

SICEEP PPP – Response to City of Sydney Council Submission

Author	Comment	Response
City of Sydney	All opportunities to re-use the existing Exhibition Centre need to be exhausted before demolition is commenced.	<p>Refer to above. A discussion of the limitations of the Exhibition Centre, and why it cannot be retained, is provided at Section 2.7 of the Response to Submissions report. In summary, the Exhibition Centre was constructed in 1988, and now has the following functionality issues:</p> <ul style="list-style-type: none"> • The Exhibition Hall concourse and foyers are quite narrow by contemporary standards, and are made more difficult by the off-set nature of each Exhibition Hall. • Public catering areas are located in only 4 of the 5 main Halls, and although recently updated, are still limited in size as they require lettable client space to be taken for seating areas. • The original Exhibition Centre loading dock is inefficient due to its size, irregular shape and column obstructions which results in a very limited number of trucks being able to utilise it during events. These issues also impact the safety aspects within the dock surrounds. • Due to the creation of the Convention Centre Parkside, the loading dock waiting area that was previously utilised for trucks and deliveries has been eliminated, which now allows only one truck to be unloaded concurrently in each Hall. <p>DHL has considered whether the existing Exhibition Halls could be extended by means of raising the existing roof structure and extending the structure masts. In respect to the brief requirement, this option proved unviable, with the following issues precluding the adaptive reuse of the Exhibition Centre:</p> <ul style="list-style-type: none"> • The existing roof steel could not be warranted for a further 25 years. • The existing steelwork has no flexibility for redesigning steelwork connections, pin joints, and cable stays, and so these would all require substantial reworking to ensure that a warranty could be applied. • Raising the existing roof to accommodate a double stack of exhibition space would

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		<p>incur greater wind loads, which the structure is not expected to be able to accommodate.</p> <ul style="list-style-type: none"> • The alignment of the existing halls and its saw tooth layout does not allow for the continuous use hall space. • The configuration of the loading dock and existing column set-out would not facilitate the rearrangement of these areas. • Retention of the lower hall level will limit the opportunity for on grade connections to Quarry St and the light rail. <p>The Exhibition Centre has now been in operation for over 23 years, and some significant repairs would be necessary in the next 2-3 years. There are key maintenance issues such as the chillers, lifts, escalators, underground plumbing and leaking roofs in the Exhibition Halls to be addressed. Due to its age, the building has a poor environmental design, and as a result, is energy inefficient in comparison to contemporary design. When considered in conjunction with issues associated with increasing the building's capacity, the estimated cost of undertaking these tasks would be prohibitive.</p>
City of Sydney	Active uses should be incorporated for at least 50% of the frontage of the Exhibition, Convention and Entertainment Centre to The Boulevard.	<p>Active uses along The Boulevard have been considered holistically. More than 50% of the Theatre has retail frontage, a portion of the Terraced Landscape includes a retail space, and approximately 50% of the ICC which faces The Boulevard at-grade is designated as retail, including outdoor dining. In addition to the proposed retail activation, The Boulevard includes a combination of other features including 'water-art', lawn terraces for sitting, interactive information and wayfinding kiosks, noodle markets, Chinese Garden Plaza festival space, half-court basketball facilities, amenities, picnic facilities and the multi-program Tumbalong Green, which includes gym facilities. A future proposal being considered is the 'urban jungle', which would be a play zone for older children and young adults.</p> <p>HASSELL has prepared a series of diagrams addressing the function, accessibility and activation of The Boulevard. A Boulevard Activation Plan is provided at Appendix K (refer to diagram SK_PP_LA_2054) and is further discussed at Section 2.2 of the Response to Submissions report.</p>

