



SYDNEY INTERNATIONAL CONVENTION, EXHIBITION & ENTERTAINMENT PRECINCT (SICEEP)

**Concept Proposals
SSD 5752-2012 & SSD 5878-2013**

Submission to the NSW Department of Planning & Infrastructure

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Cover Illustration: Artist's impression of the proposed redevelopment of the Sydney International Convention, Exhibition & Entertainment Precinct, Darling Harbour, aerial view from the east. (Source: <http://www.darlingharbourlive.com.au/>)

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1.0 The SICEEP Scheme – a critical overview

1.1 Scope of the Submission

- 1.1.1 This submission will address redevelopment of the Sydney Exhibition and Convention Centre on the western side of Darling Harbour and the Sydney Entertainment Centre at Haymarket as an integrated proposal.
- 1.1.2 The submission draws upon documentation posted for public comment on the website of the NSW Department of Planning & Infrastructure under the following State Significant Development Applications:
- SSD 5752-2012 Sydney International Convention, Exhibition & Entertainment Precinct - Redevelopment of convention centre, exhibition centre, entertainment facilities and associated public domain work;
 - SSD 5878-2013 Sydney International Convention, Exhibition & Entertainment Centre Precinct - Mixed use Development in the Southern Haymarket Precinct (Concept Proposal)
- 1.1.3 Additional information on the proposal has been drawn from the following websites:
- Infrastructure NSW, Projects, Sydney International Convention, Exhibition & Entertainment Precinct (SICEEP) - <http://www.infrastructure.nsw.gov.au/projects/sydney-international-convention,-exhibition-and-entertainment-precinct.aspx>
 - Darling Harbour Live (Proponent) - <http://www.darlingharbourlive.com.au/>
- 1.1.4 The submission has also been informed by inspection of the SICEEP model on display at the exhibition space of the NSW Department of Planning & Infrastructure, Bridge Street, Sydney.

1.2 The SICEEP Scheme – unconvincing rationale

- 1.2.1 The SICEEP scheme seeks to revitalise the Darling Harbour waterfront project of the 1980s by replacing the Sydney Entertainment Centre and its associated Parking Structure, the Sydney Exhibition Centre and the principal component of the Sydney Convention Centre with new facilities, new uses and an upgraded public domain.
- 1.2.2 The new uses include a substantial mixed use (predominantly residential) development of approximately 200,000m² GFA located on the 4.4ha site currently occupied by the Sydney Entertainment Centre and its Parking Structure in the Haymarket Precinct.
- 1.2.3 The new facilities include a new Exhibition Centre, a new Convention Centre and a new Theatre, replacing substantial buildings less than 25 years old.
- 1.2.4 On the numbers alone, the project makes little sense (Figure 1).

1.0 THE SICEEP SCHEME – A CRITICAL OVERVIEW

	Facilities					
	<i>Exhibition space</i>	<i>Plenary space (convention capacity)</i>	<i>Banqueting facilities</i>	<i>Entertainment facilities</i>	<i>Meeting rooms</i>	<i>Location</i>
Existing Darling Harbour Facilities	27,200m ²	4,500 pax	1,000 pax	10, 000 pax (concert mode) 12,000 pax (sports mode)	4,336m ²	CBD
Proposed Facilities	32,961m ²	4,441 pax	2,000 pax	8,000 – 9,000pax	8,500m ²	CBD

Table 1. Comparison of Existing & Proposed Darling Harbour Facilities under the SICEEP Scheme. (Source: JBA Planning, SSD 5752-2012 EIS, p.4 – extract)

- 1.2.5 The SICEEP scheme proposes to add little more than 5,000m² to the Exhibition space, decrease the plenary space capacity of the Convention facilities, and decrease the capacity of the Entertainment space.
- 1.2.6 The design strategy of the SICEEP scheme also makes little sense. As shown in Figure 2, relocation of the Entertainment space from Haymarket to occupy a third of the current footprint of the Sydney Exhibition Centre has forced the replacement Exhibition Centre to be configured as a two-level facility, shoehorned against the Western Distributor.



Figure 1. Artist's impression of the SICEEP Scheme, aerial view from the east. (Source: <http://www.darlingharbourlive.com.au/>)

- 1.2.7 The problem with the project is simply too much program in too little space.

1.3 The Question of Convention Centre/Exhibition Centre Co-location

1.3.1 The project brief does not seem to be based on evidence-based research. Deficiencies in the current Darling Harbour facilities are asserted, but not proven.

1.3.2 In particular, no proof is provided for the necessity to co-locate the Convention Centre and the Exhibition Centre.

1.3.3 These facilities accommodate different types of business events, as defined in the 2007 *Review into Sydney Convention & Exhibition Space* undertaken by John O'Neill for the NSW Government :

- *International or national association conventions or meetings - held to discuss matters of common interest among a professional or other community;*
- *Incentive events - provided as a reward to employees for outstanding performance;*
- *Exhibitions - held to bring together suppliers of products, equipment, and services in an environment where they can display their offerings to prospective customers (O'Neill Report, pp.9-10).*

1.3.5 Based on these definitions, the O'Neill Report observed:

Australia in general is not suitable for most international consumer or trade exhibitions and does not host them. It is, however, competitive for international conventions and a significant proportion of such conventions have exhibitions attached. So Sydney hosts:

- *international, national and local conventions, including corporate meetings; and*
- *national and local consumer and trade shows.*

Those are the markets in which Sydney can compete and for which its convention and exhibition facilities need to be optimised (O'Neill Report, p.2).

