

SICEEP The Haymarket Concept Proposal - Response to Public Submissions

Number of times raised in Submissions	Item Raised	Proponent's Response
Built Form and Urban Design		
17	<p>The bulk, height and scale of this development is grossly excessive for this locality, and represent the blatant overdevelopment of the site. There needs to be fewer towers, and heights need to be reduced, possibly through an increase in bulk to prevent these impacts from the Southern Haymarket Precinct on existing residents.</p> <p>There is no justification for the height of the new towers, and no justification for the angle of aspect of these towers. The planned heights of the residential towers far exceed existing development and planning restriction in the Chinatown and Darling Harbour areas. The whole skyscraper obsession is now spoiling the Sydney Skyline, especially near the water. Sydney needs to take on the limitations shown by controlled building codes of European cities.</p>	<p>It is noted that development within The Haymarket is controlled by <i>Darling Harbour Development Plan No.1</i>, which does not prescribe building height limits for the site. A detailed site analysis and understanding of the site's character, history, and context has provided the framework for developing the massing and distribution of envelopes across the site.</p> <p>The proposed density is appropriate given the site's proximity to education and employment centres, good connections to pedestrian and public transport networks and convenient access to open spaces, public amenity, education and entertainment precincts. The scale and form of development represent a viable and realistic outcome and supports key Local and State Government strategic planning objectives by providing housing on the edge of the City Centre, with a high level of public transport accessibility, proximity to employment and activity centres, and access to extensive areas of open space, and will make a significant contribution towards the City's housing targets.</p> <p>The brief for The Haymarket is to create a vibrant, mixed-use inner city residential development that is compatible in terms of built form with the surrounding areas. The proposed density is appropriate given the site's proximity to education and employment centres, good connections to pedestrian and public transport networks and convenient access to open spaces, public amenity, education and entertainment precincts.</p> <p>The Concept Proposal seeks to replicate the fine grain of the Haymarket and buildings have been located on the street edge to maintain the predominant 'street wall' character. This residential 'wall' incorporates breaks for the new street connections and is articulated in height to create a series of mid-rise and tower built forms in response to the urban context.</p> <p>The number of towers proposed has resulted from a rigorous master planning process that has sought to achieve an outcome that is compatible with the existing Haymarket and the neighbouring CBD. The number of towers has been driven not only by commerciality and the demand for inner-city housing, but also by the appropriate ground plane solution, including street pattern and areas of open space. Further, four (4) towers of appropriate bulk and scale are preferred over three (3) towers of larger bulk and/ or height, which would likely result in increased visual impact and overshadowing. Concerns raised about tower crowding are mitigated by the mix and variation in tower height; from 25 to 40 storeys. The heights of the building forms have been derived from a thorough master planning process that has considered the ground plane outcomes, consistency with the surrounding existing development as well as the market and commercial demand issues. In the 'postcard' views of Darling Harbour the new residential building forms have been designed to integrate with</p>

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		<p>the scale of the local towers and do not dominate the horizon.</p> <p>The proposed massing also takes into consideration recommendations for minimum separation between buildings to ensure good amenity, outlook and view sharing between existing and proposed buildings. By locating development around the site's perimeter, the separation between buildings has been maximised and the potential for visual dominance over the new central public square has been minimised.</p> <p>The Parameter Plans and Design Guidelines encourage towers with small footprints, to maximise the opportunities for greater view sharing across the site. The height of the development also considers view sharing from adjacent high-rise developments within the immediate vicinity of the site, with the diversity in heights and tower placement generating an informal arrangement that is in keeping with the City skyline.</p>
2	<p>The development of Darling Harbour over the last 100 years has managed to maintain a relatively low rise corridor on the western side of the Sydney CBD. The current proposal will destroy this corridor and will set a precedent for other similar developments in the area.</p> <p>Comparing the scale of the development to the overall City context is inappropriate. Matching these heights with the development that is in the valley floor both ignores the impact of 12-15 storey buildings on the public domain and the stepped massing of the CBD.</p>	<p>The Haymarket site is located between 200 and 400 metres to the west of George Street, which includes a significant number of tall buildings. Due south of The Haymarket, developments including The Peak apartments, UTS Broadway Campus and Frasers Central Park all include substantial buildings which continue the building form and height of the CBD and provide context for the Concept Proposal.</p> <p>The vertical density of the Concept Proposal is considered to be appropriate given the existing urban nature of the site and the benefits delivered at ground-level through significant improvements to site permeability and the provision of new high quality public domain areas.</p>
1	<p>Whilst the towers are lower than The Peak, that building is an anomaly, and is out of scale with the city skyline that steps down as it moves away from the CBD, and down the slopes of the city ridgelines.</p>	<p>The Haymarket site is located between 200 and 400 metres to the west of George Street, which includes a significant number of tall buildings. Due south of The Haymarket, developments including The Peak apartments, UTS Broadway Campus and Frasers Central Park all include substantial buildings which continue the building form and height of the CBD and provide context for the Concept Proposal.</p>
1	<p>The proposed building depths are excessive, and there is insufficient building separation.</p>	<p>The Concept Proposal seeks consent for maximum building envelopes. The Illustrative Scheme was provided to give an indication of how the buildings could be designed with articulation and separation.</p> <p>Detailed design will introduce building articulation and may increase building separation and reduce building depth. Future Stage 2 SSDAs will be required to address compliance with SEPP65 and the Residential Flat Design Code.</p>
1	<p>The development would result in a really high and excessive wall of domestic structures when viewed from almost anywhere inside the basin of Darling Harbour looking south.</p>	<p>The Concept Proposal seeks to replicate the fine grain of the Haymarket and buildings have been located on the street edge to maintain the predominant 'street wall' character. This residential 'wall' incorporates breaks for the new street connections and is articulated in height to create a series of mid-rise and tower built forms in response to the urban context.</p> <p>The proposed density is appropriate given the site's proximity to education and employment centres, good connections to pedestrian and public transport networks and convenient access to open spaces, public amenity, education and</p>

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		entertainment precincts.
33	The student accommodation development is not sympathetic with the City of Sydney height limits in Ultimo which range from 6m to 18m.	<p>Development within The Haymarket is controlled by <i>Darling Harbour Development Plan No.1</i>, which does not prescribe building height limits for the site.</p> <p>Given site constraints, the building height ensures the student accommodation achieves a critical mass important in establishing a student precinct along Darling Drive. Further, the scale of the student accommodation is consistent with that of the proposed Haymarket buildings and is appropriate in the context of the overall Concept Plan. The twenty (20) storeys' is in keeping with the scale of other new residential developments which are proposed for the local area and support the transition from taller urban forms proposed towards the centre of The Haymarket.</p>
35 (also raised in petition)	Each of the nine buildings have a proposed depth greater than the maximum 18m specified under the RFDC, and the developer fails to address the specific criteria in the Code under which the maximum may be exceeded. The maximum variation (6m) is 33% more than the 18m guideline.	<p>The Concept Proposal seeks consent for maximum building envelopes only. An illustrative Scheme has been provided to demonstrate that the future design can comply with SEPP 65 and the Residential Flat Design Code.</p> <p>Detailed design will introduce building articulation and may reduce building depth. The proposed building depths do not preclude the future buildings from achieving consistency with solar access and other 'Rules of Thumb' for residential amenity. Future Stage 2 SSDAs will be required to address in detail SEPP 65 and the RFDC.</p>
1	Applaud the need to raise funds and increase inner Sydney housing stock.	Noted.
1	Welcomes the enhanced public domain and spaces as part of the Concept Plan.	Noted.
38	The proposal seeks to destruct buildings of architectural merit that should have been given heritage value, and replace them with buildings which have no such merit. The Exhibition Buildings, in particular, have an architectural style that is in harmony with the Ian Thorpe Swimming Pool complex situated behind them on Harris Street. The existing buildings are only 25 years old, and the facilities could be refurbished or extended to accommodation future needs. The demolition of the buildings is environmentally irresponsible.	<p>The Exhibition Centre does not form part of The Haymarket Concept Proposal site, and is instead subject to a separate State Significant Development Application (SSDA1).</p> <p>Notwithstanding this, as part of SSDA1 DHL has given significant consideration to the functionality and adequacy of the existing facilities. As part of these investigations, a number of parties provided input in order to determine what parts of the facilities to retain and what parts to demolish. This included events organisers, architects, construction and maintenance contractors.</p> <p>A detailed review of these considerations is provided at within the Response to Submissions report for SSDA1. In summary, retention of the existing facilities is not viable, for the following reasons:</p> <ul style="list-style-type: none"> – The existing facilities cannot meet current levels of market demand, leading to lost business opportunities. – The existing facilities lack the functionality and flexibility found in state of the art facilities. – The existing facilities will require significant expenditure to address lifecycle issues in the coming years. <p>The ageing facilities will progressively not be able to meet the technical and aesthetic standards required by international delegates and will require substantial lifecycle and maintenance investment.</p>

