000 inc GST
Please list all reportable political donations—additional space is provided overleaf if required.				
By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.				
Signature(s) and Date 		MICHAEL HUGHES, COMMERCIAL DIRECTOR		
Name(s) _____				

Submission by Sandell Consulting Regarding Barangaroo Ferry Terminal/Hub (SSI 6727)

The construction of a new ferry hub at Barangaroo South is a welcome and much needed addition to Sydney's transport infrastructure.

The following suggestions are made for improving the plan:

1. The plan is predicated on changes to the ferry network outlined in the NSW Government's strategy paper, "Sydney's Ferry Future". That strategy will limit the level of demand for ferries terminating at Barangaroo and exacerbate current congestion problems at Circular Quay. It is recommended, therefore, that the terminal should be designed to play a larger role in the ferry network than that proposed in the Ferry Future plan. This includes changing the Woolwich line so it terminates at Barangaroo and creating a new line to connect Barangaroo with the Bays Precinct renewal development.
2. The pontoons need to provide a larger waiting area for passengers to avoid dangerous crowding, especially during events.
3. There appears to be an assumption that existing manually operated gangways will be used at the Barangaroo terminal. As there is a parallel project by Transport for NSW to design a new ferry fleet, this is an opportunity to incorporate more sophisticated gangway technology to speed up the loading and unloading of passengers.

1. Role of Barangaroo in Sydney's Ferry Network

Development at Barangaroo and completion of the Wynyard Walk project will mean the new ferry terminal provides an ideal entry point to Sydney's CBD for ferry users travelling from west of the city. The Wynyard Walk will create an uninterrupted pedestrian corridor to the heart of Sydney and easier walking access to more of the CBD than what is available from the Circular Quay terminal. It is therefore logical that Barangaroo become the hub for all ferries coming from the west, including the Woolwich and Parramatta lines.

In addition, a new ferry line to Jacksons Landing and the redeveloped Bays Precinct is highly desirable. This would logically terminate at Barangaroo, or become an extension of the existing Darling Harbour line.

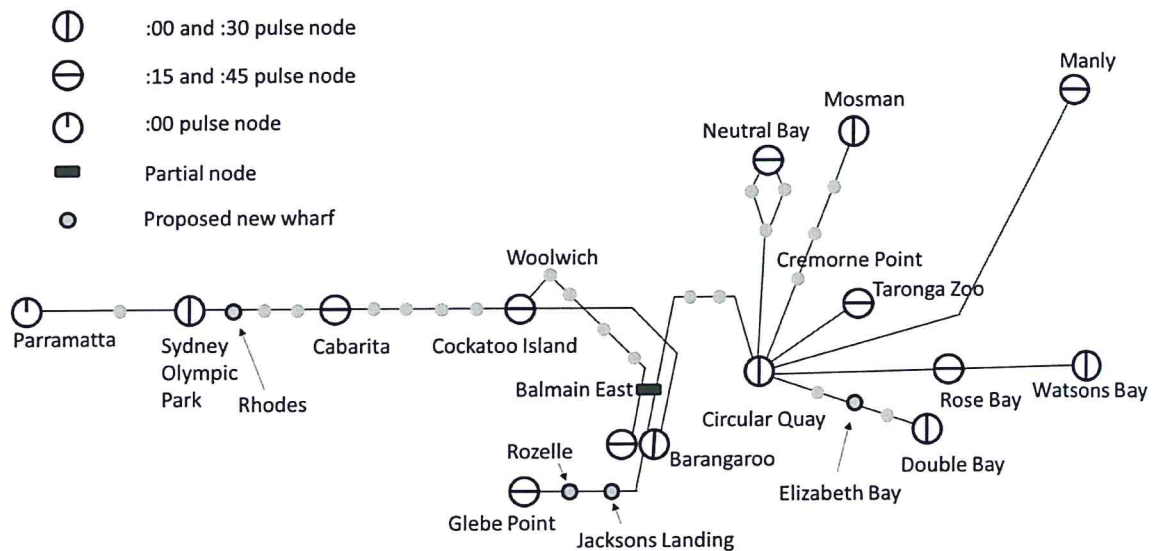
To be a truly effective hub, connecting lines should provide convenient ferry to ferry connections. For example, passengers travelling from Jacksons Landing or the Bays Precinct should be able to transfer at Barangaroo for a Parramatta River ferry. This will add to the vibrancy of the Barangaroo terminal, but can only be done properly through integrated regular interval timetabling (1) to minimise wait times. Ideal wait times for transfers are in the range of 4-10 minutes. If less than this, there is a risk of missing the connection; if more, passengers find the wait inconvenient.

Under the Ferry Future plan, the Barangaroo terminal will only operate as a very limited hub, with no new line connections:

- The Woolwich line will continue to Circular Quay, but with an extra stop at Balmain East to allow transfers to the Darling Harbour ferry (wait times for transfers are not specified).
- The Parramatta River line will continue to have a mix of Circular Quay and Barangaroo services.
- The Bays Precinct opportunity is not identified.

As indicated in the EIS document, the Ferry Future plan provides for a significant increase in Darling Harbour and Parramatta River services. Week-end services are projected to increase from three to eight per hour on the Darling Harbour line and from two to six on the Parramatta River. Week-day peak Darling Harbour services are planned to increase from two per hour to six per hour. As there is no intention to reduce the number of lines terminating at Circular Quay, the increase in Darling Harbour services running between Barangaroo and the Quay will actually worsen the congestion problems there. This undermines part of the rationale for building the Barangaroo terminal.

The diagram below presents an alternative to the Ferry Future plan. It makes Barangaroo a genuine hub for services west of the CBD. It will follow integrated regular interval timetabling principles to ensure convenient connections at network nodes, including Barangaroo.



Features of this network include:

- The Darling Harbour line is extended west from Barangaroo to Glebe Point/ Bays Precinct. The line also incorporates the Taronga Zoo line so there is no need for passengers travelling from Barangaroo to the Zoo to transfer at Circular Quay;
- All off peak River ferries, including week-end services, terminate at Barangaroo. Extras in the peaks run to Circular Quay via McMahon's Pt and Milsons Pt;
- All Cockatoo Island/Woolwich ferries terminate at Barangaroo with timed transfers to the Darling Harbour line at Balmain East for those who need to go to Circular Quay;
- All ferries terminating at Circular Quay arrive shortly before the hour and half hour; and depart shortly after the hour and half hour. This provides convenient ferry to ferry connections for all services which hub at Circular Quay.