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City of Sydney	A length of retail tenancies about 6 metres wide should be incorporated on the northern side of Tumbalong Place.	<p>There is no intention to provide any further retail within Tumbalong Place. Activation will be achieved through raised seating terraces and outdoor performance spaces with further activation to include lighting and art along the northern face of the exhibition wall.</p> <p>HASSELL has prepared a Tumbalong Place Activation Plan (refer to diagram SK_PP_LA_2055 at Appendix K and Section 2.2 of the Response to Submissions report).</p>
City of Sydney	The internal floor levels of the Convention Centre should be adjusted so to ensure that an active frontage is provided at the forecourt level.	<p>The current level of the ground floor is RL3.4. This level is driven by the flood levels actually coming into Harbourside Place from Darling Drive with the highest level being at the north-west corner of the ICC. While the flood levels drop off further east, it is ideal that there is one continuous lobby at the same level without internal ramping. Furthermore, the level must be slightly higher than the surrounding public realm along the east side to achieve the minimum 500mm freeboard which will result in some steps.</p> <p>DHL is studying the flood levels in more detail to determine if there is any further adjustments to the ground level, however DHL considers that there are a number of benefits in providing a low level terrace, as it provides informal seating opportunities within the public realm around the Woodward Fountain and slightly higher view lines to the Harbour and City above the passing crowds for outdoor dining outside the ICC.</p>
City of Sydney	More active frontage can be provided along the northern side of The Theatre towards Tumbalong Place with minor revisions to fire stair configuration.	<p>In response to the submissions, DHL has reviewed the planning of The Theatre and is not intending to include additional retail opportunities along the Tumbalong Place.</p> <p>The retail along the northern face of the Theatre has marginally reduced to suit the replanning of the Theatre.</p> <p>Activation will be achieved through raised seating terraces and outdoor performance spaces with further activation to include lighting and art along the northern face of the exhibition wall.</p> <p>HASSELL has prepared a Tumbalong Place Activation Plan (refer to diagram</p>

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City of Sydney	The extent of the Exhibition Centre loading dock above Darling Drive should be reduced as much as possible and the underside should be decoratively treated.	<p>SK_PP_LA_2055 at Appendix K and Section 2.2 of the Response to Submissions report).</p> <p>The Exhibition Centre loading dock above Darling Drive has been reduced to the minimum extent needed to accommodate the required truck movements and cannot be reduced any further. The treatment of the loading has been reviewed by DHL (in particular as viewed from surrounding residential dwellings), with improvements being made to the presentation.</p> <p>The external facade of the loading dock has been altered to create a different profile that has more depth to minimise visual impact to surrounding dwellings and is presented in the attached visual analysis.</p>
City of Sydney	The Event Deck should remain an open deck in perpetuity with scheduled community use including active recreation such as basketball. Neighbour disturbance must be managed. The green edge should be reconsidered including the commitment to maintain and manage perspective.	<p>When the Event Deck is not being used for events, it will be an open space area available to the public for activities and will allow for the expansion of the types of events and activities that already occur in Tumbalong Park (such as community events, sporting activities, and cultural events). The Deck will be closed to the public at night.</p> <p>In addition to those comments, it is noted that the Event Deck will remain an open deck with temporary tent structures brought in when required for exhibitions and functions (these will be removed at the end of these events). With respect to the management of the green edge, this will be maintained by the Operator / Facilities Manager.</p> <p>A draft Event Management Plan has been prepared by AEG Ogden (refer to Appendix R) for the operation of the Event Deck. It provides details on public access, frequency of use, hours of operation and noise impacts and noise monitoring. To minimise any amenity impacts, events and functions will be held between 7am and 10pm (including bump-in and bump-out) except for large celebratory events. Low noise events or functions where there is no risk of exceeding the recommended noise level at the nearest residence at Night Time (after 10pm) as recommended in the ENVIA prepared by Aecom, will be finished by 11pm.</p>
City of Sydney	The Pier Street underpass must be transformed. A design competition should be held in relation to comprehensive	DHL is proposing to provide a design treatment to the underside of Pier St for the width of The Boulevard only. This element will identified and developed in line with the

