

## EIS Errors

The EIS is riddled with errors, mistakes, and very biased self-serving statements, which makes one wonder which pieces of evidence are factual.

**Contrary to EIS Vol 1a Page 9, Statement of Validity to the EIS**  
***“The information contained within this statement is neither false nor misleading”***

**For example**

1. EIS Vol 1a Page 17  
*“ The Haymarket will create approximately 2,100 new jobs during construction ,with ongoing employment opportunities for over 2,000 people”*

The traffic studies have not considered the impact of an additional 2000 people travelling to Haymarket or the increase in number of traffic from additional customers or as well as the delivery's required for the commercial area

2. Vol 1a EIS P 17, Key Aspects...Table 1 Error in site area

EIS Design Report Page 65 claims the Haymarket site size is 47,530 Sq.m

Illustrative concept proposal area

Site area 47 530 m<sup>2</sup>

GFA Residential Buildings 147 691 m<sup>2</sup>

Commercial 26 107 m<sup>2</sup>

Other (Retail/Community/IQ Hub) 9 850 m<sup>2</sup>

Public Car Park 13 588 m<sup>2</sup>

Total 197 236 m<sup>2</sup>

Floor space ratio (FSR) 4.3:1

However the SICEEP EIS Site Description Page 19 draws a red line around the Haymarket site which includes all of Hay St west of Quay St and the light rail corridor to the west of Darling Drive up to Pier St (including the Memorial Park) and states the area to be 43,880.



Whichever figure one uses for the site area, neither equates to the FSR of 4.3:1

The choice of the figures used is presumably to suit the argument.

The real area between Hay St, Pier St, Harbour St and Darling Drive is in fact nearer to 30,000Sq.m.

### 3. Parts that are relevant only to the Haymarket precinct are buried in the SICCEP DA.

Are these errors or just a convenient place to hide them ?

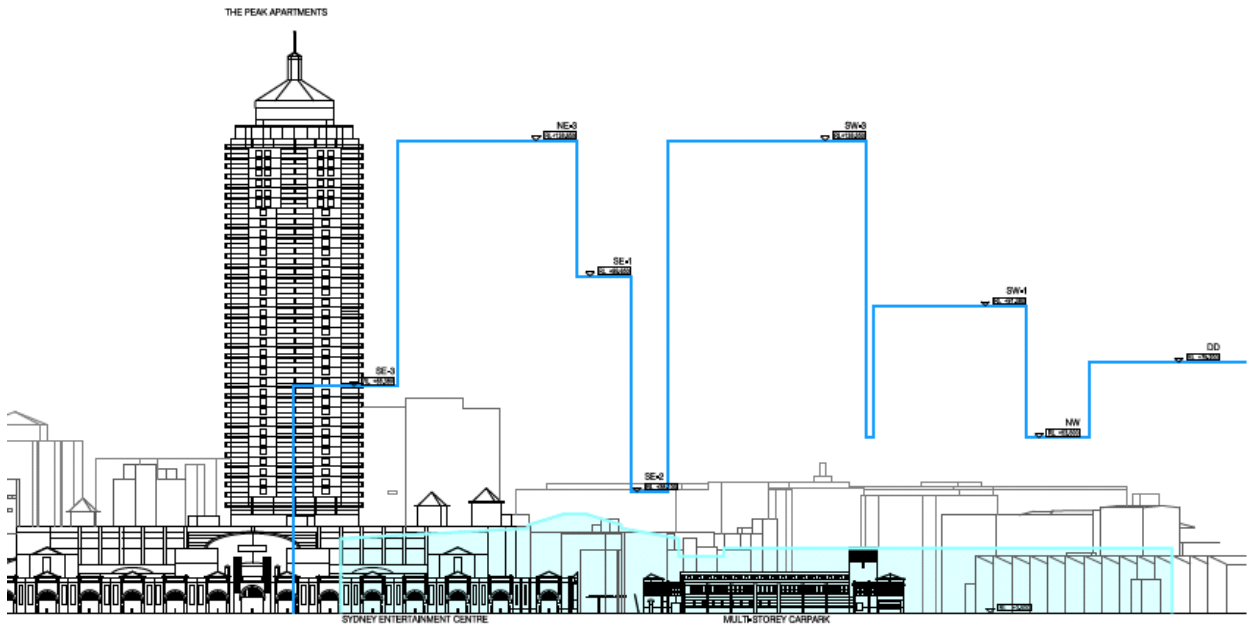
(e.g. SSD 5752, SICCEP, appendix O - visual and view impact analysis pt 61. Pdf)