Every destination in the network can be conveniently accessed from Barangaroo, with a maximum of one transfer. The longest wait time at a transfer point (Circular Quay) is 10 minutes. This will add significantly to the utility of Barangaroo as a ferry hub and improve access to tourist destinations.

As the Woolwich ferries will no longer run to Circular Quay, and all week-end and week-day off peak Parramatta River ferries terminate at Barangaroo, the congestion issues at Circular Quay will be significantly alleviated.

Note that the plan does not include the current Pyrmont Bay wharf. Instead, this location could be better connected with Barangaroo South by a pedestrian/ bicycle bridge or tunnel.

Revenue hours increase beyond current hours by about 12%, but this is less than the increase implicit in the Ferry Future plan. In addition, the increase in costs will be more than offset by farebox revenue growth due to the expected lift in patronage.

The implication of this alternative network plan is that each of the Barangaroo terminal berthing faces will service one line: Bays Precinct line; Circular Quay/Zoo line; Woolwich line; and Parramatta River line. In the off peak, the lines operate at 30 minute intervals, but can increase to 15 minute intervals during commuter peaks or busy week-end periods. Even a 10 minute interval is possible, without causing congestion or customer confusion, which will happen if ferries for the one line are operated from more than one berthing face.

2. Demand Forecasts

Demand forecasts for the Darling Harbour and Parramatta River lines in the EIS are ambitious:

- *Week-day AM peak arrivals at Barangaroo to increase from the current 650 (King Street) to 3,000 in 2016.* The 650 includes 150 on Darling Harbour services and 500 from the Parramatta River. Even if all the 550 River passengers who currently go to Circular Quay in the peaks now elect to go to Barangaroo instead (note there is no plan to cease Circular Quay arrivals from the River), where will the other 2,000 come from? The ferry mode share of high growth locations, like Wentworth Point and Meadowbank, has always been low and they will not contribute more than a small number of extra passengers, even if a new wharf is built at Rhodes.
- *Ferry journeys are "estimated to grow at up to 8% per year through to 2026".* Compounded over 12 years, that means ferry patronage is forecast to increase to 42 million in 2025-26, a rise of 160%, yet overall growth in all journeys to the CBD is only forecast to rise 23% in 20 years. This seems to be a very optimistic growth forecast for ferries.

While it may have been considered necessary to lift demand estimates to justify building a new terminal, a better approach is to make the network changes outlined in section 1 above, which offer a more realistic prospect of significant demand growth.

3. Passenger Ingress and Egress

On a busy Sunday, and especially during major events, a First Fleet ferry can unload close to 400 passengers at Darling Harbour, while another 400 wait to board.

The pontoons proposed for Barangaroo are wider than those at Circular Quay - 23 metres compared to about 18 metres at the Quay. Despite the pontoons being wider, the waiting areas do not appear to be large enough.

The combined waiting area for the two berths on each pontoon is about 200 square metres. This includes seating, which effectively reduces the available space. On busy days, it is quite conceivable that over 600 passengers will be waiting to board a First Fleet ferry on the north berthing face of a pontoon and a RiverCat on the south face. It is not safe, especially with multiple strollers and some passengers in wheelchairs, to cram three people per square metre into the waiting area. The US Transportation Research Board manual on Transit Capacity and Quality of Service advises that where densities are greater than 1.5 persons per square metre in a queuing area, "long term waiting is

discomforting" (2).

4. Gangway Technology

Building the new terminal is also an opportunity to modernise gangway technology to speed up passenger loading and unloading. Whether this will be done at Barangaroo is not clear. The concept design drawings show mobile ramps which look similar to the current set up. It should not be impossible to design a better vessel/ pontoon interface which allows 400 passengers to quickly disembark and 400 others to quickly board.

Footnotes

- (1) Integrated regular interval timetabling is the approach adopted in Switzerland and other countries in Europe to provide users with conveniently connected public transport networks.
- (2) Transportation Research Board: Transit Capacity and Quality of Service Manual - 2nd Edition. Part 7 Stop, Station and Terminal Capacity <http://www.trb.org/Main/Blurbs/153590.aspx>

Author: Robin Sandell, Principal Sandell Consulting

9 February 2015

Friday, 6 February 2015

The Hon. Prudence Goward
Minister for Planning
Department of Planning and Infrastructure
23-33 Bridge Street
SYDNEY, NSW 2000

Attn: Andrew Hartcher

The Hon. Prudence Goward,

RE: Submission – Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI- 6727)

1. Introduction

This submission is prepared on behalf of Brookfield Commercial Operations (Brookfield), as the managing agent on behalf of Brookfield, the owners of King Street Retail, 1 Shelley Street, 10 Shelley Street, and 12 Shelley Street, Sydney. Brookfield also represents its 30% ownership interest in Cockle Bay Wharf.

As a key stakeholder in the Sydney CBD and Darling Harbour/King Street Wharf precincts particularly, Brookfield welcomes the opportunity to comment on the public exhibition of the Barangaroo Ferry Hub / Barangaroo Ferry Terminal project.

This submission provides the following:

- An outline of concerns regarding the proposed removal of public ferry services and public transport infrastructure at the King Street Ferry Wharf.
- An outline of concerns regarding the proposed Barangaroo Ferry Hub.
- A summary of recommendations that Brookfield would seek to see addressed as part of the planning process.

We understand that the construction of the Barangaroo precinct will necessitate the improvement of public transport to the precinct and the Western CBD. The construction of additional public transport is supported within the precinct, so long as it is not to the detriment of access to Darling Harbour/King Street Wharf. Further, any future construction of ferry wharves at Barangaroo should address its required role within the wider eastern Darling Harbour Precinct, rather than solely on Barangaroo.

