

Thursday, 12 February 2015



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

Darling Park Management
Tower 2, Level 23, Darling Park
201 Sussex Street
Sydney NSW 2000
T: 02 9269 9800

Attn: Andrew Hartcher

The Hon. Prudence Goward,

RE: Submission on State Significant Infrastructure Application 6727: Barangaroo Ferry Hub and Terminal

This submission is prepared by Jones Lang LaSalle (NSW) Pty Ltd on behalf of the Building Management of Cockle Bay Wharf and Darling Park. As a key stakeholder in the Sydney CBD and Darling Harbour/Cockle Bay Wharf precincts, we welcome the opportunity to comment on the public exhibition of the Barangaroo Ferry Hub Barangaroo Ferry Terminal project.

Whilst we understand that the proposed construction of the Barangaroo Precinct will result in significant demand for public transport, this submission requests clarity and certainty regarding accessibility to Darling Harbour and Cockle Bay Wharf in the long term.

Existing Context

Cockle Bay Wharf is currently accessible by both private and public ferry from Sydney Harbour. The existing King Street Ferry Wharf is currently 550m from Cockle Bay Wharf and 750m (or a 10 minute walk) to Darling Park. Cockle Bay Wharf and Darling Park is a substantial employment hub with approximately 130,00sqm commercial floor space and 9,098 jobs anticipated within the sub-precinct by 2016 (NSW Bureau of Transport Statistics).

Cockle Bay Wharf and surrounds is also accessible by private ferry, water taxi and other water transport by way of Darling Harbour Pier 26, and the Darling Harbour Aquarium Wharf which are each within a 3m walk. On 13 August 2014 Secretary's Environmental Assessment Requirements (SEARs) were issued for the Cockle Bay Marine Structures and Marina Upgrade Project (SSD 6611), which seeks consent for a comprehensive renewal of existing waterside structures within Cockle Bay.

Comments on the Proposal

Implications for accessibility to Cockle Bay Wharf

As outlined above, Cockle Bay Wharf and Darling Harbour currently have good accessibility from Sydney Harbour. The proposal, whilst a modest shift from the existing King Street Ferry Wharf, results in relocating the existing public ferry wharf to outside a 10 minute walk from the Cockle Bay Wharf Precinct as illustrated within the Environmental Impact Statement (EIS) at page 151. As noted within 'Sydney's Ferry Future 2013' the large majority of ferry trips start within a 10 minute walk (800 metres) to a wharf. Cockle Bay Wharf and the substantial trip generators within the immediate vicinity of Darling Park are therefore proposed to be repositioned outside of a reasonable walking catchment to a public ferry wharf.

The proposal does not adequately address the change between the existing walking catchment of the King Street Ferry Wharf and the three proposed Barangaroo Ferry Wharves (two to be construction

within the first stage – which of the three wharves however is not clearly identified) and give any consideration to areas that are currently accessible from this wharf compared to the proposed Barangaroo Ferry Hub. We note that the two wharves proposed in closer proximity to the existing King Street Ferry Wharf would result in a larger walking catchment to existing employment and visitor destinations compared to the northern wharf, and as such should the construction of Barangaroo occur, these two wharves should be constructed first.

We support the improvement of public transport, particularly where it will increase the accessibility of Darling Harbour to significant residential and employment densities in addition to other tourist and visitor destinations. The EIS states “the proposal would ensure accessibility to Darling Harbour and surrounding foreshores.” As such, the relocation of public transport facilities from King Street Ferry Wharf to Barangaroo is acceptable only where it is demonstrated that accessibility to Cockle Bay Wharf and southern Darling Harbour is not restricted or worsened as a result of the proposal. As such we implore the Government to consider long term accessibility to the southern portion of Darling Harbour with any proposal seeking to amend public transport within the western and southern CBD precincts.

Future implications for Darling Harbour ferries and other commercial vessels

It is noted that within the EIS this application is not proposing the conversion of King Street Ferry Wharf for any other purpose. The proposal notes that the existing ferry wharf could be used for private or commercial vessels, however this future use is not elaborated within the current application. This submission requests further clarity on the potential uses for King Street Ferry Wharf, should the Government progress with decommissioning the public transport facilities at this wharf. As outlined elsewhere in this submission, we support the improvement of accessibility to Cockle Bay, which is within the walking catchment of the King Street Ferry Wharf, and as such the future use of this wharf may have implications for the tenants and visitors of the Cockle Bay Wharf restaurant and entertainment precinct.

