

In this submission ...

SSD 5752, Sydney International Convention, Exhibition and Entertainment Precinct – Redevelopment of convention centre, exhibition centre, entertainment facilities and associated public domain works (SSD) is referred to as **PPP**

and

Sydney International Convention, Exhibition and Entertainment Centre Precinct – Mixed use Development in the Southern Haymarket Precinct (Concept Proposal) (SSD) is referred to as **PDA**

All quotes are shown in *italics* and most have hyper-links to the relevant on-line document.

## 1. EIS Vol 1a Page 9, Statement of Validity to the EIS

*“The information contained within this statement is **neither false nor misleading**”*

<https://majorprojects.affinitylive.com/public/ec0c5ec9d2bd8ff7e368973f1c5b9547/12710 Southern Precinct Stage 1 EIS 21 March Part1.pdf>

## 2. Size of site and Floor Space Ratio

### ➤ EIS Design Report, Appendix J, Part 10 Page 65

*“Site area **47 530 m<sup>2</sup>***

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

*Floor space ratio (FSR) 4.3:1*

*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>”*

[majorprojects.affinitylive.com/public/54829b2824768bd21524e75d137d139b/Appendix J - Design Report Part10.pdf](https://majorprojects.affinitylive.com/public/54829b2824768bd21524e75d137d139b/Appendix J - Design Report Part10.pdf)

### ➤ EIS 12710 Southern Precinct Stage 1 EIS 21 March, Part 02 Page 19

*“2.2 The Haymarket Site Description*

*The Haymarket Site is located in the south of the SICEEP Site, within the northern portion of the suburb of Haymarket. The Site is 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. The Haymarket Site is irregular in shape and occupies an area of **43,880m<sup>2</sup>**. An aerial photograph illustrating the Site boundary is provided at **Figure 5** below.”*



<https://majorprojects.affinitylive.com/public/0212ab9fc7327a31bc14c35e766087ec/12710 Southern Precinct Stage 1 EIS 21 March Part2.pdf>

## ERRORS OF COMMISSION AND OMISSION IN PUBLIC DOCUMENTS

Is the site area **43,880m<sup>2</sup>** or **47,530m<sup>2</sup>** ? Whichever figure is used, neither equates to an FSR of 4.3:1

The real area between Hay Street, Pier Street, Harbour Street and Darling Drive is in fact nearer to **30,000m<sup>2</sup>**.

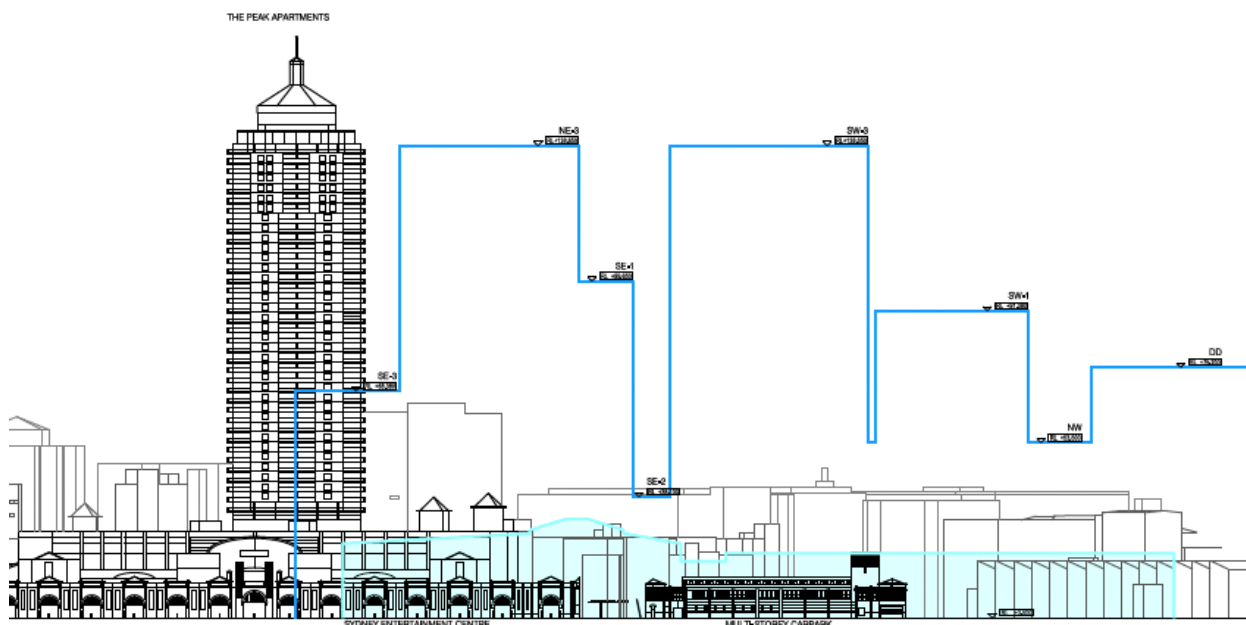
### 3. Information relevant only to the Haymarket precinct (PDA) is buried in the PPP and does not appear in the PDA.