2. Decommissioning of King Street Ferry Wharf

2.1 Impact of the proposal on Darling Harbour and King Street Wharf

Throughout the Environmental Impact Statement (EIS) and accompanying documentation the decommissioning of King Street Ferry Wharf is not assessed or considered in great detail, positioned by the proponent to be justified by the proposed construction of new ferry wharves.

Whilst it is acknowledged that the two nearest ferry wharves proposed are in proximity to King Street Wharf, the proposal is consistently positioned to benefit the future construction at Barangaroo with limited consideration of the impact of relocating public transport from existing employment and visitor hubs at King Street Wharf/Darling Harbour.

Page 91 of the EIS states a valid concern which has not been adequately addressed by the proponent or previous strategic planning documents such as the Barangaroo Integrated Transport Plan (2012) and the Sydney's Ferry Future Modernising Sydney's Ferries (2013) being the "future impact on Darling Harbour and King Street Wharf due to the relocation of the proposed ferry hub away from these destinations". The response provided by the proponent states that "details of the operation of the proposal and its interface with King Street Ferry Wharf and Darling Harbour are provided in Section 4.2.2."

Section 4.2.2 of the EIS outlines the proposed operation of the Barangaroo Ferry Hub however does not provide any assessment or due consideration of the impact the removal of public transport infrastructure in this location will have on Darling Harbour as an important precinct of Sydney's CBD and King Street Wharf.

Whilst it is not questioned that Barangaroo will create the demand for additional public transport requirements, this should not be to the detriment of significant existing trip generators and highly utilised and successful public space within the area. It is requested that within the Preferred Infrastructure Report and response to submissions the proponent adequately addresses the potential impact of the proposed decommissioning on King Street Wharf and development to the south of this precinct.

The proposed location of the Barangaroo Ferry Hub is considered in more detail in Section 3.1 of this submission.

2.2 Retention and Use of Existing Infrastructure

We believe that the services to the King Street Ferry Wharf should be retained, at least in part, for public transport infrastructure. Whilst it is recognised that King Street Ferry Wharf is approaching capacity, this wharf has been operating as a successful terminal supported by substantial trip generators and should be considered for future public use, rather than the construction of a third wharf, at the northern end of the proposed Ferry Hub.

The EIS considers the retention of the King Street Ferry Wharf within 'Option B'. This option was however rejected by the proponent as it would not "offer the full integration of the ferry hub with the Wynyard precinct development, nor would it address the deficiencies of the existing King Street Ferry Wharf". In response to the latter issue, we recognise that maintenance of King Street Ferry Wharf would potentially be required in the future, however this requirement is being pushed to future operators.

We request that Transport for NSW oversee a future upgrade of King Street Ferry Wharf, whether for use for public or private ferry services to ensure it can meet the required Disability Access Requirements and is adequately maintained to ensure its ongoing use for public, private and/or a combination of each operator.

With regards to the integration of the wharf and the Wynyard Precinct development, the retention of services at King Street Ferry Wharf, together with the construction of the two southern wharves at Barangaroo, as outlined in Section 3.2 of this submission, provides a successful integration with key pedestrian walkways from Wynyard and 'Transport Place'.

2.3 Future Use of King Street Ferry Wharf

The application states that by decommissioning the King Street Ferry Wharf, it would open up capacity at the wharf for potential private and commercial operations. Despite this assertion, there is no consideration or assessment of the feasibility of this use. Of significant interest to Brookfield includes any future use of the King Street Ferry Wharf and as such we request consultation with regards to any proposal(s) that seek to utilise this asset for any purpose other than for public transport.

3. Proposed Construction of the Barangaroo Ferry Hub/ Terminal

3.1 Proposed Location of Wharves and Staging of Construction

The EIS remains ambiguous regarding the proposed staging of construction of the three ferry wharves. We note that it is proposed to construct two wharves within the first stage, with the third wharf to be completed at a later date, should the patronage warrant its construction.

This response is unsatisfactory as Brookfield requires more certainty regarding potential construction impacts and an understanding of walking catchments to the proposed public wharves. This is particularly pertinent should the proponent be successful in attaining an approval to decommission King Street Ferry Wharf, and further as a result of the clear economic and amenity adverse impacts anticipated to King Street Wharf as a result of this proposal and as outlined within this submission. This section outlines clear justification for the first two wharves to be constructed at the southernmost end of Barangaroo. This is demonstrated in consideration of the following:

- Position within local context.
- The location of sensitive noise receivers within Barangaroo Residential buildings R8 and R9.
- Clustering of a critical mass to initiate ferry modal shift.
- The proximity and alignment to Wynyard Walk.

