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Mr Matthew Rosel,
Department of Planning and Infrastructure,
GPO Box 39,
SYDNEY NSW 2001

Dear Matthew,

SSD 6011 – The Haymarket, South West Plot – mixed use residential

We wish to make the following comments on the above DA.

- 1.0 Access - The DA still does not address the concerns raised at consultation sessions and in submissions on the concept plan regarding the removal of the Macarthur St walkway and the unsatisfactory alternative accessway involving the need to drop down to Darling Drive and then zigzag through the site. This is an important accessway to the only bus service (501) currently available to serve the precinct, with a stop just outside the Powerhouse Museum. It should also provide a convenient, and direct link to UTS and SIT, but, as currently configured, doesn't.

Recommendation: That a direct pedestrian/cycle link be provided from Harris Street into the Haymarket Precinct in place of the circuitous link outlined in the DA. This link must also provide for the disabled and people with strollers.

- 2.0 Building Height – We will leave detailed comment on this issue to those most directly affected but we note that the orientation of highest residential tower in the SW Plot will have a significant impact on the amenity of residents living in The Peak blocking winter sun and northern views.
- 3.0 Wind Impacts – We note that Denton, Corker Marshall designed several residential towers at Jacksons Landing in Pyrmont and that, contrary to assertions that people would be able to walk comfortably in Distillery Drive, on occasions elderly residents of The Quarry are unable to leave the building because of the extremely strong wind tunnel effect created by the row of tower buildings and the cliff opposite. With the substantial reduction of public parkland associated with the Entertainment Precinct development, it is probable that a wind tunnel will be created along the Boulevard. We seek a review of the orientation, and, perhaps, the design



of the highly rectangular tower, to deflect wind effects and to minimize the negative impact on residents of The Peak.

- 4.0 Parking – We have noted that there will be a reduction in the overall number of parking spaces across the 3 precincts. Also noted is the projected maximum number of visitors to major events (27,000) and lack of public transport to cater for even modest visitor numbers, with the demolition of the Monorail. Whilst 395 car spaces may be adequate provision for 542 apartments, there is no Visitor parking to serve the SW Plot, including visitors to the proposed cafes and bars. Given the lack of public transport, it is probable that visitors will park their cars in Ultimo, if spaces are unavailable in the public carparks. Similar issues have arisen with lack of Visitor car parking in residential buildings in Pyrmont. We ask that a condition of approval involve the requirement that the City of Sydney provide Visitor car parking permits to residents who request them and zone some street parking in the Haymarket area for resident/visitor parking.

Recommendation: That access to resident/visitor parking permits, and zones be a condition for approval of the DA for the SW Plot.

- 5.0 Traffic and Transport – We deplore the lack of public transport, and the attitude of Infrastructure NSW that it is not their problem. It should have been addressed when developing the brief for the successful tenderers. Pyrmont and Ultimo are very poorly served for public transport, especially with the removal of the monorail and the only relief is the as yet unfulfilled promise of an extension of the light rail down George Street and to the University of NSW. We need far more details about the frequency of services to the Haymarket and Darling Harbour precinct and beyond before any more DAs are approved.

Recommendation: Detailed plans for improved public transport to Darling Harbour and the Haymarket developed in consultation with local communities must be required as a condition of consent for this DA.

No traffic studies have been conducted at major intersections in Pyrmont and Ultimo beyond the intersections at the northern and southern ends of Darling Drive. As Darling Drive is now part of a peak hour “rat run” which involves vehicles travelling to and from the Anzac Bridge via Murray Street, Pirrama Road, Bowman and Bank Streets, all new developments which bring more traffic into the area will have a major impact. In particular, we anticipate that current peak hour traffic jams which affect the intersection of Harris Street/Pyrmont Bridge Road; and the Pyrmont



Interchange near the Fish Markets, will be significantly exacerbated, including during construction when delivery vehicles will be channeled along Pyrmont Bridge Road to the northern end of Darling Street.

Recommendation: This DA should not be approved until detailed analyses of major intersections in Pyrmont and Ultimo are assessed and the results made available to the public for comment.

- 6.0 Sporting/Active Recreation Facilities – It is our experience, with the redevelopment of Pyrmont/Ultimo, that it is essential that access to public sporting facilities be provided for residents in new developments. The plans for the 3 Haymarket precincts lacks such provision, as does Barangaroo, Central Park and other large-scale inner city high-rise developments. It appears that the only active recreational facilities to serve inner city residents are the children's playground and re-jigged Tumbalong Park. The only recreational facilities mentioned are bars, cafes and restaurants but do we really want to exacerbate the already alarming incidence of drunken youths in the CBD? Far better that people have recreational opportunities which promote their physical and social well-being. The CUMULATIVE impact of all the new residential development either under way or planned in the immediate vicinity, with regard to active sporting recreation, has been completely overlooked by Infrastructure NSW which set the brief for the redevelopment tender.

At meetings with DHL we were advised that a half-sized court may be provided within the student housing precinct but the plans do not show any such provision. It is our view that one or two full-sized courts could be provided either underneath the student buildings or on the roofs even if that resulted in additional height. Alternatively, a full-sized court could be provided on the Event Deck in the Entertainment Precinct.

Recommendation: That DHL, SHFA and the City of Sydney work together with community representatives to ensure provision of public sporting facilities to serve the Haymarket residents and those of nearby residential developments, as well as City workers.

- 7.0 Community Facilities - We have attended a number of meetings with DHL which have resulted in a verbal commitment to provide space for community facilities, including a Childcare Centre and Library/Community Facility. However, none of the Haymarket DAs show this facility. We were advised by DHL that negotiations with the City of Sydney on the designation of the North Building in the Haymarket would be completed by the end of 2013 but there has been no announcement. We also note



the condition of approval of the Haymarket Concept Plans (Condition B35) which states:

An appropriate area of land shall be provided within the development for the delivery of a community building/facility by a community organization, or as agreed with the Director General. The developer shall provide infrastructure and services to the land and prepare a Future Development Application for the relevant works in accordance with SHFA and Council.

We cannot support any of the Haymarket Precinct DAs unless at least one of them includes a plan, and firm commitment, for a Community Building as required by the consent authority.

Recommendation: The provision of a Community Building as per Condition 35 for the Haymarket Concept Plan, and as per discussions with community representatives, must be a condition of consent for this DA.

- 8.0 Landscaping – We note that there is a preponderance of exotic trees and shrubs proposed for the landscaping of the Haymarket precincts. We further note that virtually all existing trees within Darling Harbour to the West of Tumbalong Park will be removed, including the stand of mature ironbark eucalypts. This development should celebrate Sydney harbour's indigenous flora and not try to emulate European cities by planting exotic species. We are supportive of the installation of community gardens in the precinct.

Recommendation: The landscaping for Darling Harbour and 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.

We ask that our concerns be met in the evaluation of this DA and if it is to be assessed by the Planning Assessment Commission, we wish to make a presentation.

Yours sincerely,

Elizabeth Elenius