The EIS states that the letterbox drop targeted the area bounded by the foreshore, Pyrmont/Point Street to the west and Western Distributor to the south. The owners and/or building management at Cockle Bay Wharf were not however notified of the proposal. Whilst it is understood that Cockle Bay Wharf and Darling Park is not located within the immediate vicinity of the proposed works, we hereby request to be included in future consultation regarding changes to the existing King Street Ferry Wharf. Relevant contact details are provided at the end of this correspondence.

It is noted within the EIS that the proposal will result in a negative impact on the navigation and safety within Darling Harbour as a result of the proposal. As the proposal is located within a narrow portion of Darling Harbour we request confirmation that the proposal will not adversely restrict existing and potential future expansion of private ferry and commercial vessel operators within the southern precinct of Darling Harbour and Cockle Bay. As per the recommendation of the 2012 Roads and Maritime Study exploring the potential of a Ferry Hub at Barangaroo, a comprehensive vessel traffic management plan should be developed prior to the construction of the Barangaroo Ferry Hub and we request that consideration is given to the potential expansion or increased demand of private or commercial vessels entering Darling Harbour and Cockle Bay within this plan.

This is particularly pertinent considering the planned and anticipated growth within southern Darling Harbour including the proposed upgrade of the existing waterside structures at Cockle Bay, Darling Harbour Live and a potential redevelopment of Harbourside Shopping Centre. Any proposal that will reduce the capacity for private and commercial ferries and vessels to operate within Darling Harbour is not supported.

Design of the Barangaroo Ferry Hub

The proposed wharf is located and aligned for the benefit of the growth of the Barangaroo Precinct. Whilst it is acknowledged that the future Barangaroo Precinct will be a major trip generator and destination the proposal seems to overlook the substantial role of the Darling Harbour Precinct.

As accurately noted within the EIS, a key destination for customers alighting at the Barangaroo Ferry Hubs is likely to be King Street Wharf/Darling Harbour via the Foreshore. As such we propose that

greater way-finding signage should be considered at the entrance/egress points at the Barangaroo Ferry Hub to direct visitors not only through the Barangaroo Precinct but also towards major destinations and activity hubs, such as King Street Wharf, the Sydney Aquarium and the Sydney Visitor Centre. The intent for such signage is identified on page 223 of the EIS, however is not visible within the plans for the proposal.

Potential construction impacts

The proposed construction work area includes waterside works within Darling Harbour. The EIS notes that “a 130 metre wide navigation channel would be maintained throughout the works wherever possible to minimise disturbance to vessel movements and safety of vessels travelling to and from Darling Harbour during construction”. Further, the application notes that there may be instances where some movement may occurs within the navigational channel and that any encroachment into the navigation area would be for short periods of time only.

We request that should any planned construction works restrict access to the private wharves at the Cockle Bay Wharf, that we are appropriately notified.

Summary

Thank you for the opportunity to provide comments on the proposed decommissioning of the King Street Ferry Wharf public transport infrastructure and the construction of the Barangaroo Ferry Hub. This submission reiterates our position that accessibility to southern Darling Harbour and Cockle Bay from Sydney Harbour and its tributaries should be protected and planned for appropriately. The application does not sufficiently consider the potential implications of the proposal on this area and as such we expect that during the assessment of the application the Department give due consideration to any impact on accessibility to this important precinct.

We formally request notification and contact during any future public or business consultation regarding the future use of the King Street Ferry Wharf and the Barangaroo Ferry Hub. Future contact should be addressed not only to the building owners but also to:

Building Management
Level 23 Suite 2301, Tower 2
Darling Park, 201 Sussex Street
Sydney NSW 2000

Should you wish to further discuss our submission, please contact me on 02 9269 9821.

Yours sincerely,

Catherine Montgomery

Retail Manager

Jones Lang LaSalle