



**Sydney International Convention Centre, Exhibition &
Entertainment Precinct (SICEEP)
International Convention Centre (ICC) Hotel
Darling Harbour**

Statement of Heritage Impact

Prepared for
Darling Harbour Live

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1 INTRODUCTION

1.1 Purpose of the report

This report supports a State Significant Development Application (SSDA) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Application (referred to as SSDA6) seeks approval for construction of the International Convention Centre (ICC) Hotel component of the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) Project at Darling Harbour.

This SSDA follows SSDA1, which seeks approval for the core convention, exhibition and entertainment facilities of the SICEEP Project; SSDA2, a staged application that sets out a Concept Proposal for a new mixed use neighbourhood at Darling Harbour known as 'The Haymarket'; and a number of detailed proposals (SSDA3, SSDA4, and SSDA5) for use of development plots within The Haymarket. SSDAs 1 and 2 were submitted to the Department of Planning and Infrastructure (DoPI) in March 2013, and the SSDAs 3-5 were submitted in May 2013.

The ICC Hotel forms part of the SICEEP Project, which will deliver Australia's global city with new world class convention, exhibition and entertainment facilities and support the NSW Government's goal to "make NSW number one again".

The Statement of Heritage impact has been revised to assess the heritage impact of the revised architectural design for the hotel as requested by the Department of Planning and Infrastructure.

1.2 Overview of proposed development

The proposal relates to a SSDA for the ICC Hotel component of the SICEEP Project. The hotel is located at the northern end of the precinct and comprises a single building with up to 656 keys. The hotel is being developed by Lend Lease and is consistent with Darling Harbour Live's Preferred Precinct Plan.

More specifically, this SSDA seeks approval for the following components of the development:

- Demolition of existing site improvements;
- Associated tree removal and replanting;
- Construction and use of a single hotel tower providing for up to 656 keys and including guest facilities, restaurant and ballroom;
- Public domain improvements including integration with existing / proposed works; and
- Extension, realignment and augmentation of physical infrastructure/utilities as required.

1.3 Background

The NSW Government considers that a precinct-wide renewal and expansion of the existing convention, exhibition and entertainment centre facilities at Darling Harbour is required, and is committed to Sydney reclaiming its position on centre stage for hosting world-class events with the creation of the Sydney International Convention, Exhibition and Entertainment Precinct.

Following an extensive and rigorous Expressions of Interest and Request for Proposals process, a consortium comprising AEG Ogden, Lend Lease, Capella Capital and Spotless was announced by the NSW Government in December 2012 as the preferred proponent to transform Darling Harbour and create SICEEP.

- Delivering world-class convention, exhibition and entertainment facilities, including:
 - Up to 40,000m² exhibition space;
 - Over 8,000m² of meeting rooms space, across 40 rooms;
 - Overall convention space capacity for more than 12,000 people;
 - A ballroom capable of accommodating 2,000 people; and
 - A premium, red-carpet entertainment facility with a capacity of 8,000 persons.
- Providing a hotel complex at the northern end of the precinct, immediately adjacent to the new International Convention Centre.
- A vibrant and authentic new neighbourhood at the southern end of the precinct, called 'The Haymarket', including apartments, student accommodation, community facilities, shops, cafes and restaurants.
- Renewed and upgraded public domain that has been increased by a hectare, including an outdoor event space for up to 27,000 people at an expanded Tumbalong Park.
- Improved pedestrian connections linking to the proposed Goods Line (formerly Ultimo Pedestrian Network) drawing people between Central, Chinatown and Cockle Bay Wharf as well as east-west between Ultimo/Pymont and the City.

1.4 Site description

The SICEEP Site is located within Darling Harbour. Darling Harbour is a 60 hectare waterfront precinct on the south-western edge of the Sydney Central Business District that provides a mix of functions including recreational, tourist, entertainment and business.

With an area of approximately 20 hectares, the SICEEP Site is generally bound by the Light Rail Line to the west, Harbourside shopping centre and Cockle Bay to the north, Darling Quarter, the Chinese Garden and Harbour Street to the east, and Hay Street to the south. The SICEEP Site has been divided into three distinct redevelopment areas – Bayside, Darling Central and The Haymarket.

The ICC Hotel Site (refer to Figure1):

- is located within the northern end of the Bayside precinct;
- is bounded by Harbourside Shopping Centre to the north and east, the International Convention Centre to the south and Darling Drive to the west; and.
- occupies an area of approximately 3,730 m².



