

Issues		Proponents response
City of Sydney		
Building Design and Access		
1	The buildings interface with Harbour Street is of critical importance and the design should increase pedestrian amenity and provide a series of ground level pedestrian entry points.	The buildings have been designed to follow the curvilinear alignment of Harbour Street and provide active uses on Harbour Street including retail spaces, main entry lobbies for the commercial buildings and in particular a major pedestrian connection from Harbour Street into Tumbalong Park. The Harbour Street frontage will also benefit from streetscape upgrades and new landscaping.
2	Northern end of the Harbour Street frontage includes a large service area. This area should be set back or relocated within the building to maximise active uses onto Harbour Street and provide pedestrian entry points.	Activated frontages have been provided along Harbour Street, fronting Tumbalong Park and along the Civic Connector. The northern end has been activated by introducing a new stair and lift from the pedestrian bridge, which will bring pedestrians to the northern end of Harbour Street. The service area at the northern end of Harbour Street is past the car park entry and required for the building plant and equipment. The location of service plant at this corner is the most practical for building function and it is not possible to relocate it within the building. The majority of pedestrian movements at this corner will be on Level 1 where the pedestrian bridge across Harbour Street connects with the building
3	Further consideration should be given to the accessibility of the building from the CBD, including the provision of a direct pedestrian link from the existing bridge on Liverpool Street into the internal linear atrium that is proposed between the two floor plates at first floor level. This could act as an internal street.	A pedestrian link has been provided to level 1 (Atrium floor level) via the Harbour Street footbridge (northern building). Access via Liverpool Street footbridge is limited by the existing footbridge design and proposed via the new boulevard proposed within Darling Harbour. Importantly the proposed arrangement will encourage activation of the ground plane along the pedestrian boulevard.
4	Shop fronts should also ensure an active interface with Tumbalong Park.	The Tumbalong Park frontage will be activated by retail uses including cafes and the new north-south pedestrian boulevard.
5	Consideration should be given to the materials used for the façade of the building and in particular any potential glare from the glass.	Consistent with the Concept Plan and discussed within the Project Application, the proposed façade treatments are varied and include doubled glazed glass and angled aluminium sunshades, timber elements and internal blinds. The use of glass on the facades is designed to provide high transparency and visual connections into and out of the building and sun shades and varied façade depths control solar access and reflectivity. A Reflectivity Report has also been undertaken by Arup to assess glare impacts (refer to Appendix V in the Project Application submission).

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		They consider that glare is unlikely to exceed the acceptable limits. The recommendations set out by Arup have informed the final design of the materials for the buildings.
Public car parking		
6	Council discourages the public car parking and the provision for 600 public car parking spaces is not supported.	The provision of the 600 space public car park is consistent with the approved Concept Plan. Refer to Section 2 of the report.
Parking		
7	Basement level 2 contains 370 bicycle parking spaces. These spaces are proposed to be stored in one large area. The applicant should consider separating the bicycle parking for use by workers within the development and for public use. The applicant should also consider how the bicycle parking will be assigned from outside the development. If the parking is for use by the public, how are they being informed that public secure parking is available?	The bicycle parking spaces in Basement Level 2 are for the commercial tenants only. It is proposed that additional bicycle parking spaces for the general public will be provided within the public domain. The location of these public bicycle parking spaces is indicated on the plans (Appendix C). This is reflected within the Statement of Commitments in Section 4 .
8	The applicant should consider providing ground level bicycle parking provision for cyclists who are using the retail aspects and who intend to have short visits.	It is proposed that additional bicycle parking spaces for the general public will be provided within the public domain. The location of these public bicycle parking spaces is indicated on the plans (Appendix C). The bicycle parking will be available to retail users and other visitors to Darling Walk. This is reflected within the draft Statement of Commitments (Section 4).
9	The applicant should consider the addition of motorcycle parking spaces within both car parking areas.	A total of 10 motorcycle parking spaces are provided within Basement Level 1 (tenant car park) and a total of 37 motor cycle parking spaces are provided within Basement Levels 2-4 (public car park). These spaces are shown on the Basement Level plans (Appendix C).