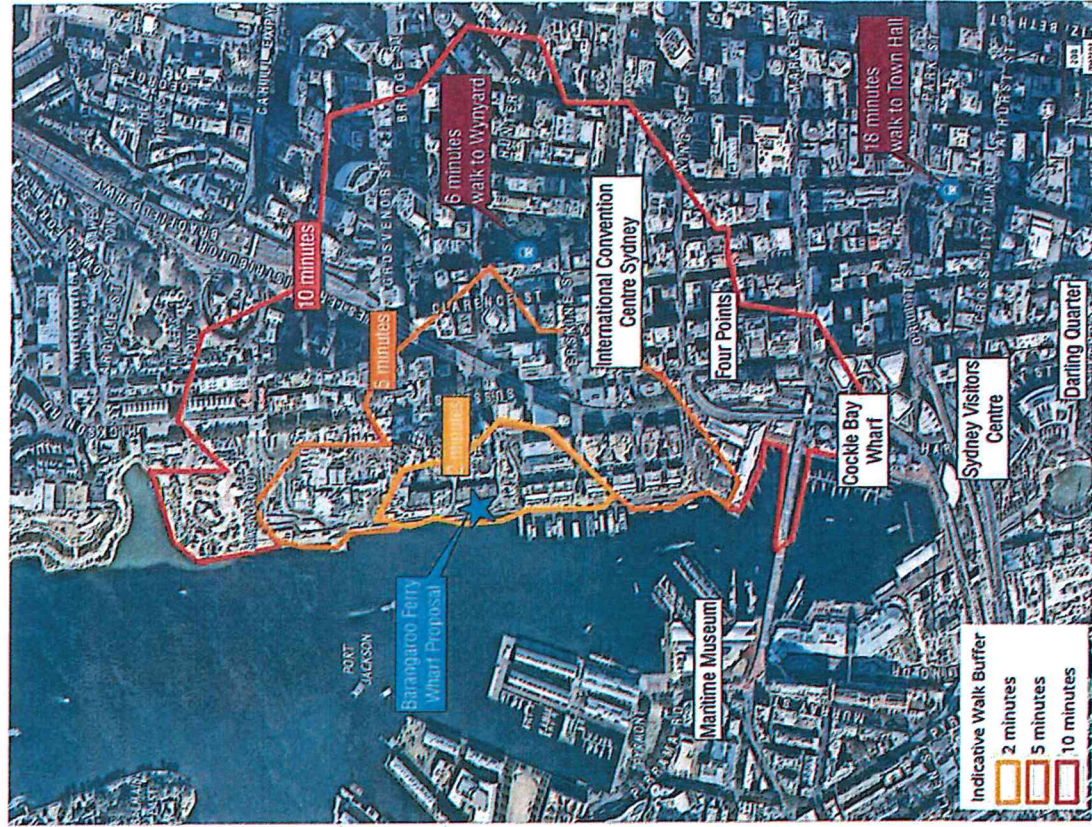
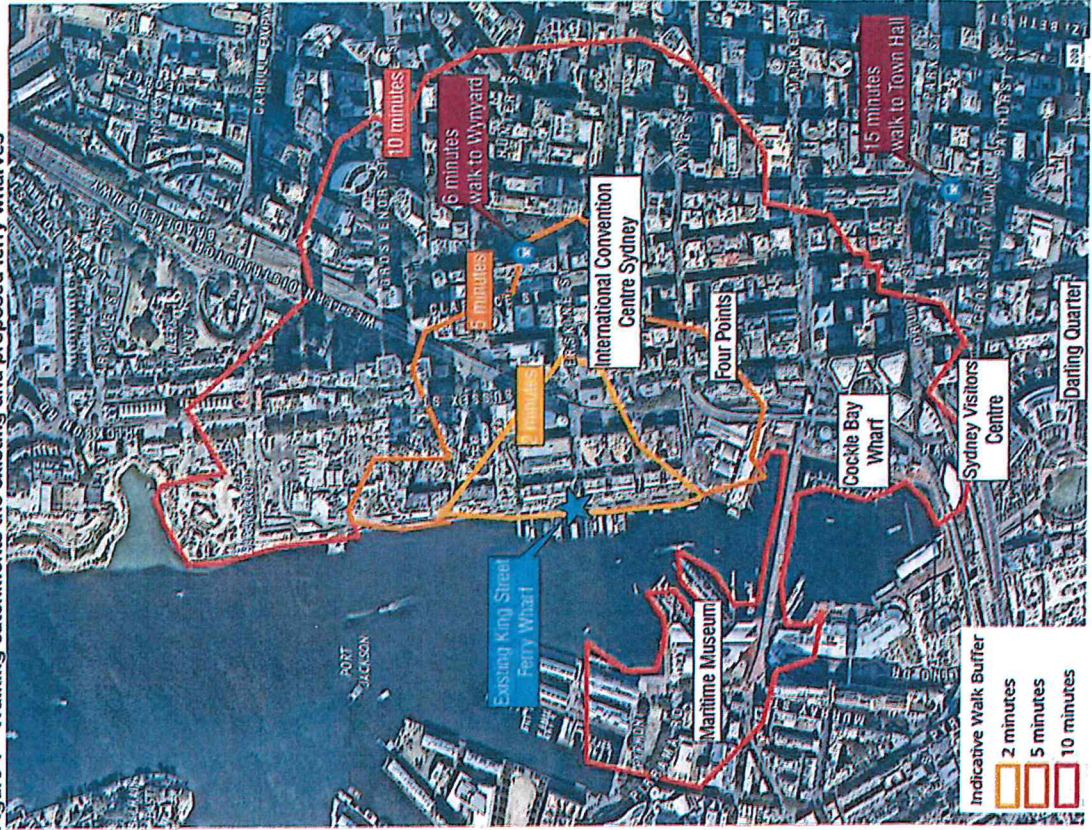
Each of these items are discussed in detail within this section.

3.1.1 Local Context

As alluded to within Section 2.1, this application places significant emphasis on the impact of the substantial growth of workers, residents and visitors to the area as a result of the Barangaroo development, compared to the existing and proposed densities located within the Darling Harbour and Cockle Bay precincts.

Figure 1 shows the current two, five and ten minute walking catchments of the existing King Street Ferry Wharf and the proposed Barangaroo Ferry Hub (as existing) and notes substantial redevelopment opportunities and trip generators at the southern and eastern area of Darling Harbour. Further, these figures show the areas that are currently located within 10 minute and 5 minute walking catchments at the existing Kind Street Ferry Wharf, however are outside of these catchments for the proposed Barangaroo Ferry Hub. This includes impacts to the 10 minute walking catchment of the Maritime Museum, Harbourside, and a greater eastern span of the CBD.