1.3.6 From this statement, it is clear that exhibitions associated with national and international conventions in Sydney are smaller than trade shows – and Australian trade shows are smaller than the high-profile international shows held in cities at the centre of international markets such as Milan, Frankfurt, Shanghai etc.

1.3.7 Thus the programmatic requirement for Sydney exhibitions should be divided in two, comprising a compact addition to the Convention facilities for small promotions associated with national and international conventions, and a large floor-plate, flexible facility for national and local trade shows.

- 1.3.8 The latter should be located away from Darling Harbour – the logical location is Glebe Island, already selected as the site for temporary use during the SICEEP construction phase – a project recently approved as the Glebe Island Expo (SSD 5589-2012).
- 1.3.9 Making the Glebe Island Expo a permanent site for trade fairs would significantly reduce the programmatic pressure on the confined Darling Harbour site and unlock its true potential.
- 1.3.10 The western side of Darling Harbour should be redeveloped as a series of world class convention and entertainment facilities integrated with residential and retail uses as part of a new, mixed-use urban precinct.
- 1.3.11 The existing Sulman Award-winning structure of the Sydney Exhibition Centre, designed by Philip Cox, should be dismantled and re-erected at Glebe Island as the iconic centrepiece of the Glebe Island Expo, located on its own harbourside site across from Barangaroo and the Sydney CBD.
- 1.3.12 In summary, the first 'E' should be taken out of SICEEP and the project re-positioned as (1) the Sydney International Convention & Entertainment Precinct (SICEP) at Darling Harbour, and (2) the Glebe Island Expo across Sydney Harbour at Glebe Island.



Figure 2. By taking the large-floor plate Exhibition Centre out of Darling Harbour and re-erecting it at Glebe Island for trade shows, the western side of Darling Harbour could be re-configured as an urban precinct, incorporating convention and entertainment facilities in a fine grain mix of uses. (Image source: <http://www.indesignlive.com/>)



Figure 3. Temporary Exhibition Building at the Glebe Island Expo site, designed by Woods Bagot as SICEEP Interim Facilities, granted planning approval on 3 May 2013, State Significant Development SSD 5589-2012. (Source: APP Corporation, Glebe Island Expo EIS, Appendix D, p.1)



Figures 4 & 5. Sydney Exhibition Building, Darling Harbour, 1988 designed by Cox Richardson Taylor & Partners, winner of the Sulman Award in 1989. (Source: photographs by Patrick Bingham-Hall)

- 1.3.13 As indicated by Figures 3 - 5, the steel and glass structure of the Sydney Exhibition Centre, with its clear-span roof suspended from masts and cables, has the potential to make an outstanding contribution to the visual drama of Sydney Harbour if dismantled and re-erected as a permanent facility at the Glebe Island Expo.
- 1.3.14 In terms of urban development, if the use of Glebe Island for large exhibitions and trade fairs is viable on a temporary basis for the next few years, as recently approved by the NSW Department of Planning & Infrastructure, it is viable on a permanent basis.

2.0 A Reconfigured Darling Harbour

2.1 Relocate the Sydney Exhibition Centre to Glebe Island

- 2.1.1 As outlined above, the SICEEP Scheme in its present form makes no sense but re-location of the trade show function of the Sydney Exhibition Centre to Glebe Island would unlock the urban potential of the western side of Darling Harbour.
- 2.1.2 The Exhibition component of the SICEEP Scheme is fundamentally flawed for the following reasons:
- the proposal is not significantly larger than the existing facility;
 - tightly constrained between the Western Distributor and the Theatre proposed as a replacement for the Entertainment Centre, the facility would have no capacity for expansion, thereby rendering it obsolescent from the outset;
 - designed on two levels, it would be inherently inefficient to operate;
 - its mono-functional use would repeat the mistake of the 1980s Darling Harbour scheme, sterilising a large section of the site;
 - its large-scale loading bays, access ramps and servicing requirements would continue to relegate Darling Drive to a service road function;
 - the proposal would entail the demolition of the Sulman Award-winning 1980s scheme by Philip Cox, which is a fine building in the wrong location and its replacement with an ordinary building, still in the wrong location.
- 2.1.3 Dismantling and re-erecting the Cox-designed 1980s building at Glebe Island as the principal exhibition facility of a permanent Glebe Island Expo would not only save a celebrated work of Sydney architecture, it would set up a single floor, flexible exhibition facility capable of large-scale expansion over time.
- 2.1.4 Relocating trade shows from Darling Harbour to another Sydney Harbour site, as already approved on a temporary basis at Glebe Island, would have the following significant advantages:
- the facility could be readily expanded in both the short and long term;
 - as a single-floor design, it would continue to be highly efficient in operation;
 - its mono-functional use would be appropriate in a trade fair setting;
 - removing the loading bays, access ramps and servicing requirements for a trade show facility from Darling Drive would permit the reconfiguration of Darling Drive as an active urban street;
 - the proposal would conserve a Sulman Award-winning work of Sydney architecture, giving this steel structure new life as a new landmark on Sydney Harbour.

