



DARLING
HARBOUR
LIVE

Addendum Stakeholder and Community Engagement Report

State Significant Development Application (SSDA) 4
Haymarket North West Plot



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1 EXECUTIVE SUMMARY

Background

The NSW Government considers that a precinct-wide renewal and expansion of the existing convention, exhibition and entertainment centre facilities at Darling Harbour is now required. It is committed to Sydney reclaiming its position on centre stage for hosting world-class events, with the creation of the Sydney International Convention, Exhibition and Entertainment Precinct.

Following an extensive and rigorous Expressions of Interest and Request for Proposals process, a consortium comprising AEG Ogden, Lend Lease, Capella Capital and Spotless was announced by the NSW Government in December 2012 as the preferred proponent to transform Darling Harbour and create the new Sydney International Convention, Exhibition and Entertainment Precinct.

This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Application (referred to as SSDA 4) follows the submission of a staged SSD DA (SSDA 2) submitted in March 2013 to the Department of Planning and Infrastructure that set out a Concept Proposal for a new mixed-use neighbourhood at Darling Harbour known as 'The Haymarket'

A broad-based Stakeholder and Community Engagement Program was undertaken between May 2012 and March 2013 to support the Concept Proposal for 'The Haymarket' (SSDA 2) and relevant outcomes have informed the design development subsequent detailed development applications in the Haymarket. For convenience relevant outcomes have been summarised in section 3.

This Addendum to the Stakeholder and Community Consultation Report, reflects the outcomes from pre-lodgement consultation undertaken specifically to support SSDA 4 relating to the proposed development of the North West plot to provide a car park and commercial building and draws on activities undertaken in April 2013.

Face to face meetings and group presentations were used to provide stakeholders and community members with information relating to the proposed design of specific buildings within the southern redevelopment area. Two public forums were also held, these were advertised on line and in local Haymarket newspapers; additionally all registered participants were invited directly by e-mail.

Matters Arising

Over 1,000 direct invitations were issued to members of the local community, to attend the community forums with forty six people attending. As such the consultation outcomes relate to the comments of a relatively small sample of local residents together with feedback from key relevant stakeholders; a detailed recount is presented in section 4 of this report.

Community participants were more engaged by the preferred master plan and proposal for the student accommodation and relatively few people chose to review proposals station.

The following summary reflects the matters raised:

- **Arrangements for public open space in the precinct** and the design response that will ensure that it can be enjoyed by all community members (specifically the interplay of audiences);
- **Provision of social and recreational amenity** to meet the needs of the increasing local community, recognising the potential increase in workforce audiences in the precinct;
- **Increase of traffic on Darling Drive** and its broader implications for the local area;
- **Reduction in car parking** in the Haymarket, as the local population increases;
- **Inadequacy of the public transport provision** – with respect to local railway stations;
- **Long term management of the area** - arrangements for waste management and loading; and

Many of these concerns are expressed in the context of the community's overarching concerns about the cumulative impact of development in their area, against their perception of a lag in the provision of social and recreational infrastructure in the locality.

Design Consideration and Response

The final design response has taken into consideration matters raised during both the baseline and the pre-lodgement stages of the stakeholder and community engagement program (sections 3 and 4 respectively). The following items summarise the key design responses as they relate to the car park and commercial building proposed for the North West development plot:

Arrangements for Public Open Space in the Precinct: The proposed development is an integral part of the overall Sydney International Convention, Exhibition and Entertainment Precinct and as such it benefits from its co-location with the revitalised public realm areas including Harbourside Place, Tumbalong Park and the proposed Haymarket Square.

There are no public realm works proposed for the North West Plot, however its design response seeks to draw a subtle visual affinity with the greater SICEEP precinct plan in order to enhance the pedestrian experience within the public realm.

Provision of Social and Recreational Amenity: Ground plane activation throughout the precinct has been designed to incorporate retail and community uses, relevant to the local demographic.

Discussion is underway with respect to the potential inclusion of the new Haymarket library within the precinct, together with Childcare and medical facilities and a potential health and wellbeing centre as part of the overall design response across the master plan.

Increased Traffic on Darling Drive and Throughout the Precinct: Traffic generation associated with the North West Plot relates to vehicle movements to and from the public car park and commercial office component. There are two key intersections providing direct access to the North West development plot.

Reduction in Car Parking in the Precinct: Studies undertaken to support both the Concept Plan for the Haymarket and the detailed State Significant Development Application 4, indicate that the car parking provision in the broader precinct is adequate. The public car park will also service Sydney's new international convention, exhibition and entertainment facilities.

Parking provision within the Car Park and Commercial building complies with the minimum requirements set by the RMS Guidelines for specific land use development and the maximum parking ratios proposed within SSDA2.

Public Transport Inadequacy: Improving public transport connections falls outside of the remit of Darling Harbour Live. A Green Transport Plan supports the preferred scheme. It also includes the re-alignment of station entrances to coincide with key pedestrian access points to the core facilities and incorporates both active transport infrastructure and way finding strategies to improve the pedestrian and cyclist experience throughout the precinct. Infrastructure NSW is working on a whole of Government basis to address the issues raised.



Section 2
Background and Approach

2 BACKGROUND AND APPROACH

2.1 Introduction

This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Application (referred to as SSDA 4) follows the submission of a staged SSD DA (SSDA 2) submitted in March 2013 to the Department of Planning and Infrastructure that set out a Concept Proposal for a new mixed-use neighbourhood at Darling Harbour known as ‘The Haymarket’. The Haymarket forms part of the Sydney International Convention, Exhibition and Entertainment Precinct project, which will deliver Australia’s global city with new world class convention, exhibition and entertainment facilities and support the NSW Government’s goal to “make NSW number one again”.

More specifically this subsequent Development Application seeks approval for a public car park (above ground) and commercial office building within the North West development plot of The Haymarket and associated public domain works. The DA has been prepared and structured to be consistent with the Concept Proposal DA.

2.2 Overview of Proposed Development

The proposal relates to a detailed (‘Stage 2’) DA for a public car park (above the ground) and commercial office development in the North West Plot of The Haymarket together with associated public domain works. The Haymarket Site is to be developed for a mix of residential and non-residential uses, including but not limited to residential buildings, commercial, retail, community and open space. The North West Plot is one of six development plots identified in the Concept Proposal DA.

Under the Concept Proposal, the North West Plot will accommodate active ground floor uses, a multi-storey above ground public car park and a commercial office building above. More specifically, this SSD DA seeks approval for the following components of the development:

- Staged demolition of existing site improvements, including the Entertainment car park;
- Associated tree removal and replanting;
- Construction and use of a mixed use commercial building comprising:
 - ground level uses that may include retail/television studio/IQ Hub;
 - public car park (above ground);
 - ancillary parking (above ground); and
 - commercial office space.
- Provision of vehicle access to the development from realigned Exhibition Place;

- Public domain improvements, including provision (part) of a new east-west pedestrian laneway (known as Dickson's Lane) linking Darling Drive to the Boulevard;
- Extension and augmentation of physical infrastructure / utilities as required.

2.3 Background

On 21 March 2013 a critical step in realising the New South Wales Government's vision for the SICEEP Project was taken with the lodgement of the first two SSD DAs with the Department of Planning and Infrastructure. The key components of these proposals are outlined below.

Public Private Partnership SSD DA (SSD 12_5752)

The Public-Private Partnership (PPP) SSD DA (SSDA 1) includes the core facilities of the SICEEP Project, comprising the new, integrated and world-class convention, exhibition and entertainment facilities along with ancillary commercial premises and public domain upgrades.

The Haymarket Concept Proposal (SSD 13_5878)

The Haymarket Concept Proposal SSD DA (SSDA 2) establishes the vision and planning and development framework that will be the basis for the consent authority to assess detailed development proposals within the Haymarket Site.

More specifically the Stage 1 Concept Proposal seeks approval for the following key components and development parameters:

- Staged demolition of existing site improvements, including the existing Sydney Entertainment Centre (SEC), Entertainment Centre Car Park, and part of the pedestrian footbridge connected to the Entertainment car park and associated tree removal;
- A network of streets, lanes, open space areas and through-site links generally as shown on the Public Domain Concept Proposal, to facilitate reintegration of the site into the wider urban context and connection with the broader SICEEP Site;
- Street layouts;
- Development plot sizes, development plot separation, building envelopes (maximum height in RLs), building separation, building depths, building alignments and a benchmark for natural ventilation and solar provision for the precinct;
- Land uses across the site, including residential and non-residential uses;
- A maximum total gross floor area (GFA) across The Haymarket Site of 197,236m² for the mixed use development (excluding ancillary above ground car parking), comprising of:
 - A maximum of 49,545m² non-residential GFA; and
 - A maximum of 147,691m² residential GFA;
- Above ground parking including public car parking;

- Residential car parking rates to be utilised in the subsequent detailed (Stage 2) Development Applications, being:
 - Zero (0) spaces per studio apartment;
 - Maximum one (1) space per two (2) one bedroom apartments;
 - Maximum one (1) space per one bedroom + study apartment, plus one (1) additional space per five (5) apartments;
 - Maximum one (1) space per two bedroom apartment, plus one (1) additional space per five (5) apartments; and
 - Maximum two (2) spaces per 3+ bedroom apartment.
- Design Guidelines to guide future development and the public domain; and
- A remediation strategy.

This report has been prepared to support a detailed Stage 2 SSD DA for a public car park (above the ground) and commercial building within The Haymarket (SSDA 4), consistent with the Concept Proposal SSD DA.

2.4 Site Description

The SICEEP Site is located within Darling Harbour. Darling Harbour is a 60 hectare waterfront precinct on the south-western edge of the Sydney Central Business District that provides a mix of functions including recreational, tourist, entertainment and business. With an area of approximately 20 hectares, the SICEEP Site is generally bound by the Light Rail Line to the west, Harbourside shopping centre and Cockle Bay to the north, Darling Quarter, the Chinese Garden and Harbour Street to the east, and Hay Street to the south (**Figure 1**).



Figure 1 – Aerial Photograph of the SICEEP Site

The Haymarket Site is:

- Located in the south of the SICEEP Site, within the northern portion of the suburb of Haymarket;
- Bounded by the Powerhouse Museum to the west, the Pier Street overpass and Little Pier Street to the north, Harbour Street to the east, and Hay Street to the south; and
- Irregular in shape and occupies an area of approximately 43,807m².