Figure 1 Site Plan indicating redevelopment areas
Source: JBA



Figure 2 Site location – approximate site of ICC Hotel
Source: fjmt architects

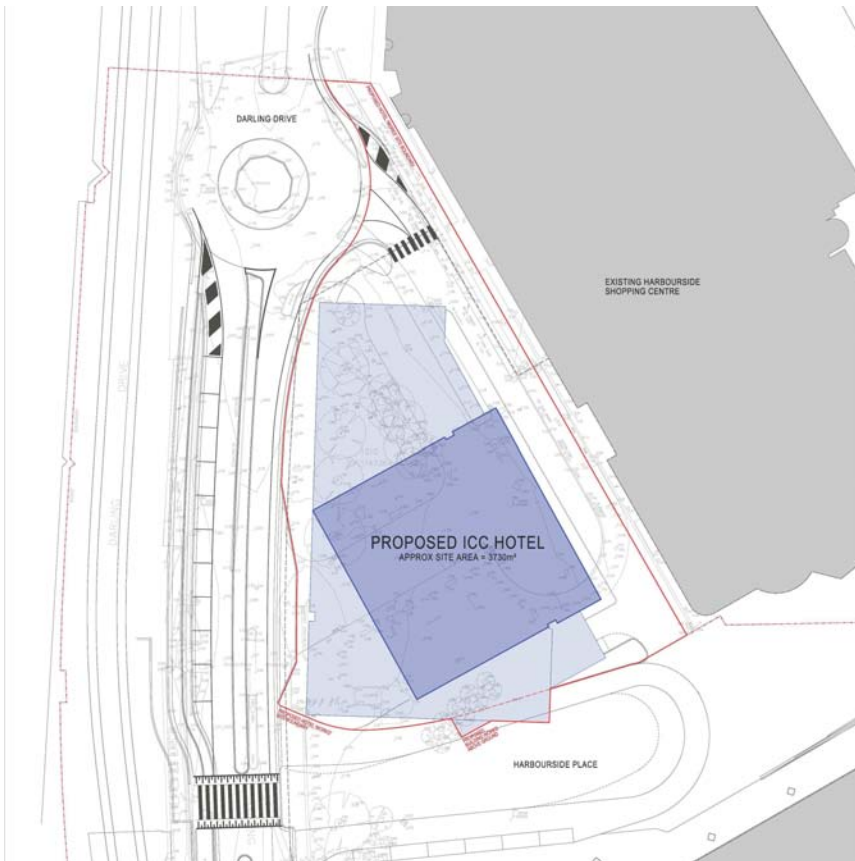


Figure 3 Site plan of ICC Hotel
Source: fjmt architects



1.5 Planning approvals strategy

The SICEEP Project will result in the lodgement of numerous SSDAs for the various components of the redevelopment project. SSDAs have already been lodged for the PPP component of the SICEEP Project (comprising the convention centre, exhibition centre, entertainment facility and ancillary commercial premises and associated public domain upgrades), the Stage 1 Concept Proposal for The Haymarket, and the Stage 2 detailed proposals for three of the development plots within The Haymarket. Future applications will be lodged for the remaining development plots within The Haymarket Site.

This Application relates to a SSDA6 for the ICC Hotel component of the SICEEP Project and is consistent with Darling Harbour Live's Preferred Precinct Plan.

1.6 Methodology and terminology

This report follows the general guidelines for Statements of Heritage Impact, set out in the NSW Heritage Manual, Heritage Office and Department of Urban Affairs and Planning (1996).

This report also follows the methodology and terminology described in *The Conservation Plan*, Sydney, National Trust of Australia (NSW), 5th edition 2000 by Dr J. S. Kerr and in the Australia ICOMOS *Burra Charter*, 1999 as described below. The methodology of these documents is combined with the State Heritage Register criteria to formulate an assessment of cultural significance (refer Section 3).

J.S. Kerr's *The Conservation Plan* considers the concept of cultural significance according to three qualities: The ability of a place to demonstrate a process, event, custom or style; associational (historical) links for which there may be no surviving evidence; and formal or aesthetic qualities.

The process of assessment of culturally significant places set out in the Australia ICOMOS *Burra Charter* breaks the concept of significance into "historic", "aesthetic", "technical/scientific" and "social" categories.

1.7 Author identification

This document was prepared by Dr Roy Lumby, Senior Heritage Specialist and Megan Jones, Practice Director of Tanner Kibble Denton Architects.

1.8 Heritage management context

The Statement of Heritage Impact addresses impacts on heritage items that are included in statutory lists.

The only listed heritage item on the development site is an archaeological item, the Water Cooling System and Manifold. However, a section of the Darling Harbour Rail Corridor is included in the SICEEP boundaries near the site.

The following heritage items in the vicinity of the ICC Hotel site are included in the **State Heritage Register**:

- Pyrmont Bridge.
- Darling Harbour Water Feature (pending)

The following heritage items are included in **Sydney Local Environmental Plan 2012**:

- Woolbrokers Arms Hotel, 22 Allen Street (Item I1206);
- Corner Shop and Terrace Group, 224-302 Harris Street (Item I1233);
- Retail Premises – Harris Street Group, 304-308 Harris Street (Item I1234);
- Pyrmont and Murray Street Residential Group 142-168 Pyrmont Street (I1246?);
- John Taylor Woolstore, 137 Pyrmont Street (I1263);
- Clarence Bonded and Free Stores, 139 Murray Street (I1264);
- Pyrmont Fire Station, 147 Pyrmont Street (I1265); and
- Portion of the Pyrmont Conservation Area (C52).

The following heritage items are included in **Section 170 Registers**:

- Darling Harbour Rail Corridor is included in the SHFA Section 170 Heritage and Conservation Register;
- Water Cooling System and Manifold is included in the SHFA Section 170 Heritage and Conservation Register.

1.9 Director General's Requirements

This report has been prepared to fulfil the requirements of the Environmental Impact Statement issued by the Director-General on 21 January 2013, for the preparation of an Environmental Impact Assessment under Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*. The report specifically responds to Key Assessment Requirement 10. Heritage:

- *Address the impacts of the proposal on heritage significance of the site and adjacent area including any built and landscape heritage items including places, items or relics of significance to Aboriginal people; and*
- *Address opportunities for heritage interpretation within the public domain.*

The impacts of the proposal on relics of significance to Aboriginal people and European archaeological relics are the subject of reports prepared by other specialist consultants. Casey & Lowe has prepared the Non-Indigenous Archaeological Assessment and Impact Statement. Comber Consultants has prepared the Aboriginal Archaeological Due Diligence Assessment.

1.10 Department of Planning and Infrastructure comments on original submission

The architectural design of the tower has been revised in response to the following comments from the Department of Planning and Infrastructure:

"The Department considers that there is scope for a tall building in this location. However, the Department is concerned that the proposed tower, due to its regular rectilinear form and architectural approach lacks sufficient architectural excellence/landmark quality to justify its scale and presence within the relatively low-rise western side of Darling Harbour. The Department is also concerned that the generously sized and square tower floorplate emphasises the scale and visual dominance of the building. ...The Department also notes City of Sydney's comments seeking a more sculptural architectural form and appearance for a building of this scale"

2 HISTORICAL BACKGROUND

A historical overview of the SICEEP site is included in the Sydney International Convention Centre, Entertainment and Exhibition Precinct (SICEEP), Darling Harbour Statement of Heritage Impact (Tanner Kibble Denton Architects, June 2013). This section of the report provides a concise historical summary of development on the ICC Hotel site.

For a part of the history of European development at Darling Harbour, which extends back to the last decade of the 18th century, the ICC Hotel site had not been reclaimed. Reclamation did not commence until after the coming of the railway to Darling Harbour in 1855. In 1864 it was planned to reclaim around 7.3 hectares and a contract was let to move spoil from excavation at the Sydney Railway Terminus and associated yards to reclaim land to form the goods yard. A stone dyke to retain the fill was completed by February 1865. Reclamation also took place on the western side of Darling Harbour at this time and is understood to have included part of the Hotel site.