- 2.2.4 With the trade show functions of the Sydney Exhibition Centre relocated to Glebe Island, the Convention Centre should be designed as a work of urban architecture, integrated with retail and residential uses.
- 2.2.5 It clearly makes sense for the mediocre Harbourside shopping complex to be added to the redevelopment scheme, with its retail functions redeployed in active frontages, and its air rights potential developed for residential uses.
- 2.2.6 Residential floor space should also be decanted from the over-developed Haymarket Precinct to the western side of Darling Harbour to create a new mixed-use urban precinct extending from National Maritime Museum in the north to the Powerhouse Museum in the south, incorporating retail, residential, convention and entertainment uses in a series of buildings fronting an active street on the west, and Harbourside promenades on the east.
- 2.2.7 Under this scenario, Darling Drive could become a great urban street, instead of a forbidding service road, pedestrian unfriendly at all times and unsafe at night.

2.3 Remove the William Henry Street Overpass

- 2.3.1 The William Henry Street overpass is a relic of the former Darling Harbour Goods Yard of the NSW Government Railways. The overpass was built in 1969, when the Goods Yard was still in use, as a high level road connection over fourteen tracks of the marshalling yard.
- 2.3.2 The high level overpass was retained in the 1980s Darling Harbour waterfront development to separate city traffic from the heavy truck movements associated with the Sydney Exhibition Centre.
- 2.3.3 Relocating the Sydney Exhibition Centre to Glebe Point would remove any need for the overpass.
- 2.3.4 Returning William Henry Street to grade at its intersection with Darling Drive would create normal city streets, remove useless and dangerous undercrofts, and remove a most unfortunate barrier between the Haymarket Precinct and the Darling Harbour waterfront.

2.4 Reorient the Powerhouse Museum to Darling Harbour

- 2.4.1 The Powerhouse Museum is the principal cultural facility of the 1980s Darling Harbour development but since its opening in 1988, this great museum of science, technology and the decorative arts has suffered due to its orientation to Harris Street, Pyrmont – not to the popular, heavily used public spaces of Darling Harbour, Haymarket, Chinatown and the Southern CBD.
- 2.4.2 At present, the Sydney Entertainment Centre and its multi-level Car Park block direct access from Darling Harbour to the Powerhouse, with an awkward pedestrian bridge the only connection.

- 2.4.3 Demolition of the Sydney Entertainment Centre and its Car Park as part of the SICEEP proposal should have created a new civic address for the Powerhouse Museum.
- 2.4.4 However, this opportunity has not been seized. On the contrary, the SICEEP Scheme proposes to build a new blockage between Darling Harbour and the Powerhouse in the form of a 21-storey student housing development on Darling Drive, which will wall off the Powerhouse once again (Figure 7).



Figure 7. Model of the SICEEP Scheme on public display at the NSW Department of Planning & Infrastructure, May 2012. The view shows the building envelope of a 21-storey student housing development proposed for Darling Drive, walling off the Powerhouse Museum from the Haymarket Precinct, Darling Harbour. (Source: photograph by Karl Fischer)

- 2.4.5 This development proposal is unacceptable.
- 2.4.6 New development in the Haymarket Precinct should be configured to create a civic square on the east front of the Powerhouse Museum in association with a new Darling Harbour entrance to the museum in order to give the Powerhouse a strong identity, level of accessibility and civic presence in Sydney commensurate with its significance as a major public institution.

2.5 Increase Open Space in the Haymarket Precinct & Integrate with Tumbalong Park

- 2.5.1 The Environmental Impact Statement for the Haymarket Concept Proposal does not provide site coverage data, as far as can be determined from the on-line material.
- 2.5.2 Scaled from the applicant's Public Domain Plan (Figure 5), the following seems to be the extent of communal open space provided in the scheme (including pedestrian streets with the central square and two vest pocket parks, but not including footpaths on streets carrying traffic):

Communal Open Space	Approx. Site Coverage
Entry Triangle (no name)	150m ²
Haymarket Square	3,000m ²
Macarthur Place	650m ²
Little Hay Street	1,100m ²
Dickson's Lane	600m ²
Total Communal Open Space	5,500m ²
Total Site Area	43,880m ²
Proportion of Communal Open Space	12.5%

Table 2. SICEEP Haymarket Precinct – Communal Open Space Provision (Source: scaled from JBA Planning, SSD 5878-2013 EIS, Figure 45: Public Domain Concept Plan)

- 2.5.3 12.5% Communal Open Space is less than half the standard recommended in the *Residential Flat Design Code*, which states (at p.49) that the area of Communal Open Space 'should generally be at least between 25 and 30 per cent of the site area.'
- 2.5.4 The residential component of the SICEEP Haymarket proposal comprises 1,363 dwelling units, and student accommodation totalling 1,031 beds (JBA Planning, SSD 5878-2013 EIS, Appendix J, p.65). At a conservative estimate, this amount of development would generate a residential population of 4,000 –equivalent to a small suburb – at a density of 900 people per hectare.
- 2.5.5 The Communal Open Space provision is clearly inadequate for the residential population and density of the proposal.
- 2.5.6 All areas of Communal Open Space would be overshadowed in the middle of the day in mid-Winter, except the southern half of Haymarket Square, which is shown as paved area approximately 30m x 50m beyond the shadowline of a 6-storey building to the north of the square (Figures 8 & 9).



