

ATTACHMENT F

ATTACHMENT F

<p>SUMMARY OF SUBMISSIONS AND RESPONSES</p>
--

ATTACHMENT F

Chinatown and City South Public Domain Plan Review – Summary of Submissions Received During Public Exhibition Period 11 August – 30 September 2015

- 4 x Submissions from Institutions / Organisations / Government Agencies – SHFA, UTS Insearch, Haymarket Chamber of Commerce, Small Business Commissioner
- 1 x Submissions from Developer – Lend Lease
- 11 x Submissions from Individuals - by email / letter
- 1x Internal Submission
- 16 x Attendance at Information Drop-in Session

No	Issue	Response / Action	No. times raised
----	-------	-------------------	------------------

GOVERNMENT AGENCIES SUBMISSIONS

SHFA			
1	SHFA is the landowner of the western part of Hay Street, Darling Drive and Quay Street between Hay Street and Ultimo Road.	Noted, any future works to the western part of Hay Street will involve full consultation and consent from SHFA as the landowner. The City does not have plans to conduct works in Darling Drive and Quay Street between Hay Street and Ultimo Road (outside of the City's jurisdiction). The concept designs produced for the Plan are to assist with co-ordination for a precinct wide approach to improvements.	1
2	As landowner, the Authority supports in principle, the concept designs of these areas outlined in the Plan	Noted	1
3	SHFA has licensed the pedestrianised area at the northern end of Quay Street (near Hay Street) to Lend Lease and UTS until the end of 2017. This timeframe aligns with the commencement of the staged opening of Darling Square and the Authority's preliminary plans to undertake the renewal of the public domain in these areas.	Noted	1
4	The Authority requests Council keep it informed of any further design development	Noted, City Design team will continue to update SHFA through the regular co-ordination meetings between the City and SHFA	1

INSW Design Review Panel (INSW, SHFA and City of Sydney)
Following co-ordination workshops between COS, SHFA and INSW, COS were invited to present the Chinatown and City South Public Domain Plan Review to INSW's Design Review Panel. (SHFA present)

	<p>The general agreement and support between the agencies is to continue to work together for a co-ordinated public domain outcome.</p> <p>INSW and SHFA are concerned about the introduction of a local road in option 2 that interrupts the north-south pedestrian 'boulevard'. INSW and SHFA have requested for the COS to investigate the feasibility of the original 2010 Hay Street concept which</p>	<p>The project team tested the feasibility of the 2010 concept of a full closure on Hay Street with the proposed building footprints of the Darling Square Development. The available space in the corner of Harbour Street and Hay Street with the proposed building envelope of the Darling Square is not sufficient to achieve the 2010 concept.</p> <p>Proposed additional text and additional diagram pg 40;</p> <p><u>The approved configuration of the Darling Square development has made the Harbour Street welcome mat project unfeasible in its proposed 2010 configuration. The position of the Darling Square SE building occupies the space originally required for the vehicle turnaround. The only alternative now available for a vehicle turnaround would be within Hay Street itself, which does not produce acceptable public domain nor traffic outcomes. As such, an alternative proposal for Harbour Street is required.</u></p>	2
--	---	---	---

No	Issue	Response / Action	No. times raised
	proposed full closure of the entire length of George Street.		
Haymarket Chamber of Commerce (HCC)			
5	The HCC strongly supports the public domain improvements that have occurred to date and eagerly look forward to the completion of current Thomas Street works	Noted	1
6	Overall, the HCC strongly supports the next stage of the Chinatown Public Domain Plan	Noted	1
7	Dixon Street south is currently tired and lacking in vibrancy, particularly in the evenings when compared to Dixon Street north (outside No. 1 Dixon)	Noted, the vibrancy of Dixon Street (North) is largely due to the activated frontages of restaurants and cafes with outdoor dining at the ground floor which are open till late. A number of uses in Dixon Street South at the ground floor are inactive, a number of shopfronts have been converted to sales offices which are closed at night and does not help animate the street.	1
8	Despite being the traditional heart of Chinatown, Dixon Street south currently has overhanging trees that block out much light, poor street lighting in the evenings and is desperately needing renovation and a public domain upgrade. The lack of light from the overhanging trees is considered negative feng shui	The project team is working with the City's Urban Forest Team to look at the ongoing management of the trees in Dixon Street including pruning to allow more light into the Dixon Street during the day. The trees in Dixon Street are due to be maintained as part of the City's tree maintenance program. The City's Urban Forest Team will take the feedback received on Dixon Street on board when carrying out the maintenance work. The City is also conducting restoration work on the Catenary Lighting Installation on Dixon Street and the restoration of the 'Heaven and Earth' sculpture.	2
9	It is noted that renovation of Dixon St south was identified in the Chinatown Public Domain Plan (2010) by the community as one of the highest priority projects based on first preference votes – the suggestion is for Dixon Street south to be upgrade with particular attention to new paving, vivid lighting, customized street furniture and public art.	Noted, it is proposed that Dixon Street upgrade (between Goulburn and Hay Street) be placed in the list of priority projects for the next phase of implementation. The upgrade will include a review of the public domain including street furniture, lighting and paving.	1
10	Enhance the uniqueness of	The City has developed a pedestrian wayfinding strategy and a design manual to provide a clear and coordinated framework.	1