*“Development application, Peak Tower, North Elevation, proposed building profile overlay*

The following figure – buried in SSD 5755 illustrates the size of the proposal in relation to The Peak.

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KEY  
— PROPOSED BUILDING PROFILE  
— EXISTING BUILDING PROFILE



7428A MCD AR D307 01/03/2013 1:1000 @ A3 0 10 20 30	DENTON CORKER MARSHALL	THE HAYMARKET LEND LEASE DEVELOPMENT	DEVELOPMENT APPLICATION PEAK TOWER - NORTH ELEVATION PROPOSED BUILDING PROFILE OVER
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4. **The traffic studies do not include one of the three exit/entry points to Darling Drive, that being Ultimo Rd, the key to traffic movement for the PPP and the PDA.**

**EIS ¾ Traffic Study:**

Darling Drive has three access points:

- Ultimo Road at the south end
- Harbour St (Pier St ) in the middle
- Union Street/Murray Street at the north end

Darling Drive will be reduced to one lane each way EIS 2/4 P71: “ Darling Drive has reduced the number of lanes and tightened the road corridor to provide a more attractive setting for the student accommodation”

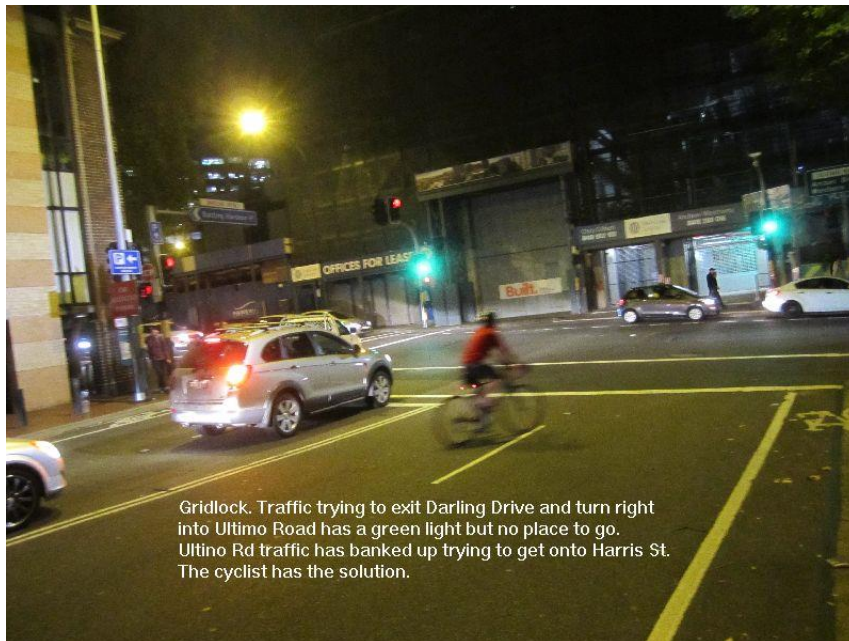
One of those is at Ultimo Rd, where the study states that 30% of the traffic flow to and from Darling Drive will be via Ultimo Road (section 7.1.1). Yet amazingly no traffic studies are done on this intersection !

Multiple references are made to traffic movement from Darling Drive into Quay St. **There is no such intersection.** There is a remnant of Quay St which is the entry point to the existing SEC car park, which is referred to separately in the study as the new SW carpark entry/Hay Street.