Figure 8. SICEEP Haymarket scheme, Public Domain Plan – Haymarket Square, the central space marked '1', is approximately 60m x 50m. (Source: JBA Planning, SSD 5878-2013 EIS, Figure 45)



Figure 9. SICEEP Haymarket scheme, Shadow Diagrams, 21 June at 12:00, 13:00 and 14:00 showing almost complete overshadowing of Communal Open Space at the Winter Solstice, apart from the southern half of Haymarket Square, an area approximately 30m x 50m in the centre of a neighbourhood of 4,000 people. (Source: JBA Planning SSD 5878-2013 EIS, Appendix J, pp.77-78)

- 2.5.7 The provision of Communal Open Space in the SICEEP Haymarket scheme is totally inadequate in quantity and quality.

- 2.5.8 The Urban Design & Public Realm Guidelines prepared for the SICEEP bid process by Woods Bagot in April 2012 contain confused directions and contradictions that have clearly led to this inadequate outcome for the Haymarket Precinct.
- 2.5.9 As shown in Figure 10, the open space concept for the Haymarket Precinct was presented as an 'Urban Park', separate from the open space resources of Tumbalong Park and the Darling Harbour waterfront to the north. The Urban Park was branded with the following mix of verbs, nouns and adjectives: 'play', 'youth', 'active', 'contained', and separately identified in the Legend as a 'Community Square'.

MINIMUM 3 OPEN SPACES FOR THE PRECINCT - EACH WITH THEIR OWN CHARACTER AND SCALE;
(1) WATERFRONT, (2) TUMBALONG PARK, (3) COMMUNITY

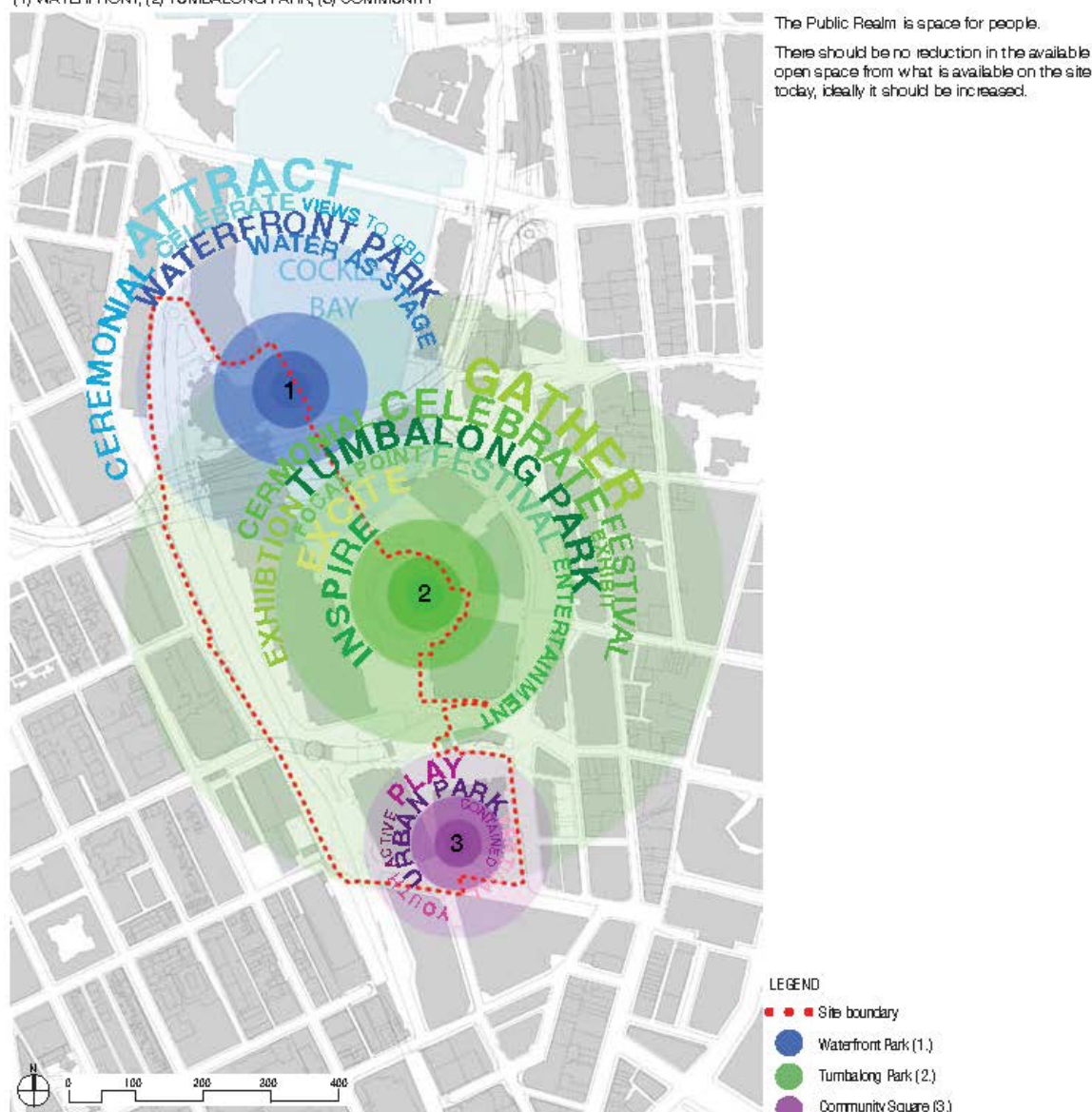


Figure 10. Diagram of Public Realm principles prepared as part of the SICEEP bid process April 2012. (Source: Woods Bagot, Urban Design & Public Realm Guidelines 2012, p.25)