ATTACHMENT F

No	Issue	Response / Action	No. times raised
	Chinatown through curated wayfinding signage (from key locations such as Central Station and surrounding streets) and incorporate other symbols to emphasise its distinctiveness.	The strategy and manual aim to ensure signage is consistent to help people get to their desired destination. Chinatown is a key destination in the City and the messaging and signage for the precinct will include Chinatown and attractions in the area. The area's distinctiveness will be emphasised through the artworks, art lighting and the custom furniture.	
11	Significant height differential along Harbour Street with the Darling Square buildings (of up to 135 metres) creating both incompatible scale as well as overshadowing compared to the Chinatown side of Harbour Street.	Noted as a comment. The Darling Square is a State Significant Development, as such the NSW state government are the consent authority for the site. The City has been consistent in its advocacy for better public domain outcomes including considerations into the impact of the development on Chinatown.	
12	Improve pedestrianisation along Harbour and Hay Streets to encourage walkability and social opportunities. Consider footpath widening, new street furniture including additional seating, public art, street trees and unique street signage for Chinatown (for differentiation to Darling Square)	The City's proposal for Hay and Harbour Street focuses on improving pedestrian amenity and walkability. The proposal is for wider footpaths and a 'linear plaza' along Harbour Street along Chinatown.	
13	Implement a Pai Lau, gate or another symbol on the corner of Harbour Street and Little Hay Street to signify the entrance to Chinatown to patrons coming from Darling Square. This is in line with the City's original idea in 2010 of creating a Welcome Mat along Harbour Street	The City's long term vision for Hay Street is for it to be a pedestrianised plaza space that joins Dixon Street with the activity of Market City and Paddy's Market and the new artwork on Thomas Street.	
14	Despite uncertainty regarding future vehicular traffic arrangements through Hay Street and Harbour Street post implementation of the Light Rail, it is stressed that a 'Do	Whilst there is limited scope for major improvements on Hay Street in the short term, the City is in continued negotiations with Lend Lease and INSW to ensure the best possible public domain outcomes the edge of their development on Hay Street and Harbour Street. In particular, there are opportunities for footpath upgrade and widening and tree planting on Harbour Street.	

No	Issue	Response / Action	No. times raised
	Nothing and Wait' approach should be completely avoided.		
15	The businesses in Chinatown are facing real concern regarding the impact of Darling Square and other changes in the area. Chinatown needs continued investment to protect its status and overall attractiveness	The City continues to support businesses through Village Business Partnership Program, for capacity building and consumer facing projects. The Business Precincts team is also delivering various projects in Haymarket for capacity building and precincts marketing purposes including: <ul style="list-style-type: none"> - Asia On Your Doorstep, which raises awareness of the diversity of Asian cuisine in our city and provides a platform for food businesses to participate, increase turnover and attract new customers. - Sydney is fashion - Christmas in the Village: City wide initiative to - Business 101 seminars 	1
16	Increased competition to Chinatown from the additional 7,000 square metres of retail space from the Darling Square development and loss of patronage due to demolition of the former Entertainment Centre	To aid businesses with the to the light rail construction, the City is developing tool kits for the business. The City is also working with Transport NSW on activation strategies to attract visitors to the City during construction period. The City also continues to produce and support Chinese New Year celebrations which includes multiple events and festivals in and around Chinatown to enliven and attract visitors to the precinct.	1
17	Adverse impacts for Chinatown due to being opposite a large construction zone for the next few years (Darling Square development)		1
18	Lack of interface and activation from the Darling Square development along Harbour Street. We consider the Darling Square to be inward facing towards its own new public square and largely turns its back on Chinatown	Noted, the City have lodge submissions to the state and continues to advocate for activated frontages that addresses the streets.	
UTS In search			
19	Welcome the City's proposed Quay Street project	Noted	1
20	Strongly recommend that the draft plan of capital works include the Quay Street project as a priority and improving pedestrian mobility and safety along Quay Street would be welcomed by students, residents and businesses	Noted, Quay Street has been nominated as a priority project for the next phase of implementation of the Chinatown public domain plan.	1