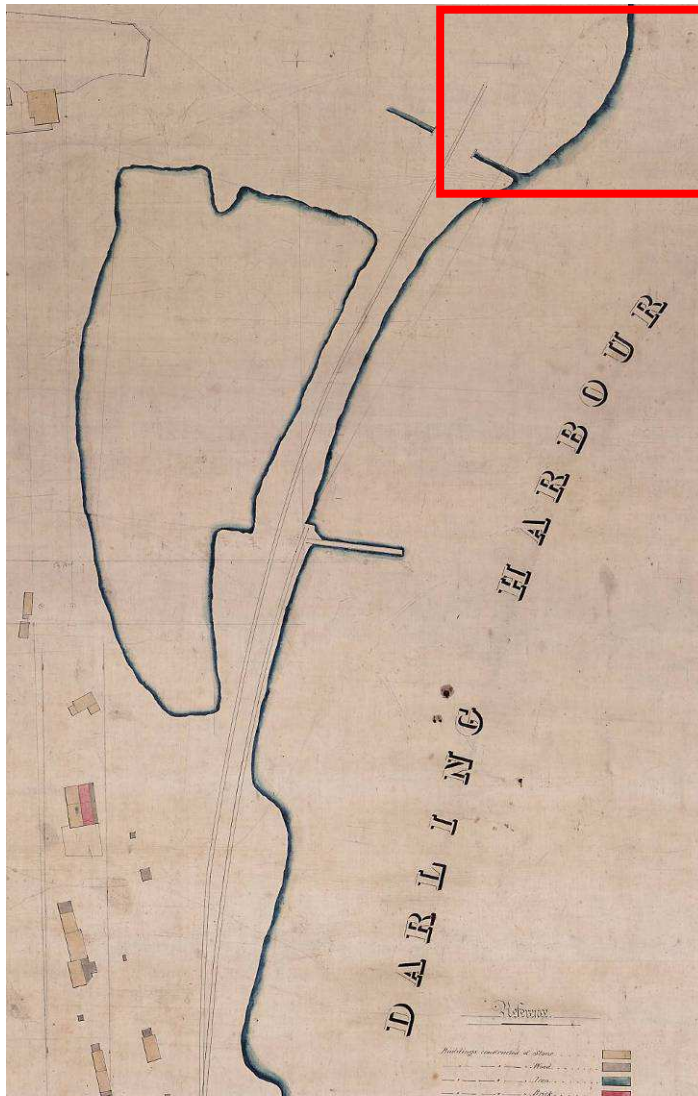


Figure 4 Portion of an 1865 survey showing the western side of Darling Harbour. The approximate location of the ICC Hotel site is indicated.

Source: City of Sydney Archives, Trigonometric Survey of the City of Sydney, Section W1, 1865.

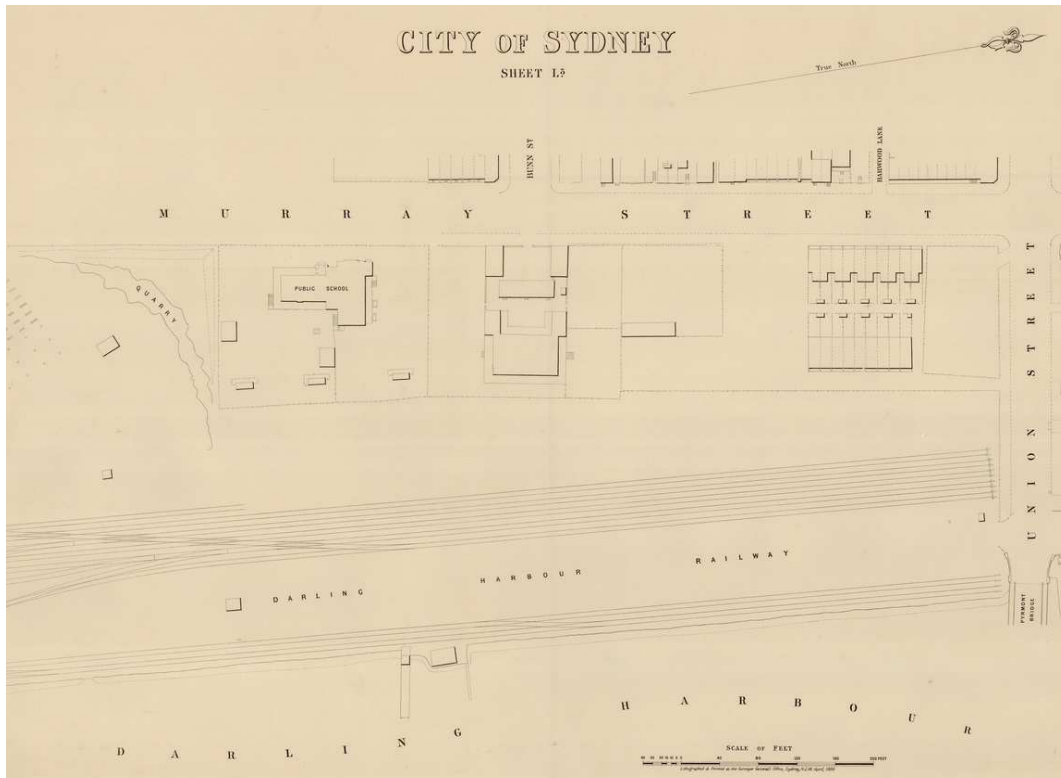


Figure 5 Development in the vicinity of the Hotel site, 1888.
 Source: State Library of NSW – NSW Department of Lands Metropolitan Detail Series Sheet L3, 1888.

Further reclamation took place in the wake of a Parliamentary Standing Committee in 1894, which was in place by 1903, and after the 1908-09 Royal Commission for the Improvement of Sydney and its Suburbs, which was completed by 1910. The Sydney Harbour Trust Commissioners began to undertake schemes in 1913 to meet the need for more wharf space and upgraded facilities. Resumptions commenced in Pyrmont and Ultimo. Works included new goods sheds and additional reclamation. During the 1920s works were delayed as a result of co-ordination with the construction of new water cooling conduits for the Ultimo Power House and extensions to stormwater and sewerage services. Works were completed by 1929. The process is summarised in the following illustrations.