- 2.5.10 At the same time, the Woods Bagot guidelines stated, 'There should be no reduction in the available open space from what is available on the site today; ideally it should be increased.'
- 2.5.10 Yet the proposal to separate and contain the Urban Park/Community Square as an internalised pocket in the Haymarket Precinct would entail large-scale redevelopment on a site currently occupied by two structures and an extensive plaza, leading inevitably to a reduction in open space 'from what is available on the site today.'
- 2.5.11 The result in the SICEEP Scheme is a complex of 16 buildings, ranging in height from 6 to 40 storeys, with a central, contained Community Square a mere 60m x 50m in extent, reduced in winter to a patch of sunlight 30m x 50m.
- 2.5.12 The scheme is misconceived and a blatant over-development of the site,
- 2.5.13 A sound basis for the revitalisation of Darling Harbour South was presented in a 2010 Urban Design Report prepared by Johnson Pilton Walker for the Sydney Harbour Foreshore Authority (Figure 11).

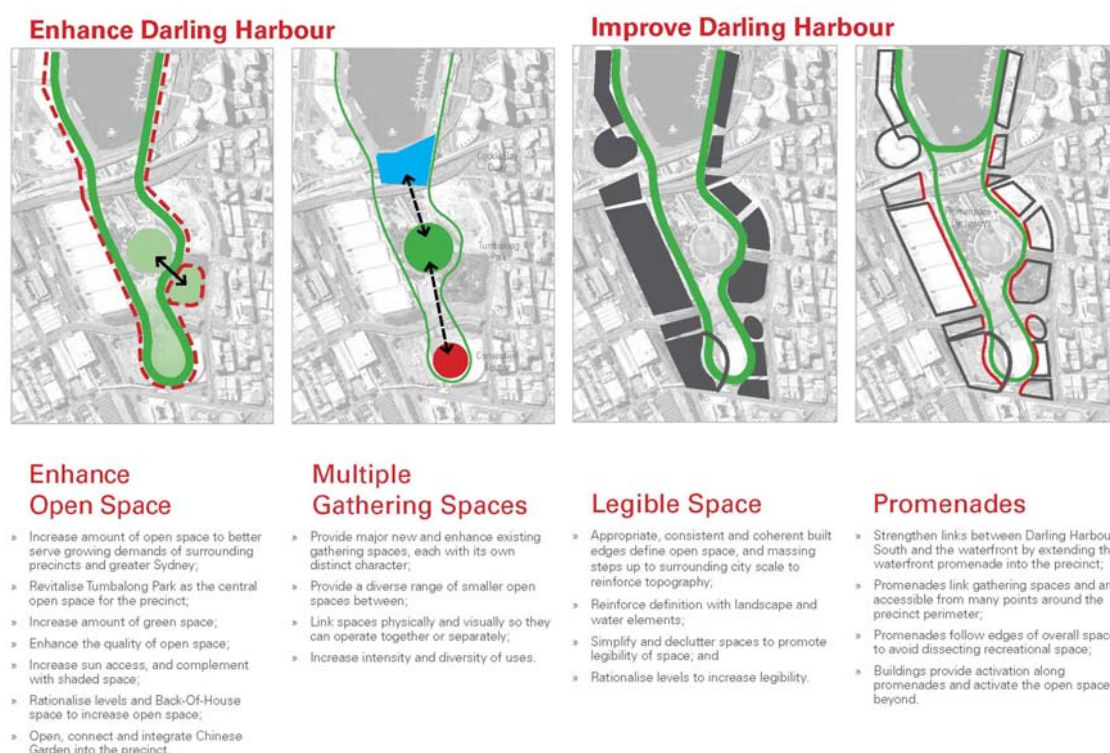


Figure 11. Design principles from the 2010 Darling Harbour South Urban Design Report prepared by Johnson Pilton Walker for the Sydney Harbour Foreshore Authority, which demonstrate the value of an increased and integrated open space system. (Source: JPW, Darling Harbour South Urban Design Report 2010, pp.64-65)

- 2.5.14 The public open space of the Haymarket Precinct should be (1) increased in size to meet the needs of a densely populated inner city neighbourhood in accordance with the 25 – 30% standard prescribed in the NSW *Residential Flat Design Code*, and (2) protected by sun access planes to prevent overshadowing in winter
- 2.5.15 In addition, the public open space of the Haymarket Precinct should be integrated with the green network of Darling Harbour and the ‘Liveable Green’ network of the City of Sydney. The squares and vest pocket parks of the Haymarket Precinct should be opened to the north in accordance with the 2010 JPW Urban Design Guidelines – not the 2012 Woods Bagot Guidelines - to ‘borrow’ space from Tumbalong Park and the Darling Harbour waterfront, both visually and functionally.