No	Issue	Response / Action	No. times raised
21	Propose pedestrian crossing on the eastern side of Quay Street, between Valentine and Thomas Streets, be installed as part of the Quay Street project, to reduce the risk of accidents	<p>As an immediate priority, (subject to a separate report) the City's Traffic Operations team are seeking approval to introduce a pedestrian crossing at the intersection of Thomas and Quay Street. This would include minor kerb extensions, street lighting and traffic signs and pavement markings. (Also see Below Internal submission – Traffic Operations)</p> <p>Proposed changes pg 79;</p> <ul style="list-style-type: none"> • <u>Widen the footpath the northwestern corner of corner of the Thomas Street intersection.</u> • <u>Create a new pedestrian crossing on Quay Street on the northern side of the Thomas Street intersection.</u> • <u>Investigate the potential for closing Quay Street between Thomas Street and Valentine Street to create a new plaza space.</u> 	1
Office of Small Business Commissioner			
22	In-principle support for the Plan – vital that the City of Sydney continues to be an attractive place to do business as well as to live.	Noted	1
23	Recommendation 1 – The City ensures the Project Manager appointed under the tender contract for City projects is effective in communicating with businesses on the progress of projects.	The City's major projects are supported by a communications plan which includes the strategies and measures that the project team takes for stakeholder engagement that include letter drop box, community drop-in sessions, signage onsite with contact details of project manager and door-knocks to building managers and owners directly adjacent to the project area. The City's project manager work closely with the contractors on site to stage construction works to minimise impact on adjoining businesses and city users.	
24	Recommendation 2 – That the City provides workshops and information sessions for small businesses prior to construction to assist in minimising the impact of City development on their operating environment.		
25	Recommendation 3 – That all significant City Projects allocate resources, and provide for, the implementation of a Place Activation Program during construction works		
Lend Lease			
26	LLH are supportive of the City's Plan to reinvigorate Chinatown and its surrounds through increases in the quality and quantity of the Public	Noted	1

No	Issue	Response / Action	No. times raised
	Domain, and we look forward to working with the City through regular dialogue and engagement to this end.		
27	We strongly support the Quay Street Boulevard concept to widen footpaths and improve amenity as part of the broader pedestrian boulevard Concept captured in the SICEEP Precinct Plan.	Noted	
28	A number of statements within the document that require correction to accurately reflect the Darling Square Development	Project team has contacted Lend Lease to provide which statements require correction. Lend Lease's response was that they have no further comment.	1
Hay Street and Harbour Street Option 1			
29	Explore the opportunity to pedestrianise Little Hay Street between Harbour and Sussex Street to improve pedestrian amenity, safety and enhance east west connections	The pedestrianisation of Little Hay Street was investigated for the upgrades completed in 2012. It was not feasible due to vehicle numbers, number of driveways on Little Hay Street and the issue of loading and servicing of many small shopfronts that do not have driveway access. The upgrades saw a significant pedestrian widening and the conversion of Little Hay Street as a 'slow' street as a pedestrian priority street.	
30	LLH's preference of for option 1	Noted	
31	Location of Detailed assessment and study was undertaken by our consultant and development teams including consultation with the Roads and Maritime Service (RMS). The consented location is the outcome of this analysis and is currently under construction (SSD 6011). Accordingly this should be acknowledged in the Plan	Noted. Proposed amendment to the body of text pg 47; • Advocate to Infrastructure NSW and Lend Lease for the relocation of the SW building's driveway from Hay Street to Darling Drive in order to improve pedestrian amenity and facilitate east west pedestrian connectivity along the northern side of Hay Street. And additional annotation on pg 50; Consented location of driveway to SW Building	
32	We support footpath widening along Harbour Street and support the proposal for upgrade works to incorporate short term parking to service the	Noted	