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1	The buildings have no architectural merits. They would dwarf the surrounding Chinese Garden and Chinatown. Chinatown would lose its existing identity and charm.	The Concept Proposal seeks approval for maximum building envelopes and does not seek approval for architectural design. Design Guidelines have been prepared to support the future detailed design of buildings, which include aspects and principles that seek to encourage and reflect the character of Chinatown.
1	The proposal has no discernible aspects blending it into, or complementing the Sydney environment.	<p>Connectivity into wider urban context has been a key consideration in the development of the Concept Proposal. Continuity of street widths, fine-grain ground level retail uses and a consistency of landscape design and palette are all proposed to achieve a seamless integration.</p> <p>The Concept Proposal seeks to replicate the fine grain of the Haymarket and buildings. The Concept Proposal has resulted from a rigorous master planning process that has sought to achieve an outcome that is compatible with the existing Haymarket and the neighbouring CBD. The Concept Proposal has also been guided by the creation of an appropriate ground plane solution which integrates with the surrounding public domain, including the proposed street pattern and areas of open space.</p>
1	The proposal will reinvigorate the local precinct through job opportunities and increase the vibrancy of the local community at large.	Noted.
1	Student accommodation can be constructed at alternative sites that do not involve such significant detrimental impact on the public domain, amenity of local residents and businesses.	The proposed Darling Drive building envelopes are considered appropriate for the provision of student housing due to the close proximity to Sydney's leading tertiary education institution, the existing high-density context of the site and accessibility to services and public transport, and the proposal does not result in any unacceptable environmental impacts which cannot be appropriately managed at the detailed design stage.
2	There needs to be a more balanced approach to the proposed accommodation mix, with more 3 bedroom, and fewer 1 bedroom and studio units.	<p>The proposal will provide a varied apartment mix including studio, one bed, one bed plus study, two bed and three bedroom apartments. This diversity has been developed following detailed analysis, and to ensure that the apartment offering is relevant to a broad cross section of the community.</p> <p>In addition, the typical tower floor plates have been designed to be flexible, and to enable apartments to be combined. For example, a one bed and a two bedroom apartment could be combined into a larger 3 bedroom apartment should the future demand exist for this product type.</p>
3	Calculation of FSR is incorrect as the calculation of site area is wrong.	The site area, being approximately 37,696m ² has been calculated based on land included within The Haymarket site. Notwithstanding this, the Concept Proposal seeks approval for an overall quantum of Gross Floor Area (calculated in accordance with the Standard Instrument – Principal Local Environmental Plan) rather than a Floor Space Ratio. As identified within the Supplementary Design Report at Appendix H , the development proposed within The Haymarket has an FSR equivalent of approximately 5.2:1, which is significantly below that of surrounding areas and developments.
8	Why dismantle the Monorail? Is it purely to make space for the proposed blocks of apartments having regard to the profits that these will generate to offset the costs of this	The removal of the monorail is not related to the SICEEP development and is being progressed separately by TfNSW.

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	entire extravagant proposal? The Monorail is an attractive feature of Darling Harbour which evokes the interest and delight of most visitors.	
1	The development provides appropriate density that is consistent with, and enhances, the visual and functional character of the Precinct and surrounding suburbs.	Noted.
2	All existing water features (except the Spiral Fountain) are slated for removal.	There are no existing water features located within The Haymarket site.
3	Haymarket Square does not constitute art.	Public art is considered to be an important component of the SICEEP site, in particular, the public domain areas. As such, public art forms a key element of the Public Domain and Landscape Plans. It will also form an important component of the Interpretation Strategy that will be developed in a staged manner. The proposal for the final public art pieces, including pieces within Haymarket Square, will form part of the relevant Stage 2 SSDAs for the public domain elements. At this time, appropriate consultation will be undertaken.
1	The development is too close to its neighbours.	<p>The Concept Proposal achieves the building separation 'Rules of Thumb' under the RFDC for all neighbouring buildings, with the exception of the interface between the NE Plot and the Holiday Inn. This non-compliance is minor and only affects apartments on Levels 9-12. The Stage 2 SSDAs for the NE Plot will consider additional privacy measures such as highlight windows, apartment orientation, privacy screens, offsetting of balconies and internal floor layouts.</p> <p>Further, adequate separation distances are provided between The Haymarket site and neighbouring residential uses. The Haymarket site is surrounded by roads, and is well separated from adjoining developments, with no common boundaries.</p>
1	The Haymarket Precinct should be configured to create a civic square on the east of the Powerhouse Museum.	The Powerhouse Museum is located outside of the SICEEP site. The location of the Light Rail Corridor as a public transport corridor prevents the creation of a Civic Square adjoining the east of the Powerhouse Museum. A new plaza area (known as Macarthur Place) is planned to be delivered as part of the concept proposal to the south of the Darling Drive plot, near the termination of Macarthur Street. Details are provided within Stage 2 SSDA (SSDA3) for the Student Accommodation building.
1	The connection through Tumbalong Park should be a park promenade, inflected to conserve the significant 1980s landscape elements.	Tumbalong Park is subject to a separate State Significant Development Application and does not form part of The Haymarket Concept Proposal.
2	<p>The connection down Darling Drive should be an elegant urban street with spatial definition and active frontages, serving a mixed-use urban precinct along the western side of Darling Harbour.</p> <p>Under the proposal, Darling Drive will become utilitarian, out of scale, dominated by loading bays, pedestrian unfriendly and unsafe at night.</p>	Darling Drive serves a primarily functional purpose, carrying high traffic volumes and providing service access to both the SICEEP Core Facilities and future development within The Haymarket. Street activation is instead concentrated along the key pedestrian linkages and spaces, including The Boulevard and Haymarket Square. The functional role of Darling Drive allows for the surrounding streets and internal street networks to be optimised for pedestrian flow and amenity. A Crime Prevention through Environmental Design assessment accompanied the EIS and found that the Concept Proposal incorporates appropriate safer-by-design measures. Darling Drive will retain its focus as an important cycle path within the regional cycle network.

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		Notwithstanding this, the environment along Darling Drive will be substantially improved as a result of the development of the Haymarket precinct, particularly the built form along the western side of Darling Drive which will create active and vibrant presence. A pedestrian crossing to connect pedestrians across Darling Drive is also proposed at this point, and will form part of the Stage 2 SSDA (SSDA 3) for the student accommodation building.
1	The development should seek a separate review of the aesthetics of this architecturally crowded proposal especially, but not only, considering the excellence of the adjoining, mature Chinese Garden of Friendship which despite its modest scale is on an aesthetic park with the best public gardens in China.	The Concept Proposal and Stage 2 SSDAs are subject to a design excellence process (detailed in EIS) to ensure that the architectural quality is commensurate to the significant nature of the SICEEP redevelopment. This design review process has regard to the surrounding context of the proposal, including the Chinese Garden of Friendship, which is located approximately 110m to the north.
1	Relocation of the Sydney Exhibition Centre to Glebe Island would enable residential development to be relocated to the western side of Darling Harbour to reduce over-development in The Haymarket Precinct.	The redevelopment of the core facilities within the SICEEP site has been determined as the most suitable option for these facilities in order to ensure that Sydney remains competitive as an international business tourism destination.
1	There is no consideration of developing residential apartments at a lesser height on areas of land south of Redfern along the Botany Road corridor as an alternative, if there was a genuine pressure on land to supply housing within close proximity to the CBD.	The proposed mix of land uses (including residential) is considered appropriate given the CBD context of the site, with all the associated benefits such a location brings for future residents and society more broadly. The Haymarket supports key Local and State Government strategic planning objectives by providing housing on the edge of the City Centre, with a high level of public transport accessibility, proximity to employment and activity centres, and access to extensive areas of open space, and will make a significant contribution towards the City's housing targets.
1	The proposed changes to Tumbalong Park are both unnecessary and damaging to a well-loved public facility.	Tumbalong Park is subject to a separate State Significant Development Application (SSDA1) and does not form part of The Haymarket Concept Proposal.
1	The Darling Harbour Live proposal will address significant public amenity and connectivity issues currently affecting the site and its relationship with neighbouring precincts Chinatown, Haymarket and the education hub concentrated at UTS.	Noted.
3	Consideration could be given to developing over Darling Drive which would eliminate the need to reduce the width.	The width of the realigned Darling Drive is considered sufficient to accommodate the traffic volumes anticipated on this road. Hyder Consulting has provided additional information in this regard to demonstrate this adequacy (refer to Appendix M).
1	Out of 60 hectares of public space, about 20 hectares will be taken up by high residential private space.	The overall SICEEP Precinct covers 20 hectares, with The Haymarket site comprising approximately 4 hectares of this. The Haymarket land is currently predominately occupied by the building footprints of the Sydney Entertainment Centre and public car park. The concept proposal will result in an increase in the amount of public open space being provided across the site (compared with the existing situation) by over 1,000m ² (an increase of approximately 11%) , and more importantly deliver a more attractive, vibrant and high quality public domain that can be experienced by future residents, and visitors to Darling Harbour.