10	The applicant should consider the addition of car share spaces within the public car park. Council has three existing car share providers and in the interest of continuing and maintaining the growth of car share, one of these three providers should be considered.	The management of the car parking spaces will be determined by the future car park operator. Consistent with the Concept Plan approval, a Car Park Management Plan will be prepared to the satisfaction of the Director General that specifies charging rates, signage and conditions of use for the public car park. This is reflected in the Statement of Commitments at Section 4 .
11	The eastern side of Harbour Street is identified as a future shared path by the City. The applicant is required to ensure that a minimum 3.5m clear width is provided along this frontage. The applicant should provide, where possible a clear 3.5m width on all frontages of the building to allow for shared pedestrian and cycle facilities.	A minimum 3.5m width is provided along the western Harbour Street frontage outside of the development boundary. This will allow for a shared pedestrian / bicycle pathway. The provision of a 3.5m shared pathway on the Tumbalong Park frontage and within the Civic Connector is not proposed given the extensive public domain.

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12	All of the accessible parking spaces for the public car park are located on Basement Level 2. Some of these spaces are located directly opposite the circulation ramps for entry and exit to the car park. Any accessible users in these spaces will be required to cross the entry or exit circulation flow to access the lifts, which are likely to have quicker traffic circulation.	The accessible car parking spaces within the public car park are provided on Basement Level 2 to enable users to clearly identify where the spaces are within the car park. 2 of the 12 accessible parking spaces within the public car parking have been removed, however as confirmed within the Accessibility Assessment undertaken by Morris Goding (Appendix D), the required percentage of accessible parking spaces in accordance with relevant Australian Standards will be achieved. Refer to Section 2 .
13	Two of the four accessible spaces (the ones marked as space numbers 52 and 53) in the tenant car park on Basement level 1, are impractical for use, as the users will be required to travel the most distance to the lifts.	On Basement level 1, it is proposed that 4 accessible car parking spaces are provided. These are located close to the lifts. This is illustrated on the Basement Level plans at Appendix C . Morris-Goding confirm (Appendix D) that the general position of the accessible parking spaces in relation to distance to travel to the lifts is acceptable.
14	The car parks have a total of six spaces labelled as 'reverse into' spaces. It is impractical to assume that everyone will reverse in. These spaces should be removed, or remodelled to ensure that everyone can access them in either forward or reverse. Alternatively, these spaces could be considered for motorcycle parking.	The car parking layout has been amended. As shown on the Basement Level plans at Appendix C , the 'reverse into' spaces have been removed.
15	There are a number of spaces throughout the car park which are set at angles to the circulation route; this has been done to provide parking spaces around columns and other structures. These need to comply with Australian Standard AS/NZ 2890.1 – 2004. These spaces could be considered for small car spaces or motorcycle parking spaces.	As shown on the Basement Level plans at Appendix C , the car parking layout has been amended and the spaces which were previously set at angles have been removed. The layout of the car parks has been designed in order that they generally comply with the relevant Australian Standards. This is confirmed by Masson Wilson Twiney (MWT) (Appendix E).
16	The entry boom gates on Basement level 1 should be set back into the car park as far as possible to ensure that queuing does not occur during peak usage times. Being a car park for commercial use, the majority of the vehicles using this section of the car park and the boom gates to access will arrive and depart at similar times if the boom gates are not sufficiently set back this could create a queuing problem for the public car park.	The entry boom gates on Basement Level 1 are to remain. MWT have undertaken a queuing analysis of the gates at basement level 1 and 2. They conclude in their statement at Appendix E that boom gates have sufficient storage to accommodate anticipated queues at peak usage times.
17	Pedestrian crossing facilities should be considered within the car park at high pedestrian areas, such as adjacent to lifts.	Pedestrian crossing facilities within the car park will be provided in accordance with the relevant Australian Standards and typical car park design principles. These will be detailed on the car park Construction Certificate drawings.

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Traffic Access and Manoeuvrability		
18	The width of the Harbour Street access and egress points are excessive and should be reduced.	The width of the Harbour Street access and egress points have been designed to allow trucks to access the site. If these widths are reduced the manoeuvrability for the trucks would be reduced. The swept paths of the longest vehicle entering and existing the site off Harbour Street have been designed in accordance with AUSTRROADS requirements.