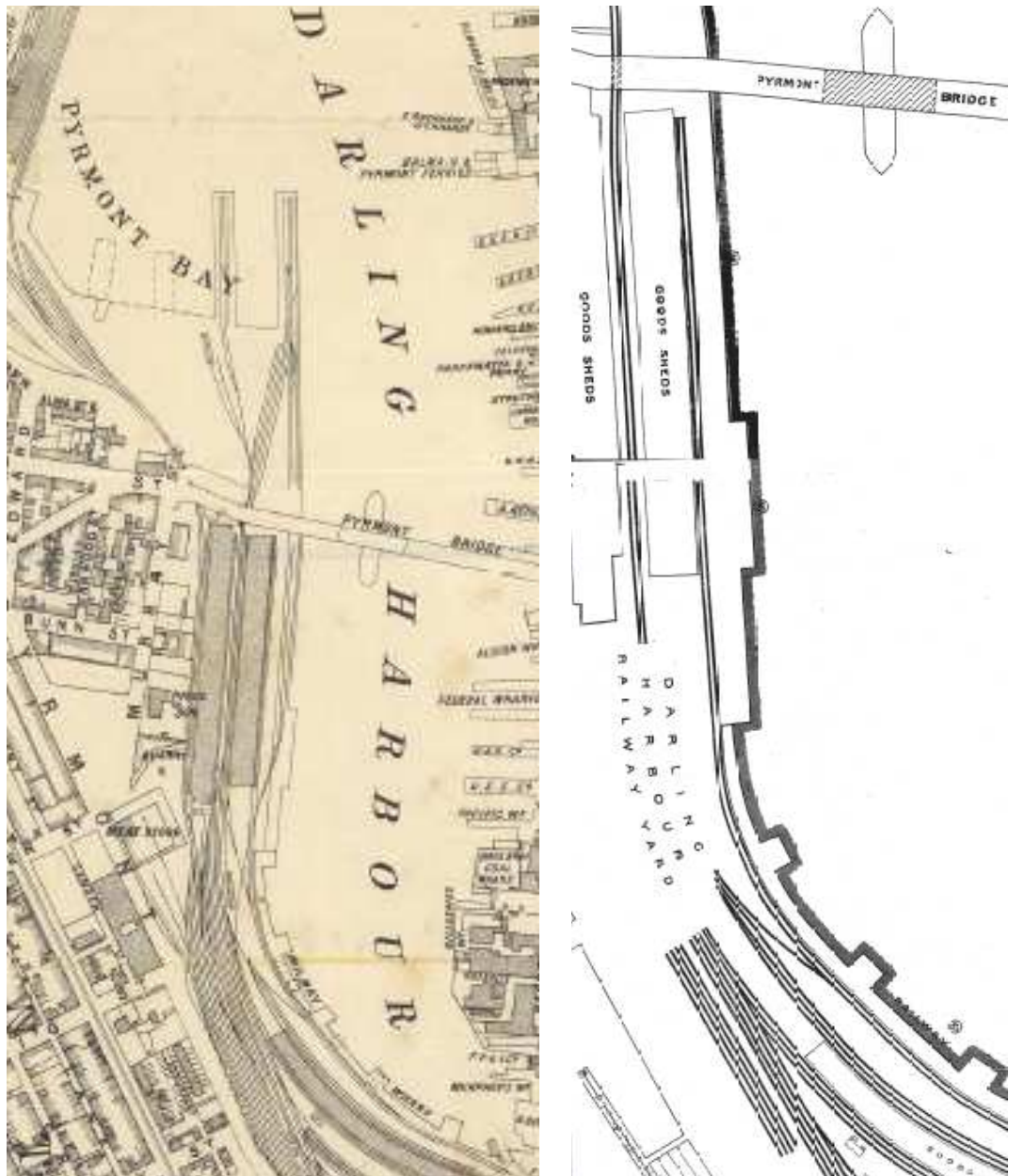


Figure 6 Sections of plans of the City of Sydney from 1903 (left) and 1910 (right) showing resumptions and development on the western side of Darling Harbour.
Source: City of Sydney Archives, Map of the City of Sydney, 1903; Roberts and Moffat, City of Sydney (Central), 1910.



Figure 7 Aerial photograph of Darling Harbour Goods Yard, 1949. The site of the long goods shed next to Murray Street, to its west, is now largely occupied by the Novotel. Source: City of Sydney Archives with TKDA overlay.



Figure 8 Railway sheds on the western side of Darling Harbour, June 26, 1983. Source: City of Sydney Archives, SRC 2236.

3 HERITAGE SIGNIFICANCE

With the exception of the Carousel and the Chinese Garden of Friendship, there are no listed heritage items within the area of the 1980s development of Darling Harbour.

The Statements of Significance in the following sections have been extracted from the State Heritage Register Database or State Heritage Inventory Database entries as applicable to each item in the vicinity of the development site.

3.1 Darling Harbour Rail Corridor

According to the database entry for the Darling Harbour Rail Corridor in the State Heritage Inventory, the Corridor is Located between George Street (Broadway), Pyrmont Street, Harris Street, and Merino Boulevard (Darling Drive), on the former railway reserve for the Darling Harbour goods line. The limit of this listing includes the Casino site as its northern boundary.



Darling Harbour Rail Corridor in the vicinity of the ICC Hotel site.

Statement of Significance

The Darling Harbour goods line was part of the first railway opened in New South Wales in 1855, the current corridor corresponds with that purchased from the Harris family in 1853 for this purpose. It therefore has a high degree of significance as a place. The Ultimo Road Bridge is believed to be constructed in the 1850s, and is therefore one of the only remaining features of the original railway which joined Darling Harbour and Granville (Parramatta Junction) in 1855. The siting of the railway along what was the edge of Darling Harbour strongly influenced the development of Pyrmont and Ultimo. Because of it, wool stores, engineering works and other industries were built here after the 1870s, giving this part of Ultimo its industrial, rather than residential, flavour. The site also contains two railway bridges. The Railway Square road overbridge (outside the curtilage of this listing) built in 1855 is historically significant as the oldest railway bridge to be constructed and still in use in New South Wales. It is a strong connection to the first railway construction and the original Redfern (Sydney) Station. The Ultimo railway underbridge is a mid 19th century construction with classic revival inspired cast iron columns and mid 19th century sandstock brick abutments. Both items are assessed individually as historically rare, scientifically rare, archaeologically rare and socially rare.

3.2 Darling Harbour Water Feature



Statement of Significance

The Darling Harbour Water Feature is not currently listed as a heritage item. However, the NSW Heritage Council has advised that it intends to include the item in the NSW State Heritage Register.

The following statement of significance for the Water Feature has been extracted from the State Heritage Register Nomination form for the Darling Harbour Water Feature:

The Darling Harbour Water Feature's importance is derived primarily from its aesthetic significance, established as an item of exemplary design for its period, receiving the Walter Burley Griffin Award of the Royal Australian Institute of Architects, and the New South Wales Chapter Civic Design Merit Awards in 1991. In 1992 it was awarded the National Civic Design prize of the Australian Institute of Landscape Architects.