2.6 Reduce Residential Development in Haymarket & Relocate to Darling Harbour West

- 2.6.1 As stated in Section 1.3 (above) relocation of the Sydney Exhibition Centre to the Glebe Island Expo site as a permanent facility would permit the western side of Darling Harbour to be redeveloped as a series of world class convention and entertainment facilities integrated with residential and retail uses as part of a new, mixed-use urban precinct.
- 2.6.2 Relocation of residential development parcels from the Haymarket Precinct to the western side of Darling Harbour as part of this strategy would reduce over-development in the SICEEP Haymarket scheme and significantly improve its character, amenity and civic quality.
- 2.6.3 The scale of the SICEEP Haymarket scheme in relation to existing development in Ultimo and Chinatown is shown in the following sectional elevation (Figure 12).

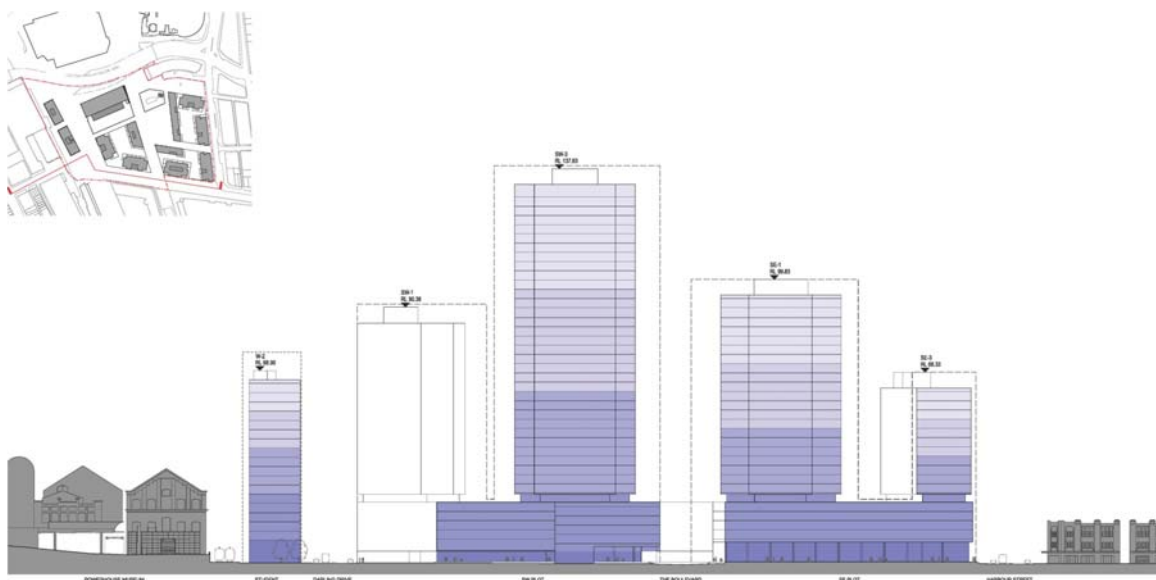


Figure 12. Sectional elevation of the SICEEP Haymarket scheme prepared by Denton Corker Marshall. (Source: JBA Planning SSD 5878-2013 EIS, Appendix J)

2.6.4 The massing diagram of the SICEEP Haymarket Scheme shows the configuration of the 16 buildings on the site, comprising 3 full-block podiums, 9 towers and 4 stand-alone buildings (Figure 13)

