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

Dear Matthew,

SSD 6011 – The Haymarket, North West Plot – commercial/office

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

- 1.0 Access – We note that one of the objectives of the Haymarket developments is improved access to Ultimo (p9 EIS). Clearly, with the removal of the Macarthur St walkway and the provision of an unsatisfactory alternative accessway involving the need to drop down to Darling Drive and then zigzag through the site, this objective has not been met. 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 Ultimo, 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 Traffic, Transport, 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. We note the very limited non-tenant parking provision in the commercial carpark and foreshadow parking impacts in nearby localities such as Ultimo. The cumulative parking and traffic problems that will be generated by the total Darling Harbour/Haymarket redevelopment will have a significant impact on the streets in Ultimo and Pyrmont in the absence of accessible and frequent public 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 poorly served for public transport, especially with removal of the monorail and the only relief is the unfulfilled promise of an extension of the light rail down George Street and to the University of NSW. We need a commitment that light rail services will be doubled, with shuttle services available on peak visitor days before any more DAs are approved.

Recommendation: The DA should not be approved until a detailed plan for provision of adequate public transport is made available prior to commencement of construction and operations of all DH and Haymarket precincts, developed in consultation with the local communities; that light rail services be doubled, with more services available on peak visitor days.

We note the very limited intersection analysis undertaken (albeit noting that RMS only required such), and anticipate severe and on-going peak hour traffic jams at key intersections such as Harris Street/Pyrmont Bridge Road and the appalling Pyrmont Interchange near the Fish Markets, both of which are already problems on high traffic days. Pyrmont is frequently grid-locked with local residents/workers taking up to an hour to leave the suburb. We continue to ask that DHL and RMS undertake intersection studies beyond the very limited area currently analysed, including the two intersections mentioned above. We are also very concerned that all delivery vehicles will be directed to access the northern end of the Darling Harbour site at Darling Drive, via Pyrmont Bridge Road. The traffic impacts beyond the immediate vicinity of the Haymarket and Darling Harbour must be monitored during construction and remedial measures taken if traffic congestion increases.

Recommendation: That intersection analyses be conducted at Harris Street/Pyrmont Bridge Road and the Pyrmont Interchange prior to commencement of construction; that the results be published; that any remedial traffic management be put in place in consultation with local communities.

- 3.0 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. The only commitment is to “explore” provision of a childcare centre (p101 EIS). The plan in SSDA4 EIS p21 shows a Community Building and p5 refers to provision of space for “community uses”. However, there is as yet no firm commitment to provide such an amenity. 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 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.

We also note that SSDA4 EIS refers to provision of free community access to meeting rooms in the Convention Centre and this is welcomed but needs to be made a condition of consent.

Recommendation: That provision of a Community Building be condition of consent as per Condition B35 of the Haymarket Concept Plans; that provision of free community access to Convention Centre meeting rooms be a condition of consent to this DA.

- 4.0 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 support 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