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	refurbishment of the Pier Street pedestrian and vehicle underpass.	precincts' Art and Interpretation Strategy.
City of Sydney	The secondary connection from Quarry Street should be simplified by a ramped bridge to The Event Deck and a direct staircase (and lift) to The Boulevard.	DHL has studied the possibility of a ramped solution previously but the height difference from Quarry Street to the Event Deck is too great for a ramped solution within the space available. Similarly, a direct lifted connection from The Boulevard to the Event Deck cannot be achieved, as they are not adjacent to each other vertically. A direct stair connection in this location has also been studied but visually creates confusion about the Building entry and cannot be collocated with a lift to provide equitable access.
City of Sydney	The size and scale of the pedestrian paths across Tumbalong Green must cater for the projected volume of people to and from Town Hall Station. Footpaths should be made wider and must line up with surrounding connections.	<p>The footpath alignment and pathway geometry in and around Tumbalong Green has been amended to address the concerns raised by the Department and Council. Whilst DHL has considered widening the paths to cater for people movements in large events, this would change the character of the Green, and would mean that it was defined by the paths instead of green space which is its primary role. Further, it is considered that primary pedestrian movement from Town Hall into SICEEP will also include the significant circulation zones around Darling Quarter and the Chinese Gardens, and not just Tumbalong Green in isolation. As a result, it is not considered necessary to widen the paths for events.</p> <p>HASSELL has prepared a diagram for the Tumbalong Green Pedestrian Network (refer to diagram SK_PP_LA_2061 at Appendix K, and Section 2.5 of the Response to Submissions report).</p>
City of Sydney	The southern pathway around Tumbalong Green should have its own geometry and widen at The Boulevard to cope with likely pedestrian demands.	<p>DHL concurs with Council's comments and will address this further during design development.</p> <p>HASSELL has prepared a diagram for the Tumbalong Green Pedestrian Network (refer to diagram SK_PP_LA_2061 at Appendix K, and Section 2.5 of the Response to Submissions report) which gives an indication of the revised geometry.</p>
City of Sydney	The Exhibition Centre and Entertainment Centre forecourt should provide at-grade surfaces including ramps if necessary.	DHL confirms that a ramp has been provided and has been documented on the revised drawings at Appendix H .
City of Sydney	(a) Materials and finishes are to be discussed with the City in further workshops.	DHL agrees with CoS's suggestion of further workshops to finalise materials and finishes.

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	(b) Wayfinding signage must be integrated with transport and other city signage.	Wayfinding signage will comply with the SICEEP Wayfinding and Signage Guidelines, including signage to other destinations external to the site including key transport nodes and tourist destinations.
City of Sydney	The Convention Centre drop off should be reconfigured to provide pedestrian primacy.	<p>As part of the INSW brief, DHL are required to provide an 'all-weather' drop off adjacent the entry. The design intent is for this space to read as a continuous pedestrian zone, similar to a Hotel porte-cochere. To strengthen the pedestrian nature of the zone, kerb and gutter is not proposed to be adopted in this area.</p> <p>HASSELL has prepared a diagram for the Convention Centre Drop-off (refer to diagram SK_PP_LA_2062 at Appendix H, and Section 2.4 of the Response to Submissions report).</p>
City of Sydney	The height of the Convention Centre should be reduced where possible.	DHL has minimised the height of the ICC whilst ensuring the design meets the INSW Brief and internal services requirements of the building. In response to concerns about the height of the building, DHL has sought to minimise the perceived bulk and scale of the building through breaking down the building facades, and providing greater building articulation.
City of Sydney	Large metal and precast concrete surfaces, particularly on the western side of the facilities, require richer and more diverse materials and finishes.	<p>DHL is reviewing refinements of these facades as part of the design development phase.</p> <p>DHL has made changes to the materiality to the western block of the ICC Theatre block to include a different palette of materials as outlined on the revised drawings and visual analysis.</p>
City of Sydney	<p>(a) The TMAP should include further discussion regarding the available alternative transport modes and enable an understanding of the baseline, reasonable and stretch targets for sustainable transport.</p> <p>(b) Electronic parking systems should be used for car parking efficiency.</p>	<p>(a) DHL proposes to undertake further discussions with Transport for NSW with regards to alternative transport modes. The sustainability plan makes provision for car share services throughout the precinct.</p> <p>(b) DHL is proposing a carpark management system which will include dynamic electronic signage within Darling Drive to direct cars into either the Exhibition or Theatre carpark, dependent on parking availability. Due to the large footprint of the Exhibition carpark, electronic sensors will be provided to direct cars to free aisles to improve</p>