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7	A 'European Style' courtyard is proposed for the benefit of the new apartment blocks, no doubt enhancing their sale value, but at the expense of the present paved area which separates Paddy's Market from the current Entertainment Centre. This will reduce Hay Street and the adjoining public space to a narrow street and the proposed new apartment blocks will be thrown immediately against Paddy's Market and The Peak building.	The functional needs for the southern forecourt of the Sydney Entertainment Centre will be removed upon the replacement of this facility by The Theatre to the north adjoining Tumbalong Park (subject of SSDA1). The proposed built form therefore seeks to redefine Hay Street to reflect its typology as an urban street within the Sydney CBD, whilst ensuring that new building forms are also appropriate to the scale of this street. As a key element to the success of The Haymarket as a new and vibrant mixed use neighbourhood, Haymarket Square will provide Sydney with a new and desirable public, town square that functions more broadly as a network and new and reinvigorated open space across the SICEEP site.
1	A 'European Style' courtyard, as proposed, shouldn't be in an Asian / Chinese area.	It is not intended that Haymarket Square duplicate the character of Chinatown, but rather this space seeks to provide an independent public domain space which does not compete or detract from Dixon Street. Haymarket Square instead seeks to provide a complementary public space which interfaces between the varying character of a number of surrounding urban spaces, including Chinatown, Darling Harbour, Haymarket and the future Goods Line.
16	Chinatown has building height limitations that have applied throughout its immediate vicinity. The buildings further down the Harbour Street towards the City have been limited in their heights. High-rise buildings do not commence until George Street. Why are these limitations overruled for the benefit of these proposed new blocks of apartments?	Development within The Haymarket is controlled by <i>Darling Harbour Development Plan No.1</i> , which does not prescribe building height limits for the site. A detailed site analysis and understanding of the site's character, history, and context has provided the framework for developing the massing and distribution of envelopes across the site.
6	The height of the recently constructed terrace of offices, restaurants and shops in Darling Harbour, including the IMAX Cinema, have been restricted in their heights to some 10 storeys.	Noted. Development within The Haymarket is controlled by <i>Darling Harbour Development Plan No.1</i> , which does not prescribe building height limits for the site. The examples of Darling Quarter and the IMAX building have more direct interfaces with Tumbalong Park and Cockle Bay and are not appropriate examples for development of The Haymarket site. The proposed building envelopes are considered appropriate given the steep topography to the west of the site and the transition from taller urban forms proposed towards the centre of The Haymarket.
Open Space, Landscaping and Tree Removal		
2	The proposed development will involve the removal of many trees.	The Haymarket Proposal necessitates the removal of vegetation which was planted within the site during the development of the Sydney Entertainment Centre three decades ago. The removal of this vegetation and replacement with suitable new species as part of substantial public domain improvements within the site is considered appropriate.
1	The student accommodation will occupy land currently occupied by the monorail corridor, which allowed the existing native flora and fauna to remain in situ and preserved open space.	The removal of the monorail is not related to the SICEEP development and is being progressed separately by TfNSW. Vegetation removal and new landscape plantings is detailed in Stage 2 SSDA (SSDA3) for the Student Accommodation building.
1	The quantity and quality of communal open space is inadequate for the residential population and density of the proposal, and should be increased to meet the RFDC. All areas of communal open space would be overshadowed in the middle of the day in Mid-	The provision of communal open space will be detailed within the Stage 2 SSDAs, and will reflect the high density urban environment of the site and the proximity to high quality existing and future public open space. Some degree of overshadowing of communal open space during mid-winter is considered acceptable given the context of the site and the

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	Winter, except for a small area in the southern half of Haymarket Square.	<p>other significant contributors to residential amenity on the subject site.</p> <p>As detailed below, the proposal will result in over 1,000m² of additional open space on the site.</p>
1	Usable public space is reduced by 14,000m ² .	<p>Existing plaza spaces to the north and south of the SEC, as well as the grassed area north of the SEC (Memorial Park) total 8,600m² in area broken down as follows:</p> <ul style="list-style-type: none"> - Northern plaza – 3,200m²; - Southern plaza – 4,250m²; and - Memorial Park – 1,150m². <p>The Concept Proposal provides for a substantial improvement in the quality of public domain treatments and usable open space areas within The Haymarket site, including key public domain areas including The Boulevard (3,700m²), Haymarket Square (2,600m²) pedestrian laneways (1,580m²), Hay Street (1,080m²) and MacArthur Place (730m²) totalling 9,690m², representing an increase of over 1,000m² (i.e. an 11% increase in open space)</p>
2	The landscaping of the Haymarket Precinct should celebrate the local indigenous flora and not include exotic species. Opportunities should be provided for residents to participate in community gardens.	<p>Site wide, the drivers for the vegetation and tree selection within the SICEEP precinct are based upon many influences:</p> <ul style="list-style-type: none"> – Past ecologies; – The historical valley floor, escarpment and their geology; – Orientation; – Existing neighbourhood character; – Existing trees inside and outside of the site; – Desired character of proposed development; and – Desired microclimate outcomes. <p>Whilst specific species selection will be included within detailed Stage 2 SSDAs, the Public Domain Plan identifies key species (both indigenous and introduced) which are suitable for the urban environments proposed under The Haymarket Concept Proposal.</p> <p>Given the nature of the development there are opportunities for resident gardens on the podiums. These will be investigated as part of the future Stage 2 DAs.</p>

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Proposed Use		
17	The entire Darling Harbour is a tourist, recreation and pleasure area – it is not a residential neighbourhood. It was extended 16 years ago to include The Peak. It has never been part of Darling Harbour.	The SICEEP Site includes the Sydney Entertainment Centre and Car Park, which occupy a substantial portion of The Haymarket site. The integration of residential and commercial uses into this precinct will generate additional pedestrian activity throughout the day and will contribute to the vitality of Darling Harbour and surrounding sites. The delivery of the Haymarket forms a critical component to the success of the overall SICEEP Project.
3	I object to the use of public land for residential private purposes. Once this land is under a PPP, it will be so for 99 years.	The delivery of the core facilities of the SCIEEP project by Darling Harbour Live follows the NSW Government's decision to deliver the redevelopment through a Public Private Partnership between Infrastructure NSW and Darling Harbour Live (refer to SSDA 1). The Haymarket and the future Hotel complex are the subject of a Project Delivery Agreement between Lend Lease and NSW Government. The delivery mechanisms, including long-term lease built form components of The Haymarket site, have been selected in order to maximise value for the NSW Government and the community. The public domain will not be subject to long term leases.
1	The mixed use integrated design allows for ample public space, complemented by residential and retail / commercial premises.	Noted.
1	The concept proposal for the Haymarket provides a great opportunity to revitalise a key part of the Sydney CBD and to provide a good mix of residential, retail, student accommodation and commercial uses.	Noted.
1	The proposed student accommodation will be a key contributor to satisfying the strong demand for purpose built student accommodation in the Sydney CBD, and will benefit strongly from its proximity to key educational institutions and the new facilities and amenity that will be provided throughout the new precinct.	Noted.
1	The proposal to build a mixed residential / commercial / retail development in the southern part of the Precinct will ensure that the space that is not just occasionally used for conferences and events, but a vibrant community where people can live, work and play.	Noted.
9	It is totally inappropriate to use any part of Darling Harbour for the construction of further residential buildings, particularly of high-rise blocks of apartments.	The development of commercial and residential mixed use buildings within The Haymarket is considered to provide a good outcome in resolving the interface between the existing urban framework and the recreation, entertainment and tourism-oriented areas of Darling Harbour.
1	Objects to the reduction of 20% of land area of Darling Harbour in favour of 9 residential towers, 50,000m ² of commercial instead of increasing open space.	The Concept Proposal provides for an increase in the quantum and quality of public open space provided within The Haymarket site compared to the existing situation. The concept proposal will result in an increase in the amount of public