The Water Feature was designed in 1987 by a notable architect, Robert Woodward, a war veteran whose career as a fountain designer was of national and international prominence.

The Darling Harbour Water Feature is of State significance as an example of outstanding fountain design representative of excellence in Australian modernist design of the mid twentieth century.

The Woodward spiral fountain is a beautiful piece of original design with its interplay of water, light and surface texture. It is both an irresistibly interactive water element and beautiful spiral sculptural form. The Woodward water feature makes a significant contribution to the urban design of Darling Harbour. It is one of a group of iconic structures and garden features at Darling Harbour associated with the 1988 Bicentenary Celebrations. It is significant for its historical and cultural values.

3.3 Pyrmont Bridge



Archival image source: City of Sydney Archives, SRC10604.

Statement of Significance

Pymont Bridge is an item of State heritage significance for its aesthetic, historical and scientific cultural values. An essential link between the city and the inner western suburbs, Pymont Bridge is closely associated with the economic and social development of Sydney at the end of the 19th century. Pymont Bridge is closely associated with Percy Allen, PWD Engineer-in-Chief of bridge design, who was responsible for the introduction of American timber bridge practice to NSW and designed over 500 bridges in NSW. The quality of the carved stonework of the piers and portals added to the aesthetic appeal of the bridge. At the time of construction the swing span of Pymont Bridge was one of the largest in the world. It was one of the first swing bridges to be powered by electricity. The timber approach spans demonstrate a rare example of deck type Allan trusses; there being no other known example. The bridge's Australian design and technological innovation was a source of pride for the people of NSW. Despite the demolition of the eastern approach to the bridge and the construction of the mono-rail track, Pymont Bridge retains its essential heritage values.

3.4 Water Cooling System and Manifold



Figure 9 Location of Water Cooling Manifold

Source: SHFA

Statement of Significance

The water cooling system and manifold was an integral component of the operating system of the Power Station. The former Ultimo Power Station, (now the Powerhouse Museum) dating from 1899, is historically significant for being the original generating station for the supply of electricity to power the electric tramway network throughout Sydney. It was also one of the largest and most important generating stations in NSW for many years and has associations with the electrification of the suburban railway system and with the general reticulation of electrical power. The station also played a major part in the development of the Ultimo/Pymont area.

3.5 City of Sydney Local Environmental Plan Items



Figure 10 Heritage items listed by the City of Sydney in Sydney LEP 2012. A portion of the Pymont Conservation Area (C52) is indicated by the diagonal hatching.
Source: Sydney LEP 2012 Heritage Map - Sheet HER_008.

The statements of heritage significance for the items included in Sydney LEP 2012 have been extracted from the State Heritage Inventory database.

Woolbroker’s Arms Hotel, 22 Allen Street

The Woolbroker’s Arms Hotel is identified as Item I1206 on Figure 9.



Statement of Significance

The building dates from one of the key period of layers for the development of Ultimo/Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a late Victorian hotel on a prominent corner site which makes a positive contribution to the streetscape.

Corner Shop and Terrace Group, 224-302 Harris Street

The Corner Shop and Terrace Group is identified as Item I1233 on Figure 9. The Group is included in the Pyrmont Conservation Area.



Statement of Significance

This group of terraces and corner shop at number 224 dates from one of the key period layers for the development of Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. The corner shop and terrace are a good example of a mid Victorian corner shop/residence which makes a positive contribution to the streetscape.

Retail Premises – Harris Street Group, 304-308 Harris Street

The Retail Premises – Harris Street Group is identified as Item I1234 on Figure 9. The Group is located in the Pyrmont Conservation Area.



Statement of Significance

This late nineteenth century commercial and residential building is historically significant for its association with the development of Pyrmont/Ultimo as a predominantly industrial and warehouse suburb attached to the city. Further, the terrace with its ground floor shops demonstrates the combining of retail premises with residences that is typical in the vicinity. Its location and orientation record the former character of Harris Street as a main thoroughfare and tram route for the peninsula. The structure reflects well general characteristics of this form of Victorian-era combined commercial and domestic buildings.

Pymont and Murray Street Residential Group, 142-168 Pymont Street

The Pymont and Murray Street Residential Group is identified as Item I1246 on Figure 9.



The State Heritage Inventory database entry for the Residential Group does not include a Statement of Significance.

John Taylor Woolstore, 137 Pymont Street

The John Taylor Woolstore is identified as Item I1263 on Figure 9. The Woolstore is located in the Pymont Conservation Area.



Statement of Significance

The item is of significance of the state. Of historical significance as physical evidence of the development of a major warehousing precinct along the eastern ridge of the Pymont district. Of historical significance for its association with woolstores and warehouses. Of architectural and aesthetic significance as a robust and intact example of its style. Of technological significance with its early use of steel beams. The building dates from one of the key periods of layers for the development of Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is an outstanding example of a late Victorian Warehouse building on a prominent corner site which makes a positive contribution to the streetscape.

Clarence Bonded and Free Stores, 139 Murray Street

The Clarence Bonded and Free Stores is identified as Item I1264 on Figure 9.



Statement of Significance

The former woolstore is one of the earliest and a fine example of a Victorian warehouse building which makes a positive contribution to the streetscape of Allen Street and Murray Street and remains a prominent landmark viewed from various locations in central Sydney along the western line of Darling Harbour. It is the oldest woolstore with a saw tooth roof in Sydney and possibly the fourth oldest of the 21 woolstores surviving in Sydney. It is rare as a Victorian warehouse for its high level of intactness and for the Mannerist style of its main entrance doorway and pediment. The building's internal ironbark structure demonstrates the adaptation of typical warehouse construction to the wedge shaped site. The building provides evidence for the development of woolstores at Pyrmont adjacent to rail and shipping facilities in Darling Harbour in the latter half of the nineteenth century following the inability of Circular Quay to expand to meet demand. It has significance for its association with the Sydney architectural firm Morell and Kemp.

Pyrmont Fire Station, 147 Pyrmont Street

The Pyrmont Fire Station is identified as Item I1265 on Figure 9. It is included in the Pyrmont Conservation Area.



