

## MEDIA RELEASE



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### BARANGAROO – RECLAIMING ITS BERTHRIGHT

The National Trust of Australia (NSW) today unveiled its alternative concepts for Barangaroo. The National Trust seeks recognition of Millers Point's rich maritime history; construction of an iconic cruise ship terminal at Millers Point accommodating an indigenous art gallery; and removal of the hotel tower from the harbour.

**Mr. Scott Woodcock, Public Relations Director said that** "Sydney Harbour and Millers Point's rich maritime heritage overwhelmingly inform the Barangaroo development area. Governor Macquarie determined that shipping activities should expand from Sydney Cove (Circular Quay) to Darling Harbour. It would be regrettable during the bicentennial of Governor Macquarie's appointment that the NSW Government should choose to demolish, dismantle and bury the mercantile heritage at Millers Point."

**Mr. Scott Woodcock, said that** "the Trust's vision for the construction of a cruise ship passenger terminal including an indigenous art gallery at Millers Point, Barangaroo is viable, respectful and achievable at no extra cost to the taxpayer. It accommodates the naturalistic headland as well as the foreshore walk from Blackwattle Bay to Woollahooloo and is arguably the most secure wharf west of the harbour bridge. With light rail proposed to the back door, Millers Point is readily accessible to The Rocks, Sydney hotels and is within 750m of the Overseas Passenger Terminal at Circular Quay. Barangaroo under the Trust's alternative concepts would become a tourist energy node."

"The preferred plan currently championed by the Barangaroo Delivery Authority for an exclusively naturalistic headland would have us dressed as shepherds wandering through some Arcadian wonderland. The exclusively naturalistic headland will have all the allure of the Domain carpark after midnight. Whereas the Trust's proposal for a multi-functional passenger terminal including an indigenous art gallery and restaurants will deliver 4,000 passengers per day during peak season and encourage visitation all year round."

"Henry Moore, as the first P&O agent in Australia, established Moore's Wharf in the 1830s. The P&O Steamship Wharf was soon built to meet growing demand. The East Darling Harbour International Design Competition Brief was quite specific in that Barangaroo must retain its physical function as a passenger port to inherit the spirit of the working harbour. Cruise ships at Barangaroo would be simply reclaiming their *berthright*."

The National Trust's proposal goes beyond the name Barangaroo to genuinely recognise our indigenous heritage by accommodating an art gallery in the cruise ship terminal. Millers Point is a gateway to Sydney and presents the ideal location to celebrate indigenous heritage. Paris has the Musee du Quai Branly which displays international indigenous culture. Barangaroo offers an opportunity to build an equivalent iconic institution in Australia.

**Mr. Scott Woodcock said** “The National Trust remains opposed to the privatisation of the harbour by the intrusion of the hotel into the water. The harbour has a maritime, ecological, recreational and aesthetic function. The tower represents an unwelcome precedent. Sticking a skyscraper in the harbour is not iconic; it’s a navigation hazard.”

“The hotel was originally intended as an exclamation mark: a bookend to the Opera House. The National Trust acknowledges that moving the hotel tower in-shore and reducing its scale is a credible attempt by Lend Lease to minimise its impact. However, the fear remains that the hotel will bookend nothing but the Blues Point Tower.”

**Mr. Scott Woodcock added** “Barangaroo represents an incredible opportunity. The Lend Lease proposal has many successful elements. The National Trust fought to protect The Rocks from skyscraper construction in the 1970s. A line was drawn. The Preferred Scheme respects that line with high rise confined to Stage 1 in the south.”

“The Gross Floor Area of the complying scheme is 30% above the initial concept plan. Accordingly any approval for Stage 1 should be contingent on a condition that prohibits further density increases in Stage 2 above those illustrated in the currently exhibited plan.”

The National Trust has adopted seven design principles for Barangaroo (see attached). The principles have been visualised as alternative concepts to stimulate discussion. The Trust suggests that young Australian architects be invited to submit designs for the proposed passenger terminal including indigenous art gallery at Millers Point. The National Trust now seeks serious consideration of these alternative concepts as part of the NSW Government’s stated inclusive and iterative design process.

ENDS

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# National Trust's Barangaroo Design Principles

The National Trust's seven design principles are outlined below:

1. Primacy be given to the maritime, ecological, recreational and aesthetic functions of the harbour;
2. Privatisation of the harbour be prohibited;
3. Cruise ships continue to be accommodated at Barangaroo consistent with the spirit of the working harbour;
4. The form and function of the headland acknowledge the rich archeological and maritime history of the area while maximising open space;
5. Public and private domains be physically delineated to clearly demarcate boundaries with a view to protecting the community's right of way to the harbour;
6. Public land be permanently dedicated and reserved to protect it from subsequent development proposals; and
7. The NSW Government increase transparency and accountability associated with the Barangaroo development.