Appendix O - Visual and View Impact Analysis pPart61.pdf - which illustrates the size of the Haymarket building proposal in relation to the Peak and is not applicable in any way to the PPP.

SSD 5752, Sydney International Convention, Exhibition and Entertainment Precinct - Redevelopment of convention centre, exhibition centre, entertainment facilities and associated public domain works  
Appendix O - Visual and View Impact Analysis Part 61.pdf

KEY

— PROPOSED BUILDING PROFILE  
— EXISTING BUILDING PROFILE



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DENTON  
CORKER  
MARSHALL

THE HAYMARKET  
LEND LEASE DEVELOPMENT

DEVELOPMENT APPLICATION  
PEAK TOWER - NORTH ELEVATION  
PROPOSED BUILDING PROFILE OVERLAY

[https://majorprojects.affinitylive.com/public/5e6a87a033039d6ccea1c6ca44b11e5b/Appendix O - Visual and View Impact Analysis\\_Part61.pdf](https://majorprojects.affinitylive.com/public/5e6a87a033039d6ccea1c6ca44b11e5b/Appendix O - Visual and View Impact Analysis_Part61.pdf)

### 4. DARLING DRIVE TRAFFIC STUDY .. Only two of the three exit/entry points to Darling Drive are included in the PDA traffic studies (Appendix Q). The most important one, Ultimo Road, the key to traffic movement for both the PPP and PDA is missing

The most significant entry/exit point for Darling Drive is at the southern end junction with Ultimo Road. This junction is not part of the traffic study, which states that Darling Drive has three access points:

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

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 have been done on this intersection.

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”

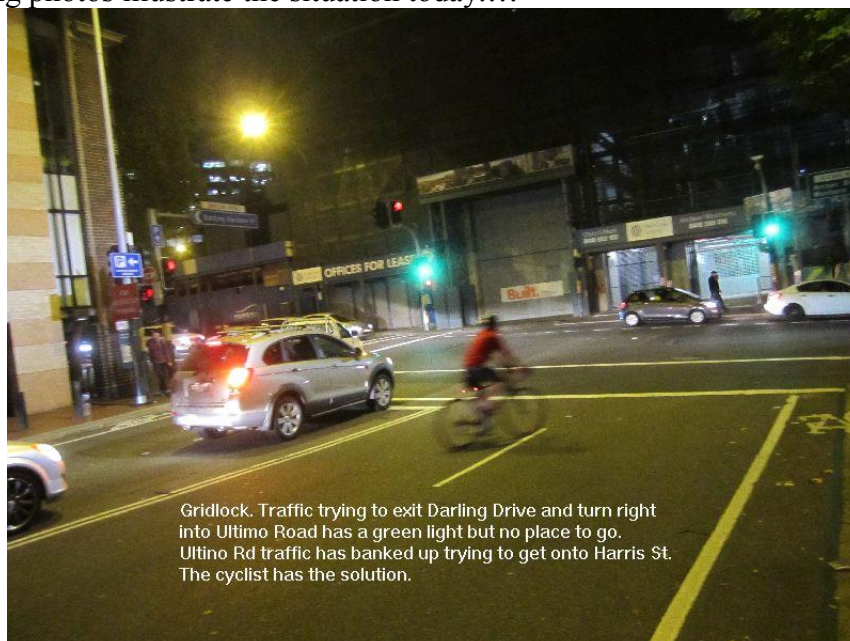
Multiple references are made to traffic movement from Darling Drive into Quay St. **There is no such intersection.** There is a remnant of Quay St which is the entry point to the existing SEC car park, which is referred to separately in the study as the new SW carpark entry/Hay Street.

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 Road 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 Road.