No	Issue	Response / Action	No. times raised
	broad needs of Chinatown and Darling Square		
33	The concept provided for Hay Street is broadly consistent with our proposals and is supported	Noted	
34	We query the proposed use of Golden Robinia in Hay Street as we believe this tree is too small for the scale of this space and we propose the City explore alternatives in this regard	Noted. Golden Robinia is recommended as per the City's Street Tree Masterplan – The City's Urban Forestry Team recently planted three new trees on Hay Street. This observation has been relayed to the team and will inform future works.	
Hay Street, Harbour Option 2			
35	LLH does not support the Hay Street & Harbour Street Option 2 and believe the introduction of vehicular traffic weakens the key urban design element of the SICEEP precinct, the north/south pedestrian boulevard	Noted. According to ARUP's traffic study, the option two would provide two-way traffic to increase local accessibility and to reduce the capacity for through traffic use by limiting the road to single lane in each direction. Given poor connectivity from the south to the access to the new link. Similarly, the existing Pier Street connection to Harris Street provides better access for through traffic travelling south to the west and hence through traffic is unlikely to use the new link. It is also proposed that measures such as a continuous threshold be maintain along the boulevard alignment to reinforce the north south pedestrian boulevard and reduce vehicular speeds.	
36	The proposal for an east/west vehicular connection weakens the Hay Street/Macarthur Street pedestrian connection into the Darling Harbour Precinct from the Goods Line by bringing additional traffic into the intersection of Darling Drive and Hay Street; and		
37	The proposal is reliant on amendment to the location of vehicular entry for the Darling Square South West Plot. As described above, this entry was designed in consultation with RMS, is approved under SSD 6011 and is currently being constructed.	The vehicular access for option two is as per the Lend Lease's RMS approved entry location. The introduction of the local road formalises this condition.	

No	Issue	Response / Action	No. times raised
38	We strongly support the Quay Street Boulevard concept to widen footpaths and improve amenity as part of the broader pedestrian boulevard Concept captured in the SICEEP Precinct Plan.	Noted	
39	LLH are supportive of the City's Plan to reinvigorate Chinatown and its surrounds through increases in the quality and quantity of the Public Domain, and we look forward to working with the City through regular dialogue and engagement to this end.	Noted	
General Submissions			
Support			
79	Support for Chinatown and City South Public Domain Review	Noted.	5
	Commend the prioritisation of pedestrian and active transport	Noted	4
	Commend the beatification of the streets and the extension of cycleway network	Noted	1
	Support for Option 2 for Hay Street – car access should not be a priority in the CBD	Noted	1
41	Commending the work that City staff has done to date to enhance lighting in Chinatown which included targeted pruning of the fig trees in Dixon Street Mall which has provided additional sunlight in the street.	Noted.	1
Wayfinding			
	Renaming of Thomas Street with the renovation of Thomas Street	Noted, the City rarely changes the names of streets due to the history associated with the names of streets. According to the City's History of Sydney Streets, Thomas St which extends to Ultimo was probably named for a Harris descendant, son of William. Alternatively, Elliot Thomas & Co. were carcass butchers on the corner of Thomas and Harris Sts, c.1900.	

No	Issue	Response / Action	No. times raised
	Improving identification and wayfinding for Chinatown	The City has developed a pedestrian wayfinding strategy and a design manual to provide a clear and coordinated framework. The strategy and manual aim to ensure signage is consistent to help people get to their desired destination. Chinatown is a key destination in the City and the messaging and signage for the precinct will include Chinatown and attractions in the area. The area's distinctiveness will be emphasised through the artworks, art lighting and the custom furniture.	
Lighting			
40	Next scheduled works at Thomas Street should include lighting improvements	The future works in Thomas Street include the introduction of new pedestrian lights and upgrade of existing lights to smartpoles to improve the overall amenity.	1
	The City to make lighting in these areas a key priority to enhance the visitor experience and foster a safer environment for residents, businesses and tourists.	Lighting improvements will be investigated as each projects are implemented and improvements to lighting on some streets will be done as part of the CBD granite and smart pole rollout.	3
Pedestrian Safety Hay Street			
42	A key pedestrian safety concern that has been raised with me on a number of occasions is the interaction of pedestrians, cars and the light rail at the southern end of Dixon Street Mall.	The preferred option for Hay Street is for it become partially pedestrianised. It is anticipated that design development would include ways to improve pedestrian safety surrounding the light rail. The vision for Hay Street is for it to be an extension of Dixon Street Mall and for it to function like Bourke Street Mall in Melbourne where pedestrians and the light rail coexist and light rail speed would be reduced. The installation of a barrier down the median strip of Hay Street is not supported as it would be visually dominating and adversely affect the appearance of the street.	2
43	City of Sydney to work closely with the Roads and Maritime Service on a number of initiatives in this area including: The movement of the pedestrian crossing at Point A slightly to the west so the light rail carriages do not block this thoroughfare. The installation of a barrier down the median strip of Hay Street, which would ensure pedestrians only use designated crossings. The possibility of traffic calming installations to slow the speed of vehicular traffic in the area, particularly along Hay Street.	The City has been unsuccessful in getting approvals from RMS for the reduction of the width of Hay Street to reduce traffic speeds. RMS have indicated that due to the unknowns in terms of capacity issues, any changes here will be consider post light rail implementation. In the short term, City Design will consult with Traffic Operations about the measures that can be taken to improve pedestrian safety on Hay Street.	