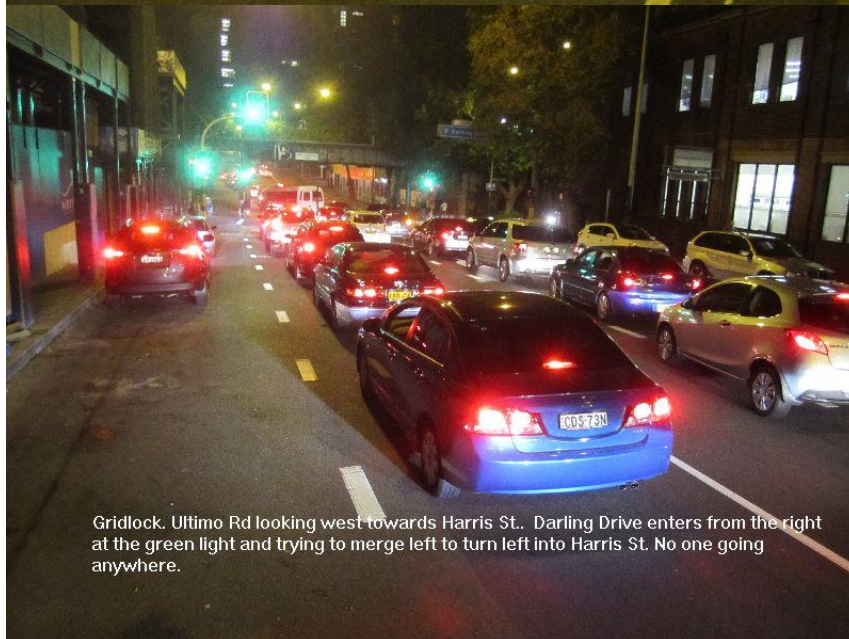
The study has not factored in the traffic exiting the Haymarket Precinct from Harbour Street that will need to cross to Darling Drive via Pier St, to get to Ultimo Rd if they want to access Broadway to go west or east without going through the City. Similarly, traffic exiting the SW blocks will need to go via Darling Drive and enter Ultimo Rd.

However, Ultimo Road westbound is very congested most of the time at Harris St with vehicles attempting to turn left onto Harris. Vehicles exiting Darling Drive to turn right on Ultimo Rd have nowhere to go and consequently select the right turn lane and then attempt to barge into the left since they have no option, otherwise they would never exit Darling Drive through the lights. So there is no problem getting 4-6 cars through each cycle even though they have to break traffic rules to do so. When Darling Drive is fully utilised under the new development, there will be LoS E (unacceptable) condition at the junction with Ultimo Rd.

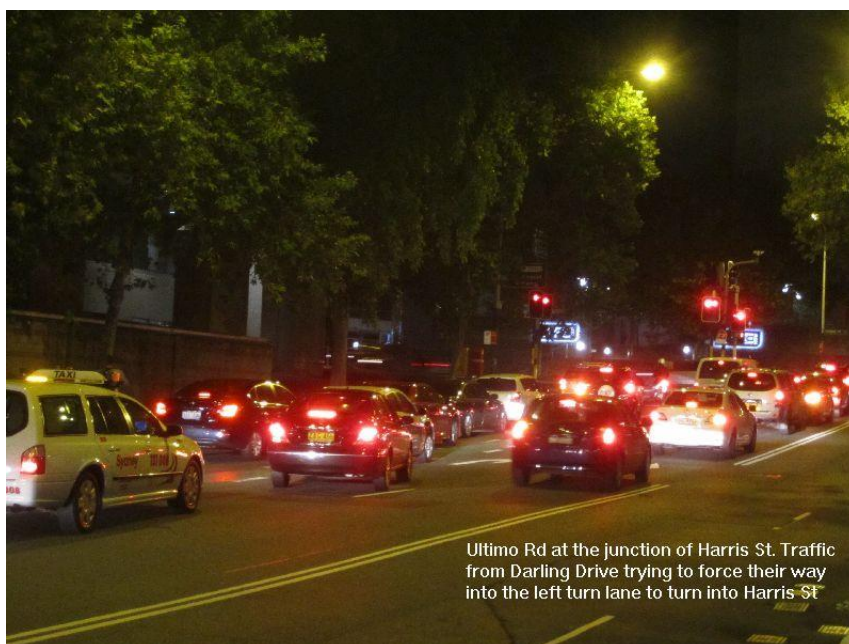




Gridlock. Traffic trying to exit Darling Drive and turn right into Ultimo Road has a green light but no place to go. Ultimo Rd traffic has banked up trying to get onto Harris St. The cyclist has the solution.