19	The existing signalised intersection causes queuing along Liverpool Street. The new phase plan includes another phase, with no Liverpool Street movements, Council is concerned about the impact this will have on the existing queue along Liverpool Street, which the applicant has not addressed. The site egress should include a pedestrian and bicycle crossing phase and the stop line should be located closer to the building to ensure the crossings match with the pedestrian desire line.	The RTA has requested that additional SIDRA intersection modelling is undertaken for the Harbour Street/ Liverpool Street intersection. This has been provided to the RTA. MWT is also in the process of undertaking further modelling using SCATES. This is currently being undertaken and will be provided when complete. The phasing of traffic signals is a matter for the RTA to determine. Signals for the pedestrian and bicycle crossing facilities will be designed in accordance with the RTA requirements.
20	The inclusion of a new left turn only deceleration lane on the approach to the signalised intersection of Harbour Street, Day Street and the northern site access and egress increases the width of the Harbour Street approach. The applicant must ensure the additional width of the pedestrian crossing point is addressed by increasing the green time given to pedestrians. Consideration should also be given to the provision of bicycle lanterns at this crossing point.	The amount of green time given to pedestrians and the provision of bicycle lanterns at this crossing point are the responsibility of the RTA. As stated within their traffic statement (Appendix E) MWT's intersection modelling indicates that under future traffic conditions and with a re-allocation of green time at the Day Street intersection the intersections would still operate satisfactorily.
21	The intersection of Harbour Street, Day Street and the northern site access/ egress point has been modelled with future traffic flows shown. The traffic exiting the site here will include all service vehicles and all McDonalds Drive thru traffic. The applicant should review the level of traffic expected to use this exit, particularly those using the unsignalised left turn facility to ensure that a queue won't occur due to the lack of gaps along Harbour Street.	The Traffic Analysis undertaken by MWT for the Project Application included traffic generated by McDonalds in addition to that of the main development. MWT re-iterate their findings in their statement at Appendix E , in addition they consider that during peak periods, service vehicle volumes would be very low. Overall MWT consider that the maximum number of left turn exit movements from the northern exit on to Harbour Street would be 5 per hour, which are anticipated to easily exit through gaps in the northbound traffic stream, caused by the operation of intersection traffic signals in Harbour Street.
22	The proposal includes a new porte cochere along the Harbour Street frontage. The access and egress are both onto Harbour Street, which is a regional road and therefore the RTA will be required to approve the entry and exit driveways.	Noted.

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23	The entry driveway is located close to the signalised intersection of Harbour Street and Liverpool Street, which could result in queuing back into the intersection. The egress driveway is located on the inside of the bend, this combined with the tree lined strip appears to result in a blind exit onto Harbour Street. In the interest of safety in the area, the applicant should consider alterations to the design.	The design of the egress driveway is to be agreed with the RTA. Site lines will be taken into account in determining the type of trees which are proposed to be located along Harbour Street.
24	The applicant must detail how the porte cochere will be managed and who will be using it. The applicant must also ensure the porte cochere does not become used for long term parking, or for long term taxi standing.	The porte-cochere/ lay by will be used as a passenger set down and pick up area only. No parking or long term taxi standing will be permitted.
Conditions of consent		
25	<p>Stormwater and Drainage</p> <p>Where the drainage from the eastern side of the new building is to connect into a Council owned drainage pipe or gully pit, a 'Deed of Agreement' must be entered into by the property owner. If the stormwater connects to the kerb, no written approval is required from Council however the hydraulic engineer must certify that the design complies with Council's requirements and AS/ NZS 3500.3.2.</p>	The Darling Walk project will not connect into a Council owned drainage pipe, gully pit of the kerb and will not require a 'Deed of Agreement'.
26	<p>Pedestrian Access During Construction</p> <p>Pedestrian access from the CBD to Darling Harbour must be maintained throughout construction. Alternative routes, including those for people with disabilities shall be clearly identified and signposted for the duration of the works, and until such time as the permanent accessible paths are provided.</p>	In accordance with the Construction Management Plan and Traffic Management Plan (Appendix H in the Project Application submission), pedestrian access from the CBD to Darling Harbour will generally be maintained via the Liverpool Street pedestrian footbridges and the Bathurst Street footbridge, with the exception of incidents when minor works to these bridges are undertaken.
