

IMAX development

The proposed IMAX development will have a significant impact on Darling Harbour, due to its proposed size, as well as the estimated time period of 36 months to complete construction. There are several matters in the EIS that the proposal needs to amend, to ensure that the outcome of such a proposal will be for public benefit. This is a proposal that will quite likely change the character of the major Sydney destination of Darling Harbour and surrounding areas. It therefore must do more to consider its impacts.

View from public domain:

This development is proposing some significant changes to views from several public domains. This will change the character of many public areas. The EIS says, "None of the views assessed were identified as being 'devastating'...which is a positive outcome". However, the EIS states that public domain views including on Harbour St/Day St, Bathurst St/Harbour St, King St Wharf- North, Wharf 10 in Pyrmont and the majority of Pyrmont Bridge and Cockle Bay will all be *significantly impacted* by the new IMAX development. That is not a positive outcome. This is devastating to the character of such areas, contrary to the minimising EIS assertion. The public will need to be compensated for such changes, and public improvement works should extend or be financed to all affected sites.

Vegetation:

With the bulk and scale of the proposal, including the increased height and width proposed, there will need to be significant investment into 'greening' the nearby area. This will not only assist in a more livable space surrounding this monstrous sized development, it will ameliorate the poor air quality which will be generated by the likely increase in cars to the area. As the development is encouraging driving into the heart of the city, as seen through its provision of 170 car spaces, it also has a responsibility to increase the trees and vegetation, in order to compensate for the additional pollution and congestion that this development will enable.

Cycling infrastructure:

In order to make this a more sustainable project, there needs to be funds invested to support other means of transport beyond driving. Bicycle spots must be provided in the complex, as well as funds dedicated to improving the cycle routes to the area. This will ensure that the public can access the site through a variety of means, and will ease congestion to Darling Harbour and surrounding locations. Whilst the Harbour St pedestrian link is a positive step in providing a safe walking route, a safe cycling route would enable improved sustainable access.

Sustainable energy:

'The Ribbon' development has been glorified in the EIS as being a 'world class design creating an iconic landmark'. However without globally revered sustainable measures in place, this building will remain a lackluster and unappealing slab of city concrete. Whilst the design attempts to capture the 'modern' appearance, and wants to be a building of the future, it will never appeal to as far an audience as desired, without implementing solar and wind power. If we consider the globally-renowned building of Central Park Sydney, it is evident what people want from modern buildings. Central Park has been the recipient of 4 Major construction Awards in the year 2015 alone, and was shortlisted for many more. This development is noted for its large green wall on the façade and its

implementation of sustainable measures including solar power. These are the types of developments that global cities such as Sydney need more of, and 'The Ribbon' falls very short on this.

Whilst this is by no means an exhaustive list of recommendations for this proposal, they are essential amendments to be considered. I urge you to truly make this an iconic vision, by implementing the suggestions proposed, and to ensure that this is a sustainable and appreciated addition to this famous city location.