Figure 1 – Walking catchments the existing and proposed ferry wharves



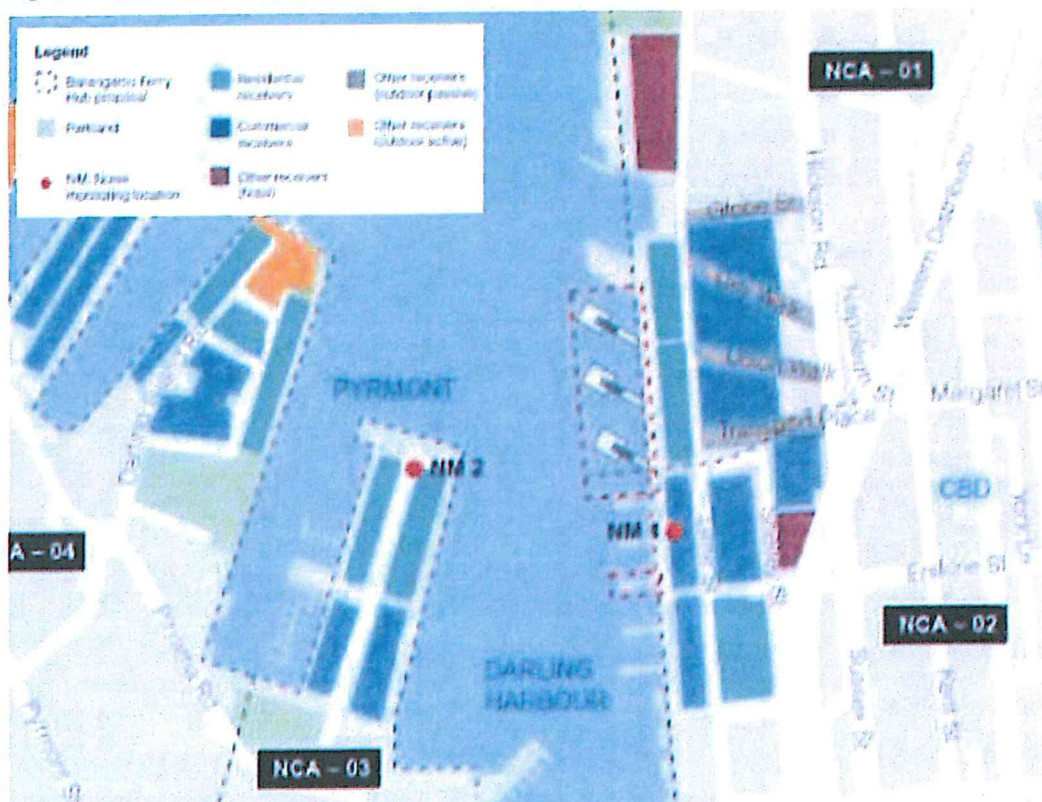
It should also be noted that based on Bureau of Transport Statistics 2006 data, the employment forecast (number of jobs) within the precinct bound by Darling Harbour, the southern boundary of Barangaroo, western Sussex Street properties, and Druiitt Street was 30,261 in 2011 and predicted to grow to 38,238 in 2036. This employment density is substantial and is greater than the anticipated worker and residents predicted within Barangaroo.

Whilst it is not suggested that the Barangaroo development does not necessitate improved public transport for the area, we simply argue for the first stage of additional ferry wharves to be positioned adjacent to the existing wharves at King Street Wharf, rather than further to the north. The question remains whether the proposed Barangaroo Ferry Hub and changes made to the overall Sydney Ferry Network is in the interests of the wider Darling Harbour precinct, in addition to the Barangaroo development.

3.2.2 *The location of sensitive noise receivers within Barangaroo Residential buildings R8 and R9.*

Construction works have commenced on Commercial Buildings C3, C4 and C5, and Residential Buildings R8 and R9 at Barangaroo which are located adjacent to the public promenade adjacent to the proposed ferry wharves. The two buildings closest to the promenade include Residential Building R8 and R9, which were approved under MP11_0002. As demonstrated at Figure 3, the proposed wharves are located in closer proximity to sensitive receivers compared to the existing King Street Ferry Wharf.

Figure 3 - Noise catchment areas and monitoring locations excerpt (EIS 2014)



We consider it a sensible approach to cluster wharf activity around existing and planned commercial uses where maritime impacts are already established. It is noted that during the construction or operation of the proposal no 'moderate impact' or 'high impact' exceedances are anticipated within the King Street Wharf noise catchment area (NCA-02) during standard or outside standard hours. This is supported within the proposal, and Brookfield encourage any changes that are made to the proposal as a result of the response to submission maintain this limited disturbance to the precinct.

Despite this, significant exceedances including sleep disturbances are anticipated for the future Barangaroo noise catchment area (NCA-01), Pyrmont (NCA-03) and Pyrmont and Jones Bay Wharf (NCA-04) during the construction and operational phases of the development.

The EIS states that "a Construction Noise and Vibration Management Plan (CNVMP) will be included in the CEMP" to provide the framework for noise mitigation during the construction works. The proposal does not offer however significant mitigation methods for the proposed operational acoustic impacts of the proposal. We commend that this is addressed within the conditions of approval, and further emphasises the construction of the two southern wharves rather than the most northern wharf.

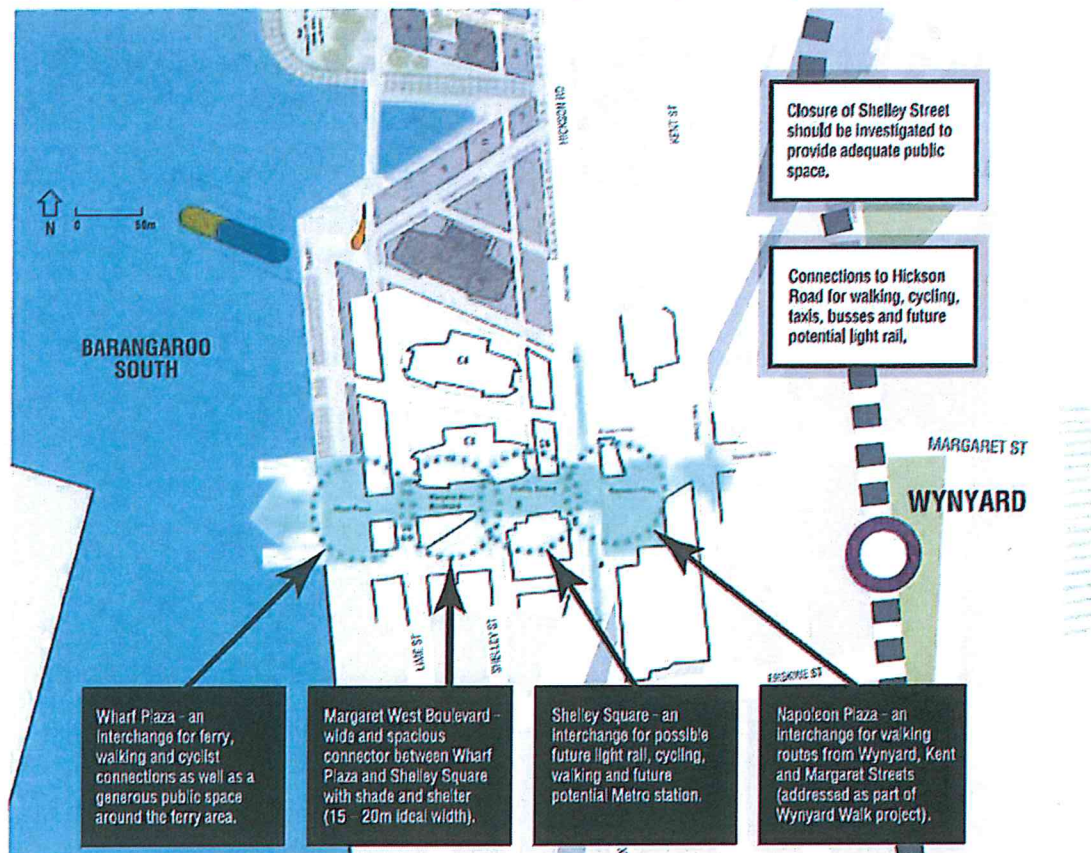
3.2.3 Clustering of a critical mass to initiate ferry modal shift.