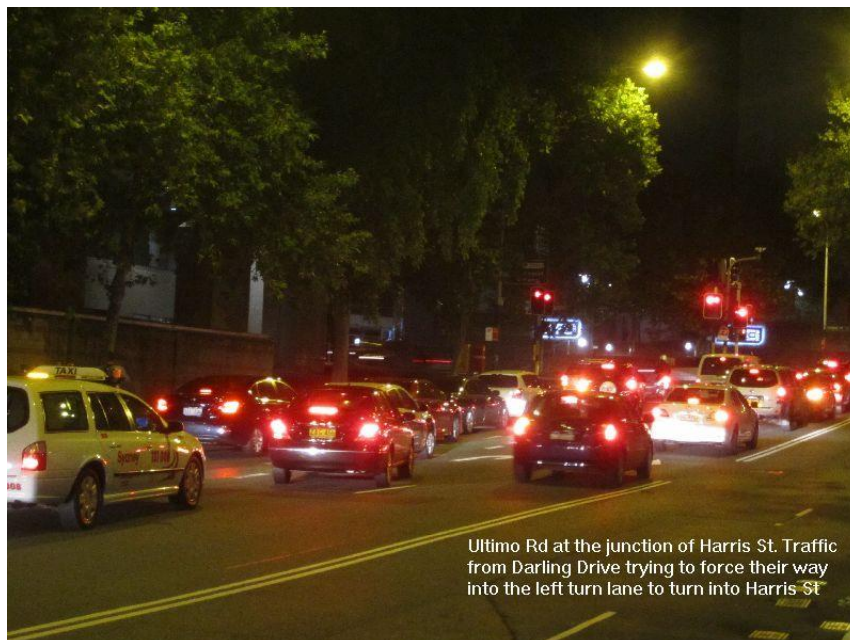
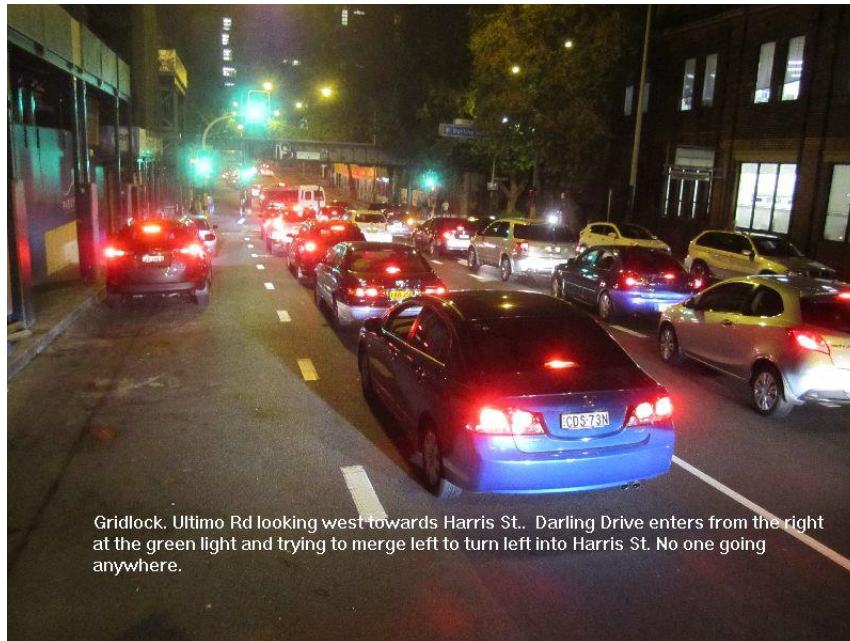
This illustrates how Ultimo Road is key. Westbound it is already very congested at its junction with Harris Street, where most vehicles wish to turn left onto Harris Street.

Vehicles turning right from Darling Drive into Ultimo Road, with the intention of turning left onto Harris Street have no option but to turn into the RH lane (as if to turn right onto Harris Street) and then push into the left hand lane across the cycle path. This is the only way to get 4-6 cars, per traffic light cycle, from Darling Drive onto Ultimo Road. When Darling Drive is fully utilised under the new development, there will be LoS E (unacceptable) condition at the junction with Ultimo Road.

The following photos illustrate the situation today....







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, cars normally have to wait about 8 sets of lights to turn right (west) at the fishmarkets. The study notes this is a Los E (unacceptable) condition.

So it is not unrealistic to assume that while Darling Drive can just about handle the traffic density at the moment, any increase will very quickly result in bottlenecks caused by the extra traffic at the exits from Darling Drive.