No	Issue	Response / Action	No. times raised
	Traffic attempting to illegally exit Quay Street from George Street – suggestion to move make Quay Street between George Street and Bijou Lane one way, adjustments to pedestrian lights to improve pedestrian safety	Noted, the issue and suggestion will be investigated with the City's Traffic Operations Team to scope potential pedestrian improvement measures	
Thai Town			
44	Thai Town is located on Campbell Street bordering Chinatown. It is a little known part of the City South public domain and is not acknowledged on the City of Sydney's website despite Sydney having the highest population of Thais in the country at over 100,000.	Noted, 'Thai Town' (and 'Korea Town') was acknowledged explicitly in the 2010 plan as this was an update focusing on interface streets surrounding DHL development, it was not reiterated. It is recommended that associated background chapter capturing this point be included in the consolidated 'Chinatown and City South Public Domain Plan 2015' (approval to be delegated to the CEO)	2
45	<p>The City should ensure that more is done to promote this fantastic part of Sydney and should develop a 'Thai Town Plan' in consultation with the local Thai community not limited and including;</p> <ul style="list-style-type: none"> - Various initiatives aimed at promoting and supporting the area; - The development of appropriate signage, via the City's current wayfinding initiative, highlighting its exact location to the general public; and - A cultural engagement initiative. 	<p>The City's Infrastructure team are scoping paving and lighting improvements around 'Thai town' as part of the City's granite and smart pole roll out program – the roll out will improve the quality and amenity of the footpaths on Campbell, Pitt, Goulburn, Castlereagh and Hay Street which will support and strengthen the retailers by improving experience for customers and city users.</p> <p>The City is in the process of implementing Legible Sydney, a staged rollout program of wayfinding signage. The implementation prioritises the City Centre (including 'Thai town'). There are currently three flag signs that identifies Thai town. These signs will be reviewed and new signs will be introduced to include messaging and identification of Thai Town in keeping with the wayfinding strategy.</p> <p>The City has also adopted the Cultural Policy and Action Plan 2014-2024 which outlines the foundation principles of the policy, and a 10-year action plan which proposes a series of citywide initiatives and investment across six priority areas.</p>	1
BELMORE PARK			
46	In recent weeks and	Noted.	1