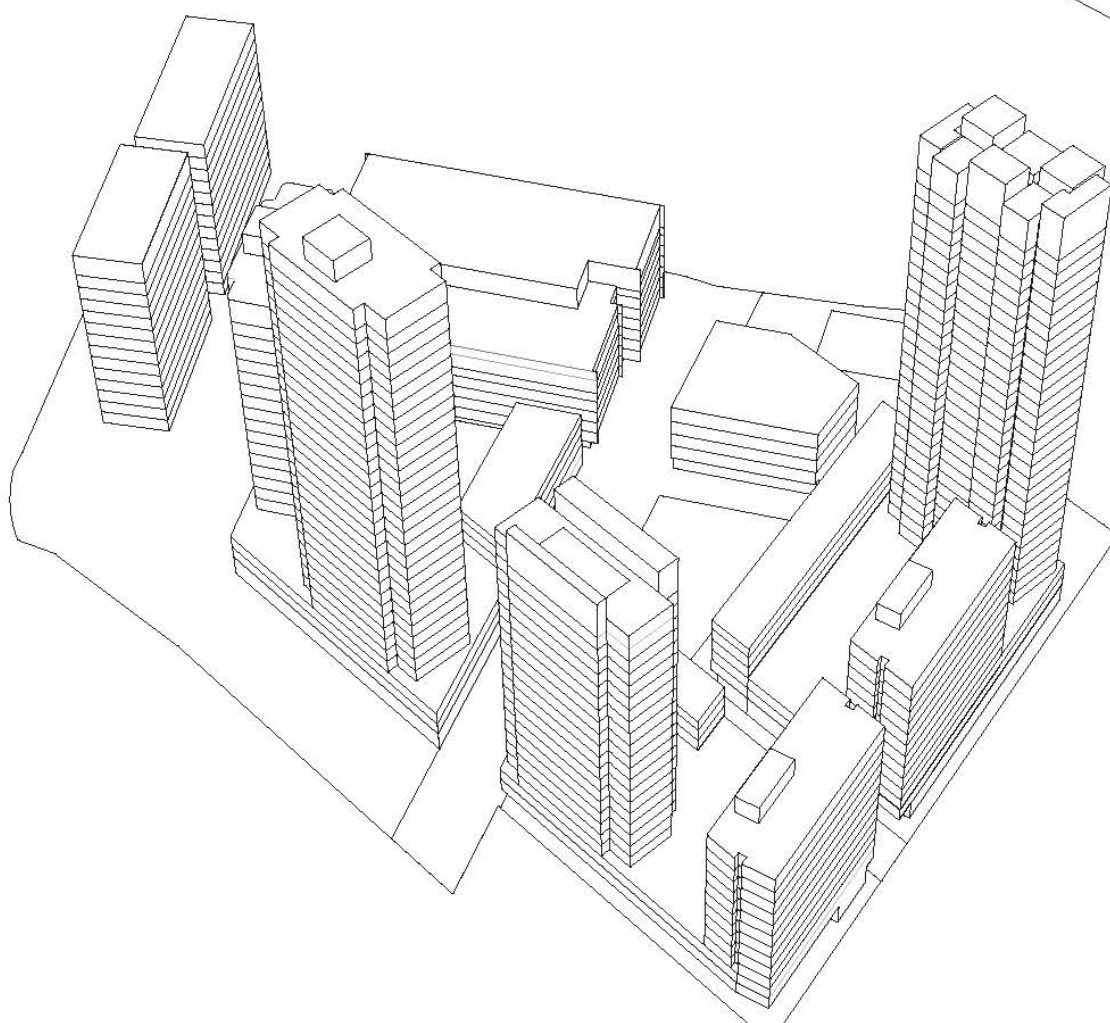


Figure 13. SICEEP Haymarket scheme massing diagram prepared by Denton Corker Marshall. (Source: JBA Planning SSD 5878-2013 EIS, Appendix J, p.50)

2.6.5 The scheme needs to be reduced along the following lines:

- removal of the twin 21-storey western blocks to create a civic square on the Darling Harbour frontage of the Powerhouse Museum;
- removal of the 6-storey block on the northern side of Haymarket Square to reduce overshadowing and open the Communal Open Space to Tumbalong Park;

- reduction in the height and bulk of remaining towers through the operation of sun access plane controls to provide winter sun access at street level for an expanded network of Communal Open Space.

2.6.6 By extending the principle of mixed-use development from Haymarket to Darling Harbour West along Darling Drive, the SICEEP scheme would be transformed from a poorly-conceived exercise in over-development in all the wrong places to the balanced creation of a fine urban district.

2.7 Conserve Significant Landscape Elements of Tumbalong Park

2.7.1 Tumbalong Park and its associated waterfront promenades at Darling Harbour are one of the most actively used 'people places' in Sydney, and the only unqualified success of the 1980s redevelopment project.

2.7.2 From the available documentation, it appears that the SICEEP scheme proposes to remove the following significant landscape elements from Tumbalong Park:

- two-thirds of the ring of massed Spotted Gum (*Corymbia maculata*) plantings around the central landscape space, which in the tension between the pure form of the complete ring and the subtle irregularity of the tree trunks, individually and en masse, create one of the most powerful urban landscapes in Australia, with the sensory experiences of light, colour, sound and smell making the Spotted Gum circle truly Australian;
- the Urban Stream, an architectonic abstraction of a Sydney creek in a compelling alignment along the floor of the Darling Harbour valley, linking the central space of Tumbalong Park with the Robert Woodward Spiral Fountain at the waterfront, using the sight and sound of water running over rills and rapids to reinforce the human interest and human scale of the space, focussing attention on the groundplane and thereby overcoming the negative influence of the Western Distributor flyovers;
- the palm avenue along the Urban Stream, and associated palm grove under the Western Distributor flyovers, which in species selection and massing, set up a rhythm of 'living columns' and a rich, multi-layered frond canopy that has the power to make the utilitarian columns and undercroft spaces of the Western Distributor incidental in the experience of the Darling Harbour landscape.

2.7.3 The loss of these landscape elements in the SICEEP scheme is driven by a design move that drives a north-south axis through Darling Harbour on the alignment of Quay Street.

2.7.4 Although the extension of Quay Street through the Haymarket Precinct makes sense in terms of porosity and legibility as a generator of streets and blocks in the southern sector of the SICEEP site, its further extension in a straight line through Tumbalong Park – taking out these key elements of the 1980s landscape – is only a gesture (Figure 14).

2.7.5 The north-south axis can be readily inflected as it passes from the urban precinct to the urban park in order to conserve the key elements of the 1980s landscape.