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		open space being provided across the site (compared with the existing situation) by over 1,000m ² (an increase of approximately 11%)
Visual Impact and Loss of Views		
2	There will be an unacceptable congestion and deterioration of visual impact of the locality from the public domain	<p>A Visual and View Impact Assessment has been prepared, which addresses the concerns raised around visual impacts and view loss. An updated Assessment responding to information requests made by the Department of Planning and Infrastructure the building envelope changes that have been made following public exhibition has been prepared and is included at Appendix L.</p> <p>In summary, it is considered that the proposed The Haymarket proposal has achieved a reasonable balance between the protection of private views and the protection of public domain views in the delivery of a new world class entertainment precinct on the foreshore of Darling Harbour.</p>
50	There is severe loss of visual amenity from the Peak, with no consideration to the concept of view and outlook sharing (the private buildings will have excellent views). The new towers are facing at maximal angle to Sydney Harbour causing maximal obstruction to existing residents and buildings. There are not significant view corridors in this proposal.	
1	The student accommodation buildings will obliterate city skyline views from neighbouring Ultimo properties.	
2	The bulk and height should be limited to reduce the impact to public views and those from neighbouring properties in Ultimo.	
40 (also raised in petition)	Woods Bagot's guidelines demonstrate how view corridors can be respected with two towers south of Pier Street. The Guidelines prepared by Woods Bagot have been totally ignored.	
36 (also raised in petition)	It is the new private towers which adversely impact on existing private views and outlooks i.e. an existing private good is being adversely impacted for the creation of another private good. The EIS pays 'lip service' to view sharing, but is unwilling to adopt any of the four concrete measures which would promote view sharing, namely avoiding tower crowding, maintaining adequate building separation between towers, building slender towers and creating view corridors.	<p>The exhibited Concept Proposal included supporting Design Guidelines that have been developed by Denton Corker Marshall to guide the future development of The Haymarket. The Design Guidelines (which build upon and take precedence over the Urban Design and Public Domain Guidelines prepared by Woods Bagot for INSW in moving forward with the detailed design of The Haymarket Site) set out objectives and related controls for key elements such as built form, articulation, ground plane, materials, public realm, amenity, traffic, car parking and access, sustainability and signage.</p> <p>The future Stage 2 SSDAs will be required to demonstrate consistency with the objectives and controls of the Concept Proposal Design Guidelines.</p>
33	The loss of amenities, outlook and views is an excessive burden on the residents of The Peak, and for all the residents of surrounding buildings. At a minimum, it is imperative to	

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	delete the Tower SE1 from the planned development.	
34	The view corridor along The Boulevard is not relevant to view sharing as views are not accessible from any dwellings in the Peak.	
1	The block proposed to be built behind the Novotel will substantially impact on the views from the north facing apartments in The Peak. If such a block were to be built on top of the exiting car park behind the entertainment centre, the obstruction would be less, as this site is offset to the west of The Peak and hence not directly in the line of site to the Harbour, from the northern apartments of The Peak.	
Pedestrian and Cyclist Access		
1	The alternative Tram Stop will not cope with existing queues	The SICEEP Project incorporates improved connectivity to the Light Rail Stations on Darling Drive and Hay Street via new pathways and pedestrian crossing facilities on Darling Drive and upgrades to the public realm along Darling Drive and Hay Street. These connections will enhance access to the light rail transport system, promoting patronage of the system and supporting the investment being made by the NSW Government in extending and expanding the service provided by the light rail network.
1	There is concern that the development does not provide safe and easy pedestrian and cycling access.	<p>Noted. In response to comments made by submitters, a range of significant improvements have been made and formalised within the amended Concept Proposal in relation to pedestrian and cyclist connectivity, safety, and permeability. These improvements include:</p> <ul style="list-style-type: none">– An enhancement of the north/south connections along Darling Drive resulting in a cycle/pedestrian shareway along its western edge to link the precinct and the student accommodation safely with the light rail stop at Tumbalong Place/Exhibition Stop;– Removal of the previously proposed pedestrian / vehicle shareway on Hay Street, and replacement with pedestrian priority space;– Introduction of a signalised pedestrian crossing across Darling Drive, between Dickson's Lane and the Darling Drive plot (which includes the student accommodation building) in recognition of the desire line into the Haymarket; and– Formalisation of the important Macarthur Street east-west interim pedestrian connection. <p>With these refinements, the Concept Proposal for the Haymarket will ensure that a high quality, legible, safe, equitable and desirable pedestrian and cyclist network is secured for the existing and future local community and visitors to the area more</p>

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		broadly.
1	Relocating the Entertainment Centre to the other side of Goulburn Street will change the whole dynamics of foot traffic. Considerably more traffic will use the Liverpool Street Footbridge to go to Town Hall Station rather than Central Station.	Pedestrian management for The Theatre is subject to assessment and approval under SSDA1 and does not relate directly to the Concept Proposal. The Boulevard will continue to provide a key linkage for pedestrian movements between the core facilities and key public transport nodes.
2	The proposal does not address the concerns raised at a consultation session regarding the linkage between the Powerhouse Museum and the Haymarket Precinct. A direct pedestrian / cycle link should be provided from Harris Street into the student housing precinct in place of the circuitous link outlined in the report.	<p>The existing elevated walkway from Harris Street / Powerhouse Museum, which currently provides pedestrian access into the SEC precinct, is proposed to be terminated at the end of Macarthur Street, within Railcorp land.</p> <p>It is recognised that this east-west link is a well-used pedestrian route, and as such is proposed to be retained, albeit in an amended and interim form. It is equally recognised that the new works proposed around The Goods Line will improve at-grade access from the south, past UTS and assist with pedestrian permeability into the Haymarket precinct. The interim solution provides for the termination of the elevated walkway from Harris Street at the end of Macarthur Street, within the Railcorp lot, landing pedestrians via lift and stairs onto the northern end of the approved Goods Line. From The Goods Line, public access will be via the new stairs and the accessible ramps, then via the new signalised intersection across Darling Drive into the Haymarket. A longer term solution for this important pedestrian route will require the collaboration between relevant parties, e.g. Powerhouse Museum, Railcorp, SHFA etc. Consultation with the Powerhouse Museum has commenced and will continue regarding the realisation of the final connection solution.</p>
1	The development will provide physical links to and from Darling Harbour, via pedestrian and cycleway connections that will provide unprecedented access to the CBD, Haymarket, Ultimo and transport options at Central and Town Hall stations.	Noted.
1	The proposal will lead to overcrowding in the area. Currently, market days and weekends are just awash with people and traffic.	An assessment of the capacity of pedestrian and vehicular networks by Hyder Consulting has found that there is capacity to support the projected population of The Haymarket.
1	The proposal reduces pedestrian access from Pyrmont and Ultimo into the City.	The Haymarket Concept Proposal improves pedestrian access from Pyrmont and Ultimo by improving east-west permeability within the site and providing for connection to the Goods Line (Ultimo Pedestrian Network) to the south of the site. It also provides a 20m wide north south pedestrian spine linking Quay Street and Ultimo to the north towards Cockle Bay and the northern sector of the CBD.
1	The proposal will address poor pedestrian access to surrounding suburbs and visitor precincts. The improved pedestrian linkages will also help to reduce congestion during major events, with clear access and egress to public transportation.	Noted.
Population Density		
37	The proposed development will increase population density by at least 99%. Together	The projected population increase within The Haymarket site is minor within the context of existing residential and

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(also raised in petition)	with other surrounding development, this will put pressure on existing road infrastructure, as well as creating addition demand for community services.	<p>commercial development in the immediate vicinity of the site. Sydney is recognised as a global city, as such the proposal and the population and density to be delivered is considered to be appropriate.</p> <p>Lend Lease and the City of Sydney have commenced an active dialogue on the development of the Haymarket North plot including a Library, bike Hub, retail, community facilities, childcare centre and associated sustainable uses.</p> <p>Community facilities to be provided within The Haymarket will be detailed as part of Stage 2 SSDAs.</p>
Traffic Generation		
2	There are no new roads for access.	The Concept Proposal provides for vehicular access from the existing street network.
7	Loss of parking, loss of access and street congestion along Quay street, Ultimo Road, Little Hay Street, Harbour Street and other local streets. These area is already severely congested and crowded. The proposed development will cause gridlock traffic conditions throughout most of the day and night.	<p>Traffic impacts of The Haymarket precinct upon the local road network is discussed at Section 2.4 of the Response to Submissions and further within the Transport and Traffic Impact Assessment Addendum Report at Appendix M.</p> <p>Road network and intersection modelling undertaken by Hyder Consulting confirms that the impact of The Haymarket development does not impose conditions on the intersections worse than what would have otherwise occurred through existing traffic.</p>
1	The analysis of transport and traffic impacts is unnecessarily and almost introspectively limited to the area of interest of the developer.	Originally the geographic coverage of the AIMSUN Micro-simulation model was determined by Mott MacDonald as part of the assessment of the SICEEP development proposal. Hyder Consulting carried forward the AIMSUN model and updated it to support the environmental assessment of the SICEEP project. Hyder Consulting has re-assessed the geographic coverage of SICEEP for modelling purposes and found that the modelling study area coverage as included in the AIMSUN Micro-simulation model is fit for the study purpose and has advised that no further upstream intersections need to be included in the model in order to ensure that the traffic approach profiles are correctly represented at critical intersections.
1	The Traffic Report should be referred to Transport for NSW and the RMS for a detailed review of their adequacy as a comprehensive account of the traffic and transport impacts of the entire proposal.	Transport for NSW and the Roads and Maritime Service have been afforded the opportunity to comment on the Concept Proposal as part of the public exhibition, and responses to their submissions are contained elsewhere within the Response to Submissions documentation.
42 (also raised in petition)	<p>Narrowing Darling Drive will result in greater traffic congestion on this vital access road.</p> <p>The Traffic and Transport Impact Assessment contains contradictory estimates of the current usage of Darling Drive. Actual observations show that current traffic levels are already close to the maximum capacity which can be carried by one lane. The proposal to reduce Darling Drive to one lane in both directions when it is already at or near full capacity for one lane will cause unacceptable levels of service during the peak period.</p>	Hyder Consulting advise that Darling Drive will continue to have capacity to accommodate the existing traffic plus additional traffic generated by the overall SICEEP development. The Haymarket will include (refer to SSDA3 for detailed design) the rationalisation of the current two directional dual carriage road into a single northbound lane and two southbound lanes. A drop off/loading zone will be provided on the western side of Darling Drive opposite the proposed Building W2 (within the Darling Drive plot).
3	The traffic report does not include Ultimo Road, one of the three exit / entry points to	The Darling Drive/ Ultimo Road intersection is incorporated within the AIMSUN traffic model. Refer to Transport and traffic