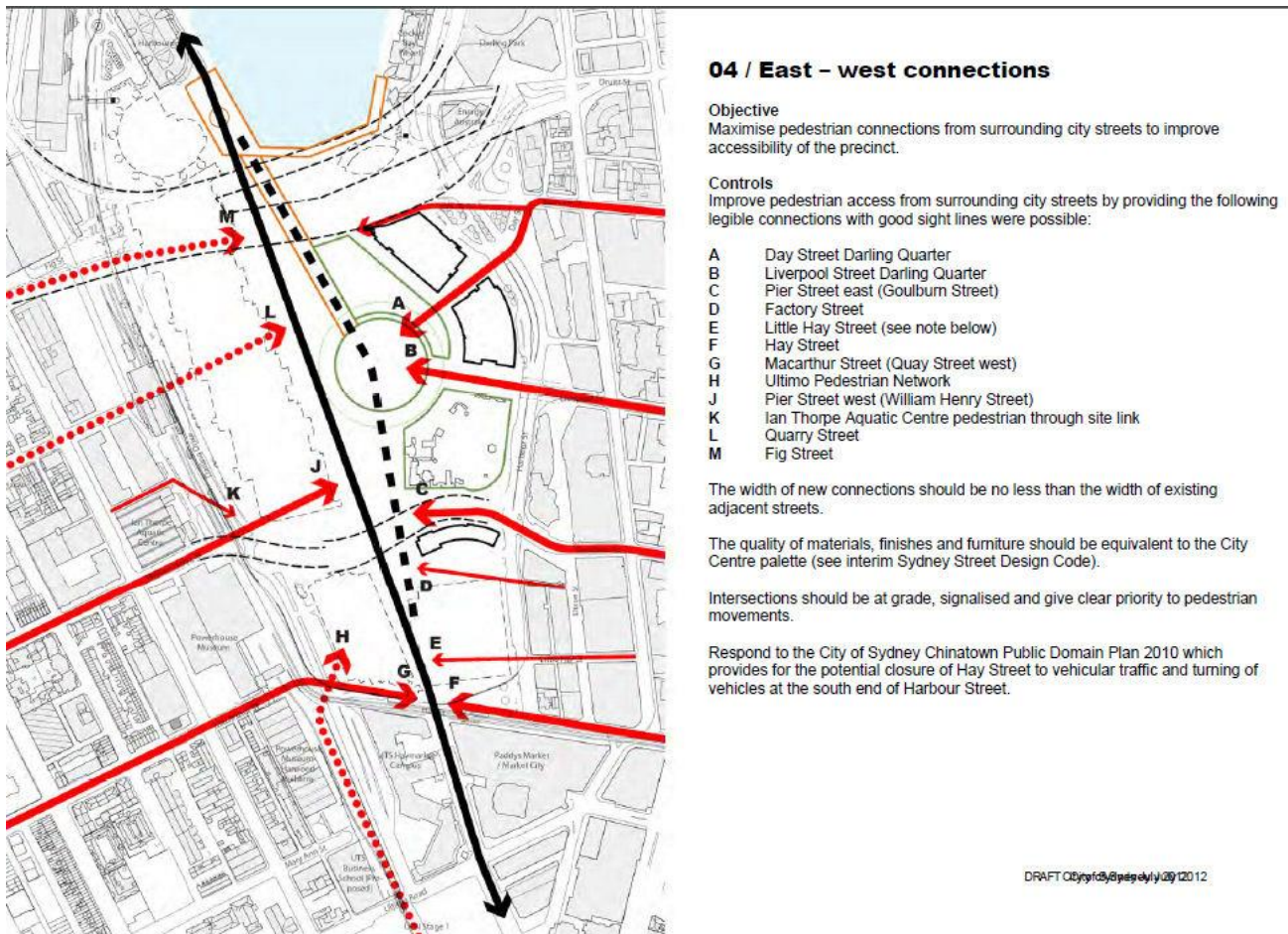
### 5. Increased motor and pedestrian traffic on Darling Drive

The proposed move of the Entertainment Centre to Darling Drive, the building of 2 student accommodation blocks and a 900 bed hotel, along with the increase in size of the Exhibition and

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Convention Centres will inevitably increase the traffic and the number of pedestrians using and crossing Darling Drive. For example:

- pedestrians leaving the Darling Harbour theatre/exhibition/convention will cross Darling Drive to get to the Goods Line, as it will be the easiest route to Central Station and more sheltered in bad weather.
- every 6 minutes, passengers using the light railway to/from Darling Harbour will cross Darling Drive. (DHL advise that the new light rail schedule will be increased to one every 6 minutes when the Dulwich Hill extension is open.)
- students (1000 of them) who live in the 2 student accommodation blocks will naturally take the shortest route to the Haymarket Precinct, Paddy's and Market City - straight across Darling Drive.
- all cars, taxis, buses, coaches and trucks travelling north from Ultimo Street to access the buildings along the eastern side of Darling Drive (hotels, exhibition, convention, entertainment), will all have to cross the oncoming traffic.
- part of the 'sale' of the re-development has been the opening of new east west routes to allow better access to Darling Harbour from Pyrmont, particularly on foot. This new/increased pedestrian traffic will also be crossing Darling Drive.