27	<p>Directional Signage</p> <p>Directional signage shall be modified as required to accommodate the altered pedestrian and vehicular movements within the area. Particular attention shall be paid to the following:</p> <ul style="list-style-type: none"> ▪ wheelchair accessible paths of travel ▪ safe road crossing areas including signalised and other designated crossings ▪ key landmarks ▪ access to transport nodes including public transport 	Details of directional signage are to be submitted prior to the issue of the construction certificate for the buildings. In addition, the Project Application for the Public Domain will include details of way finding signage etc.

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28	<p>Acid Sulphate Soils Management Plan</p> <p>The strategies and recommendations outlined in the Acid Sulphate Soils Management Plan prepared by ENSR Australia Pty and dated 8 July 2008 are to be implemented.</p>	<p>Agreed. The strategies and recommendations outlined in the Acid Sulphate Soils Management Plan are to be implemented as part of the remediation works to the site, for which a separate Development Application has been submitted. This agreement is also included within the Statement of Commitments included in Section 4.</p>
29	<p>Pedestrian and Bicycle Crossing Phase</p> <p>The vehicular site egress should include a pedestrian and bicycle crossing phase, and the stop line should be located closer to the building to ensure the crossings match with the pedestrian desire line.</p>	<p>The phasing of traffic signals is a matter for the RTA to determine. Signals for the pedestrian and bicycle crossing facilities will be designed in accordance with the RTA requirements.</p>
30	<p>Intersection</p> <ul style="list-style-type: none"> ▪ A new left turn only deceleration lane should be included on the approach to the signalised intersection of Harbour Street, Day Street and the northern site access, egress increases the width of the Harbour Street approach. ▪ The additional width of the pedestrian crossing point must be addressed by increasing the green time given to pedestrians. ▪ Bicycle lanterns should be provided at this crossing point. 	<p>The amount of green time given to pedestrians and the provision of bicycle lanterns at this crossing point are the responsibility of the RTA.</p>
31	<p>Accessible Spaces</p> <p>The applicant should consider locating these 12 spaces over the all three basement levels dedicated to public car parking and have all 12 in suitable areas.</p>	<p>The accessible car parking spaces within the public car park are provided on Basement Level 2 to enable users to clearly identify where the spaces are within the car park. Morris-Goding (Appendix D) consider that with as long as good signage from the car park entry to the accessible car spaces is provided the proposed location is acceptable. Specific signage details will be provided within the Construction certificate documentation for the car park.</p>
Roads and Traffic Authority		
32	<p>Consideration of this application is subject to evidence of land owned by the RTA being transferred to SHA or land owners consent from the RTA to this application.</p>	<p>Land owners consent from the RTA is included at Appendix I of this report.</p>
33	<p>The access arrangements and service vehicle facilities for the McDonalds Drive Thru are unclear. Particular attention needs to be given to the signs and line markings at the egress from the food collection point.</p>	<p>The proposed access arrangements for the McDonalds Drive-Thru are set out in Section 2. Approval for this is to be sought as part of the Project Application for the Public Domain. The details of the signage and line markings at the egress of the McDonalds food collection point are to be provided as part of the Construction Certificate documentation for the proposed accessways.</p>

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34	The RTA is concerned at the reduced level of service (B to D in the PM peak) for the intersection of Harbour Street and Liverpool Street due to the new egress from the basement car parking area. The RTA requires the submission of the SIDRA intersection modelling for checking.	The RTA has requested that additional SIDRA intersection modelling is undertaken for the Harbour Street/ Liverpool Street intersection. This has been provided to the RTA. MWT is also in the process of undertaking further modelling using SCATES. This is currently being undertaken and will be provided when complete.
35	All works/ regulatory signposting associated with the proposed development are to be at no cost to the RTA.	Agreed.
36	The swept path of the longest vehicle (including garbage trucks) entering and existing the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.	The swept path of the longest vehicle entering and exiting the site off Harbour Street has been designed in accordance with AUSTROADS requirements. Manoeuvrability within the site has been designed in accordance with the relevant Australian Standards. The details/ plans of the swept path are to be submitted to the private certifier for approval.