The Concept Proposal DA provides for six separate development plots in the Haymarket Site (**Figure 2**):

- | | |
|---------------------|----------------------------------|
| 1. North Plot; | 4. South West Plot; |
| 2. North East Plot; | 5. North West Plot; and |
| 3. South East Plot; | 6. Western Plot (Darling Drive). |

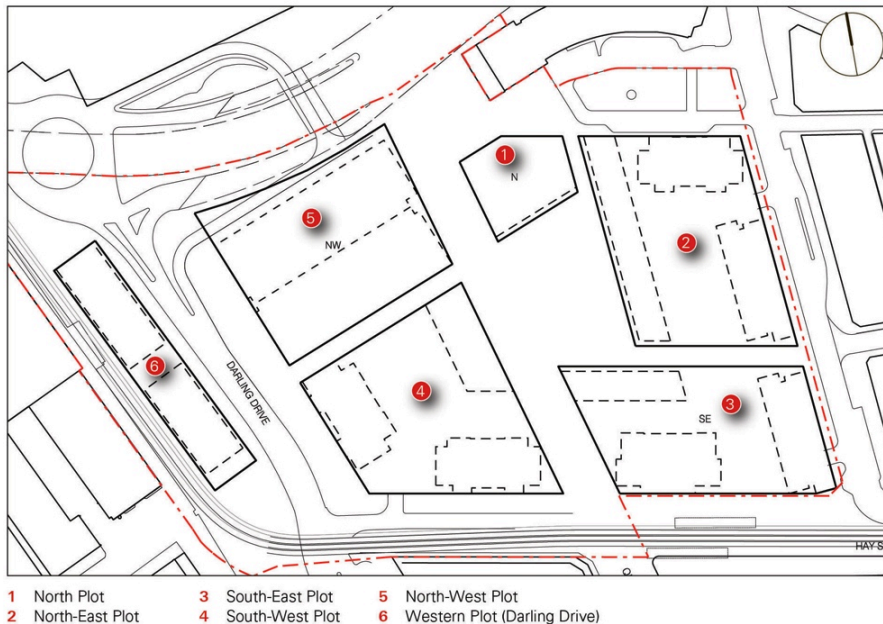


Figure 2 – Concept Proposal Development Plots

2.5 Planning Approvals Strategy

The SICEEP Project will result in the lodgement of numerous SSD DAs for the various components of the redevelopment project. SSD DAs have already been lodged for the PPP component of the SICEEP Project (comprising the convention centre, exhibition centre, entertainment facility and ancillary commercial premises and associated public domain upgrades), and the Stage 1 Concept Proposal for The Haymarket.

Separate ‘Stage 2’ SSD DAs for the development of the South West Plot and the Western Plot (Darling Drive) and associated public domain works will be lodged concurrently with this application. Future applications will be lodged for the Hotel complex, and the remaining development plots of The Haymarket Site.

2.6 Engagement and Consultation Objectives

This addendum to the Darling Harbour Live *Stakeholder and Community Engagement Report* documents outcomes from the consultation and engagement activities specific to SSDA 4, the public car park (above ground) and commercial building proposed for the North West development plot in the southern redevelopment area.

Specifically it summarises outcomes from engagement activities that took place in April 2013; however it builds on matters raised during earlier events undertaken between May 2012 and March 2013. It is part of Darling Harbour Live's commitment to proactive, inclusive and transparent dialogue with all stakeholders.

The specific objectives underpinning this stage of the engagement program are:

1. To continue building stakeholder and community awareness and capacity to participate in the formal consultation process;
2. To enable stakeholders and community members to learn about the site specific development applications and provide feedback to the design team; and
3. To provide a structured opportunity for questions and comments.

2.7 Methodology

The Darling Harbour Team is committed to working with all stakeholders to enable their long-term involvement and participation; pre-lodgement consultation is regarded as a core component of their approach.

The pre-lodgement consultation for State Significant Development Application 4, the proposed car park and commercial office development has been built on the guiding principles, approach and strategic direction defined in the *Infrastructure NSW Stakeholder and Community Involvement Strategy*. It also respected the requirements for consultation as defined by the NSW Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation (October 2007). It has been guided by the Director General's requirements for the entire Sydney International Convention Exhibition and Entertainment precinct (SSD 5752-2012) received March 27th 2013, which stipulated:

During the preparation of the EIS, you must consult with the relevant Local, State or Commonwealth Government authorities, services, community groups or affected landowners. Undertaken an appropriate and justified level of consultation in accordance with the Department's Major Project Community Consultation Guidelines (October 2007). In particular you must consult with the:

- City of Sydney Council
- Transport for NSW;
- Roads and Maritime Services;
- Railcorp;
- Utility service providers;
- Office of Environment and Heritage;
- Environment Protection Authority; and
- The local community including business groups, education providers and neighbouring residents.

The EIS must describe the consultation process and the issues raised, and identify where the design of the development responds to these issues. Where issues are not addressed with a design response, a short explanation should be provided.

A combination of on-line, face to face and printed media platforms were used to provide stakeholders and community members with information relating to:

- The proposed design of specific buildings within the southern redevelopment area: and
- The time and location of consultation events.

This variety of engagement channels ensured that stakeholders and community members could access materials through their preferred medium and at a time and place of their convenience. Specifically:

Newsletters/e-news	Newsletter#2 was distributed by e-mail to registered stakeholders and a 11,100 addresses were letterbox dropped during the week of 7 th March.
Local media advertising	Culturally appropriate advertising for the Chinese community in Haymarket was secured through advertisements placed in five Chinese publications with an average distribution of 10,000 and a combined circulation of 57,000. (The copy is attached as appendix 1.)
Community information sessions x 2	Delivered in the morning and evening of the 18 th April 2013 at the Holiday Inn in Haymarket
Group presentations x 2	Haymarket Chamber of Commerce and Pyrmont Association of Community Groups
One to one briefings x 8	As referenced in the Director General's Requirements; including precinct players, Government, Utilities and Service Providers.
Web based materials	Located on the Darling Harbour Live and Infrastructure NSW websites
Direct e-mail	+1,000 pre-registered contacts were directly contacted and invited to the community information forums.

Section 3 Pre-lodgement Consultation SSDA 1 & 2



3.1 Summary of Pre-Lodgement Consultation: SSDA 1 & 2

Between May 2012 and March 2013, an extended consultation program was conducted to facilitate feedback from stakeholders, precinct players, the local community and residents from throughout Greater Sydney. Matters raised during this exercise were taken into consideration when finalising the preferred master plan, and detailed design of the core facilities as well as developing the concept plan for the mixed-use precinct proposed for the southern redevelopment area in the Haymarket. The Stakeholder and Community Engagement Report submitted with State Significant Development Applications 1 and 2 reflected the outcomes from this exercise, together with consideration of the matters raised.

The following provides a high level summary of the matters raised that are of relevance to the current development application for the car park, commercial building and associated public domain works in the southern, or Haymarket, redevelopment area.

Early engagement exercises elicited common themes with respect to the opportunity to create:

- A connected precinct that is permeable to its community and enhances the experience of pedestrians and cyclists moving into out of and around the precinct;
- A real place, more than just a visitor destination and has a mix of uses relevant to local people;
- A public realm focused place, human in scale and responsive to its local context;
- The maximum opportunity for activation throughout the day;
- New platforms for innovation and business incubation; and
- Social amenity and services.

At this stage of the process the key relevant areas of concern included:

- The provision of adequate public transport services to the precinct;
- The net loss of public parking, particularly in the Haymarket precinct;
- The provision of local amenity and services relating specifically to the needs and appetites of local people - in this context youth activities, medical facilities, library and meeting room spaces, childcare and primary schooling were directly referenced;
- The availability and quality of green open, sporting and recreational spaces;
- The height, location and orientation of tall buildings and their impact on solar access, views and the character of the local area; and
- Construction impacts.

The exercise also stimulated positive commentary about the social, cultural and economic benefits to New South Wales and the opportunity to refresh once of Sydney's well loved destinations. There was also some enthusiasm about the IQ hub concept and the opportunity to reconnect the street grid and increase the permeability of the precinct to the city and surrounding communities.

3.2 Design Consideration and Response

The extent to which the matters raised informed the design development has been documented in section 8 of the Stakeholder and Community Engagement report; the following reflects a summary of key considerations:

- The redevelopment of 20 hectares within Darling Harbour has been approached on a **whole of precinct** basis to optimise the environmental, economic, social and cultural outcomes for all stakeholders and reflect the balance of Darling Harbour as a major regional asset and its role as a well-loved local amenity.
- The **connectivity** of the southern redevelopment area in the Haymarket has been given particular emphasis through the provision of the north south boulevard connecting through to Cockle Bay and reconnection with the city grid to improve east-west communications.
- Increasing the extent and **quality of the public realm** has been a key organising principle underpinning the master plan, including enhancements to Harbourside Place, the enlargement of Tumbalong Place and the delivery of a new urban square in the Haymarket.
- The need to provide **social infrastructure and services** to meet increasing local demand has been recognised and the preferred master plan features an active ground plane strategy with the planned provision of convenience retail, childcare, medical facilities and the proposed IQ Hub (innovation incubator) in the southern precinct. The opportunity to incorporate the new Haymarket Library is also being explored with the City of Sydney.
- The **reduction in car parking** spaces proposed for the Haymarket is consistent with strategies to reduce congestion in the CBD. Based on car parking demand studies, Darling Harbour Live is confident that adequate parking is available in the precinct and surrounding area.
- Matters relating to **built form** have been reviewed for consistency with the urban design principles released by the Government to guide the redevelopment of the site. Darling Harbour Live believes that the design solution proposed for the southern redevelopment area respect the urban context and have building heights and massing appropriate to an inner city location proximate to a major transport interchange. The arrangement of buildings has been driven by the imperatives of minimising shadowing and achieving the principles of view sharing.
- Increasing the provision and frequency of public transport to the area falls outside of the remit of Darling Harbour Live, however Infrastructure NSW has undertaken to co-ordinate discussions on a whole of Government basis.



Section 4
Car Park and Commercial
Building Pre-Lodgement
Consultation: SSDA 4

[This section relates only to feedback that has been received during pre-lodgement exercise relating to State Significant Development Application 4]

4.1 Stakeholder Feedback

During the pre-lodgement period for State Significant Planning Application 4 the proponent met with relevant precinct players and other stakeholders nominated by the Director General of the Department of Planning and Infrastructure. These sessions were a combination of small group presentations and one to one briefing sessions and combined information about SSDAs 3,4 and 5, which were discussed cumulatively. Key questions and matters raised were documented and recorded in consultation manager and the following reflects a summary of outcomes:

4.1.1 City of Sydney

During the pre- lodgement period relating to State Significant Development Application Number 4, the City of Sydney were briefed with respect to architecture, urban design, heritage, social and cultural amenity and (separately) sustainability initiatives.

The tone of these meetings was generally positive and a number of high-level suggestions were made to improve the overall design response. Specifically, the City of Sydney provided the following comments in relation to the proposal and has provided a response to the SSDA2, being the Concept Proposal for The Haymarket:

- All above ground car park levels should be concealed so cars parked within the Public Car Park facility were not visible from the public domain;
- The design response of the Car Park and Office should incorporate an articulated form in order to provide visual interest.
- The Public Car Park lift would deliver a stronger public domain outcome if it were located on Dickson's Lane, to assist with retail activation in this area;
- The design should where possible respond to the materiality and character of the locality and;
- The ground floor retail tenancies along the Boulevard should be designed to be at grade with the new square to deliver "activation" of the public domain. Flood issues should not be the driver.
- Further consideration to be given to the design response of Dickson's Lane in terms of promoting activation and interest.

4.1.2 Transport for New South Wales

Targeted briefings relating to the student residences was held on 15th April 2013 to explore the interface between the student housing development and the light rail infrastructure. Key issues discussed related to the land transfer; operable windows, window cleaning and maintenance; crash impacts; the location of permanent fencing; the removal of the Macarthur Street Bridge and the location of a new pedestrian crossing.

4.1.3 Sydney Markets

Representatives from Sydney Markets met with the Darling Harbour Live team on two occasions since Christmas. The southern redevelopment area aspect of the preferred masterplan brings a significant opportunity to revitalise the Haymarket area and bring increased business opportunity to the markets. Specifically the feedback expressed support for the student accommodation and residential tower, and some indication that the commercial tower was 'modest'. Sydney Markets indicated their interest in exploring opportunities to participate in a market district concept.