In order to generate the modal shift that TfNSW is seeking by improving ferry services to the Western CBD, the first ferry wharves to be constructed at the Barangaroo Hub should be strategically located adjacent to the existing and soon to be completed critical mass. As outlined within Section 3.2.1, the existing density is located at Shelley and Lime Streets and King Street Wharf.

3.2.4 The proximity and alignment to Wynyard Walk.

The Barangaroo Integrated Transport Plan (2012) supports the development of a Transport Square at Barangaroo. This concept of connecting Wynyard Station to the Barangaroo Ferry Wharf has been integrated within the planning of Barangaroo South notably through the provision of 'Transport Place', between the two southern ferry wharves proposed at Barangaroo. Notably, the Wynyard Walk Bridge will provide a direct connection from Wynyard Walk to Transport Place. This is clearly illustrated on page 139 of the EIS, outlined within the anticipated pedestrian movements illustrated on page 152 of the EIS, and within the Barangaroo Integrated Transport Plan as demonstrated within Figure 3 on the next page.

Figure 3 - Transport Square for Discussion (TfNSW, Barangaroo Integrated Transport Plan 2012)



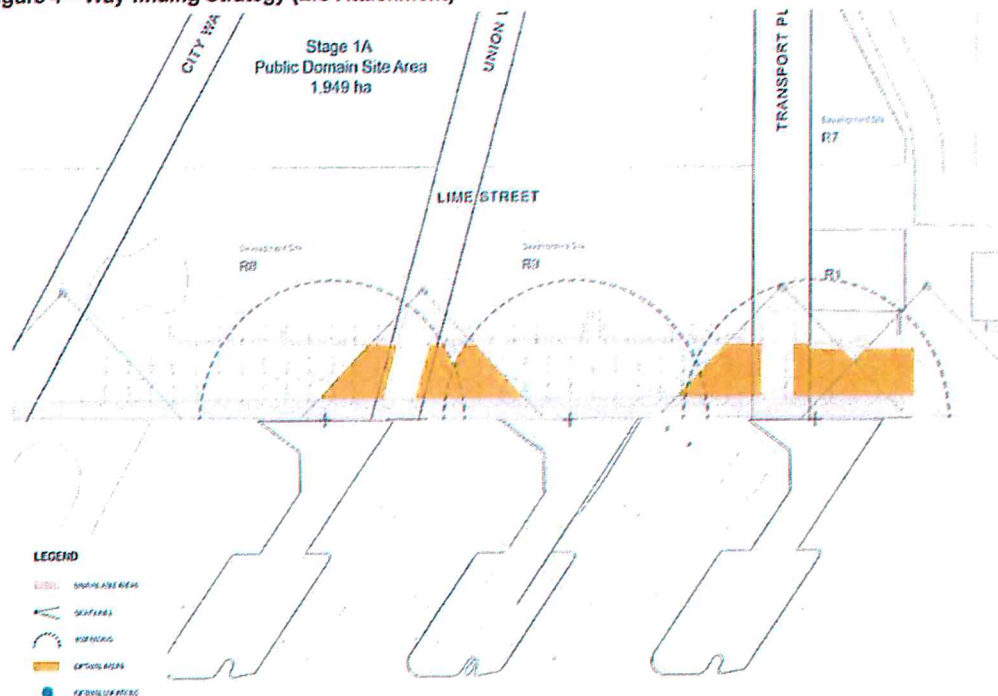
A State Significant Development Application is currently being assessed by the Department of Planning and Environment for the construction of Stage 1A public domain works, including the construction of Transport Place. As such, it is considered prudent to construct the first two of the wharves at the intersection of Transport Place to provide a direct connection not only to King Street Wharf but also to Wynyard Walk. This is further discussed in Section 2.2 of this submission.

3.2 Way-finding to King Street Wharf

The proponent states within the EIS (Page 223) that way-finding signage would identify and direct people to various Darling Harbour attractions, as well as connections with other public transport services. Brookfield support the inclusion of way-finding and directional signage at the proposed Barangaroo Ferry Hub to King Street Wharf and further destinations to the south of King Street Wharf recognising that it remains a significant trip generator, particularly for visitors.

Despite this assertion within the EIS, the proposal has not adequately considered this within the way-finding plan or another strategy. Further, as shown in Figure 4, the way-finding plan has been drafted with consideration of arriving at the site through Barangaroo only, rather than from properties to the south.

Figure 4 – Way-finding Strategy (EIS Attachment)



Brookfield seek to confirm from the proponent and the Department of Planning and Environment that the proposal will not result in the 'funnelling' of pedestrians through Barangaroo at the expense of visitors to King Street Wharf and Darling Harbour.