37	Car parking provision to Council's satisfaction.	The total number of spaces to be provided within the tenant and public car parks will be in accordance with the approved Concept Plan. The detailed layout of the car park has been designed to meet the requirements of the relevant Australian Standards.
38	The provision of dynamic signposting at the car park entrance and on each parking level advising of the number of available spaces.	Details of signposting at the car park entrance and on each parking level will be included within the submission of Construction Certificate documentation for the basement car park.
39	The provision of suitable bicycle storage facilities including showers and change rooms.	370 bicycle parking spaces have been provided for the building tenant. Showers and change rooms are also provided.
40	The layout of the proposed car parking areas associated with the subject development should be in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002 for heavy vehicle usage.	Noted. The layout of the proposed car parking areas will be in accordance with the relevant Australian Standards.
41	The developer shall be responsible for all public utility adjustment/ relocation works, necessitated by the above work and as required by the various public utility authorities and/ or their agents.	Noted.
42	A Road Occupancy Licence should be obtained from the RTA for any works that may impact traffic flows on Harbour Street during construction activities.	Noted. A Road Occupancy Licence is being obtained from the RTA.
43	All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.	Noted. Please refer to the Construction Management Plan (Appendix H of the Project Application submission).

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44	The proposed alterations to the traffic signals at the intersection of Harbour Street and Day Street and Harbour Street and Liverpool Street shall be designed to meet the RTAs requirements, and be endorsed by a suitably qualified traffic signal engineer. The design requirements shall be in accordance with the RTAs Road Design Guide and other Australian Codes of Practice. The certified copies of the traffic signal design plans shall be submitted to the RTA for consideration and approval prior to the release of the construction certificate and commencement of signal works.	Agreed.
Sydney Water		
45	Sydney Water will assess the impact of the proposed development when the proponent applies for a Section 73 Certificate.	Noted.
South Eastern Sydney Illawarra NSW Health		
46	It is unclear whether the anticipated population increases (transient or resident) have been included in the Department of Planning population projections. It would be helpful to have an understanding of the estimated population increase including the estimated number of new jobs created, operating hours of the new redevelopment and estimated increase in the transient/ resident population.	As stated within the Concept Plan the proposed development has the potential to provide space for up to approximately 3300 workers. The estimated increase in the transient / resident population is not known.
47	It is required that the proponent reports regularly on the progress in meeting the goals of the National Environmental Protection Measure (NEPM).	The proposed works will be undertaken in accordance with the Remedial Action Plan (lodged as part of the DA for Remediation on the site and prepared in accordance with the goals of the NEPM). The applicant agrees to provide results of any monitoring and remediation actions.
Ministry of Transport		
48	The Ministry is disappointed that its previous concerns have not been adequately addressed, particularly in regard to the provision of car parking.	The provision of the 600 space public car park is consistent with the approved Concept Plan. Refer to Section 2 of the report.
49	The Ministry remains concerned that the proposal does not adequately address the Director General's Requirements in regard to measures to promote public transport usage.	In accordance with the Concept Plan, a Green Commuter Strategy is to be prepared for approval by the Director General. The strategy will promote the use of public transport which is readily accessible from the site. The development provides bicycle parking facilities and the future augmentation of the Bathurst Street pedestrian bridge to enhance pedestrian access between Town Hall Station and the site.

Issues		Proponents response
Markham Corporation Pty Ltd – Head Lessee of the IMAX Building		
50	Generally supportive of the proposed development, however have serious concerns about the likely impacts of construction on the various retail businesses within the IMAX building.	The emitted noise levels of the construction works will not exceed those specified within the City of Sydney Code of Practice 1992 “ Construction Hours/ Noise within the Central Business District” Schedule 1 Allowable Noise levels Group A to F, which are used for all major development within the city centre. Furthermore, the Acoustic Statement at Appendix F confirms that the existing ambient noise levels within the Star Function Room were previously measured for IMAX and the proposed noise impacts from the construction activities at Darling Walk, will be less than the existing ambient noise level. The predicted noise levels at the outdoor dining areas are expected to be exceeded by approximately 5dB(A). Acoustic Logic have confirmed that the acceptable exceedance is 10 dB(A), it is considered therefore that the predicted noise levels are acceptable.