Statement of Significance

A good example of an early twentieth century functional public building, still used for its original purpose and which, because of its site, forms a dominant element on the Pyrmont ridgeline ... Pyrmont Fire Station, built in 1906, is a rare, relatively intact, example of the larger forms of fire station built in the metropolitan area during the first two decades of the operation of the Metropolitan Fire

Brigade, with only Darlinghurst and Headquarters (Castlereagh Street) Fire Stations being comparable, though the latter has been redeveloped. Its design and layout reflects the state of the art fire station at the turn of the century, as distinguished by a high level of on-site residential accommodation for paid fire fighters and their families, a high level of hand equipment based on horse drawn technology, permanent stables and a location which is amongst the highest in its vicinity. The development of a paid, organised fire fighting service was a significant stage in the growth of Sydney, giving security to business and property located in the city and allowing the growth of the central business district to continue without increasing the risk of a general conflagration. The Metropolitan Fire Brigade organised the protection of the city around the extremities of the central business district. Pyrmont Fire Station is a very good example of Federation Free style architecture, as seen in the landmark tower, parapet gables, contrasting use of brick and stone, variegated voussoirs and multipaned upper sash windows. The building is significant for having been designed by notable NSW Government Architect W L Vernon. Owing to its distinctive design and prominent location not only on an intersection but on the Pyrmont Ridge, the station is a significant visual element in the landscape.



Setting of the John Taylor Woolstore and the Pyrmont Fire Station along the eastern side of Pyrmont Street at Bunn Street (left). The view down Bunn Street is terminated by buildings adjacent to Darling Harbour (right).

4 DESCRIPTION OF THE PROPOSAL

4.1 Introduction

The proposed development comprises the following components:

- Demolition of existing site improvements;
- Associated tree removal and replanting;
- Construction and use of a single hotel tower providing for up to 656 keys and including guest facilities, restaurant and ballroom;
- Public domain improvements including integration with existing / proposed works; and
- Extension, realignment and augmentation of physical infrastructure / utilities as required.

4.2 Original Architectural Design

The development has been designed by fjmt architects. The following text has been extracted from the ICC Hotel Design Report:

Design Principles

The Built Form and Public Realm Report for SSDA 1, SICEEP identified the following five key design elements as generators of the Overall Precinct Strategy:

1. *The Boulevard*
2. *Three Public Spaces*
3. *East-West Connections & New Entrances*
4. *The Anchor Buildings*
5. *The Terraced Landscape*

The ICC Hotel is a key component in the achievement of the following key design elements:

1. The Boulevard

The ICC Hotel defines the northern end of The Boulevard and provides a landmark which orients the wider SICEEP precinct. While the tower component of the hotel is required to read a distinctive landmark it must also read as an identifiable piece of the wider SICEEP built form and architectural expression.

2. Three Public Spaces

The urban form of the SICEEP proposals is structured around three main public spaces, each with its own distinct character and directly linked by the Boulevard. The Waterfront, on the edge of Cockle Bay, offers a gathering place and forecourt to the ICC and the adjacent hotel. The ICC Hotel design seeks to engage and contribute to the vitality of this urban space via Harbourside Place.

3. East-West Connections & New Entrances

A fine-grained network of East-West connections integrates the precinct into the immediately surrounding areas. The northern most connection point is via Harbourside Place. The southern facade of the hotel, the porte-cochere and the lobby are designed and articulated with detail consideration of this relationship.

4. The Anchor Buildings

Purposely placed within the grid of public connections, each of the Darling Harbour Live buildings is specifically positioned to address the surrounding urban grain. The ICC, the ICC Hotel and The Theatre are emphasised as three anchor buildings within the precinct.

An architecturally distinctive element on the Harbour, the ICC represents the international positioning of the precinct, while the ICC Hotel highlights the precinct within the city skyline, offering the experience of the unique Sydney Harbour setting. The architectural expression of the ICC Hotel seeks to respond to this requirement by providing a distinctive yet elegantly simple vertical expression.

Building Scale and Massing

The ICC Hotel tower provides 31 levels of hotel room accommodation on a podium base, with further floors of plant and 'club lounge' facilities with an overall height of 139.1 m. Entry level is at RL 3.600 with main parapet level at RL 139.700. The north east facade which incorporates the 'lantern' feature extends 3m above the main parapet level having a top level at RL 142,700. This is sympathetic to the height of the towers of the Darling Park development opposite, the tallest of which is approximately 131m.

The efficient floor plates of the tower minimise the visual impact of the 656 room hotel.

The ICC Hotel podium is 25.4m tall and relates to the height of the core facilities adjacent.

Hotel Form: Tower and Podium

- The form and composition of the hotel and its podium are designed to create a landmark and beacon for the wider precinct.
- The hotel tower is respectful to the existing city skyline and its design has been carefully considered from a range of vantage points.
- In accordance with the RFP, the tower "completes the ring of identifiable harbourside buildings." The height of the hotel is consistent with the urban topography of the CBD and while its grain & articulation create a focal point at the northern entrance to the precinct, its form does not dominate the skyline.
- The hotel tower is composed of a pair of rectilinear forms. Each form is articulated differently to reduce the perceived mass of the tower. The north eastern mass is articulated as a 'white' facade while the south west mass is articulated as a horizontal banded facade with warmer coloured tones.
- At the base of the tower a pair of podium boxes provide articulation and respond to the varying interface requirements with the northern and southern edges of the site.
- The southern podium volume is articulated as a glazed volume which accommodates key public functions. This volume is kept as transparent as possible to provide views out and activate the edge of Harbourside Place.
- The southern podium volume defines the porte-cochere and entry point to the hotel. An interlocking canopy relates to the geometry of the tower and extends the under-cover driveway.

Waterfront Interface

The ICC Hotel proposal establishes a relationship with the adjacent waterfront via a number of formal juxtapositions and orientations:

Tower orientation

The tower is oriented to the north east such that it has a strong relationship to Darling Harbour, the wider harbour and the city beyond. A strong formal relationship to Darling Harbour is established, which in turn allows the tower to act as one half of a gateway (with the towers of Darling Park opposite) to the wider SICEEP precinct to the south. The orientation also responds to the orientation of the key waterfront facade of the International Convention Centre.

The Waterfront

The Waterfront, on the edge of Cockle Bay, forms one of three main public spaces, each with its own distinct character and directly linked by 'The Boulevard' around which the urban form of the SICEEP proposals are structured. The Waterfront offers a gathering place and forecourt to the ICC and the adjacent hotel. The ICC Hotel design seeks to engage and contribute to the vitality of this urban space via Harbourside Place.

Podium orientation

The southern volume of the podium is oriented and planned to allow Darling Harbour views from key internal spaces. The entry point to the ICC Hotel is located on this primary view corridor, which in turn establishes a significant and strong relationship to the local waterfront context.