4.1.4 Rockford Novotel

A briefing session with the General Manager was held on the 18th April 2013. Following a detailed briefing, key questions related to the construction timeline and staging and matters raised related primarily to the short term loss of convenient car parking in the precinct and concern about the impact of the construction phase on their airline contracts.

The feedback was generally supportive, with positive commentary about the connectivity between the hotel and the proposed Theatre and the increased vitality that would be brought to the precinct by the increased mix of use planned for the southern redevelopment area. There was support for the car park design.

4.1.5 The Holiday Inn

A meeting was held with the General Manager and key staff of the Haymarket Holiday Inn on 24th April 2013. Following a general briefing, key questions related to building heights, design and potential occupancy; car parking arrangements and the potential impacts on their business arising from the closure of the Entertainment Centre and construction period. Residual matters of concern focused around the heights of the buildings in the precinct, especially those around the Holiday Inn itself, the short term parking arrangements and the medium term impact of the construction on their business.

The meeting participants were very engaged in the presentation of the core facilities, their integration and capacity. Improved connectivity to Darling Harbour through the Boulevard and the enhanced east-west permeability were regarded as great outcomes that would make the precinct more navigable for their clients. They also considered that the integration of the precinct with the Haymarket at the ground plane would add to the vitality of the area. There was general support for the car park configuration and design which was regarded as superior to the existing facility.

4.1.6 The Powerhouse Museum

On-going meetings have been held with the Powerhouse Museum and a workshop has been proposed to progress matters of mutual interest.

4.1.7 UTS

The Darling Harbour Live team met with the Deputy Vice Chancellor on April 24th 2013. The presentation included a progress update with respect to the project in its entirety and a review of the proposals for State Significant Development Applications 3,4 and 5.

The University remains very engaged with the IQ Hub concept and is keen to see the creative industries ethos embedded in the precinct; the provision of a childcare centre, bike hub and proposed new Haymarket Library were of some interest to them. The University is keen to progress thinking about the format of the IQ Hub and explore the role of other project participants including the TAFE and the ABC; a workshop to facilitate this discussion is proposed.

The integration of the precinct with the Ultimo Pedestrian Network (Goods Line) and Macarthur Place is regarded as a priority because it enables student access to and integration with the precinct; there is the potential for a dialogue between the university, the design team and the operator to maximise opportunities.

4.1.8 Utilities and Service Providers

Individual briefing sessions were held with Sydney Water, Metro Light Rail, Roads and Maritime Services, Railcorp, Ausgrid and Telstra as an integral part of the stakeholder consultation relating to SSDA 1 and 2. Outcomes from these sessions have been reported in the relevant technical studies.

4.2 Community Feedback

4.2.1 Local Residents and General Public

Two community information sessions were held at the Holiday Inn in Haymarket on Thursday April 18th, between 0930 - 1130 and 1730 – 1930. The sessions were attended by a total of 46 participants, many of whom had already participated in previous engagement events and had a good base level of understanding about the preferred scheme. A Mandarin language speaker was available to support both sessions.

The sessions were informal in style (drop-in format) with members of the Darling Harbour Live team available at information stations dedicated to the student accommodation [SSDA 3], the public car park (above ground) and commercial building [SSDA 4] and mixed use residential tower [SSDA 5] respectively. The information displayed at the public car park (above ground) and commercial building is attached as appendix 2.

Information about the master plan was also available during these sessions to help participants understand the specific development applications in their anticipated context

Overarching Comments

Many participants questioned the provision of recreational and social amenity that would accompany new developments in the southern redevelopment area. Specifically they were seeking comfort that this would be sufficient to ensure the quality of life for all residents in the Haymarket area reflecting their overarching concerns about the cumulative impact of development in their area:

- The growth in resident and workforce audiences locally may put pressure on the local social and recreational amenities;
- Adequate provision of green and open space/sporting facilities to support day time as well as residential audiences (and the need for green space to be well shaded, preferably with mature trees);
- The need for an effective waste management strategy to ensure the on-going quality and cleanliness of the space.

Visitors to the community information sessions tended to gravitate towards the preferred master plan and student residence stations. Visitor attendance and commentary regarding the public car park and commercial office building was limited. The only commentary recorded related to surprise in relation to the car park design, which was regarded by this particular participant as an enhancement on the existing Entertainment Centre Car Park.

Matters Raised

The following matters of concern were recorded at the car park and commercial office building station:

- Potential for increased traffic on Darling Drive and throughout the rest of the precinct;
- The capacity of the existing public transport facilities in the area – regarded by this participant as inadequate to cope with additional numbers of users in the precinct; and
- Reduction in car parking numbers in the precinct.

The following points of clarification were raised with respect to the car park and commercial office building:

- The potential impact of this building on the view corridors of residents at the Peak Apartments
- Confirmation of the construction timeframe and sequencing of buildings;
- How the street connections within the precinct actually work – specific mention was made of the Macarthur Street connection and links into the Ultimo Pedestrian Precinct; and
- The location of the car park entry.

4.2.2 Haymarket Chamber of Commerce

A detailed briefing session was held with ten representatives of the Haymarket Chamber of Commerce on April 17th 2013; forming part of a program of engagement with both the local business and Chinese communities. This session was convened to support State Significant Development Applications 3-5, specifically addressing:

1. Residual concerns about integration with Chinatown and the resolution of fine grain design treatment;
2. Introduce the proposals for the student accommodation, commercial building/car park and residential tower and explain the planning process;
3. Explain the retail planning philosophy;
4. Introduce and seek feedback with respect to the proposed library, childcare centre and 'bike hub' concepts; and

5. Seek guidance on the naming strategy for the urban square.

A specific presentation kit had been prepared in advance to guide the discussion. The atmosphere was relaxed, many attendees had been present on at least three previous occasions and were conversant with the preferred scheme; it was a very interactive and positive session.

Questions and Comments

The following reflects the key questions raised during the session:

- Confirmation of the proposed timing for the closure of the existing entertainment centre and commencement of demolition work.
- Confirmation of the indicative amount of apartments and student beds and likely profile of tenure;
- Confirmation of the reduction in numbers with respect to car parking in the southern or Haymarket redevelopment area;
- Further clarification of the retail mix with respect to the non food and beverage offer;
- Clarification of the IQ hub concept;
- Clarification about the licensing arrangements for restaurants and cafes with pavement seating;
- Indication of the amount of retail units based on 5,000 sqm retail space;
- Explanation of the loading/servicing arrangement for the precinct, especially for the retail component;
- Confirmation of the proposed ownership structure for retail and residential components – clarification of their strata title status;
- Confirmation of the amount of residential car parking spaces;
- Exploration of leasing arrangements, longevity and terms – net leases at 5-8 year terms assumed;
- Scale of the urban square;
- Clarification of the future of the Chinese Gardens;
- Confirmation that a Feng Shue specialist has reviewed the appropriateness of the concept and detailed plans;
- Treescape treatment to Factory Lane
- Confirmation that the Memorials will remain untouched;
- Confirmation of the anticipated timing of the development applications to the east of the Boulevard.

Positive Feedback

Considerable enthusiasm was shown for the concept of the open/undercover market area – which was regarded as going a long way to removing the early perception that the residential towers might result in a barrier to Chinatown.

Enthusiastic support for the library, childcare and bike hub concepts which were regarded as exciting and progressive. There was an equally positive reception with respect to the IQ Hub and its opportunity to incubate new business opportunity and activate the precinct.

There was a constructive discussion about positive associative effect of the development with the established Haymarket and Chinatown districts and a willingness to work together to create a naming strategy that carried the benefits of association to all stakeholders. In this respect it was agreed that the

Chamber should assist in creating some naming principles and parameters to guide the ultimate selection of a name for the urban square. The continuation of street names was positively received.

Matters Raised

No issues were raised at this time and the session had a collaborative tone; there was a shared commitment to working more closely together to ensure that accurate information is disseminated throughout the local business community (and there was subsequently a report in the HayMarketer on April 19th).

4.2.3 Resident Action Groups and Resident Associations

Contact has been maintained with representatives of key local resident associations and action groups including (but not limited to):

- Pyrmont Community Associations
- Pyrmont Action Association;
- Ultimo Village Voice; and
- Social Infrastructure for Children in Ultimo Pyrmont.

Representatives from many of these groups were able to attend the community information sessions and their feedback is reflected in section 4.2.1. Commentary focused around the provision of social, community and recreational infrastructure to support the growing population, especially youth and families. The following elements of infrastructure and services were referenced during this session:

- Multi use and all weather sporting facilities (addressing the perception that these facilities have been removed from the local area on the redevelopment of the SEGA centre);
- Concern about the adequacy of green public open space for recreational purposes;
- Facilities that support competitive sporting activity for young people;
- Continuing presence of concrete paths in Tumbalong Park; and
- Inadequacy of public transport to/from the precinct;

There was positive commentary with respect to the potential inclusion of a library and community meeting rooms within the southern redevelopment area and a desire for the childcare facility to be given as much prominence as possible.

Members of the Darling Harbor Live team are also attending resident association group meetings, by invitation, to provide updates and answer questions.

The Executive Committee of The Peak was invited to attend the community information sessions on April 18th, which coincided with their committee meeting.

4.3 Summary of Matters Raised

The following reflects the key themes raised during the pre-lodgement consultation supporting State Significant Development Application 4:

- **The provision of public open space in the precinct** and the design response that will ensure that it can be enjoyed by all community members (specifically the interplay of students and older people):
- **Provision of social and recreational amenity** to meet the needs of the increasing local community, especially students who may not be able to afford to travel further to meet their needs;
- **Potential for increased traffic on Darling Drive** and its broader implications for the local area;
- **Reduction in car parking** in the Haymarket, as the local population increases;
- **Inadequacy of the public transport provision;**
- **Long term management of the area** - arrangements for waste management and loading; and

These issues are reflective of concerns raised in the wider stakeholder and community engagement program that preceded the submission of State Significant Development Applications 1 and 2. They reflect the overarching concerns of 'engaged' residents with respect to the cumulative effect of development in their local area and were not specific to the current application.



**Section 5
Consideration and Response 3**

5.1 Consideration and Response

The following reflects Darling Harbour Live’s consideration of the key issues that were raised during the pre-lodgement engagement program conducted with stakeholders and community members, as they related to the North West Development Lot:

Issue: Nature and Quality of Green/Public Open Space

Design response to ensure it can be enjoyed equally by all community members

Sufficiency of green space, provision of shade and incorporation of recreational amenity.