51	Construction should be restricted to quiet works during the peak periods of breakfast (7am – 9am), lunchtime (12noon – 2.00pm) and evening dining periods (5.00pm onwards).	The emitted noise levels of the construction works will not exceed those specified within the City of Sydney Code of Practice 1992 “ Construction Hours/ Noise within the Central Business District” Schedule 1 Allowable Noise levels Group A to F, which are used for all major development within the city centre. It is not feasible to have a construction programme constrained in the manner proposed. The predicted noise levels at the outdoor dining areas are expected to be exceeded by approximately 5dB(A). Acoustic Logic have confirmed that the acceptable exceedance is 10 dB(A), it is considered therefore that the predicted noise levels are acceptable.
52	Confirmation of the appropriateness of AS 2107-2000 should be obtained given the location of the sensitive uses nearby (i.e. cinema and restaurants with outdoor dining).	The emitted noise levels of the construction works will not exceed those specified within the City of Sydney Code of Practice 1992 “ Construction Hours/ Noise within the Central Business District” Schedule 1 Allowable Noise levels Group A to F, which are used for all major development within the city centre.
53	Support the establishment of a Construction Liaison Committee.	Noted.
Sydney Harbour and Foreshores Committee		
54	The roof of the western portion of the building should be allocated to active public recreation.	Public access to the rooftop is not feasible due to security risks to future tenants. A substantially upgraded public domain will be provided at ground level.
Darling Harbour Business Association		
55	Fully support the project. It will deliver significant benefits from a whole range of business and social perspectives.	Noted.

Issues		Proponents response
Body Corporate and Executive Committee of SP 75760 and SP75761 Emporio Apartments		
56	Concerned about the blockage of the existing view for the residents on the West and North West side of the Emporio Apartments	A detailed view loss analysis has been undertaken for the Concept Plan and Project Application. Additional view analysis has been undertaken and submitted with the PPR (Section 2). The view analysis shows that the detailed building design does not result in any additional view loss than the approved Concept Plan.
57	Concerned about the overshadowing of Day Street at ground floor retail shops especially during summer afternoon. Overshadowing could affect the business trading of existing shops that rely on summer trading.	The overshadowing impact upon Day Street during mid-summer is minimal. This is shown on the shadow diagrams included within Appendix B of the Project Application submission.
58	The creation of additional traffic to Harbour Street both vehicular and pedestrian.	The proposed traffic generation of the development has been assessed within the approved Concept Plan and Project Application Report (Section 6.7.2). MWT considered that the post development Level of Service of the key intersections on Harbour Street will continue to operate satisfactorily.
59	Noise concern from both the additional vehicles and proposed retail spaces.	The previous use of the site included an entertainment complex, various retail uses and children's play ground with the majority of the retail fronting Tumbalong Park. As set out in the statement provided by Wilkinson Murray (Appendix F) retail areas do not generate significant noise and the acoustic impact of such activities are considered to be insignificant. In addition Harbour Street and Bathurst Street along with the Western Distributor carry in excess of 20,000 vehicles per day. Given the large traffic volume which exists on these roads any additional noise from the additional vehicles is considered to be insignificant.
60	The bulky form of the proposed building, does not have enough articulation and setback to improve the visual impact of the proposed building.	The proposed buildings step up from Tumbalong Park to Harbour Street. The facades are articulated and setbacks are generally consistent with the Concept Plan approval. An architectural designed roof form provides visual interest and reduced the visual impact of the roof plant.
Resident from Harbour Garden Towers		
61	There has been no analysis done on the impact of the development of the views from Harbour Garden Towers.	The visual analysis undertaken has been consistent with the methodology adopted for the Concept Plan. Additional visual analysis of view impacts from Harbour Gardens has also been undertaken. Views into Tumbalong Park are preserved. The approved Concept Plan resulted in some loss of distant views to the Harbour for mid-rise apartments in Harbour Gardens. The building does not result in additional view loss beyond the approved Concept Plan.