As accurately described within the EIS the following key destinations for customers alighting ferries at the Barangaroo Ferry Hub are anticipated and suitable way-finding and directional signage should be considered for each destinations from the proposed Ferry Hub:

- Commercial office component of Barangaroo South
- Existing Commercial towers within Shelley Street
- Waterfront Promenade restaurants and street activities
- Wynyard Station/Sydney CBD via Transport Place
- King Street Wharf/Darling Harbour via the Foreshore

In response to the above items we request that a way-finding strategy is provided by the proponent as part of this application which clearly considers and accommodates additional signage and way-finding imagery not only to development at Barangaroo, but also to existing and future development to the south.

3.3 Visual Impact

The proposal will have an adverse impact on visual amenity, landscape character and outlook for the existing retail and restaurant district at King Street Wharf. The EIS states that these views are of 'regional visual sensitivity' and views from the promenade will be considerably reduced due to the proposal.

In response to the above impact, which is considerable, the proponent has not given attention to any mitigation methods for these impacts within this application for comment. The application states that mitigation measures for visual amenity and urban character would ultimately form part of the CEMP and OEMP for the proposal.

We are concerned that consideration of transparent materials, possible minimisation of the scale of elements and reduction of visual clutter will not be adequately considered during the detailed design and further Brookfield will likely not be given another opportunity to comment on the proposed adverse visual impact of the proposal. As such we request that mitigation measures to reduce the visual impact of the proposal on the promenade and retail and restaurant offerings at King Street Wharf are outlined within this SSI application.

3.4 Construction Comments

With regards to the proposed construction of the Barangaroo Ferry Hub, we provide the following additional comments:

- The proponent states that a Construction Traffic Management Plan will be prepared before the commencement of work. It should be noted however that both inbound and outbound construction traffic routes are proposed adjacent to Brookfield assets at King Street Wharf and Shelley Street, and as such it is formally requested that these documents be provided to Brookfield for comment and note prior to construction commencing on the site.
- The EIS also states that should temporary closure of any pedestrian routes be required consultation would be undertaken with key stakeholders (including BDA and Lend Lease), however once again we request that Brookfield is consulted prior to the temporary closure of any pedestrian routes within the King Street Wharf Precinct.
- The EIS further states that detailed construction environmental management plans (CEMPs) would be prepared by the contractor(s) prior to commencement to manage potential adverse construction impacts of the proposal. This is unsatisfactory as at this point Brookfield would be unable to make a comment or submission on the proposed methodology of construction and impacts mitigation.

3.5 Operational Comments

With regards to the proposed operation of the Barangaroo Ferry Hub, we provide the following additional comments:

- Within Section 6.2.2 of the EIS, the proponent states that the proposed operational traffic impacts have been considered based on the construction of the initial two ferry wharves, and are seeking flexibility over the construction of the third. It is unclear as to whether the operation of a third ferry wharf has been considered for each of the potential operational issues. Should a third ferry wharf continue to be required, it should be assured that all relevant impact assessments consider the proposal at full operation within this SSI application.
- The operating hours of the Barangaroo Ferry Hub are proposed to be extended compared to the existing operation of King Street Ferry Wharf from 7:00am to 12:00 am Saturday, Sunday and public holidays and from 5:00am to 12:00am Monday to Friday. This increase in operation in proximity to King Street Wharf is supported.
- The proposal states that 'there could be a minor impact on King Street Wharf businesses' as a result of a reduction in passing trade due to the change in location of the ferry wharves. This in combination with the reduced visual amenity is considered to result in a significant impact to these businesses which have not been adequately addressed by the proponent. The only relevant mitigation measure offered by the proponent on this issue is with regards to a community liaison plan. This plan is supported however it is further

reiterated that ongoing liaison with Brookfield is expected with any works proposed within the King Street Wharf Precinct, particularly considering the impact anticipated on the existing retail and restaurant businesses at King Street Wharf.

4. Conclusion and Recommendations

Fundamentally we have three key objections to the decommissioning of King Street Ferry Wharf, including:

- The lack of assessment given to the impact the proposed removal of King Street Ferry Wharf on Darling Harbour and King Street Wharf, which are existing high demand destinations and employment generators;
- The fundamental question of retention and use of existing infrastructure; and
- Clarification on the future uses of the King Street Ferry Wharf.

In addition to our objection to the decommissioning of King Street Ferry Wharf, we provide the following comments relating to the construction of the Barangaroo Ferry Hub:

- The proposed location of the first two wharves should be at the most convenient location of the existing 'critical mass' to initiate modal shift, limit impact to sensitive receivers and be provided at the junction of key pedestrian routes. As such the proposed first two wharves to be constructed should be required immediately to the north of the existing King Street Ferry Wharves.
- Way-finding should be considered not only from within the Barangaroo development, but also within the surrounding local context notably including Darling Harbour.
- The visual impact of the proposal and possible mitigation measures to reduce such impact should be considered within this SSI application, rather than deferred to detailed design.

In addition to the above concerns, this submission provides commentary on construction and operational impacts the proposal will have on King Street Wharf and surrounding developments.

Fundamentally we support the following amendments to the proposal:

- Retention of public transport infrastructure at King Street Ferry Wharf to enable an appropriate diversity of uses of the wharf in the future.
- The construction of the two southern most wharves at Barangaroo within the first stage of construction.
- The investigation and funding of way-finding and directional signage from the Barangaroo Ferry Hub to King Street Wharf (including commercial office buildings) and destinations located at Darling Harbour (rather than funnelling pedestrians to Barangaroo), and investigation of potential mitigation measures to reduce the visual impact of the proposed Ferry Hub.

We thank you for the opportunity to comment on the exhibited documentation and look forward to further consultation during the preparation of a Preferred Infrastructure Report to respond to any changes to the detailed design of King Street Ferry Wharf or the Barangaroo Ferry Hub.

Should you wish to further discuss our submission, please contact me on 02 9322 2796.

Yours sincerely,

A handwritten signature in blue ink, appearing to be 'D. Poljak', is written over the printed name and title.

Danny Poljak
Senior Asset Manager

Andrew Hartcher

From: Elizabeth Elenius <eelenius@bigpond.net.au>
Sent: Thursday, 29 January 2015 1:38 PM
To: information-Planning
Subject: Barangaroo Ferry Hub DA

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To Whom it may concern,

The Barangaroo Ferry Hub has the potential to provide access to services between Barangaroo and the Bays Precinct.