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	Darling Drive.	Impact Assessment Addendum Report at Appendix M .
3	References are made to traffic movements from Darling Drive into Quay St, but this intersection does not exist.	The Quay Street road reserve runs east-west between Darling Drive, south of the public car park before turning south via the (partially pedestrianised) road to the east of the UTS Haymarket campus. Vehicular traffic continues east along Hay Street.
4	Traffic movements from the site to Broadway have not been assessed	Hyder Consulting has re-assessed the geographic coverage of SICEEP for modelling purposes and found that the modelling study area coverage as included in the AIMSUN Micro-simulation model is fit for the study purpose and has advised that no further upstream intersections need to be included in the model in order to ensure that the traffic approach profiles are correctly represented at critical intersections.
2	The EIS makes no assessment of Eddy Avenue.	Hyder Consulting has re-assessed the geographic coverage of SICEEP for modelling purposes and found that the modelling study area coverage as included in the AIMSUN Micro-simulation model is fit for the study purpose and has advised that no further upstream intersections need to be included in the model in order to ensure that the traffic approach profiles are correctly represented at critical intersections.
1	Sussex Street will be adversely impacted by the proposal	Road network and intersection modelling undertaken by Hyder Consulting confirms that the impact of The Haymarket development does not impose conditions on the intersections worse than what would have otherwise occurred through existing traffic. The Hyder Consulting report finds that signal optimisation will minimise any adverse impacts upon Sussex Street.
2	The Traffic Report does not consider the George Street light rail proposal.	The Hyder Consulting report considers the potential impact of the George Street Light Rail proposal upon the street network surrounding the SICEEP site, and concludes that there would be no significant impact upon local street network performance.
1	If ever required, evacuation of Darling Harbour would be impossible.	The SICEEP site is subject to the Sydney CBD Emergency Plan (Ministry for Police and Emergency Services). It is anticipated that this plan would be updated if necessary throughout the redevelopment process.
1	The Traffic Report does not take into account the additional 5,000 residents or the effect of light rail on George Street.	The Transport and Traffic Report takes into account both the predicted future traffic generated by the Concept Proposal and the planned light rail extension from Circular Quay to Randwick.
18	The number of high-rise construction, both recently completed and underway, on the Broadway / Ultimo Road / Quay Street area are likely to exacerbate the local traffic congestion and parking difficulties with which both visitors and residents are trying to cope. The existing parking problems will be accelerated by the proposed blocks of multiple apartments which are apparently having very limited parking facilities planned for them.	Construction traffic management procedures will be developed with regard to existing developments underway in the locality. The Traffic Management and Accessibility Plan by Mott MacDonald (Appendix Q of EIS) includes consideration of future development in the vicinity of The Haymarket.

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Parking		
1	There is insufficient parking proposed for new residents	Parking provision has been determined with regard to the close proximity of the site to public transport, education, employment, services, recreational and cultural facilities. The proposed parking rates also have regard to State Government policies which promote reduced car usage.
1	The proposed number of parking spaces provided in the residential buildings of the Haymarket Precinct is too high and I understand reflects superseded City of Sydney controls, and fails to comply with the requirements under the 2012 LEP.	<p>The proposed car parking for The Haymarket does not include parking for retail, student accommodation or community uses. The car parking proposed to support the commercial use is approximately 20% less than that permitted under the SLEP 2012.</p> <p>The proposed rates being sought for the residential component are consistent with those approved for comparable developments within the City of Sydney including the Carlton United Brewery site and The Quay.</p> <p>In addition and in comparison with the existing situation, the overall parking proposed and expected to be delivered (across the PPP core facilities and the Haymarket) will be reduced by some 500 spaces. With the future mix of land uses across SICEEP including The Haymarket Precinct and the PPP Core Facilities, demand for parking will balance across different peak periods and consequently, reduce potential impacts associated with parking provision. The modelling undertaken to date demonstrates that the proposed parking capacity is adequate for the proposed development.</p>
1	Consent conditions must exclude use of the public car park proposed for convention, exhibition and entertainment patrons by inner city workers to ensure it does not attract new commuters to the city.	The operation of the public car park is the subject of a separate future Stage 2 State Significant Development Application (SSDA4).
1	Consent conditions should specify minimum provision of car share spaces.	Lend Lease and Darling Harbour Live has committed to providing up to 55 third-party operated Car Share spaces distributed through the precinct (including the Public Realm) for use by residents, the public and exhibitors.
1	All buildings should also have the capacity to increase bicycle parking spaces in the future when cycling rates increase in line with local and state bicycle plans.	Details regarding the provision for bicycle parking will be set out within the subsequent Stage 2 SSDAs. The three Stage 2 SSDAs lodged with the DoPI to date outline the amount of bicycle parking proposed to be accommodated for each component. Bicycle parking provision in each proposed development exceeds the Planning Guidelines for Walking and Cycling. Lockers and end-of-trip facilities will also be provided in the residential and commercial buildings.
1	Priority must be given to active transport that reduces reliance on private motor vehicles traffic congestion and emissions.	The Haymarket Concept Proposal provides for strong pedestrian linkages to public transport, education, employment, services, recreational and cultural facilities. Lend Lease and Darling Harbour Live has committed to providing up to 55 third-party operated Car Share spaces distributed through the precinct (including the Public Realm) for use by residents, the public and exhibitors. Further, enhancements to the cycle network along with the provision of cycle parking and end of trip facilities will also form important components of the Haymarket and its support of sustainable means of transport.
1	Reduced parking facilities will put pressure on street parking in adjacent residential neighbourhoods. The parking restrictions in residential areas should be extended to	The City of Sydney is responsible for resident and business parking permit schemes and on-street parking restrictions within the surrounding local road network.

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	dissuade people from using those areas as a Darling Harbour car park.	
Public Transport		
1	How will Darling Harbour cope with predicted crowd numbers? Transport authorities say cars will bank up, public bus zones are non-existent and traffic analysis is flawed.	The Transport and Traffic Assessment undertaken by Hyder Consulting finds that the Concept Proposal will not result in any significant adverse impacts upon the performance of the local road network.
1	There is concern that the development gives priority to private vehicles over public transport. It is vital that new public transport options be provided to replace the Monorail	The removal of the Monorail is being progressed by TfNSW and is separate to the SICEEP proposal.
1	The proposal significantly increases the population of the area, but does not propose any new public transport.	The proposal provides for strong connectivity to existing public transport services in the vicinity of the site, including heavy and light rail and public bus services. Lend Lease and Darling Harbour Live has committed to providing up to 55 third-party operated Car Share spaces distributed through the precinct (including the Public Realm) for use by residents, the public and exhibitors. Further, enhancements to the cycle network along with the provision of cycle parking and end of trip facilities will also form important components of the Haymarket and its support of sustainable means of transport.
33	Darling Drive will be realigned approximately 10m East to accommodate the student accommodation. Where will buses and coaches pick up / drop off for events? There appears to be one bus pull-in zone for the theatre, where as today there are 16 coach parking spaces outside the SEC car park and 6 coach parking spaces on Harbour Street.	Coach and bus servicing of the SICEEP Core Facilities is subject of a separate State Significant Development Application (SSDA 1) and does not form part of The Haymarket Concept Proposal.
Amenity Impacts – Privacy, Noise, Overshadowing, Reflectivity, Wind and Waste		
3	Southerly wind being channelled between SE1 and SW3 will create a cyclonic effect in Haymarket Square.	A Wind Impact Assessment of The Haymarket Concept Proposal was carried out by Cermak Peterka Petersen (Appendix P of EIS) which found that potential wind impacts are able to be addressed through appropriate mitigation measures at the detailed design stage.
1	There will be ongoing noise from AC units and other roof-top noisy structures after the development is completed.	Noise mitigation for building plant and services will be addressed as part of future Stage 2 SSDAs.
2	Excessive height causing unbearable reflectivity for the public areas of Darling Harbour.	Revised shadow studies have been prepared and are included in the Supplementary Design Report (refer to Appendix H) and discussed in detail in Section 2.8 of the Response to Submissions. Stage 2 SSDAs will be accompanied by Reflectivity Statements for external building facades which demonstrate compliance with the relevant Sydney DCP 2012 provisions.
1	The student accommodation buildings fail to adequately accommodate the rubbish that accumulates around high turnover accommodation.	Design and capacity of waste facilities will be specified in Stage 2 SSDAs for individual buildings (e.g. SSDA3 for the Student Accommodation building).