ATTACHMENT F

No	Issue	Response / Action	No. times raised
	months, homelessness has been raised as a key concern in this area.		
	the number of homeless people taking refuge in Belmore Park has doubled and now stands at around 50, with this increase partly due to an influx of rough sleepers from the state's regional areas over this period.	City of Sydney staff are working with NSW Family and Community Services and NSW Police officers every day to address the complex issues surrounding homelessness. Each week, personnel from the City, FACS, non-government organisations and NSW Police provide specialist homelessness services at Belmore Park to reduce homelessness and its impact on public space. From March to September the group engaged over 230 people in the park to work with them on finding alternatives to homelessness. This may include linking them with services in their community of origin, completing applications for housing and accessing temporary accommodation.	1
	The City should work with private service providers, the NSW Police Force and the State Government to break the cycle of homeless people sleeping rough in Belmore Park.	There is a high turnover of people in the park, due to its location next to Central Station, but despite this 36 people have been supported into accommodation.	
Traffic			
83	Measures be introduced to mitigate traffic impact on such neighbouring residential areas in Ultimo. In particular, measures to ensure that traffic destined for Chinatown does not abuse nearby residential streets and parks (such as Mary-Ann Street)	RMS is currently conducting works around the City to improve traffic capacity. Proposed works as per the Sydney City Centre Capacity Improvement Plan include works to improve capacity on Ultimo Road and Wattle Street. The transport initiatives outlined in the Access Strategy are expected to result in Ultimo Road being a desirable connection to Broadway, City Road and Regent Street by motorists exiting the city centre. The suggestion for a turning has been forwarded to the City Transformation team to test feasibility and was deemed infeasible due to capacity issues as outlined by RMS's City Centre Capacity Improvement Plan.	1
84	the reintroduction of right-turning from Harris Street into Ultimo Rd to enable heavy vehicles to use Thomas Street to access Ultimo Road rather than Mary-Ann Street		
85	Mary Ann Street is a very residential street. Plan does not adequately acknowledge this – large number of residences. modern apartment.	Noted – Mary Ann Street west of Harris Street is outside of the study area. Proposed amendment; Additional text on pg 110 <u>Mary Ann Park, a sizeable local park, is located between Jones Street and Bulwara Road west of Harris Street.</u> and <u>which connects to Macarthur Street and includes residential apartments and terraces along its length.</u>	1
Noise			
86	Noise from people	The noted signage for licensed premises is limited to that use.	1

No	Issue	Response / Action	No. times raised
	walking along the street - signage along key street to encourage people to be considerate late night (similar to the signs many bars have about considering neighbours)	Many residential streets in the LGA are key pedestrian routes and the City's signage policy does not encourage the use of excessive signs as it adds to the clutter on streets and reduces the effectiveness of essential signs.	
	Noise from Council vehicles – reduce / co-ordinate service, cleansing and waste collection vehicles	The City is responsible for residential garbage collection, street and park cleansing including public rubbish bin collection. These activities are co-ordinated where possible. Due to the high levels of activities in Ultimo, the street cleansing team conducts street sweeping on collection on a daily basis to keep the streets clean. The City is not responsible for commercial waste collection.	1
Internal Submission – Traffic Operations			
	Following discussions with the UTS Insearch to improve the pedestrian safety the City's Traffic Operations Team is investigating the introduction of pedestrian crossing that the northern intersection of Thomas Street and Quay Street. RMS has provided in principle support for the crossing. During discussions with RMS, the potential of a minor closure on Quay Street south of Thomas Street to Valentine Street was also tabled and it was noted as a potential future improvement to be further investigated with further consultation with RMS.	Proposed amendments: Potential closure to be investigated shown as dotted line pg 81 and additional text on pg 79. <ul style="list-style-type: none"> • <u>Widen the footpath the northwestern corner of corner of the Thomas Street intersection.</u> • <u>Create a new pedestrian crossing on Quay Street on the northern side of the Thomas Street intersection.</u> • <u>Investigate the potential for closing Quay Street between Thomas Street and Valentine Street to create a new plaza space.</u> 	1
Summary of issues raised during the Community Drop in Session Attendance – 16 people (majority of the people in attendance were residents from Ultimo, Pyrmont and Haymarket)			
	Supportive of the proposals and commended the City for the work done to date and the future works proposed.	Noted	14
	Supportive of the idea of closing Hay Street to vehicular traffic	Noted	6
	Opposition to the redevelopment of the	Noted – it was noted to the individuals who raised the issue that this was a State government initiative and the City has not been	9

ATTACHMENT F

No	Issue	Response / Action	No. times raised
	Powerhouse Museum, noting the importance of this Cultural Institution to stay in the area	involved – the Public Domain Plan makes suggestions for the potential public domain improvements and the retention of public spaces on the site in the event of a redevelopment.	
	The residents were also concerned about pedestrian access in and out of Darling Harbour and to the City.	Noted – the key objective of the review is to improve pedestrian access and connectivity for the area. The 'connecting' streets projects in particular seeks to improve pedestrian access and amenity.	5
	Residents also expressed their concern about the potential negative impacts of DHL and increased density on Chinatown and many noted that Chinatown is highly valued	Noted – The review of the Plan recognises the increased pressure and density that DHL will have on Chinatown, where possible, the public domain improvement proposed seek to improve the quality and the quantity of public spaces for the community and visitors.	11
Other Changes			
	Reference to Chinatown Public Art Plan	Proposed additional text on pg 29; <u>The City has recently completed the Chinatown Public Art Plan (Aaron Seeto, 2015), a strategy for incorporating more public art into Chinatown's public domain.</u>	