Currently, locations within the Bays Precinct are poorly served by public transport, in particular White Bay, the location of the busy Domestic Cruise Passenger Terminal, Pyrmont, and the Sydney Fish Markets.

However, we note that it is not proposed that the ferry hub will be linked to the Bays, either in the short or longer term. In fact, in the short term it will only provide a hub for Parramatta River and Darling Harbour services. In the longer term, the EIS refers to forecast ferry patronage at the Barangaroo Ferry Hub outlined in Sydney's Ferry Future (TfNSW, 2013b).

The map on p11 of Sydney's Ferry Future indicates that a service proposed in the Master Plan includes one that stops at Glebe Point, Johnstons Bay, Pyrmont Bay, King Street Wharf to Circular Quay via Balmain East. But it is not planned to stop at Barangaroo. This is patently absurd when considering, not only the current public transport shortfall in the Bays, but appears not to take into account the future demand from the huge influx of new residents and businesses associated with the urban renewal of the Bays Precinct.

We can see little benefit in investment in the proposed Barangaroo Ferry Hub unless the Government commits to provision of a Bays Precinct ferry service which provides access to Barangaroo, and hence to Walsh Bay via the proposed bus service.

We cannot support this DA unless:

- the Government commits in the short to medium term to an adequate ferry service to link the Bays Precinct and Pyrmont to Barangaroo Ferry Hub
- the Government ensures that the Barangaroo Ferry Hub largely serves public transport needs and does not become a party/tour boat hub (better served by King St Wharf)

I wish to be notified of the results of the assessment of this application.

Yours sincerely,

Elizabeth Elenius, Convenor
Pyrmont Action Inc
9C/2 Bowman Street,
Pyrmont NSW 2009
0409 552 117; 9571 9727

Andrew Hartcher

From: Noel Farr <qimeifarr2010@hoymail.com>
Sent: Monday, 26 January 2015 9:20 PM
To: Andrew Hartcher
Subject: Submission Details for Noel Farr (comments)

19

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Noel Farr
Email: qimeifarr2010@hoymail.com

Address:
130 Mallett St

Camperdown, NSW
2050

Content:

I have tried to understand the full scope of work and the aim and its benefits. The Idea of spending large amounts on this wharf project when a hundred metres away is a wharf approximately 5 years old with capacity for six ferries, the same as the proposed wharf. I note the option of repairs to ferries can be carried out in the documents why? as well as decanting of the toilets again why? when the ferry depot is only 300? metres away. If this wharf is built and King St is then used by Charter ferries then Aquarium wharf should be reopened to Commuter ferries as this would serve the Darling Harbour East side/Cockle Bay office buildings . Why is it that only 2 wharves and not 3 wharves are proposed at first, a quick look at the ferry services currently serving King St wharf are Parramatta river services Darling Harbour, Hunters Hill and Manly Fast ferries this would appear to need at least 6 wharves not the proposed 4. The problem will be experienced at all the other wharves because only one ferry can be accommodation at a time when we look to the future delays to ferries reaching Barangaroo will be catastrophic I see in the present timetable there are only 6 ferries an hour but how many an hour are proposed when Barangaroo is completed. I wish thank all concerned for this opportunity to make this submission

IP Address: c110-20-173-90.rivrw10.nsw.optusnet.com.au - 110.20.173.90
Submission: Online Submission from Noel Farr (comments)
https://majorprojects.affinitylive.com/?action=view_activity&id=115984

Submission for Job: #6727 Barangaroo Ferry Hub / Barangaroo Ferry Terminal (SSI 6727)
https://majorprojects.affinitylive.com/?action=view_job&id=6727

Site: #2995 Barangaroo Ferry Hub
https://majorprojects.affinitylive.com/?action=view_site&id=2995

Noel Farr

E : qimeifarr2010@hoymail.com

Andrew Hartcher

From: Lisa Leslie <Lisa@fabritecture.com>
Sent: Friday, 12 December 2014 3:29 PM
To: Andrew Hartcher
Cc: Lachlan Walker
Subject: Barangaroo Ferry Terminal - Tensioned Membrane Structures
Attachments: Fabritecture Brochure 2014.pdf

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Dear Andrew,

I hope this email finds you well.

I am writing with regard to the Barangaroo Ferry Terminal project, to see what roofing has been specified in the design of the terminal roofing. Is tensioned membrane being considered? We recently completed the tensioned membrane structure at Darling Harbour, Dockside – see below, and we have been contracted to Lend Lease for the design of an ETFE canopy as part of the works at Barangaroo.

Fabritecture specializes in the design and construction of custom tensile fabric structures and facades (constructing with PTFE, PVC, ETFE, and HDPE) for cultural, educational, sporting, retail, medical, airport, resort, and event venues nationwide. With head offices located on the Gold Coast, and installation teams nation-wide, our projects span across Australia and South East Asia.

Our latest company information is below and attached.

I look forward to hearing from you.

Regards,



Lisa James • Business Development Manager

t 07 5587 7000
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e lisa@fabritecture.com
w www.fabritecture.com

Pre Engineered Fabric Solutions by



Fabritecture has recently finalized construction of 18,000 m2 PTFE roofing over grandstand seating at Adelaide Oval (Southern and Eastern stands) - contracted to Lend Lease (see time lapse video of installation below). Last year, we were awarded the TEFMA Australasia Award for Innovation in 2013 for our Lotus Lecture Theatre at Macquarie University, Sydney. We also recently completed the "Cloud" structure at Dockside pavilion, Darling Harbour Sydney – a \$1.2M project combining PVC and ETFE (see image below).

Other feature projects: Gold Coast Rail Transit (16 train station structures); Eagle Street Pier Sails (various PTFE and PVC sails); Soul, Surfer's Paradise (PTFE awning); ITE College, Singapore (3,000 m2 cable supported PTFE canopy); Roy Hill car parking structures (Perth); Cockburn Town Square (award winning custom shade cloth canopy); and Tennis Queensland Show Court Cover (2,000 m2 PTFE turtleback structure.)