Consideration	Response
<p>The public realm is considered a signature element of Darling Harbour and is a significant recreational amenity for the local area as well as being a core component of the destination appeal for visitors.</p> <p>The importance of this open space to the local community is acknowledged.</p> <p>Demographic information drawn from the recent release of ABS Census data indicates a growth in families with children and young people in the local community since 2006. The community articulates the impact of this in terms of the lack of services and amenities targeting these population groups; active recreational opportunity is one example.</p>	<p>The proposed car park and commercial building in The Haymarket is integrated within the broader SICEEP precinct and as such benefits from the series of public spaces that are arranged along the north south boulevard (Harbourside Place, Tumbalong Park and the proposed urban square in the Haymarket).</p> <p>These recreational assets provide increased green and open space for residents and visitors, within a managed and safe environment that encourages social interaction.</p> <p>Site-wide the network of green and open spaces create a distinctive, environment, ambience and experience through the judicious use of high quality landscaping. Seating, lighting and urban elements as well as program activation.</p> <p>Spaces will be designed to meet Crime Prevention Through Environmental Design standards with respect to sight lines, surveillance, boundaries, lighting and social inclusivity.</p> <p>There are no specific public realm works related to this development application, however its design response seeks to draw a subtle visual affinity with the greater SICEEP precinct plan in order to enhance the pedestrian experience within the public realm.</p>

Issue: Provision of social and recreational amenity

Meeting the needs of all local residents as the community grows

Provided in the local area to ensure that the needs of students with limited means are being met in their neighbourhood

Consideration	Response
<p>Darling Harbour Live recognises that successful communities need the timely provision of social and community services relevant to local needs. The team has continued to engage with local resident action groups to ensure that their local insight, needs and aspirations have been accounted for.</p> <p>It has also been recognised that successful places are active and vibrant at street level throughout extended period of the day and this increases their safety for users.</p> <p>Ground plane activation has therefore been maximized throughout the precinct and has been designed to incorporate retail and community uses relevant to the local demographic. A retail research assessment to ascertain the profile of sustainable retail to service the needs of the local community and amenity of visitors has underpinned the retail solution.</p> <p>In addition to the ground plane activation initiatives, the design response has also been amended to reflect the heritage of the locality. The Eastern and Western façade design incorporates a darker colour pallet in the form of browns and greys in response to the architecture and colour pallet of neighboring Heritage listed buildings (Powerhouse Museum, Ultimo Post Office, Sewage Pumping Station 1).</p> <p>[SA1]</p>	<p>Currently exploring with the City of Sydney, the opportunity to deliver a new (and larger) community library with meeting room facilities within the southern (Haymarket) precinct.</p> <p>Childcare facilities are being considered within the southern (Haymarket) precinct.</p> <p>Options for a potential health and wellbeing centre that could include pharmaceutical and allied healthcare facilities are being explored.</p> <p>The active ground plane uses incorporate the potential for an IQ Hub. The IQ Hub is proposed to be an incubator centre that brings together all of the major educational, cultural and creative industries players in the wider precinct to promote innovation.</p> <p>The operator of the Entertainment, Exhibition and Convention Centre facilities AEG Ogden has committed to 200 hours of free community use of the facilities for meetings and community forums on an annual basis.</p> <p>In accordance with the City of Sydney comments in relation to the design response, ground plane activation will be improved by incorporating the following amendments;</p> <ol style="list-style-type: none">1. Relocating the Public Car park lift lobby to Dickson’s Lane;2. Providing the ground floor tenancies on the eastern elevation fronting the Boulevard at the Boulevard level;3. Incorporating a catenary lighting display along Dickson’s lane to provide vibrancy and activation

Issue: Increase of Traffic

Impact on Darling Drive

Increasing congestion experienced throughout the precinct and local area

Consideration	Response
A traffic study was undertaken by Hyder Consulting to support the Stage 2 Development Application relating to the proposed car park and commercial building (SSDA 4)	<p>Traffic generation associated with the Car Park and Commercial Building relate to the vehicle movements to and from the public car park and the office/commercial component.</p> <p>There are two key intersections providing direct access to the NW plot.</p>

Issue: Reduction in Car Parking throughout the Precinct

More people, less parking and no public transport

Consideration	Response
<p>Darling Harbour Live supports modal shift from private vehicles to public and active transport and is therefore working to increase car-free trips to the precinct.</p> <p>The preferred scheme supports an overall reduction in public car parking, in alignment with the City of Sydney Parking strategy to reduce CBD congestion.</p> <p>Notwithstanding this, there are circa 10,000 car parking spaces within a ten to fifteen minute walk of the precinct and the Traffic Impact Assessment has endorsed the provision of parking within the scheme on this basis.</p> <p>Local parking permit schemes will not be affected.</p>	<p>Based on car parking demand studies, Darling Harbour Live is confident that adequate parking provision is available within the broader precinct.</p> <p>The approach to car parking is consistent with the reduction of CBD congestion and encourages people to utilise alternative forms of active and public transport.</p> <p>Parking provision within Car Park and Commercial building complies with the minimum requirements set by the RMS Guidelines for specific land use development and the maximum parking ratios proposed within SSDA2.</p> <p>The public carpark will also service the facilities within the PPP precinct.</p>

Issue: Inadequacy of Public Transport

Loss of monorail and no clear plans for timing of the light rail.

Lack of capacity at the surrounding public transport hubs –specifically rail stations

Consideration	Response
<p>Public transport to and from the precinct is acknowledged as an important part of the sustainability solution for, and success of the project. Darling Harbour Live supports modal shift from private vehicles to public and active transport.</p> <p>While Darling Harbour Live is unable to increase public transport options, Infrastructure NSW is exploring options for increasing light rail, bus and ferry options through State Government channels.</p>	<p>Whilst the provision of additional transport services is beyond the remit of the consortium, their commitment to promoting a modal shift has led to the:</p> <p>Re-alignment of entrances to the light rail stations to coincide with key passenger points of access and egress to the core facilities;</p> <p>Development of a precinct-wide Green Transport Plan;</p> <p>Improved east-west connections (and end of trip facilities) for pedestrian and cyclists to facilitate active transport option into and around the precinct;</p> <p>Improved signage, to enhance pedestrian experience and improve way-finding (and therefore legibility of connections) to public transport options in and around the precinct;</p> <p>Delivery of the strong linear north south Boulevard to improve linkages to Central Station; and</p> <p>Provision of multiple taxi coach set downpoints throughout the precinct.</p> <p>Light rail is a key transport mode serving the precinct which will be enhanced. Buses and Central Station are a short walk away. The inner-west extension of the light rail will increase the frequency of light rail journeys from a service of every 15 minutes to every 10 minutes.</p> <p>The site is just 450m from Central and 700m from Town Hall stations.</p>

Issue: Long Term Management of the Area

Management of Waste

Management of loading and deliveries

Experience of the public realm

Consideration	Response
	<p>Based on the estimated waste profile, the following waste streams would be expected:</p> <ul style="list-style-type: none">• Cardboard/paper recycling• Co-mingled recycling• Food organics recycling• General waste• E-waste recycling• Toner cartridge recycling <p>Waste generated from within the building will be stored internally and is forecasted to be collected 5 days per week. There will also be a storage cage for oversized items requiring disposal/ recycling.</p> <p>Waste will be collected by a commercial contractor who will retrieve the bins from the waste storage room and transfer them to the drop off zone for collection. The contractor will then return the bins to the waste storage room.</p>

APPENDIX 1

MEDIA ADVERTISING



DARLING
HARBOUR
LIVE

NEWS



Information for the community | Issue 2 | February/March 2013

WELCOME

...to the second edition of Darling Harbour Live News, which provides information and updates about the development of Sydney's international convention, exhibition and entertainment hub.

The project covers a 20-hectare site, which stretches from Cockle Bay to Haymarket and Ultimo. Darling Harbour remains an active precinct now and during construction, with an exciting line-up of events and entertainment.

We've had a busy month since our last issue. The Darling Harbour Live team has been involved in a schedule of consultation, including community forums in Pyrmont, Haymarket, Ultimo and the city and the project model has been on display at various locations in and around Darling Harbour, at the Sydney Town Hall and in Parramatta. We'd like to extend our thanks to everyone who took the time to get involved – either in person or online – and provided us with valuable feedback. As we've said from the beginning, we're keen to get it right and create one of the world's best areas to live, meet and be entertained.

If you would like to know more, please email us at info@darlingharbourlive.com.au or call 1300 799 026.



MEETING OUR NEIGHBOURS

In early February the Darling Harbour Live project team held a series of forums for the local community. The forums were a chance for the team to hear directly from local residents about their views on the project.

More than 170 people attended these sessions. Thanks to everyone who came along – we received some great insights into what people would like to see from the project. There was very strong interest in how the project would make the area an even better and more exciting place to live.

At the forums, locals raised a range of topics from practical matters around construction through to design, look and feel. Common threads included the rationale for the project; public transport and access to and from the precinct; building heights; view changes; the

need for a hotel; recreational amenity amongst the public spaces; and social and community infrastructure such as childcare.

Many participants were keen to see us build on what is good about Darling Harbour now and to respect and celebrate the heritage of this historic precinct. This is something we are very excited about and keen to talk about more in future.

The project team has taken the comments on board and will feed them into the preparation of our planning applications.



To receive the electronic version of this newsletter, please register at www.darlingharbourlive.com.au. If have any comments about this newsletter or suggestions for content, please let us know by emailing info@darlingharbourlive.com.au or call 1300 799 026.

HAVING YOUR SAY

“Why do we need another hotel in Sydney and why does it have to be next to the convention centre?”

The hotel needs to be integrated into the international convention, exhibition and event facilities to ensure they are competitive and can attract international events. Research shows there is an under supply of about 4,000 hotel beds in Sydney, and the hotel will help satisfy some of this demand.

“Access to the precinct is vital – there needs to be more options.”

We'll be doubling connectivity through the site from east-to-west and north-to-south from four to eight connections. For example, there will be a new 800m, 20m wide boulevard running north from Quay St, near Central Station. There will also be a new cycleway along Darling Drive and a bicycle hub under Pier St.

“What can you give to Pyrmont as part of the development fund for social infrastructure? E.g a childcare facility?”

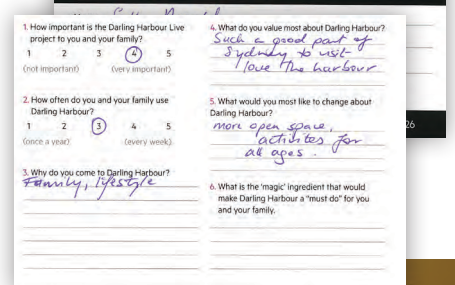
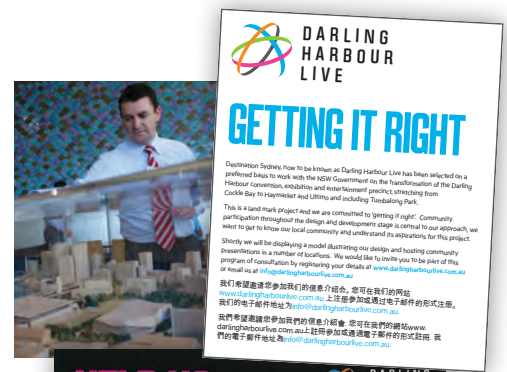
We're currently talking with childcare operators and looking at where facilities like these may be located within the project area.

“What activities for families and teenagers especially are you bringing in to the area?”

We want to build on the fantastic place that is Darling Harbour so we have considered a range of ways to provide more activity for teenagers and families. We are looking to include an IQ Hub, retail stores, a new cycleway along Darling Drive and potentially a bike hub, and increasing the public realm (see response below)...

“Are you reducing the public realm?”

Darling Harbour is one of Sydney's favourite places so the quality of public space is really important. We are increasing the public space by about 5,000sqm. This includes a 3,000sqm expansion of Tumbalong Park, which means it can hold a broader range of events and activities. We are also creating a new public square in the Haymarket.



WHAT'S UP NEXT?

The pre-consultation period is now complete, and our focus is on finalising the designs and documents for our first Development Applications (DAs).

We look forward to engaging with the community again during the formal consultation period that occurs when the DAs are placed on public exhibition by the Department of Planning and Infrastructure.