4.3 Revised architectural design

The architectural design of the tower has been revised in response to the comments from the Department of Planning and Infrastructure:

"The Department considers that there is scope for a tall building in this location. However, the Department is concerned that the proposed tower, due to its regular rectilinear form and architectural approach lacks sufficient architectural excellence/landmark quality to justify its scale and presence within the relatively low-rise western side of Darling Harbour. The Department is also concerned that the generously sized and square tower floorplate emphasises the scale and visual dominance of the building. ...The Department also notes City of Sydney's comments seeking a more sculptural architectural form and appearance for a building of this scale"

The following description of the design changes has been extracted from the *Supplementary Design Report for State Significant Development Application (SSD6116)*:

The revised scheme retains the essence of this concept while adding increased articulation to the vertical volumes in response to the comments received. The revised form and composition of the hotel generate an innovative and distinctive architecture, which provides an iconic marker and urban gateway to Darling Harbour.

The key modifications are set out below:

<i>Lantern Development</i>	<p><i>The revised scheme develops the lantern further into a glazed V shaped element at the top of the north east facade. This glazed V folds over the apex of the north east facade to form a transparent top to the tower. The V element is composed from hotel rooms to the portion and the club lounge area to the upper portion.</i></p> <p><i>The glass selection to the hotel rooms within the V contrasts to that off the adjacent NE facade. Glazing to the upper areas of the V, which fronts the club lounge will be of a higher transparency permitting views into the interior of the club lounge. A sculptural, ceiling element hovers within the club lounge giving this space a unique character and presence on the skyline.</i></p> <p><i>This adjusted 'lantern' element will provide a highly distinctive articulation in the Sydney skyline.</i></p>
<i>Increased Sculpting of Form</i>	<p><i>The revised scheme sees the expression of the rectilinear tectonic elements adjusted such that they have a more evolved, sculptural quality. The north east volume has been tapered at both the top and the bottom providing a distinctive, elongated form at both district and pedestrian scale. The top of the southern western volume has also been tapered in elevation. This tapering opens the expressed gap between the two main volumes of the tower and provides for a more dynamic skyline expression.</i></p>
<i>Podium Development - South</i>	<p><i>The revised scheme sees this southern podium volume developed with a similar architectural treatment to the north eastern volume of the tower. The glazed volume as per the original scheme remains, but has been further articulated with horizontal fins. The short elevations of this glass box are further articulated with large scale, glassed V elements similar to the top of the north east elevation. This treatment provides the hotel with a distinctive, unifying character at both the pedestrian scale of Harbourside Place and the wider district scale. Set within the glass box a sculpted ceiling element has been added to the upper most level, providing further visual and material linkage with the top of the north east volume. The increased triangulation of the southern podium element has also been undertaken to improve the visual and architectural linkage between the hotel and the ICC to the south.</i></p>
<i>Podium Development - North</i>	<p><i>The northern volume has been split into two, reducing the perceived scale on approach from the north. The facade treatment to the main western volume has been further developed from the original proposal. The seemingly random, vertical expression of this facade has been accentuated with the introduction of coloured facade panels. An additional grey tone has been intruded to the base palette, with highlights from earthy red and yellow tones. These colours are drawn from the same colour palette as proposed from the main tower facades as described in the next section of this report. These modifications will create an softer, more textured expression along Darling Drive.</i></p>
<i>Main Facade Modifications</i>	<p><i>The horizontal treatment of this facade has been replaced by a vertically oriented, fully glazed curtain wall with a seemingly randomised mullion layout. The horizontal spandrel panels have been deleted with the glass now running full height with slim, coloured back pans aligning with the floor slab and ceiling zone. The facade is composed from a combination of full width and half width facade modules, nominally 1,500mm and 750mm wide. Coloured, full height glazed spandrel panels have been introduced, to accentuate the vertical orientation and randomised quality of the facade. From afar these facades will take on a pixelated quality, giving the tower a scaleless, object quality.</i></p>

*Main Facade
Modifications - Use of
Colour*

Colour has been introduced to the horizontal and vertical back pans within the main facade. The colour palette has been selected from natural tones to ensure longevity and elegance. The lower portions of the tower adopt subtle, earthy red and orange tones inspired by Pyrmont sandstone, while the top of the tower adopts silver and subtle sky tones. This palette reflects the Sydney waterfront location of the hotel. Individual colour are used in small blocks only with colours moving vertically across the height of the tower to provide a highly sophisticated yet playful outcome.

*North East Facade
Modifications - Use of
Colour*

The essence of this concept has been retained with the facade still expressed as a white surface via the use of clear glass with white surfaces behind.

An additional layer has been added to the facade via the use of bright aluminium horizontal fins. These fins give the north east facade a horizontal texture ensuring visual differentiation from the now vertically oriented main facade. These aluminium fins will capture and break the sunlight given the north eastern orientation of this facade. Typical hotel levels have three rows of these fins.

Additional rows are added to the non typical floors to provide additional texture and articulation to the top and bottom of this facade. This facade will create simple and clean base for the more expressive V at roof level to sit upon.

The following images represent the revised proposal for the ICC Hotel.



Figure 11 New ICC Hotel viewed from Darling Harbour (Source: fjmt architects)



Figure 12 Revised ICC Hotel viewed from Pyrmont Bridge (Source: fjmt architects)

5 ASSESSMENT OF HERITAGE IMPACT

5.1 NSW Heritage Branch Model Questions

The assessment of heritage impacts has been undertaken in reference to the model questions given in the NSW Heritage Office's publication 'Statements of Heritage Impacts'.

Demolition of a building or structure	x
Minor partial demolition	x
Major partial demolition	x
Change of use	x
Minor additions	x
Major additions	x
New development adjacent to a heritage item	✓
Subdivision	x
Repainting	x
Re-roofing/re-cladding	x
New services	x
Fire upgrading	x
New landscape works and features	x
Tree removal or replacement	x
New signage	x

New development adjacent to a heritage item

Question: How is the impact of the new development on the heritage significance of the item or area to be minimised?

Response: Sections of the Water Cooling System and Manifold, an archaeological item, are located within the development site below ground level. Engineering consultants Pells Sullivan Meynink (PSM) report has assessed the impacts of the proposed development on the saltwater intake tunnels and concludes that impacts are acceptable provided that certain constraints and recommendations are followed.

Heritage impacts on the item are assessed in a separate report by Casey & Lowe.

There will be little impact on the Darling Harbour Water Feature, which is located to the immediate east of the Convention Centre. The Hotel will be partially screened by the existing Harbourside development and will not affect the setting of this item.