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Resident from 168-174 Day Street		
62	168-174 Day Street is not included in the Noise and Vibration assessment.	The Acoustic Statement, included at Appendix F , confirms that the noise impact from the excavation and construction activities will not exceed the ambient noise levels as set out in the Acoustic Assessment contained within the Construction Management Plan.
63	Concerned that noise levels are not complied with during construction.	Construction noise levels are to be a Condition of Consent.
Resident at 126/336 Sussex Street		
64	The two buildings are out of character with the Maritime theme of Darling Harbour and will create an amphitheatre effect between the proposed buildings and the convention centre.	The buildings have been designed to integrate with both Darling Harbour and the CBD. The buildings respond to the curvilinear nature of the site and provide variations in facade treatment. In particular the western facade frontage to Tumbalong Park incorporates the use of timber.
Resident of Millennium Towers Apartments		
Height		
65	The height is much too high for the site. Two new 9 storey commercial buildings are too close and unsympathetic to the Chinese Gardens and Tumbalong Park, and will overwhelm these two sites. These two tower office blocks are both too high and too bulky.	The height of the proposed building is consistent with the approved Concept Plan. Refer to Section 2 .
66	The buildings will affect Millennium Towers, Emporio and Harbour Gardens buildings. Residents will lose views, traffic noise will increase and owners will lose value in their investment in consequence.	A detailed analysis of view loss and gain has been undertaken (refer to Appendix B). The proposed buildings will not cause additional view loss beyond the approved Concept Plan. Some apartments will gain views and others apartments will lose horizon views or views into the centre of Tumbalong Park.
67	75% of apartments in Millennium Towers are seriously affected by the buildings in front of them.	A detailed view loss analysis has been undertaken for the Concept Plan and Project Application. Additional view analysis has been undertaken. This is discussed at Section 2 and included in Appendix B . There are 319 apartments in Millennium Towers. As a result of the development 11 apartments will suffer view loss into the centre of Tumbalong Park and 27 apartments will suffer horizon view loss. However 18 apartments will gain view to Tumbalong Park and Pymont Ridge.
68	Apart from Novotel (8 storeys) and IMAX (8 storeys) no buildings within the surrounding Darling Harbour area are greater in height than 2-3 storeys.	The height of the proposed building is consistent with the approved Concept Plan.

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Traffic		
69	An 800 vehicle car park creates more congestion and pollution.	The provision of the 600 space public car park is consistent with the approved Concept Plan. In line with the Concept Plan, on completion of the new parking facility at Darling Walk, 600 car spaces in the Entertainment Car park shall be quarantined from weekday usage during standard business hours until such time as the Entertainment Car Park is redeveloped. Refer to Section 2 of the report
70	Concern in regard to the addition of the car park entrance on the safety at the Day Street/ Harbour Street/ Distributor intersection.	The Day Street / Harbour Street site entrance and car park entrance is consistent with the approved Concept Plan.
71	Concern over the future management of the car park and the sustainability of 200 car spaces for use by occupants of the buildings.	The management of the car parking spaces will be determined by the future car park operator. Consistent with the Concept Plan approval, a Car Park Management Plan will be prepared to the satisfaction of the Director General that specifies charging rates, signage and conditions of use for the public car park. This is reflected in the draft Statement of Commitments at Section 4 .
Cross City Tunnel Entrance		
72	Harbour Street will become more cluttered and dangerous due to the growing usage of the Cross City Tunnel.	Traffic modelling and analysis has taken into account the operation of the Cross City Tunnel.
Positioning of the Two Office Buildings		
73	The development will make the area less inviting, less friendly and will be ugly.	The development will be a major improvement of Darling Walk. It will be a major upgrade to the public domain including the children's playground and significantly improved pedestrian connections. The main project objectives included in the Concept Plan include improved pedestrian amenity and activation.
74	The pedestrian bridge/ gap between the buildings is narrow and uninviting and will not be used.	The Civic Connector is in excess of 20m wide, will be high landscape quality and is activated at ground level by retail shops and commercial building lobbies. It is a major gateway into Darling Harbour.
Car Parks in the Area		
75	Opposed to the view that car parking is reduced in the area and concern that the 800 space car park is essential.	The provision of the 600 space public car park is consistent with the approved Concept Plan. Refer to Section 2 of the report.