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44 (also raised in petition)	<p>The proximity and height of the proposed buildings will result in unacceptable loss of solar access, shading and shadowing of The Peak and southern Haymarket public areas, especially in winter. This will result in higher electricity bills for heating, drying clothes and lighting.</p> <p>The EIS does not contain sufficient information (i.e. no elevations) to assess the number of individual dwellings in neighbouring tall buildings which will be overshadowed at any time, and in particular at the winter solstice. The development should abide by normally adopted overshadowing guidelines i.e. those set out in the City of Sydney DCP 2012.</p>	<p>Revised shadow studies have been prepared and are included in the Supplementary Design Report (refer to Appendix H) and discussed in detail in Section 2.8 of the Response to Submissions.</p> <p>Shadow diagrams for The Peak Apartments illustrating the shadows cast by The Haymarket Concept Proposal on the facades of the building have been prepared for hourly intervals between 9am and 4pm at 22 September, 22 December, 22 March and 22 June.</p> <p>At mid-winter (22 June) there is some additional overshadowing impact to the western elevation of The Peak Apartments after 2 pm. There is no additional overshadowing during the morning period, or the early afternoon.</p> <p>As the afternoon progresses the length and extent of shadow increases and by approximately 3pm approximately 40-45% of the western and northern tower elevations are overshadowed. By 4pm, approximately 45-50% of the western elevation is in shadow, however the shadow has substantially moved off the northern façade such that only approximately 15-20% of the façade remains in shadow.</p> <p>The extent of additional overshadowing to the northern and western elevations of The Peak is considered appropriate and reasonable. All apartments in The Peak tower will continue to receive solar access for more than 2hrs during midwinter. It is also noted that the apartments on the northern and western elevations of the building are dual aspect.</p>
34	<p>Whilst the landscaped podium of The Peak will continue to get 2 hours of sunlight on June 21, this is a major reduction from the existing 21 June daylight access of approximately 6 hours.</p> <p>The diagrams show that the majority of the podium will be overshadowed from 14:00, not from 15:00 as state din the accompanying text.</p>	<p>Revised shadow studies have been prepared and are included in the Supplementary Design Report (refer to Appendix H) and discussed in detail in Section 2.8 of the Response to Submissions.</p> <p>Some minor additional overshadowing of the Market City podium elevation occurs during the afternoon at 22 September and 22 March with a relatively small portion of the elevation and podium roof receiving additional overshadowing. This additional overshadowing is considered to be negligible and will not result in any significant loss in amenity. There is no additional overshadowing to the Market City podium elevation at any time of the day at 22 December.</p> <p>At mid-winter (22 June) there is some additional overshadowing impact to the Markey City podium after 2 pm. There is no additional overshadowing during the morning period, or the early afternoon.</p> <p>After 2pm the western edge of the Market City podium roof is overshadowed. As the afternoon progresses the length and extent of shadow increases and by approximately 3pm the Market City podium roof is overshadowed and approximately 40-45% of the western and northern tower elevations are overshadowed.</p> <p>The extent of additional overshadowing to the Market City Podium roof is considered appropriate and reasonable.</p>
34	The EIS says nothing about overshadowing The Quay apartments.	<p>Revised shadow studies have been prepared and are included in the Supplementary Design Report (refer to Appendix H). The studies indicate that The Quay Apartments will not be subject to overshadowing as a result of the proposed building</p>

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		envelopes.
Heritage		
1	There will be a loss of heritage and character of Chinatown due to the high rise and congested development	The Statement of Heritage Impact includes an assessment of the Concept Proposal with the character provisions for Chinatown specified under clause 2.1.3 of the Sydney DCP Locality Statement and Principles for the Haymarket/Chinatown Special Character Area. This assessment finds that the Concept Proposal is consistent with these provisions
1	The proposal is not sympathetic to the conservation area of Ultimo.	The Statement of Heritage Impact finds that there will be little impact on the Harris Street Heritage Conservation Area and the heritage items within it because of their location relative to the development. Potential impacts resulting from the heights of proposed buildings will be further minimised by the strong presence of street trees along Harris Street and intervening buildings and structures.
5	The validity of the Heritage Report is questioned. A proper Heritage Impact Assessment should be undertaken, consistent with the DGRs.	The Statement of Heritage Impact has been prepared by TKD Architects and is fully in accordance with the relevant guidelines. The Heritage Impact Statement follows the general guidelines for Statements of Heritage Impact, set out in the NSW Heritage Manual, Heritage Office and Department of Urban Affairs and Planning (1996), and also follows the methodology and terminology described in <i>The Conservation Plan</i> , Sydney, National Trust of Australia (NSW), 5th edition 2000 by Dr J. S. Kerr and in the Australia ICOMOS <i>Burra Charter</i> , 1999.
1	The development could impact archeologically significant items.	Potential archaeological impacts of the Concept Proposal (Indigenous and Non-Indigenous) were considered in detail in the exhibited EIS and considered to be acceptable subject to the implementation of mitigation measures at the detailed design stage.
1	The development is excessively bulky and largely blocks the view of the heritage listed Goldsbrough-Mort building from visitors in Cockle Bay. The building is an important part of Sydney's maritime history and should not be built into oblivion.	The Haymarket Site will not impact views towards The Goldsbrough Mort from Cockle Bay. Further, the Goldsbrough Mort building is not a listed heritage item and views to the eastern façade are not deemed to be of heritage significance.
2	The northern student accommodation building is too large and blocks the Powerhouse Museum view from the City (which is a very important tourist and historical building which should not be blocked). It would be better to have one building starting high from the south and getting lower from the north in a tiered fashion.	<p>Under the Concept Proposal, the southern end of the student housing plot aligns with the Macarthur Street built edge to ensure good visual connectivity from Hay Street to the Powerhouse Museum. The northern end of the building is set back to maintain a line of sight to the Powerhouse Museum from Pier Street. Further, a break between the two blocks and articulation of the eastern elevations provides relief and visual interest, and prevents a monolithic reading along the street wall.</p> <p>The Statement of Heritage Impact finds that principal views to the Powerhouse Museum are available from Harris Street and will not be affected by the proposed development, and therefore modification to the proposed building envelopes are not required.</p>

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1	There are a number of heritage listed buildings in the current area and any redevelopment of these has had to undergo maintenance of the heritage façade. The proposed residential buildings and commercial building will clash in terms of maintaining the architectural uniqueness of the area.	The Haymarket site is not a heritage item and will respect the character of the existing streetscapes whilst providing clear architectural distinction of new development to allow interpretation of significant heritage elements in the vicinity.
2	The impact of the proposed development on the Chinese Garden has not been considered adequately.	The Statement of Heritage Impact considers the impact of the Concept Proposal on the Chinese Gardens of Friendship to be acceptable.
39 (also raised in petition)	The setting of the Chinese Garden will be diminished.	Refer above. The SICEEP redevelopment (as set out in SSDA1) includes substantial improvements to the forecourt of the Chinese Gardens of Friendship.
38 (also raised in petition)	Any significant views of the Powerhouse Museum will be blocked by the student accommodation. Further, more than half of the views from Harris Street have been obliterated by a more recent entrance addition, so any appreciation of the site exterior can only be seen from the east.	The Statement of Heritage Impact finds that the principal views to the Powerhouse Museum are available from Harris Street, and will not be affected by the proposed development.
37	There will be some impact on the Darling Harbour Rail Corridor.	The Statement of Heritage Impact considers the impact of the Concept Proposal on the heritage-listed rail corridor to be limited, and that the setting of the Rail Corridor itself will be generally enhanced and upgraded through landscaping works. Publicly accessible views, interpretation and understanding of the Rail Corridor will not be affected.
35	The development will affect the interpretation of the Market City facade	The Statement of Heritage Impact finds that there will be relatively little impact on the Market City facades, which form part of the base of a tall residential tower constructed circa 1990. Although some views will be lost from the southern end of the Haymarket precinct, other views to the building are unaffected. The development in this part of the Haymarket Precinct will be consistent with recent development in the general Haymarket locality in terms of architectural form and building height. The recently completed buildings in the general Haymarket area demonstrate a diversity of architectural style and detail.
Economic Impacts		
9	Further shops and restaurants are planned for the present Entertainment Centre site. At the present time, the Chinatown area is experiencing economic difficulties and it is noted that the extension of Dixon Street from Goulburn Street towards Liverpool Street, had gained very limited visitor interest. The proposal plan could unintentionally destroy Chinatown economically during the construction period. The EIS does not provide a risk analysis for this scenario	Chinatown is a tourism and economic destination in its own right and, whilst there may be some short term loss of trade associated with the demolition of the Sydney Entertainment Centre (post 2015), this will not impact upon the viability of this centre. The redevelopment of The Haymarket, with a substantial increase in the local resident and worker population, is expected to deliver significant long-term benefits to the local economy and contribute to the overall vibrancy of the precinct. As noted below, the Concept Proposal provides for the staged construction of separate development plots within The Haymarket precinct to ensure activity in the precinct throughout the duration of the works.