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City of Sydney	<p>(a) That the Proponent liaises further with the City's Cycling Team to ensure all cycle connections are designed and built to match the existing and planned infrastructure.</p> <p>(b) The inconsistencies with the Darling Drive cycle way design must be addressed and the City given the chance to comment on the design.</p>	<p>carpark efficiency. The external signage will be integrated with existing SHFA precinct systems.</p> <p>a) DHL will consult with Council's Cycling team during design development to ensure consistency with the City's existing and planned infrastructure.</p> <p>b) DHL will continue to consult with the City of Sydney in the development of the Cycle ways.</p>
City of Sydney	<p>(a) Bicycle parking and end trip facilities must be provided in line with the requirements set out for a convention centre in the NSW Planning Guidelines for Walking and Cycling. The customers/visitors should be set against the capacity of the venues rather than seating capacity. This is in line with the DGRs.</p> <p>(b) The bicycle parking and end trip facilities require more detail.</p> <p>(c) The bicycle parking spaces and end trip facilities must be visible and inviting, not just put in left over areas of car parks.</p> <p>(d) Cycle parking should be accessible from both The Boulevard and Darling Drive.</p> <p>(e) The Boulevard must be designed to accommodate cyclists and pedestrians over its entire length.</p> <p>(f) All pedestrian connections through the site must be designed to be suitable for cyclists.</p> <p>(g) The cycle planning around the site must be reviewed to</p>	<p>a) DHL is providing public 'end trip' bicycle parking facilities in the Exhibition Centre including parking, change rooms and showers. Bicycle parking and change facilities have been provided at an appropriate rate.</p> <p>b) Refer to above. DHL will provide further details during the design development phase.</p> <p>c) The bicycle parking spaces and end trip facilities will be integrated with the car parking entries. Appropriate signage will be provided directing riders to these facilities in accordance with the SICEEP Wayfinding and Signage Guidelines.</p> <p>d) Access to the bicycle parking will be via the car park entries, which can be accessed from both Darling Drive and The Boulevard.</p> <p>e) DHL is following SHFA's policy to accommodate cyclists and pedestrians together in the design of The Boulevard, and is not providing formalised zones</p> <p>f) and g) DHL will continue to communicate with the City of Sydney in the development of the cycle ways through the site. It is noted that there is no intention to change cycle routes outside of the SICEEP boundary. HASSELL has prepared a diagram showing the cycle strategy for the SICEEP precinct (refer to diagram SK_PP_LA_2059 at Appendix K, and Section 2.5 of the Response to Submissions report).</p>

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	ensure that the DGR to provide a consistency with the City of Sydney Cycle Strategy and Action Plan 2007 – 2017 is suitably addressed, as at present it does not.	
City of Sydney	The Darling Drive roundabout should be improved to provide pedestrian refuges on all approaches to the roundabout.	<p>An existing pedestrian crossing connects the eastern side of Darling Drive to the light rail stop, and crosses two lanes of traffic.</p> <p>The crossing will be moved slightly north. DHL proposes to convert this to a signalised crossing to comply with RMS standards, as outlined in the attached Transport and Traffic Assessment Addendum Report prepared by Hyder at Appendix M.</p>
City of Sydney	<p>(a) The size of taxi storage needs to be reviewed.</p> <p>(b) The design of the footways around the taxi areas needs to be reviewed to ensure there are sufficient patron storage areas, while maintaining an adequate pedestrian thoroughfare.</p> <p>(c) Connections between the Exhibition Centre and the taxi ranks are also a concern. Sufficient way finding will need to be used for this and all the sites.</p>	<p>a) DHL is providing taxi storage in line with the INSW Brief which requires a dedicated taxi zone of at least 20 spaces. During design development, DHL will determine if additional taxi storage can be provided.</p> <p>b) In response to this concern, DHL will review the design of the footpaths around the taxi area as part of design development</p> <p>c) DHL has reviewed these connections in response to Council's concern. The proposed changes to the Theatre have resulted in improved connections, with taxi drop-off/pick-up provided adjacent to The Boulevard with direct visual connection (refer to revised Architectural Drawings at Appendix H).</p>
City of Sydney	<p>(a) Pedestrian access should be incorporated along the eastern side of Darling Drive.</p> <p>(b) A footpath shown behind The Theatre should be deleted and converted to landscaping.</p>	<p>a) The masterplan has greatly improved the East-West connectivity into the precinct and the need to move North-South along the eastern side of Darling Drive is not being promoted. The focus is to bring pedestrians into The Boulevard for North-South connectivity, rather than encouraging the use of Darling Drive.</p> <p>b) DHL needs to maintain service access around the building, and so whilst this is not intended as a major pathway, it needs to be retained. This will be resolved during design development.</p>
City of Sydney	Stairs from the Convention Centre Light Rail Station should be converted to a ramp.	<p>DHL has adopted the changes to include a ramp in lieu of stairs.</p> <p>Following discussions with TfNSW it has been agreed that planning consent for</p>