Figure 14. Extension of the north-south axis of the SICEEP scheme on the alignment of Quay Street through Tumbalong Park to the Darling Harbour waterfront. This gesture would entail the loss of significant components of the 1980s Darling Harbour landscape. (Source: Hassell + Populous Architects, SSD 5752-2012)

2.8 Re-make Darling Drive as an Urban Street

- 2.8.1 The SICEEP scheme does not need a north-south gesture but north-south connections of quality.
- 2.8.2 The north-south connections in question consist of the link from Haymarket to the waterfront through Tumbalong Park, and Darling Drive.
- 2.8.2 The connection through Tumbalong Park should be a park promenade, inflected to conserve the significant 1980s landscape elements. The connection down Darling Drive should be an elegant urban street with spatial definition and active frontages, serving a mixed-use urban precinct along the western side of Darling Harbour.
- 2.8.3 The SICEEP scheme keeps Darling Drive as a service road – utilitarian, out of scale, dominated by loading bays, pedestrian unfriendly and unsafe at night. This is unacceptable.
- 2.8.4 As discussed in Section 2.1 above, relocating the Sydney Exhibition Centre to the Glebe Island Expo would remove the principal rationale for the over-engineered street alignment and street section of Darling Drive, and unlock the urban potential of West Darling Harbour. Over time, land use change would change the life of the street

- 2.9.4 In the meantime, the physical form of Darling Drive would need to change for it to become a boulevard-style city street. Necessary changes include incorporation of the Lilyfield/Dulwich Hill light rail line within the street section, rather than separated as at present – a legacy of its earlier role as a heavy rail goods line. This separation is typical of the many barriers that were built between Darling Harbour and the city in the 1980s, its persistence in the current design for Darling Drive is typical of the tendency of the SICEEP scheme to pile error upon error.

3.0 Conclusions & Recommendations

- 3.1 Reconstruction of the Sydney International Convention, Exhibition & Entertainment Precinct (SICEEP), Darling Harbour proposed in State Significant Development Applications SSD 5752-2012 & SSD 5878-2013 is poorly conceived at every level, from fundamental rationale to detail design.
- 3.2 In essence, the problem with the project is too much program in too little space.
- 3.3 The project should not proceed in its current form, however, if the program is reduced – by relocating the Sydney Exhibition Centre to the Glebe Island Expo, and re-balancing the remaining quantum of development between Darling Harbour West and the Haymarket Precinct – the large-scale application of funds entailed in the scheme could produce a mixed-use urban precinct of some distinction on the principle of integrating – not separating - convention and entertainment facilities with residential, retail and commercial uses.
- 3.4 In summary, the first 'E' should be taken out of SICEEP and the project re-positioned as (1) the Sydney International Convention & Entertainment Precinct (SICEP) at Darling Harbour, and (2) the Glebe Island Expo across Sydney Harbour at Glebe Island.

Recommendations: the Sydney International Convention, Exhibition and Entertainment Precinct Concept Proposals (State Significant Development Applications SSD 5752-2012 & SSD 5878-2013) should be refused in their current form.

The proposals for Darling Harbour West and the Haymarket Precinct submitted by the Darling Harbour Live consortium are totally unacceptable, and should not proceed unless re-conceptualised and re-worked along the following lines:

- **relocate the Sydney Exhibition Centre to Glebe Island;**
- **integrate the Sydney Convention Centre with its urban setting;**
- **remove the William Henry Street Overpass;**
- **reorient the Powerhouse Museum to Darling Harbour;**
- **increase open space in the Haymarket Precinct and integrate with Tumbalong Park;**
- **reduce the quantum of residential development in the Haymarket Precinct and decant to Darling Harbour West;**
- **conserve significant landscape elements of Tumbalong Park; and**
- **re-make Darling Drive as an urban street.**

Appendix: Biographical Profile – Professor James Weirick

James Weirick is Professor of Landscape Architecture and Director, Urban Development & Design Program, Faculty of the Built Environment, University of New South Wales.

A graduate of Harvard University, Professor Weirick taught at the Boston Architectural Center, University of Massachusetts/Boston, University of Canberra and Royal Melbourne Institute of Technology, prior to his appointment to UNSW in 1991. In recent years, he has conducted international urban design studios in Beijing, Tokyo, Hangzhou, Nagoya, Venice, Berlin and Barcelona. His research interests include the history of architecture, landscape architecture and urbanism, with an emphasis on the 'politics of design', particularly the work of Walter Burley Griffin, the history of Canberra, and the urban landscape of Sydney. He is actively engaged in issues of contemporary urbanism throughout Australia as an educator, critic, and commentator.

Professor Weirick has served on the Environment Board of the Royal Australian Institute of Architects (NSW); the Parliamentary Zone Advisory Panel, National Capital Authority, Canberra; the Urban Design Advisory Committee, NSW Department of Urban Affairs & Planning; the Gateways Design Review Panel, City of Sydney; the Campus 2010 Design Review Panel, University of Sydney; the Design Review Panel, Sydney Olympic Park Authority, and the Barangaroo Design Excellence Review Panel. He currently serves on the Campus Design Advisory Panel, University of New South Wales; and the Design Advisory Panel of the City of Sydney.

Professor Weirick has been a member of many design competition juries, most recently as a City of Sydney representative on Design Excellence Competitions for redevelopment of large-scale projects including the Carlton United Brewery site, Broadway; the Westfield Sydney Centrepont Project; the Goodsell Building Redevelopment, Chifley Square; and educational buildings on Broadway for the University of Technology, Sydney. He received the President's Award of the Australian Institute of Landscape Architects (NSW Group) in 1999; and was named a 'Built Environment Exemplar' in the Year of the Built Environment 2004. Most recently, Professor Weirick was awarded the President's Prize of the Australian Institute of Architects (NSW Chapter) in 2012.