Number of times raised in Submissions	Item Raised	Proponent's Response
1	The proposed Precinct development will provide Sydney with world-class convention, exhibition, entertainment and accommodation facilities that will allow the city to be truly competitive with other cities within the region.	Noted.
1	Darling Harbour Live will play a crucial role in driving economic activity in the state, and will support the future growth of the NSW visitor economy through business and major events.	Noted.
1	Tourism will plummet, losing lots of jobs and income.	This comment relates to the PPP development, and SSDA1. The PPP proposal seeks to boost business tourism by meeting the requirements of a modern international facility and allowing Sydney to continue to attract large international conferences and exhibitions into the future.
2	The current entertainment centre should not be demolished until such time as the new entertainment centre and convention centre are fully constructed, commissioned and operational as restaurant owners and other businesses are dependent on the Entertainment Centre for patronage.	The redevelopment of the existing Convention, Exhibition and Entertainment Centres, and the temporary closure of the facilities and environmental impacts during the construction period, is necessary in order to ensure that these facilities continue to provide direct economic benefits to the local economy and NSW. The redevelopment of the SICEEP site will, on the whole, result in a significant increase in the economic benefits delivered by the site to surrounding business.
1	The staged construction will virtually cut off Paddy's Market from Darling Harbour for 10 years.	Pedestrian access through and around the site will be managed in accordance with construction management procedures detailed as part of the Construction Management Plans for the Stage 2 SSDAs.
1	Question whether the development will deliver any net benefit to the NSW economy.	The redevelopment of the SICEEP site will on the whole result in a significant increase in the economic benefits delivered by the site. These benefits will have ongoing positive impacts on the NSW economy.
1	Darling Harbour can be progressively upgraded, rather than a complete close-down.	The Concept Proposal provides for the staged construction of separate development plots within The Haymarket precinct in order to minimise the intensity of construction impacts, and to ensure that the area will not be completely 'closed down' during construction.
1	The proposed construction costs indicate that the quality required cannot be realised.	<p>Future materials and finishes will be detailed in Stage 2 SSDAs. Each Stage 2 building will be designed in accordance with the key design excellence principles, including:</p> <ul style="list-style-type: none"> – Retaining an internationally and Australian renowned design team which is recognised for design innovation and excellence throughout the delivery of the project; – Continuing regular and collaborative meetings with the DRP in the ongoing design and refinement of future DAs for which planning approval will be sought; – Utilising a variety of architects in delivering the detailed design for future buildings within the Concept Proposal; and

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		<ul style="list-style-type: none"> Utilising the Darling Harbour Live consortium's skills and proven track record to deliver world class convention, exhibition and entertainment facilities, a high quality, expanded and re-invigorated public domain, and a new neighbourhood with a vibrant and exciting mix of commercial, residential, and retail uses.
1	If there has not been a survey conducted on the requirement for 'extra beds' on the Darling Harbour area then I suggest this should be taken into consideration when making the final planning decision.	It is assumed that this submission is making reference to hotel beds. The hotel component of the SICEEP redevelopment is not the subject to this application.
1	The development is an extravagant and wasteful use of public funds.	The Haymarket is being delivered through a Project Delivery Agreement (PDA) between Lend Lease and the NSW Government. Through the PDA, Lend Lease will pay the NSW Government up to \$140m for the development rights for The Haymarket.
1	The development will provide employment opportunities for TAFE students.	Noted.
1	The precinct will generate a positive economic benefit to not only the City of Sydney, but the State of NSW in general.	Noted.
16	It is envisaged that the sale of the new apartments will assist offsetting the extravagant costs of demolishing and reconstructing the Exhibition / Entertainment / Convention buildings erected only 25 years ago? Is this the unstated, but underlying reasons for demolishing present Entertainment Centre and building apartment blocks in its site?	<p>Mixed use residential and commercial uses are considered to be well-suited to The Haymarket site and allow for the integration of the existing urban framework into the substantial public domain and tourist areas of the SICEEP site.</p> <p>An assessment of the constraints of the existing facilities, and why it is impractical to retain them, was provided as part of the Response to Submissions for SSDA1 (5752-2012).</p>
3	Questions the statement made in the EIS that the Haymarket will provide 2,000 ongoing jobs.	Calculation of ongoing employment has been based on the proposed provision of non-residential floorspace (e.g. commercial and retail) within the Haymarket Precinct.
Social and Community Impacts		
2	A very high density population in a small Haymarket area would increase crime and violence.	A Crime Prevention through Environmental Design (CPTED) assessment was undertaken for The Haymarket Concept Proposal (Appendix M of the exhibited EIS) which finds that the proposal promotes safer-by-design strategies.
1	Would Darling Harbour / Haymarket compact high-rise housing in a small area be similar to the Government Housing Commission flats at Villawood East which eventually have to be pulled down because of social problems and crime.	The Haymarket will deliver Sydney with a new vibrant and creative mixed use neighbourhood, befitting the site's strategic location on the periphery of the CBD and in close proximity to significant open space, educational establishments, jobs, and other essential services. A diversity of housing will be delivered across the site in accordance with City of Sydney Council requirements.
2	The development will have a negligible public benefit, and the public benefits of the proposal do not justify the significant changes and costs to the people of NSW. The construction of numerous high rise towers has no benefit for the public, and has a	The proposed development results in a substantial net economic benefit to the NSW economy, and will ensure that Sydney is able to remain competitive as an international business tourism destination. The Haymarket development will also:

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	significant detriment in terms of visual amenity, noise, congestion, impairment to access, loss of parking, overcrowding and other substantial detrimental effects.	<ul style="list-style-type: none"> – develop The Haymarket into one of Sydney's most innovative residential and working districts; – create approximately 2,100 new jobs during construction, with ongoing employment opportunities for over 2,000 people; – improve housing supply, choice and affordability in the City of Sydney LGA by accommodating approximately 2,360 dwellings (comprising 1,360 residential apartments and 1,000 student beds) upon completion with a resident population in the order of 3,400 – 3,700; – facilitate a greater number of people living close to their place of work or study, including staff and students of the education and health precinct; – minimise urban sprawl and the costs to society associated with this inefficient form of growth; – encourage sustainable travel behaviour by providing a significant quantum of dwellings close to public transport; – providing opportunities to provide community uses for the benefit of existing and future residents; – embrace and respect the vitality and character of the neighbouring Chinatown precinct; – provide a quality visitor experience and establish The Haymarket as a distinctive destination within a revitalised quarter of the City; – create new functional, vibrant and connected public open spaces; – increase and improve connections with Chinatown, Ultimo, the CBD and the south of the City; and – repair the urban fabric of this part of the City restoring street grain and connectivity. <p>In terms of community facilities, it is noted that Lend Lease and the City of Sydney have commenced an active dialogue on the development of the Haymarket North plot including a Library, bike Hub, retail, community facilities, childcare centre and associated sustainable uses. The parties have commenced work on finalising a development brief which is proposed to be reported to the City of Sydney council for endorsement in the last quarter of 2013. The details of the funding and delivery will form part of the recommendation made to council which will be worked up by both the parties as a joint proposal. It is proposed the building will be the subject of a limited design competition.</p>
1	Student accommodation residents will change the population demographic, resulting in increased noise, waste, night-time activity, overcrowding on limited public transport, and community involvement / spirit.	The proposed student accommodation is well-suited to the site given the close proximity to higher-education institutions, services and public transport. Management of the student accommodation will be subject to an Operational Management Plan (refer to the Stage 2 SSDA (SSDA3) for the Student Accommodation detail).