During this period, feedback on our designs needs to go directly to the Department and you can access their information at planning.nsw.gov.au

We are here

TIMELINE

DEC 2012	FIRST HALF 2013	DEC 2013	LATE 2016
PREFERRED BIDDER SELECTED	PLANNING APPROVAL PROCESS	CONSTRUCTION COMMENCES	CONVENTION, ENTERTAINMENT, EXHIBITION AND PUBLIC DOMAIN COMPLETED



FOR MORE INFORMATION
visit darlingharbourlive.com.au



DARLING
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FACT



PLANNING | APRIL 2013

PLANNING: HOW TO LODGE YOUR COMMENTS ON THE PROJECT

The revitalisation of one of Sydney's favourite places – Darling Harbour – is an exciting, 'once in a generation' opportunity to create one of the world's best places to live, meet and be entertained. This fact sheet provides information on the planning process and how you can provide feedback on the plans.

Who consents to the plans?

The project will be assessed as a State Significant Development by the NSW Department of Planning and Infrastructure (DPI). The Minister for Planning and Infrastructure, or his delegate, is the consent authority.

What plans are being lodged?

The NSW Government has endorsed a master plan for the whole precinct, which means there is an overarching 'blueprint' for the project.

Darling Harbour Live will seek approval for separate development applications (DAs). The DAs that are being lodged in 2013 are shown on the back page.

What plans have been submitted so far?

Darling Harbour Live has submitted two DAs so far:

- The first DA covers the convention centre, exhibition centre, entertainment theatre, and associated public domain upgrades.
- The second DA is a Concept Proposal (Stage 1), which covers the Haymarket area. Detailed DAs will follow seeking approval for specific components of the Haymarket area (buildings and public realm).

Why is there more than one DA for the Haymarket area?

Haymarket is the new urban neighbourhood in the south of the precinct, which will develop over a number of years. Accordingly, the first DA seeks to establish a concept proposal that will establish maximum gross floor areas, maximum building envelopes (building heights and dimensions) and design guidelines for the new neighbourhood.

Separate DAs will be lodged for the detailed designs of a number of buildings and the public realm.

How can I give feedback and who do I give it to?

This depends on the development application you are commenting on.

If you want to comment on the DAs that have already been submitted to the DPI and are currently on public exhibition, then your comments need to go directly to the DPI.

The first two DAs – one for the convention centre, exhibition centre, entertainment theatre, and associated public domain, and one for the Haymarket concept proposal – will be on exhibition until 10 May 2013. Each DA is available at planning.nsw.gov.au where there is also information on how to lodge your comments.

If you want to comment on the buildings or public realm proposed for Haymarket, then you can provide feedback to the Darling Harbour Live project team. Once we have lodged separate DAs for the detailed designs of those buildings and public realm, then any further comments that you have will need to go directly to the DPI.

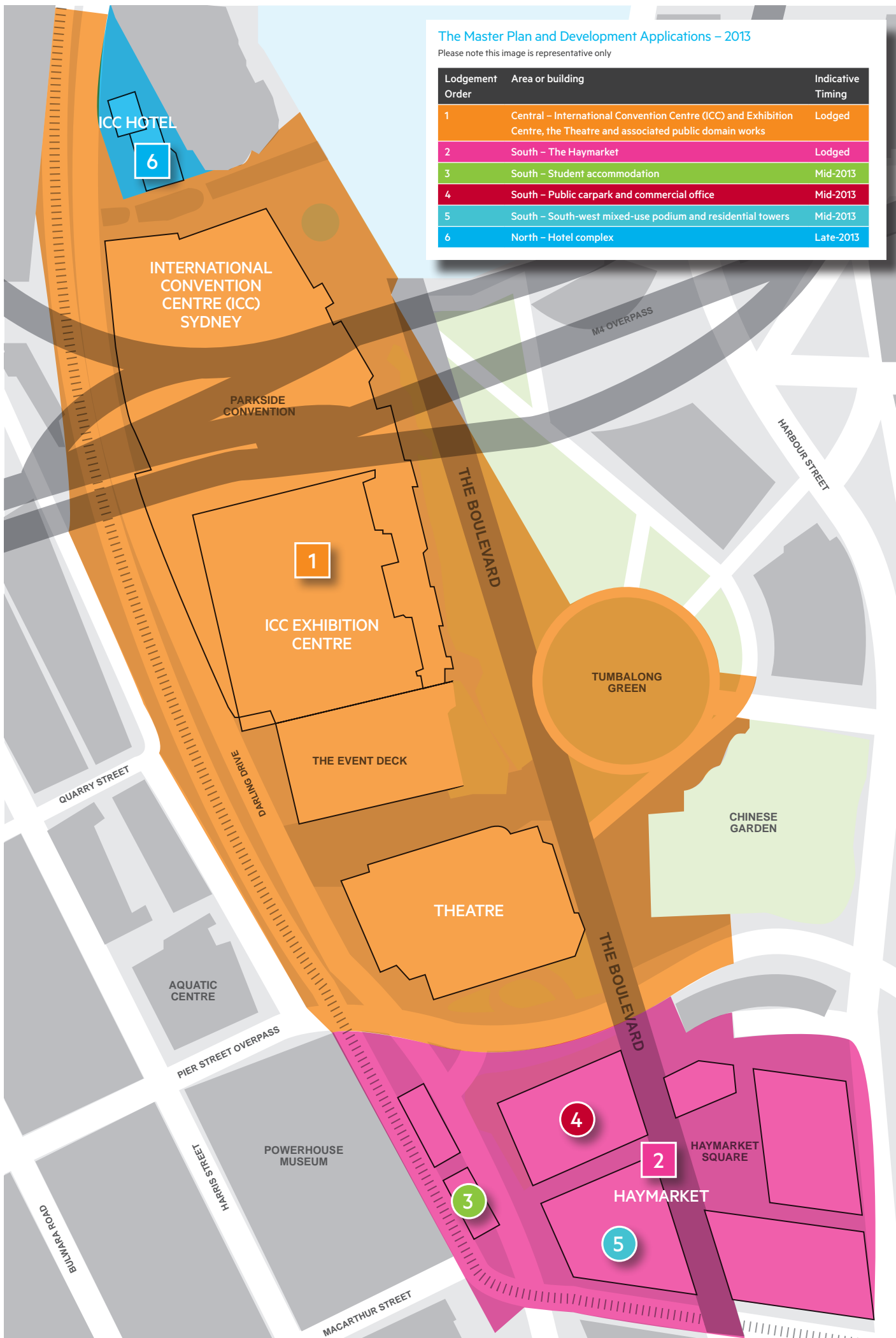
The DPI will exhibit each DA to the public for a minimum of 30 days to enable time for the public to review the DAs and formally lodge submissions with the DPI.



The Master Plan and Development Applications – 2013

Please note this image is representative only

Lodgement Order	Area or building	Indicative Timing
1	Central – International Convention Centre (ICC) and Exhibition Centre, the Theatre and associated public domain works	Lodged
2	South – The Haymarket	Lodged
3	South – Student accommodation	Mid-2013
4	South – Public carpark and commercial office	Mid-2013
5	South – South-west mixed-use podium and residential towers	Mid-2013
6	North – Hotel complex	Late-2013



ICC HOTEL

6

INTERNATIONAL CONVENTION CENTRE (ICC) SYDNEY

PARKSIDE CONVENTION

1

ICC EXHIBITION CENTRE

THE EVENT DECK

THEATRE

M4 OVERPASS

HARBOUR STREET

THE BOULEVARD

TUMBALONG GREEN

CHINESE GARDEN

QUARRY STREET

DARLING DRIVE

PIER STREET OVERPASS

HARRIS STREET

POWERHOUSE MUSEUM

THE BOULEVARD

4

2

HAYMARKET SQUARE

HAYMARKET

3

5

BUNKER ROAD

MACARTHUR STREET

做到最好 - 说出您的想法

达令港正在被改造成为世界上最棒的集居住、休闲和娱乐为一体的地区之一。这个计划的关键之一就是 Haymarket 新区改建。Haymarket 新区将商务、住宅和零售功能融为一体，充满创意和活力，将成为周边居民的新乐园。

我们诚邀您来参加我们的社区论坛，在这里您可以和改建项目的团队成员见面讨论，并提出您的宝贵意见。

每个论坛均配有国、粤语口译人员，您可以用中文和我们交谈和提问。

Haymarket - 4月18日上午9点30至11点或下午5点30至7点 地址：达令港假日酒店
Holiday Inn Darling Harbour, 68 Harbour Street

因座位有限，敬请在4月16日星期三之前
RSVP至 info@darlingharbourlive.com.au 或致电
1300 799 026 确定您是否出席。

我们期待您的莅临。



**DARLING
HARBOUR
LIVE**

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DARLING
HARBOUR
LIVE

做到最好 - 说出您的想法

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我们期待您的莅临。



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APPENDIX 2

DISPLAY MATERIAL



**DARLING
HARBOUR
LIVE**



***Revitalising one of Sydney's
favourite places***

UTS Presentation 24 April 2013

Agenda for Today

- Update on Status of the overall SICEEP
- Current development applications
- Haymarket
 - › Update
 - › Pending applications
 - › Time frames