Gridlock. Ultimo Rd looking west towards Harris St.. Darling Drive enters from the right at the green light and trying to merge left to turn left into Harris St. No one going anywhere.



Ultimo Rd at the junction of Harris St. Traffic from Darling Drive trying to force their way into the left turn lane to turn into Harris St

At the central access onto Pier St to go East, one assumes the study is realistic with current use.

At the Western end, in busy periods, one normally waits about 8 sets of lights to turn right (west) at the fishmarkets. The study notes this is Los E condition.

So while Darling Drive appears can just handle the traffic density at the moment, any increase will result in bottle necks exceptionally quickly, because the exits from Darling Drive are the problem.

And yet Hyder's report says:

“ that the impact of The Haymarket development does not impose conditions on the intersections worse than what would have otherwise occurred through existing traffic”

At present there is only one pedestrian bridge planned together with 2 pedestrian crossings. Pedestrians exiting the theatre will tend to cross the road to access the Goods Line, being the easiest route to Central. Similarly the 1000 students who will want to enter the Haymarket Precinct and Paddy's / Market City are going to walk across Darling Drive where there is no crossing.

DHL advise that the new light rail schedule will be increased to one every 6 minutes when the Dulwich Hill extension is open

So Darling Drive will be reduced to one lane each direction

- Have 2 pedestrian crossings
- Have students running across the traffic to get to the Haymarket Precinct, Paddy's Market and Market City
- Have a light rail train passing every 6 minutes.
- And be congested at both ends.
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I suggest that this has not been thought through.

### **George Street**

**The traffic study has not taken into account the City Of Sydney and State Government light rail proposal.**

The proposal is to restrict traffic flow between Liverpool or Bathurst street.

The video that is on display in customs house shows busses using Sussex street???

So that is where the busses are going ???.

5. The consultants reports have been rushed and in cases, have had to be resubmitted twice to the applicant, possibly since they did not favour the application ( eg the Heritage report).

The Heritage Report Conclusions are shown in italics

*The proposed PPP, Haymarket Precinct and Hotel development are supportable in heritage terms for several reasons:*

*There will be no impact on heritage items located either within the development site or in its vicinity through modification to building fabric or demolition;*  
We are very pleased that no demolition of heritage buildings is required.

*The settings of the Chinese Garden of Friendship, Darling Harbour Water Feature and the Carousel will be enhanced by the developments;*  
It is difficult to understand how the enhancement of the Chinese Gardens is gained by the placement of a 140 metre high block (NE 3) less than 100 metres away to the south and the theatre 50 metres away to the west

*Although there will be some impact on views to heritage items in the vicinity of the Haymarket Precinct, this will not affect interpretation of these items or their heritage significance;*

Once again, it is hard to understand how the placement of a 100 metre high block (SE1) some 30 metres away and the 140 metre tower (SW3) 60 metres away can fail to affect the interpretation of the Market City façade. Similarly, the 140 m high (NE3) tower dominates the heritage pumphouse about 30 metres away.

*There will be some impact on the Darling Harbour Rail Corridor resulting from the loading dock associated with the Exhibition. The impact of the loading dock is, however, limited and will not affect interpretation of the Rail Corridor or its heritage significance. The impact will be ameliorated by the removal of monorail infrastructure by others;*

So there will be some impact

*Views to the Powerhouse Museum will be affected by the two residential blocks in the Haymarket Precinct situated next to the Rail Corridor, which will also be impacted. Principal views to the Powerhouse Museum are available from Harris Street and will not be affected by the proposed development, while views to the building are of secondary importance.*

The student blocks and tower SW 1 will obscure the sight lines to the Museum from the southwest and the CBD. Why is it deemed sufficient to retain only the western façade when the eastern façade is the most important one.