[https://majorprojects.affinitylive.com/public/5f57d7bbecf52adbc00a5997acddb51f/Appendix%20I%20Consultation%20Report\\_Part3.pdf](https://majorprojects.affinitylive.com/public/5f57d7bbecf52adbc00a5997acddb51f/Appendix%20I%20Consultation%20Report_Part3.pdf)

All the above will make for a very busy Darling Drive, yet the current proposals show

- Darling Drive is to be reduced to a single carriageway in each direction
- the existing pedestrian footbridge from the monorail station to the Powerhouse Museum will be demolished



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- there will be just one pedestrian bridge
- there will be 2 pedestrian crossings; neither anywhere near the student accommodation.

It is hard to understand how anyone with any knowledge of traffic behaviour could come up with the statement in Hyder's report, which says:

*"... the impact of The Haymarket development does not impose conditions on the intersections worse than what would have otherwise occurred through existing traffic"*

Another laughable statement may be found in 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 has more to do with actually managing to fit in the two student accommodation buildings.

### 6. The consultants reports have been rushed (and in some cases, have had to be submitted twice)

#### a) The Heritage Report (report conclusions shown in italics)

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

*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.

All existing water features except the Spiral Fountain are slated for removal.



All these will go and be replaced by this...

*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;*

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 will dominate the heritage pumphouse about 30 metres away.

## ERRORS OF COMMISSION AND OMISSION IN PUBLIC DOCUMENTS

*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 .. but what?

*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 and completely obliterate the public view of the eastern façade, as shown here from the east and west..



detail from

[https://majorprojects.affinitylive.com/public/19d98f11eb2d8c7dea5ed8018c1c77c8/SICEEP%20Aerial%20EAST\\_06%20FINAL.jpg](https://majorprojects.affinitylive.com/public/19d98f11eb2d8c7dea5ed8018c1c77c8/SICEEP%20Aerial%20EAST_06%20FINAL.jpg)

### b) **Wind Impact Report** by consultants Cermak Peterka Petersen (CPP) 5.9.1

Cermak Peterka Petersen (CPP) also 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.

It is not unreasonable to suppose that a strong southerly wind would be channelled between SE1 and SW3, howl up the boulevard and will cause a cyclonic effect in the Haymarket Square.

## 7. Public Art

In the Design Objectives this statement is found..

*“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 I question whether a little dark little retail square surrounded by high-rise buildings qualifies. Similarly, the domination of a tiny memorial park by a 140 m high utilitarian tower block hardly represents ‘art’ as understood by most people.

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

The proposal at present:

- does not respect residential privacy
- does not respect view sharing with existing buildings - 231 units in The Peak will lose 60 degrees or more of their views.
- does not differentiate between new public views and new private views when preference should be considered for the **public** good, eg obstruction of public view of the Powerhouse from eastern side.
- 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 set backs 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 !

### 9. Existing private views obliterated by new private views

It is common practice to share views between existing and new private buildings when planning new developments. Where public views are involved they normally take some degree of precedence over existing private views – the greater good etc.

This proposal flouts this practise with no apology and will deprive many people of sunlight as well as their existing pleasant outlook. These photographs illustrate what will happen to the northward views of apartments in The Peak at lower, mid and higher levels.