THE MASTERPLAN





Allen St
Pyrmont St
Harris St

Murray St
Darling Drive

HOTEL COMPLEX
PHAROSIDE PLACE
INTERNATIONAL CONVENTION CENTRE (ICC) SYDNEY

DARLING HARBOUR

Darling Drive
ICC EXHIBITION CENTRE

EVENTS DECK

THE THEATRE

TUMBALONG PLAZA

THE BOULEVARD

TUMBALONG PARK

CHINESE GARDEN

Harbour St

Dixon St

Sussex St

Goulburn St

Kent St

McArthur St

Harris St

STUDENT HOUSING

OFFICES & PUBLIC PARKING

OFFICES

RESIDENTIAL

RESIDENTIAL

PUMP HOUSE
MEMORIAL SCULPTURE
PUMPHOUSE SQUARE

Darling Drive

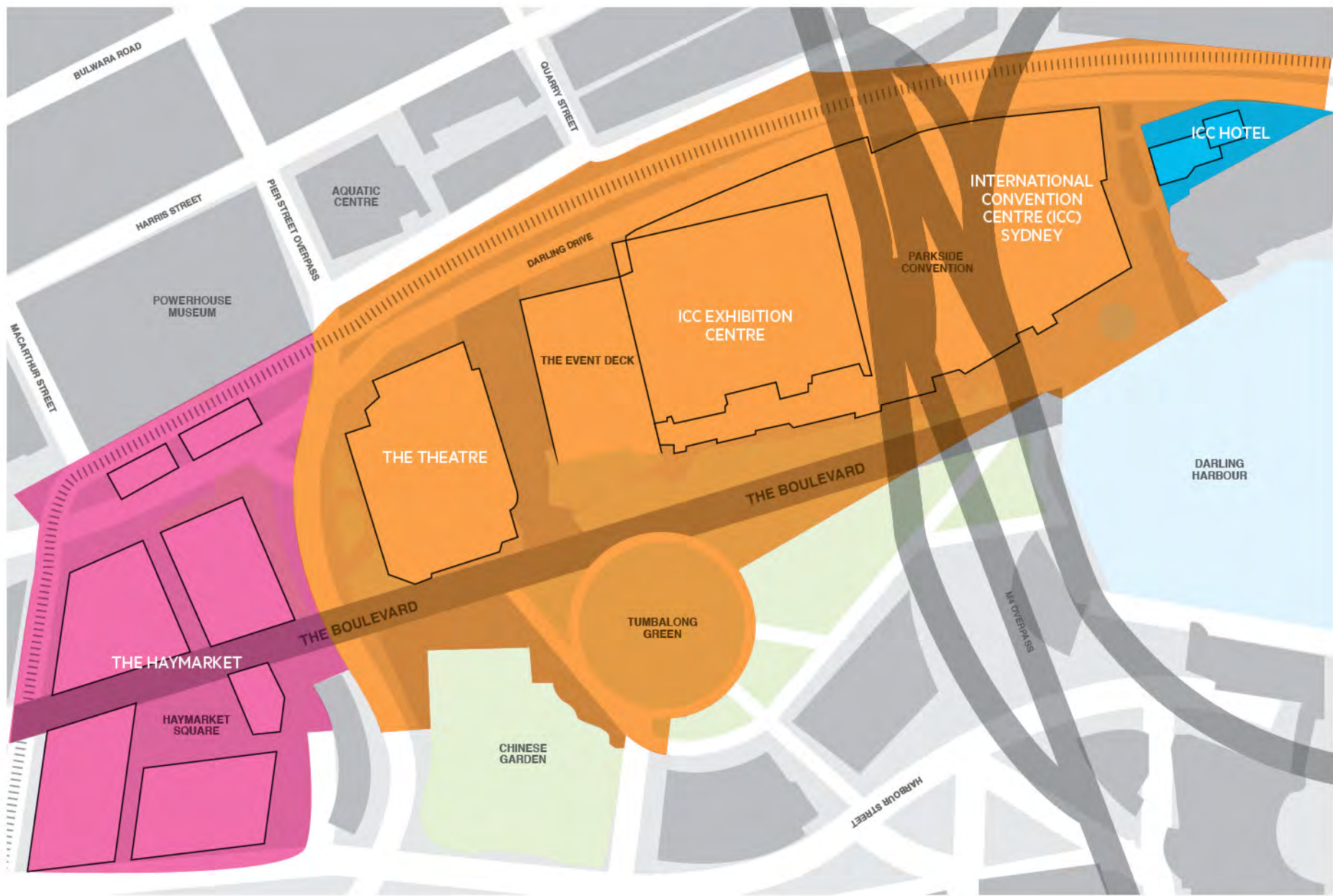
Ultimo Rd

Owen St

Thomas St

Hay St





BULWARA ROAD

QUARRY STREET

HARRIS STREET

PIER STREET OVERPASS

AQUATIC CENTRE

POWERHOUSE MUSEUM

DARLING DRIVE

ICC HOTEL

INTERNATIONAL CONVENTION CENTRE (ICC) SYDNEY

PARKSIDE CONVENTION

ICC EXHIBITION CENTRE

THE EVENT DECK

THE THEATRE

DARLING HARBOUR

THE BOULEVARD

THE BOULEVARD

TUMBALONG GREEN

THE HAYMARKET

HAYMARKET SQUARE

CHINESE GARDEN

M4 OVERPASS

HARBOUR STREET









bamboo

85

Bakery







DICKSON'S LANE GATEWAY



Clear and open at mezzanine level.



DICKSON'S LANE CHARACTER : RETAIL



A local flavour



Over time a place to be discovered



THE BOULEVARD CHARACTER : RETAIL



- Active Edges
- Primary Circulation
- - - Secondary Circulation
- Focal Points
- ⊙ Primary information site
- ⊙ Secondary information site
- ⊙ Tertiary information site



CIRCULATION & WAYFINDING

Desire Lines / Opportunities

The retail success of the precinct will be strengthened by careful consideration and integration with the existing surrounding context.

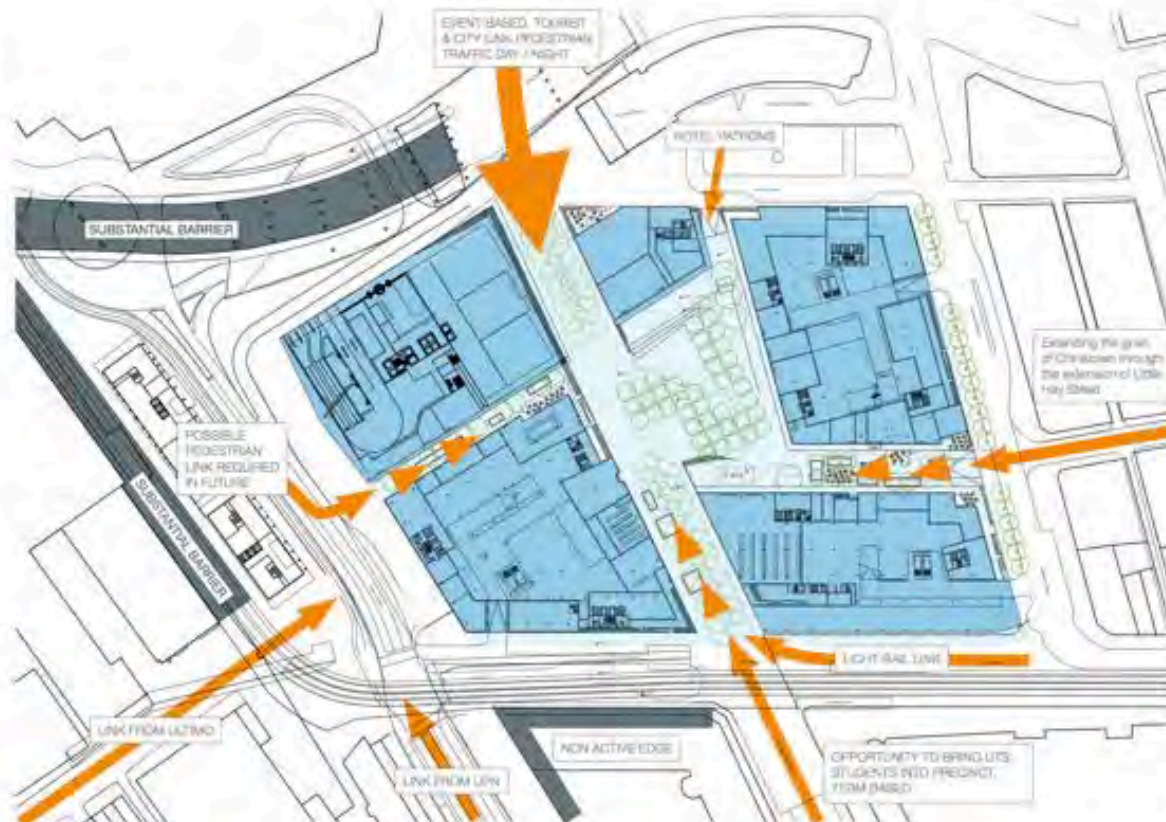
- The fine grain of Chinatown should be capitalised on and extended down Little Hay Street.
- Opportunities exist to entice UTS students into the precinct from the south. Proposed student accommodation on Darling Drive should also help activate Dickens Lane.
- The Darling Harbour events precinct, ICC Sydney, to the north is an important source of large, tourist based crowds.



View looking south along The Boulevard



View looking west along Little Hay Street





Pump House Facade
-Visually Frame-

Potential Stage or Performance Space
Key Gathering & Movement Space

Key Gathering & Movement Space

Secondary gathering

Continue Laneway character of Chinatown

Retain visual relationship with the former John Bridge Woolstore

Retain Visual Relationship with Paddy's Markets

PLACEMAKING

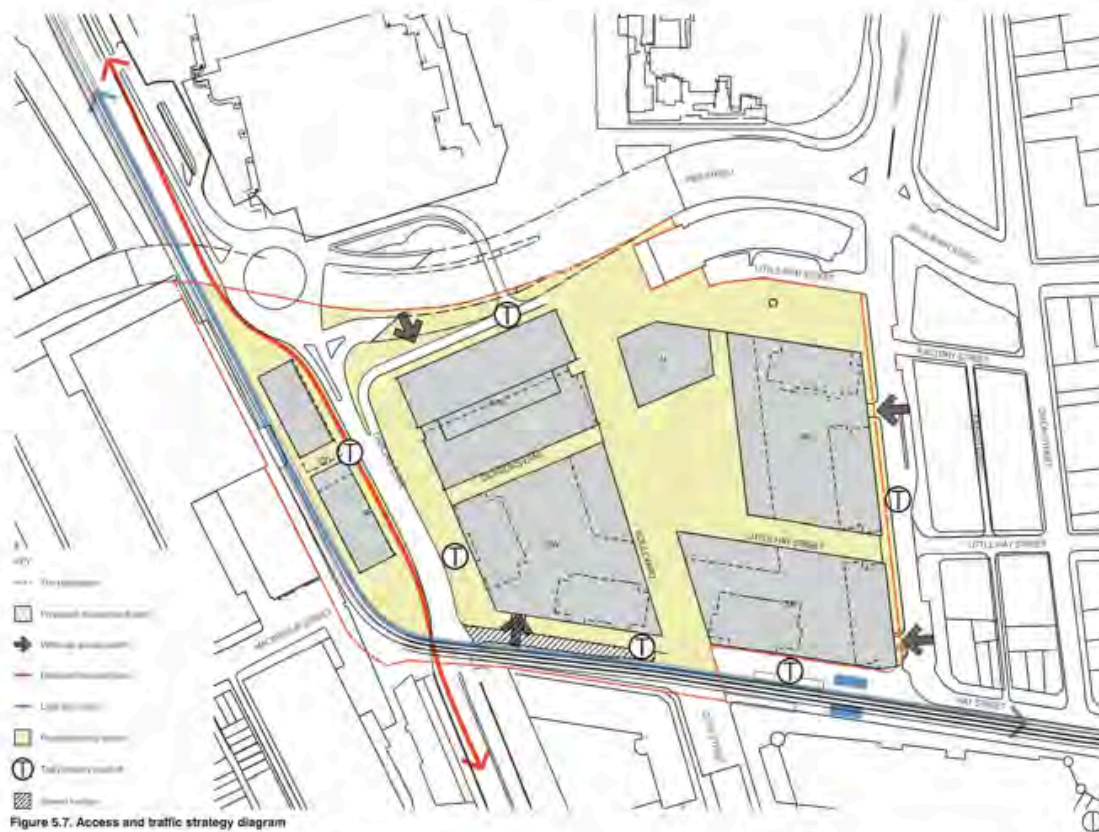





Figure 5.7. Access and traffic strategy diagram

Access + traffic strategy

Key features of the traffic and access strategy for The Haymarket site include the following:

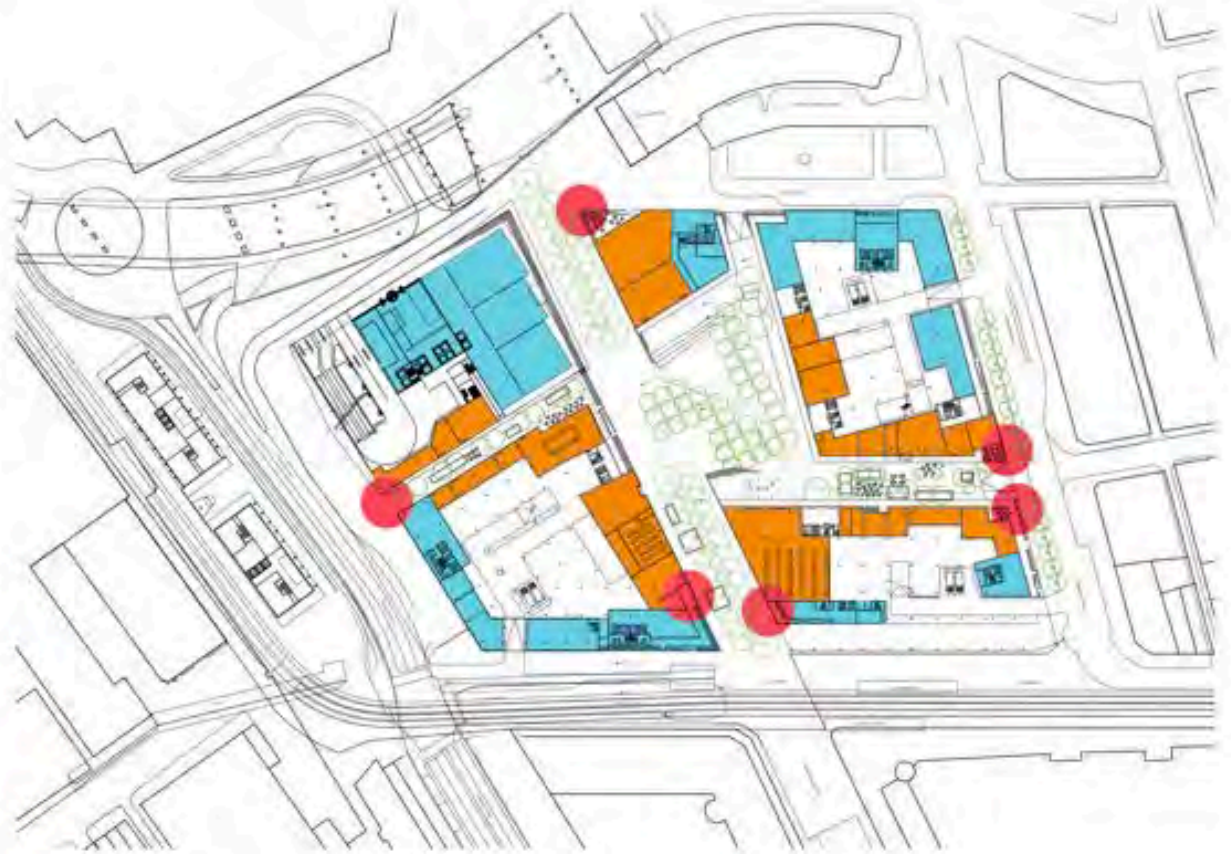
- Increased permeability and public access to a part of the local area that has not been useable for a considerable period of time.
- Increasing residential densities and open space near the light rail service.
- Creation of a pedestrian only precinct feeding into a new public space.
- New internal lanes have been created and existing streets extended to provide better internal connections and options for pedestrian ingress and egress.
- New pedestrian and cycle links around the site connect The Haymarket to the SICEEP and beyond to Darling Harbour and the Sydney CBD.
- Integration with the Goods Line at Darling Drive/ Hay Street junction to allow for improved pedestrian management to achieve safe connections into the development and onwards into Darling Harbour and the city.
- Darling Drive has reduced the number of lanes and tightened the road corridor to provide a more attractive setting for the student accommodation.
- New car park access and visitor/ taxi drop-off has been re-introduced in Hay Street along a shared pedestrian and light rail corridor that maintains the linkage from Macarthur Street and the Goods Line to the Boulevard.
- The site is to provide a dedicated cycle path along Darling Drive as part of the overall SICEEP Precinct Plan to allow cyclists to travel north without risk of conflicts with heavy pedestrian movements within the SICEEP.
- Pedestrian entries to buildings are predominantly located on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts.
- To maintain active street frontages and streetscape design, vehicle access points will be designed so that they are as narrow as possible (width of driveways should be a maximum of 6 metres). Car park and services access is to be shared with lane splitting to occur within the building footprint.
- No basement car parking is proposed due to overland flood risks, risks the location of substantial infrastructure of contaminated land and significant archaeological in-ground material.

Positioning of Commercial & Retail

-  The main entry points to the precinct are to have the most active retail uses, with clear visual links to tenancies that follow.
-  A mix of commercial and retail tenancies are used to activate the perimeter of the site. Lobby / entry points are mixed into this grouping of large scale tenancies.
-  Tenancies become of a smaller scale as lanes and streets narrow, reinforcing the fine grain scale of the development.



Large numbers of people at the precinct entry points will help to congest the streetscape and entice visitors into the precinct.



Food & Beverage

These tenancies are located exclusively on the 'inside' of the Haymarket Square Precinct.

Service

These have been primarily grouped together to help create the atmosphere of a 'high street'. More secondary service tenancies are scattered in Dickson's Lane and Little Hay Street to deliberately break up the mix at a fine grain scale.

Tech & Lifestyle

This type of use has been loosely grouped to allow for the potential of this 'tech and lifestyle' category to become an identifying type of offer in this precinct. Flexibility in layout is a key for this fast evolving / changing type of retail offer.



Retail frontages should be diverse and eclectic. Designs should reflect the variety of unique, individual offerings available.



HAY STREET + DARLING DRIVE IQ HUB - INCUBATOR

Facade articulation and privacy screening design



Seating elements into façade



Strong informative graphics elements



Flexible open plan to promote interaction + accommodate user requirements



BIKE HUB

Support cycling culture for residents, employees, students and visitors to the City of Sydney

Casual or everyday use with secure 24-7 access

400 – 750 bike parking spaces

Indoor wall mounted racks

Showers, change room facilities and lockers

On-site bicycle repair service and all-in-one bike shop

Café with free WiFi

Workshops and courses for cyclists from beginner to advanced

Guide to local cycle routes for tourists

Bike hire service

Same day dry cleaning service



MULTICULTURAL LIBRARY

Celebrates diversity by being inclusive of all including migrants, refugees, international students, youth and seniors.

Books, newspapers and journals in different languages

Multi-lingual signage

Programmes and workshops for different cultures

A multicultural calendar of events, exhibitions and displays that celebrate special occasions and cultural festivals

Migrant Resource Centre for newcomers to Australia

Free WIFI and computer access

Social and individual spaces including activity areas, meeting spaces, children's play spaces and quiet reading/research areas.



CHILDCARE CENTRE

Early years education and care programs

Integrated kindergarten programs

Environmentally sustainable design offers children unique and exciting learning spaces with large light-filled rooms, specially developed living gardens and outdoor play areas

A flexible indoor/outdoor program and a progressive morning and afternoon tea

Rich learning experiences where children are active participants in learning

Shared outdoor spaces, studios and a dining room.

Provision of Maternal and Child Health Services

Training facilities for large and small groups; formal and informal parenting programs



Project timeline – on track for 2016

December 2011 - Proponents shortlisted

August 2012 - Request for proposals

August 2012 - Bids received

December 2012 - Preferred bidder selected

Early 2013 - Pre-consultation engagement with community and interested stakeholders

We are here

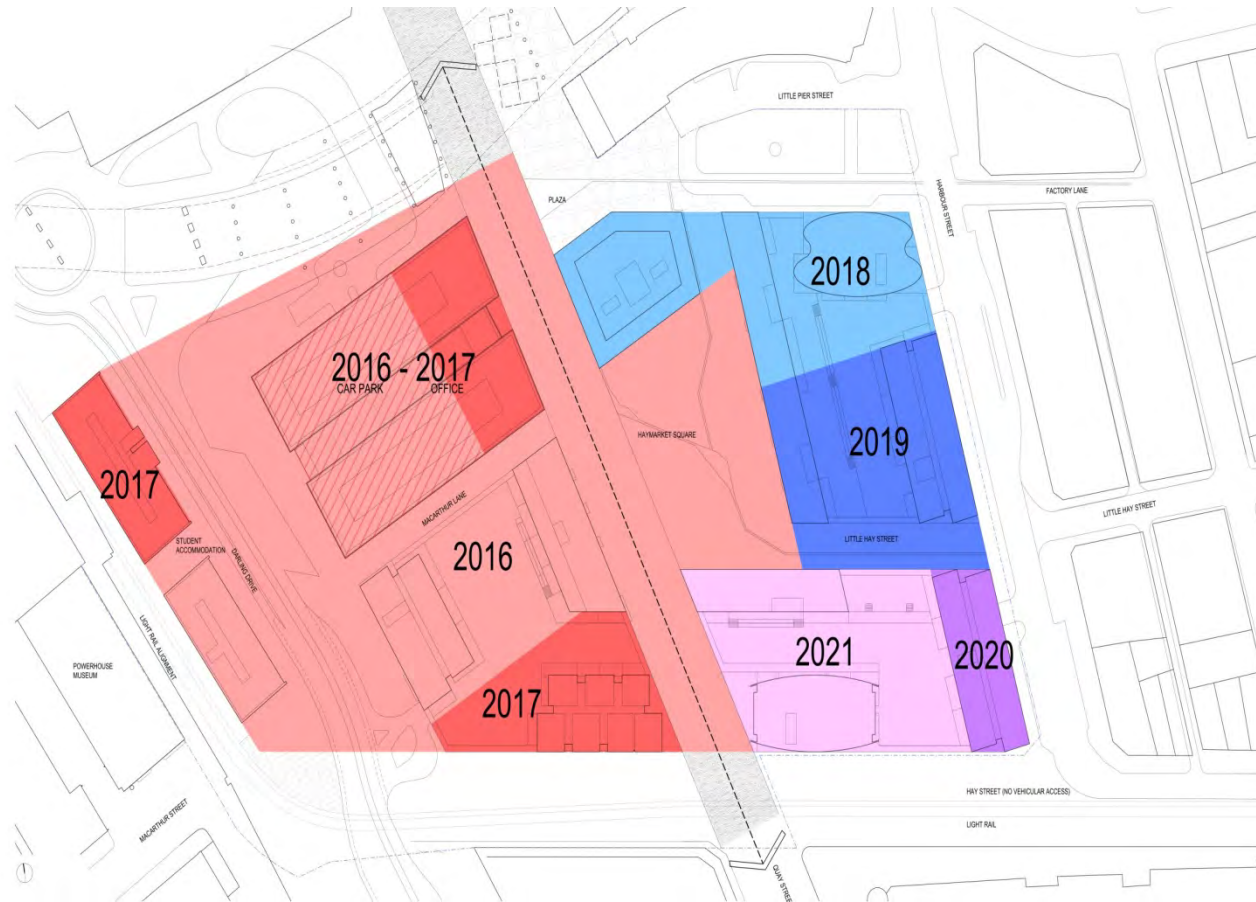
First half 2013 - Planning approval process