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City of Sydney	<p>Achieve highest sustainability rating for proposed initiatives:</p> <ul style="list-style-type: none"> • Maximum utilisation of roof space and building façade for solar energy, aiming for 30% of energy use from local renewables generation; • Meet at least 10% of potable water demand by stormwater harvesting and grey water recycling, including provision of dual reticulation for all buildings; • Platinum LEED rating, 6 star Green Star rating (As Design and As Built); and • Platinum Earth Check rating. 	<p>amendments to the Light Rail Stops, as a result of the SICEEP project, will be obtained by TfNSW. As such, DHL will no longer seek approval for these works as part of this application.</p> <p>DHL is committed to achieving LEED Gold for the ICC and will continue to investigate other opportunities, such as recycled water from Barangaroo.</p> <p>Earth Check is a sustainability operations rating for the hospitality industry. DHL will aim for Earth Check Platinum within 5 years of operations.</p> <p>The current proposed solar array on the Exhibition roof will provide for the base load (no event load) for the Core Facilities.</p> <p>Measures to reduce potable water consumption and wastewater discharge from the site will be implemented throughout the development site, including use of water-efficient fixtures and fittings, sub-metering of building plant and rainwater harvesting and reuse.</p>
City of Sydney	<p>Due consideration should be given to meeting the Sustainable Sydney 2030 greenhouse emissions and renewable energy targets by:</p> <ul style="list-style-type: none"> • Integrating thermal needs of the development with nearby developments – e.g. Barangaroo; • optimum generation of energy using tri-generation; • committing to energy efficient plant and equipment, and low energy lighting such as LEDs in the buildings, public domain and communal areas; and • co-locating thermal pipes, recycled water networks and 	<p>DHL is still considering whether it is viable to convert the Core Facilities Central Plant to a Precinct thermal plant.</p> <p>Tri-generation was also considered, but was ruled out as not being the most environmental or economically efficient energy solution for the Core Facilities.</p> <p>Energy efficient features being considered in the detailed design including efficient plant and equipment, low energy lighting (such as LEDs) in the buildings, public domain and communal areas, co-locating thermal pipes, recycled water networks and possibly automated waste collection systems.</p>

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	<p>possibly automated.</p> <ul style="list-style-type: none"> waste collection systems. 	
City of Sydney	<p>The proponent is strongly encouraged to reduce water demand, increase water efficiency and improve stormwater quality by:</p> <ul style="list-style-type: none"> optimum holistic consideration of the water cycle including stormwater; generation, potable and non-potable demands; Achieve 5 Star NABERS Water or equivalent, demonstrating how recycled water is maximised on site with the aim of achieving at least 30% of water use on site from non-mains sources; and Implementing WSUD to treat stormwater runoff, provision of rain water capture, rain gardens and other measures. 	<p>The introduction of recycled water from Barangaroo is still being investigated to assist in reducing non-potable water demand and achieving 5 star NABERS.</p> <p>The development incorporates rainwater harvesting and storage facilities for use in toilet flushing, landscape irrigation and public domain water features. Water sensitive urban design (WSUD) strategies have been incorporated in the public domain treatments to improve water quality through use of swales and rain gardens, maximisation of soft landscaping to reduce overland flow and the use of permeable paving to improve groundwater infiltration.</p> <p>Further investigation is proposed to be undertaken to determine the feasibility of connection to the Barangaroo South recycled water treatment plant for use in subsoil landscape irrigation and/or the centralised plant area.</p>
City of Sydney	<p>The Proponent is encouraged to consider the following:</p> <ul style="list-style-type: none"> Full reuse and recycling of demolition materials first, before utilising it to replace fill material requirements; Maximise centralised waste and recycling storage for the development to provide benefits from reduction in vehicle movements for waste collection; and Ensuring waste storage areas are future-proofed to be compatible with advanced waste collection and 	<p>DHL has progressed a design which retains and reuses the existing slab for the core facilities, thereby averting the need for disposal or recycling of a substantial portion of the material and embodied energy of the existing buildings in the first instance.</p> <p>DHL is seeking to reduce wastes from the source during both construction and operation through sustainable procurement. Through waste separation DHL will target 75% operational waste diversion.</p> <p>Due to the size of the Core Facilities, each building has its own waste facilities. The Public Realm will utilise the existing centralised waste facilities.</p>

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	treatment.	DHL will develop a waste management strategy to suit the Core Facilities as well as integrate with the existing waste collection facilities already adopted by SHFA for the public domain. The new waste management areas will be appropriately sized for future waste collection systems.