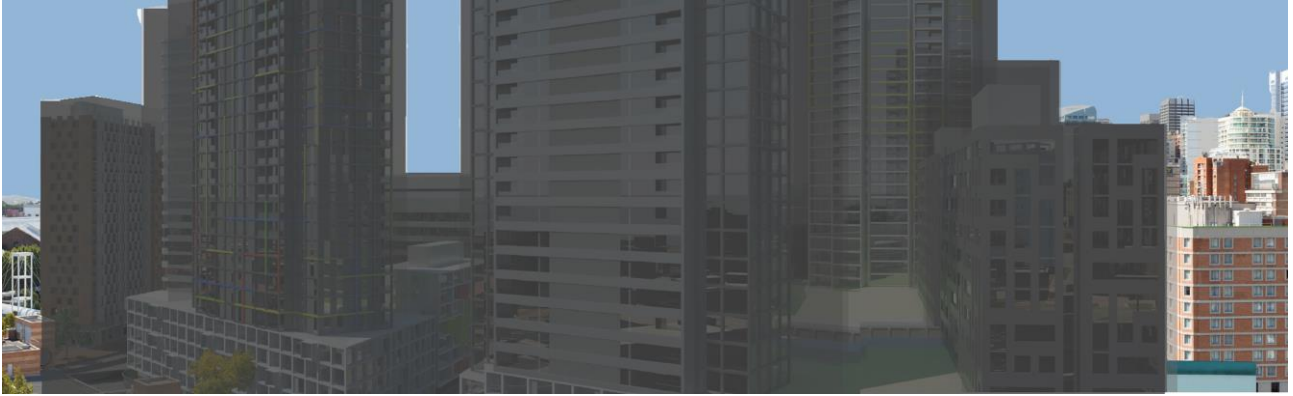
Today people on the lower floors of The Peak see this...





## ERRORS OF COMMISSION AND OMISSION IN PUBLIC DOCUMENTS

If the proposed Haymarket Precinct building goes ahead they will get this ...



Those living on the middle floors today see this view ...



They have this to look forward to ...



Even those on the topmost floors will be affected. Today their view is ...



## ERRORS OF COMMISSION AND OMISSION IN PUBLIC DOCUMENTS

Which will become ...



Only those on the top few floors of The Peak will retain more than 20% of their northward views. View sharing just is not on the Lend Lease agenda. Normally public views take precedence over private views. In this case new private views will take precedence over existing private views.

## CONCLUSION

It is difficult not to conclude that the proposal has been rushed through based on maximum profit. A third of the land that is available for the benefit of Sydney and its visitors is being squandered in order to finance a re-development that is not necessary. An Entertainment Centre that can be configured to suit 8-12 thousand people is being scrapped for one that can only accommodate 8 thousand people. 25% of the cost of this replacement building would re-furbish the existing building and allow Sydney to host big ticket events in the city. Do we really think folk coming to a major event would prefer to traipse out to Homebush? Don't we to maximise the visitors in our city?

As I write Budda's Birthday approaches. The preparations for this immensely important event are being made, utilising the space in front of the Chinese Gardens and the whole of Tumbalong Park. Tumbalong Park is cordoned off for safety – in future 5 footpaths will cross it, what then. Where will this and other similar events be held?



There is no connection between the proposed Haymarket Precinct and Chinatown except for a couple of narrow laneways. The design of the Haymarket Precinct buildings makes no reference to the location alongside Chinatown. No thought has been given to local residents, their lives and their businesses. Not only will they have a considerable reduction in their amenities, the value of their businesses, properties and homes, but they will also have to live in the dust, noise and inconvenience of a building site for ten years or more.



## ERRORS OF COMMISSION AND OMISSION IN PUBLIC DOCUMENTS

How Chinatown will be overshadowed and diminished by the proposed Haymarket towers...



Whilst no-one doubts that it is necessary to accommodate more people in less space, it is hard to comprehend how an additional 4,600-odd residents can be expected to live with absolutely no additional infrastructure; from schools to spaces for children to play, from parking to public transport, there is nothing, absolutely nothing.

And, in passing... **The monorail.** Deeply unpopular when it was built has become a significant item on our visitors' itineraries. If it ran every six minutes, as the light rail will, it could move significant numbers of people without creating any congestion at street level. Extending the monorail loop along the centre of Hickson Road to Circular Quay and down George Street would be a boon to visitors and locals alike. Cost? raised stations accessed by stairs/lifts. Remove the free bus loops and make the monorail free. Win, win.

**The Exhibition Centre:** extend it out over Darling Drive. Heaps more space and you retain the very important large ground floor spaces.

**The Conference Centre:** extend it over Darling Drive as well, shared space with the Exhibition Centre and shared management. Win, win,

Don't lose the valuable public space currently occupied by the Entertainment Centre and its car park. Keep it so it will be available for future development. Under the current proposal it will be gone, forever and those that allowed that to happen in favour of an ill conceived, architecturally merit less mess of a re-development will go down in history as the ones who allowed Sydney to lose its iconic values .. for money.

If you've read this far, I thank you. I hold no hope that the proposed development will be stopped or even significantly ameliorated but at least I can say I tried.

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