Mid 2013 - Construction of interim facilities

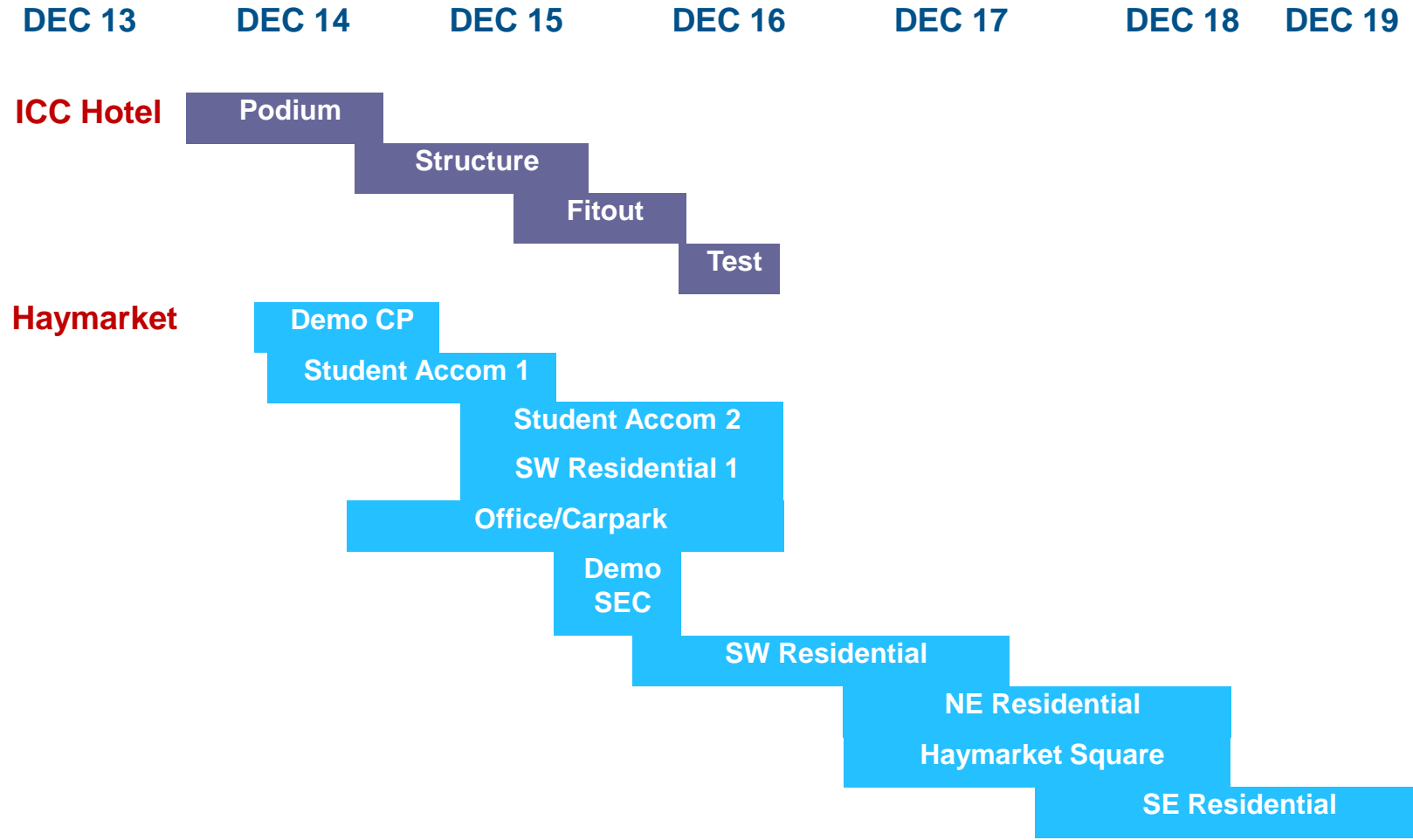
End Dec 2013 - Work commences on site

Late 2016 - Core facilities open

Haymarket proposed program

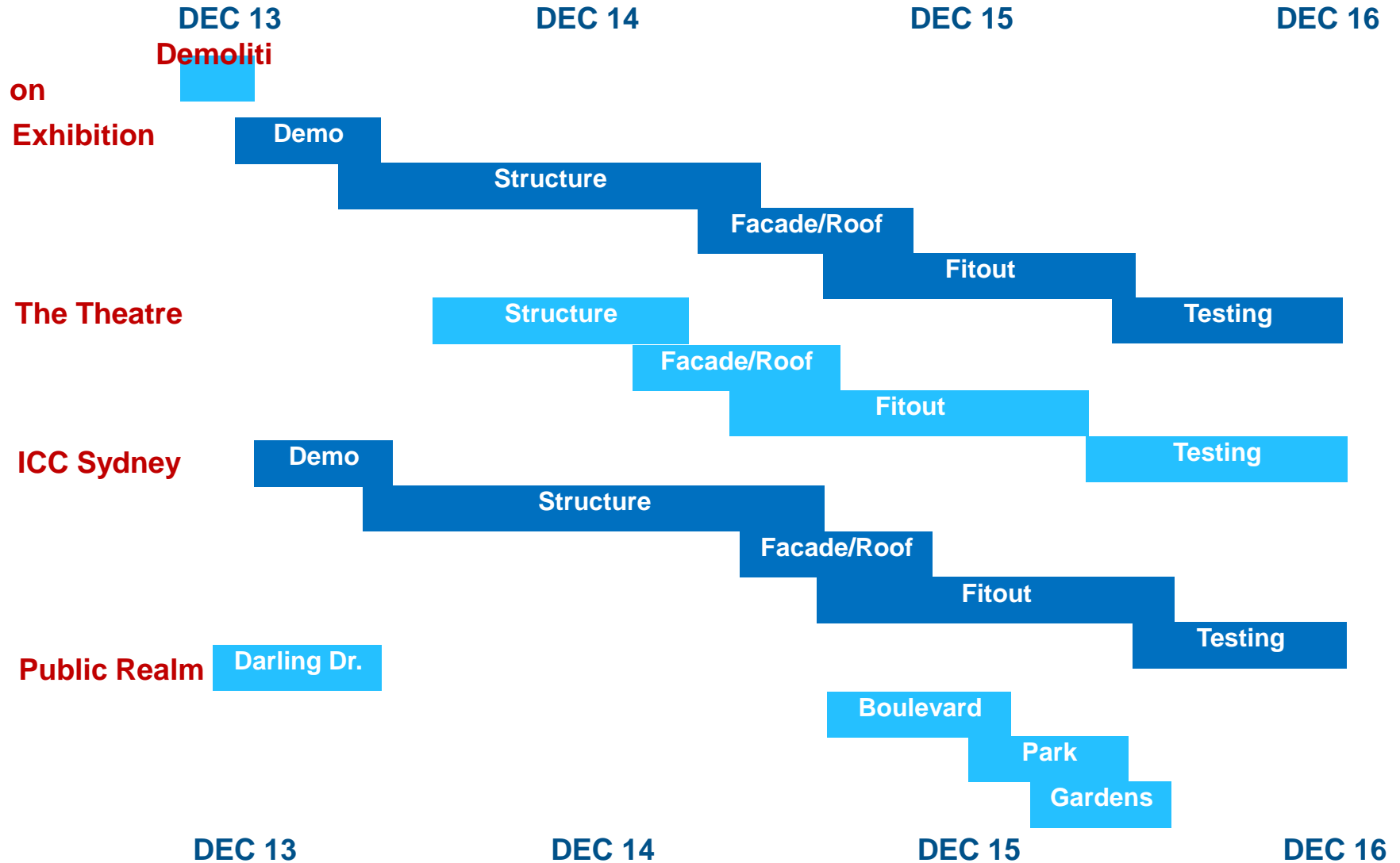


Construction timeline – Hotel and Haymarket



DEC 13 DEC 14 DEC 15 DEC 16 DEC 17 DEC 18 DEC 19

Timeline for core elements



Development Applications

State Significant Development www.planning.nsw.gov.au

NSW GOVERNMENT Planning & Infrastructure

Major Project Assessments

Home > Development Assessments > Major Project Assessments > Search

Development Categories

- State Significant Sites
- Planning Agreements
- On Exhibition
- Determinations
- Recommendation Made
- Help
- Lodge Online

Search Projects

Project Title or Location Name

Local Government - All

Site Type - All

Assessment Type - All

Status - All

Decider - All

Date Determined

From: to:

(Leave blank for any dates)

Search

Sydney International Convention, Exhibition and Entertainment Centre Precinct **DGRs Issued**

Refer to proposed development description attached.

Attachments & Resources

- Request for DGRs (5)
- Director-General's Requirements (2)

Key dates and other information

DGRs Issued

Job Status: Director General's Requirements for the environmental assessment (to be prepared by the proponent) have been issued for the project.

Assessment Type: SSD

Project Type: State Significant Sites

Application Number: SSD 12_5752

DGRS Issued: 21/01/2013

Location details

Street: Refer to Legal Description Attached

City: Sydney

Prepare DGRs

DGRs Issued

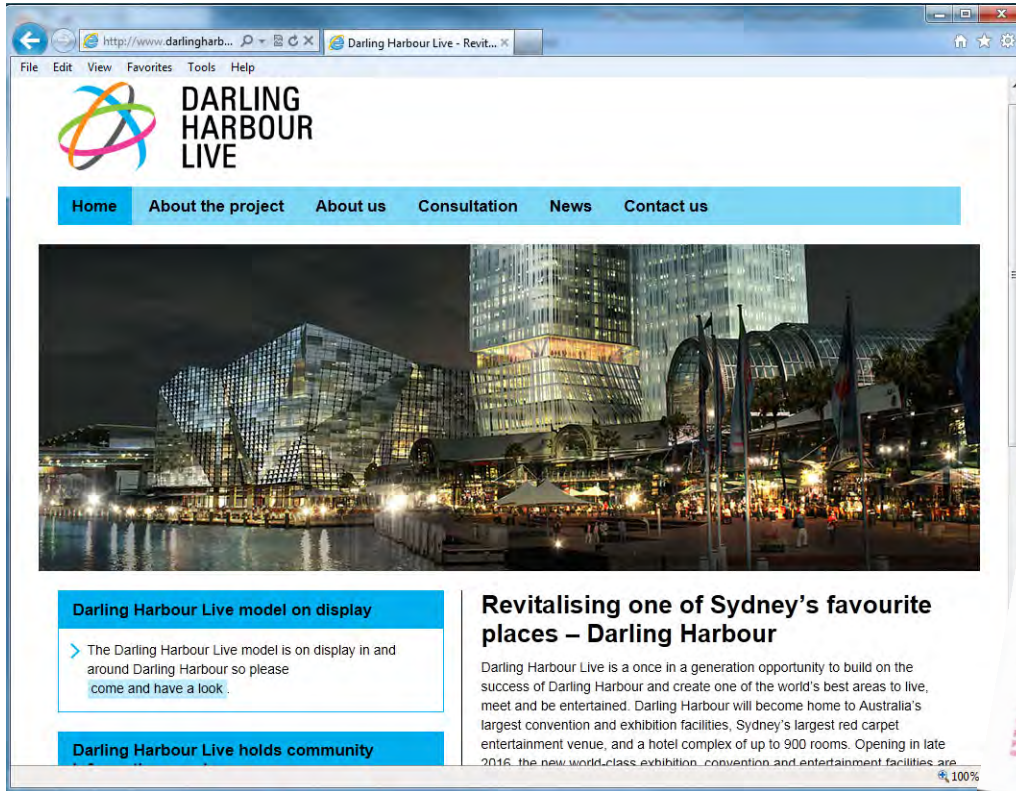
Exhibition

Preparing Response to Submissions

Assessment

Determination

Long term community partner



Revitalising one of Sydney's favourite places – Darling Harbour

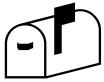
Darling Harbour Live is a once in a generation opportunity to build on the success of Darling Harbour and create one of the world's best areas to live, meet and be entertained. Darling Harbour will become home to Australia's largest convention and exhibition facilities, Sydney's largest red carpet entertainment venue, and a hotel complex of up to 900 rooms. Opening in late 2016, the new world-class exhibition, convention and entertainment facilities are



Contact us



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Subscription list: Join our mailing list by signing up on our website to receive updates on the project