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3	The Department of Education should determine the need for additional education infrastructure. The development is within the already stretched catchment for the Ultimo Public School. The pressure would be relieved if the new development included schooling facilities.	<p>The redevelopment of the SICEEP site for entertainment, business tourism, residential, commercial and retail land uses has been determined by INSW to be the most suitable in fulfilling the objectives of the NSW Government for the subject site.</p> <p>Whilst a school is not proposed as part of the SICEEP Site, INSW is consulting with the Department of Education regarding the provision of schools in the locality.</p>
1	Concern is raised about the increased comings and goings of revellers late at night after events at the Entertainment Centre and Darling Harbour, impacting the peace currently enjoyed by residents.	The Theatre and other SICEEP Core Facilities are not the subject of this SSDA.
1	We do not know where the infrastructure and public amenities such as urgently needed primary schools and child care facilities will be accommodated.	<p>Whilst a school is not proposed as part of the SICEEP Site, INSW is consulting with the Department of Education regarding the provision of schools in the locality.</p> <p>As noted above, Lend Lease is working in partnership with the City of Sydney to investigate the potential for a new library, bike hub, community facilities and childcare centre in the Haymarket site (Northern Development Plot).</p> <p>Community facilities to be provided within The Haymarket will be detailed as part of Stage 2 SSDAs.</p>
5	This is possibly the last chance for the NSW Government to address the drastic shortfall in social, educational, health and sporting facilities in the CBD and adjoining suburbs.	<p>As noted above, the redevelopment of the SICEEP site for entertainment, business tourism, residential, commercial and retail land uses has been determined by INSW to be the most suitable in fulfilling the objectives of the NSW Government for the subject site. Community facilities to be provided within The Haymarket will be detailed as part of Stage 2 SSDAs.</p> <p>The SSDA for the PPP includes a range of facilities that will serve both the local community and visitors to the area, for example an outdoor gym, basketball courts etc.</p> <p>Whilst a school is not proposed as part of the SICEEP Site, INSW is consulting with the Department of Education regarding the provision of schools in the locality.</p>
3	The development proposes to introduce student housing, as well as residential development in an area completely devoid of public sporting facilities and fail to provide active recreation opportunities for people who live there. The provision of active sporting recreation has been completely overlooked by Infrastructure NSW which set the brief for the redevelopment tender. The outdoor half-sized court between the student housing buildings, suggested by DHL as a solution, is totally unacceptable.	Facilities within the overall SICEEP Precinct will include opportunities for active recreation, within Tumbalong Park and the Event Deck, e.g. basketball court and outdoor gym.
1	The student accommodation site should be used for primary and secondary education facilities.	Student accommodation is proposed to respond to a significant unmet demand to support the ongoing functioning and attraction of Sydney's leading tertiary education facilities. There is currently a shortfall of approximately 5,000 student beds in the local area. The proposed development will not only assist in meeting a critical shortfall in affordable and safe student

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		housing, but will also alleviate pressure on the private rental market.
1	The Ultimo Community Centre is already operating near capacity.	Noted. Lend Lease is working in partnership with the City of Sydney to investigate the potential for a new library, bike hub, community facilities and childcare centre in the Haymarket site (Northern Development Plot). Community facilities to be provided within The Haymarket will be detailed as part of Stage 2 SSDAs.
2	The verbal commitment to provide space for a childcare centre, as well as a library / community facility is welcomed.	Noted.
2	There are few aged care facilities in the inner city. The Government needs to take into account the needs of the elderly in considering the cumulative impacts of the Haymarket development in an area already deficient in facilities, programs and services for the over 60s demographic in the City.	Stage 2 SSDAs for residential accommodation will detail the provision of housing which is adaptable and accessible to older persons.
1	The developers' comment that the Peak apartments consist mainly of investors who do not live there, and therefore will not impact on them. It is not true as most are owner occupiers and more Westerners are buying and living in the Peak.	The assessment of potential environmental impacts contained within the subject SSDA has been undertaken with regard to the residential amenity of surrounding properties, irrespective of tenure type.
Construction Impacts		
2	Unacceptable noise and vibration during the construction period, particularly as the new development is located in very close proximity to existing residential development (The Peak).	Renzo Tonin & Associates has outlined a number management measures which can be employed to mitigate against any construction noise and vibration impacts. These include: <ul style="list-style-type: none"> - Ensuring plant and equipment are properly maintained; - Locating noisy plant and equipment as far as possible from noise sensitive areas, optimising attenuation effects from topography, natural and purpose built barriers and materials stockpiles; - Undertaking noise and vibration compliance monitoring for all major equipment and activities on site; - Selecting low-noise plant and equipment and ensuring that equipment has quality mufflers installed; and - Implementing respite periods (if appropriate) with low noise/vibration-producing construction activities. These measures will be further investigated in the Construction Noise and Vibration Management Plans which will be prepared as part of the Stage 2 State Significant Development Applications, and implemented throughout the construction process.

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1	The construction phase must be undertaken in an appropriate manner, and in close consultation with local businesses, to avoid any unnecessary impact on business activity within the area.	Construction management and communications procedures will be detailed as part of the Construction Management Plans for the Stage 2 SSDAs.
1	Dust will impact on the Chinese Gardens.	Construction management procedures to minimise dust emissions during construction will be detailed in Stage 2 SSDAs. This will ensure that dust impacts are minimised and mitigated.
35	Local residents will be living in a building site for 10-12 years.	Construction impacts upon the locality will be managed in accordance with Construction Management Plans and assessed as part of Stage 2 SSDAs.
2	There will be significant water pollution, increased runoff, litter and construction contamination due to unnecessary private development. The fragile ecology of Darling Harbour will be irreparably damaged by pollution and contamination.	<p>Water quality controls during the construction period will be implemented in accordance with Landcom's 'Blue Book', which is accepted as industry best-practice for construction stormwater management. Construction Management Plans will be developed as part of Stage 2 SSDAs, and will be implemented prior to the commencement of works on the site.</p> <p>Permanent stormwater management will include Water Sensitive Urban Design measures and will ensure that stormwater discharge from the site achieves acceptable water quality targets recognising the ultimate discharge point is Cockle Bay.</p>
Process Related		
3	The consultation process has been one-sided and very limited	Extensive consultation has been carried out in accordance with the <i>Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation</i> . Details regarding the extent of consultation are provided as part of the original EIS. Future Stage 2 SSDAs will also be the subject of future consultation with the community.
36 (also raised in petition)	The consultation report appears self-serving and is, in part, an inaccurate portrayal of events as recollected by the attendees at the meetings.	Reporting of community consultation outcomes is factual and has been prepared in accordance with the <i>Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation</i> .
1	Official government consultation has been partial, and at times flattering to the facts, and dismissive of uncomfortable points.	<p>Consultation has been carried out in accordance with the <i>Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation</i>.</p> <p>Details regarding the extent of consultation are provided as part of the original EIS. Future Stage 2 SSDAs will also be the subject of future consultation with the community.</p>
1	Good practice would explore options for the site to identify the best master plan structure for the site and for Sydney. No options are offered for consultation in the application.	Darling Harbour Live's proposal for the SICEEP site was selected as the best option for the site by Infrastructure NSW as the preferred development option following a competitive tender process determined upon economic, social and environmental criteria. Early engagement was undertaken by both INSW and Darling Harbour Live during the request for proposals stage in order to build their understanding of the stakeholder and community environment before moving ahead with developing the master plan.

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36 (also raised in petition)	There has been a lack of consultation with Asian residents, with at least 75% of residents at The Peak having English as a second language. There has been no attempt to engage these residents in their predominant language – Mandarin.	Lend Lease appreciates the diverse nature of the local community. An inclusive approach to consultation is adopted to ensure all community members have an opportunity to be involved and share their views about the project. Throughout the consultation period to date, a number of initiatives have been implemented to engage with the Chinese community in their predominant language including: <ul style="list-style-type: none"> – A Mandarin translator has been present at all community information sessions; – A translation service is available and is promoted in Mandarin on the project website; – Translated advertisements have been placed in the local Chinese newspapers; and Extensive engagement has also been carried out with the Haymarket Chamber of Commerce.
1	The Chinese community were not consulted about the Chinese Gardens.	The Chinese Gardens will be retained as part of the SICEEP development, with improvement works proposed to the forecourt of the Gardens (detailed as part of the Core Facilities (SSDA1). As noted above, appropriate consultation was carried out with the Chinese Community during the development of the scheme.
1	<p>The community went to the consultation in good faith, however the final plans reflect few, if any of the Group's concerns, including:</p> <ul style="list-style-type: none"> – Two open air basketball courts, which were never replaced following the Sega World development. – An all-weather space adjacent to the playground area for children to meet and engage in cultural activities. – A childcare centre. – Removal of the concrete paths from Tumbalong Park to enable more flexible use of the space. – A site for the proposed relocation of the City Library complex. 	<p>Details relating to the joint funding and development of essential community facilities (including a library, bike Hub, childcare centre and associated sustainable uses) as part of The Haymarket Concept Proposal have been further progressed between Lend Lease and the City of Sydney Council post exhibition. More specifically, the parties have commenced work on finalising a development brief for the Northern Development Plot which is proposed to be reported to the City of Sydney Council for endorsement in the last quarter of 2013. The details of the funding and delivery will form part of the recommendation made to Council which will be worked up by both the parties as a joint proposal.</p> <p>Community facilities to be provided within The Haymarket will be detailed as part of Stage 2 SSDAs.</p> <p>Facilities within the overall SICEEP Precinct, further to the north of Haymarket, will include opportunities for active recreation, within Tumbalong Park and the Event Deck, e.g. basketball court and outdoor gym.</p>
34	<p>The information given during consultation was very much smoke and mirrors. The statements given on the height of the towers was vague and variable with the number of floors being defined from the podium level in some cases.</p> <p>No mention has been made of the several large meetings held with residents of The Peak who were deeply concerned about the loss of amenity (views, over shadowing, privacy, lack of transport arrangements, the reduction in value of their properties and the prospect of living in a demolition / building site for a period of 8-12 years).</p>	<p>Consultation has been carried out in accordance with the <i>Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation</i>.</p> <p>Details regarding the extent of consultation and concerns raised are provided as part of the original EIS. Amenity concerns are included in this report. Future Stage 2 SSDAs will also be the subject of future consultation with the community.</p>