#### 5.9.1 Wind Impact

Cermak Peterka Petersen (CPP) are another consultant who appear reticent in their approval.

The report finds that the proposed building envelopes may result in downwash from taller buildings, and that windy conditions could be expected at ground level at the windward corners of the buildings. Channelling wind flow could also be experienced at some locations without appropriate amelioration.

A southerly wind being channelled between SE1 and SW3 will howl up the boulevard and will probably cause a cyclonic effect in the Haymarket Square.

**6.Public Art:** “Haymarket Square is in itself considered to be an installation of public art. In addition, the Concept Proposal utilises existing public art in the northern portion of the site by retaining the Memory Lines memorial”

Art can take many forms, but a little retail square surrounded by high rise does rarely qualify. Similarly, the domination of a tiny memorial park by a 140 m high block is stretching the boundaries of what constitutes art.

## 7. The Urban guide lines suggested by Woods Bagot have been totally ignored.

The proposal at present:

- Does not respect privacy and overlooking.
- Does not respect view sharing with existing buildings: 231 units in the Peak alone will lose an average of 60 degrees of views.
- Does not differentiate between new public views and new private views when preference should be considered for the **public** good.
- Proposes nine towers south of Pier St, where the Woods Bagot report suggests 2 and the City of Sydney recommends only 3
- Does not introduce setbacks for towers
- Does not allude to any concept of human scale

DMC acknowledge and restate those principles (Design Report p 50) and add that *“Towers are to be slender in form and should not come to the ground, but rise from urban blocks”* and then design virtually every tower originating with a sheer wall from the street !

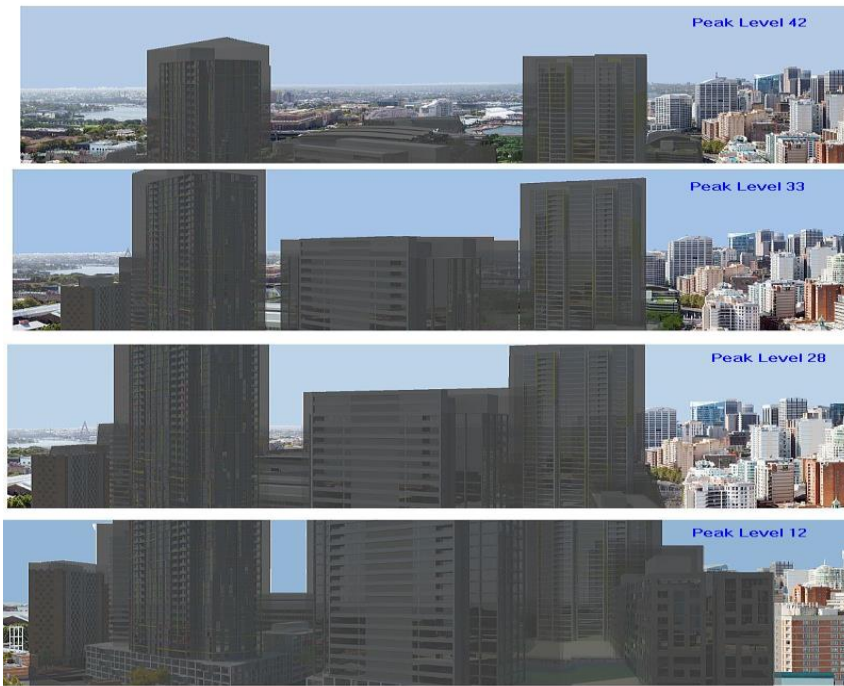
Peak Level 42

### The views we have today





## What we are going to see



8. EIS 2/4 P71: “ Darling Drive has reduced the number of lanes and tightened the road corridor to provide a more attractive setting for the student accommodation”

When you are living between a rail line and, what will be, a traffic snarled road I suppose every little bit helps. But perhaps the real reason is to be able to fit the students accommodation on the land?.