There will be little impact on the Rail Corridor. Although the proposed Hotel is a tall building, it abuts the eastern side of Darling Drive and does not intrude on the Corridor. The placement of the tower will assist in minimising its impact on the Corridor. There is greater impact caused by the Novotel and Harbourside Carpark, which are immediately adjacent to the western boundary of the Corridor – refer to photographs in Appendix A.

There will be limited impact on Pymont Bridge – the setting of the Bridge and views to it from the north will be affected. However, it should be noted that the setting of Pymont Bridge on the eastern side of Darling Harbour is composed of large and high buildings. The western end of the Bridge is dominated by the bulk of the Hotel Ibis, while the Novotel is a prominent part of its setting to the

southwest. The revised design of the facade of the hotel improves its presentation to the public domain.



Figure 13 Setting of Pyrmont Bridge on the eastern side of Darling Harbour.



Figure 14 Setting of Pyrmont Bridge on the western side of Darling Harbour

There will be little or no impact caused by the ICC Hotel on the heritage items included in the City of Sydney LEP. They are located at some distance from the development and are largely screened from it by the bulk of the Novotel and other development to its west, which has been completed during the past two decades. Any impact will be the result of parts of the Hotel being visible in views to these items.

Question: Why is the new development required to be adjacent to a heritage item?

Response: The Hotel development is part of a comprehensive renewal of a major precinct at Darling Harbour. Heritage items associated with the overall site and its environs are an integral component of the place.

Question: How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?

Response: The curtilage around Pymont Bridge, the Rail Corridor and the Water Feature will be unaffected by the Hotel development. They will retain their visual integrity and interpretation of their heritage significance will be unaffected.

Question: How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?

Response: The proposed development will have no impact on views to the Darling Harbour Water Feature and the Rail Corridor because of its location relative to them and because of intervening buildings.

The Hotel will have some impact on views from the Pymont Bridge towards the western side of Darling Harbour and on views to Pymont Bridge from the north eastern side of Darling Harbour. These impacts are considered to be acceptable given the scale and height of recent development that form the setting of the Bridge. The revised design of the facade of the hotel improves its presentation to the public domain.

There will be some potential impact on views to and from the heritage items and the conservation area included in the Sydney LEP. These items are located within a context of large and relatively high buildings that have been constructed within the past two decades. Although the Hotel is located at some distance from these items, the top of the building is likely to be visible in some views to them. However, this will not impact on their heritage significance or interpretation of them.

Question: Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?

Response: archaeological impacts are addressed in the Non-Indigenous Archaeological Assessment and Impact Statement prepared by Casey & Lowe.

Question: Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?

Response: The Hotel development is sympathetic to the Water Feature, Railway Corridor and Pymont Bridge because of its siting, which is well away from these items. The design of the facade systems is intended to embody a high level of transparency, which should assist in reducing its apparent bulk.

The Hotel has the potential to enhance the setting of Pymont Bridge to some degree through a level of architectural detail and resolution that is superior to the existing hotels on the western boundary of the SICEEP site.

Question: Will the additions visually dominate the heritage item? How has this been minimised?

Response: The proposed development will not visually dominate any heritage items within the overall development site or adjacent to it, for the reasons outlined in responses given above.

The setting of the Rail Corridor in this section is dominated by the mass of the Novotel on Murray Street and the Harbourside Car Park, which are immediately adjacent to the western side of the Corridor.

Question: Will the public, and users of the item, still be able to view and appreciate its significance?

Response: The public and users will continue to be able to view and appreciate the Water Feature, Rail Corridor and Pyrmont Bridge. Presently available views to both will not be affected.

There will be no appreciable impact on items included in the Sydney LEP. Views to and from the items will be largely unaffected. These items exist within a setting of recently completed buildings that are relatively large in scale and bulk. It is likely that the top of the Hotel will be visible beyond a number of these buildings in views looking east to the identified heritage items. However, this will not affect an appreciation of their heritage significance.

5.2 State Environmental Planning Policy (State and Regional Development) 2011

Darling Harbour is listed in Schedule 2 of the Policy, which identifies State Significant development sites.

Land, places, buildings or structures listed on the State Heritage Register under the *Heritage Act 1977*, are identified as environmentally sensitive areas of State significance in Section 4 (h) of the Policy.

Pyrmont Bridge is listed in the State Heritage Register. The Darling Harbour Water Feature has not yet been included in the State Heritage Register although the NSW Heritage Council has advised its intention to do so. Neither item will be negatively affected by the proposed development. The existing open space around both items will not be affected by the proposed development.

5.3 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Darling Harbour is not included in Schedule 4 of the SREP.

5.4 Sydney Local Environmental Plan 2012

The City of Sydney is not the consent authority for the Hotel development. However, Pyrmont Bridge is listed as a heritage item in Sydney Local Environmental Plan (LEP) 2012.

Clause 5.10 of the Sydney LEP contains heritage provisions. The proposed development has been assessed against these provisions. The provisions do not directly apply to the site, but are helpful criteria in determining the heritage impacts of the development proposal.

Sydney LEP 2012 Provisions	Response
<p>5.10(1) Objectives</p> <p>(a) to conserve the environmental heritage of the City of Sydney,</p> <p>(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,</p> <p>(c) to conserve archaeological sites,</p> <p>(d) to conserve Aboriginal objects and Aboriginal places of heritage significance.</p> <p>5.10(2) Requirement for consent Development consent is required for any of the following:</p> <p>(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):</p> <p style="padding-left: 20px;">(i) a heritage item,</p> <p style="padding-left: 20px;">(ii) an Aboriginal object,</p> <p style="padding-left: 20px;">(iii) a building, work, relic or tree within a heritage conservation area,</p> <p>(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,</p> <p>(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,</p> <p>(d) disturbing or excavating an Aboriginal place of heritage significance,</p> <p>(e) erecting a building on land:</p> <p style="padding-left: 20px;">(a) on which a heritage item is located or that is within a heritage conservation area, or</p>	<p>The proposed Hotel development will not result in any change to Pymont Bridge, the Rail Corridor or the Water Feature.</p> <p>It will not impact on the items listed in the LEP.</p> <p>The heritage significance of the Pymont Conservation Area is not affected by the proposal. Any impacts that it may have are mitigated by the bulk and scale of the Novotel, to the east of the Conservation Area.</p> <p>Compliance with this objective is addressed in a separate report.</p> <p>Compliance with this objective is addressed in a separate report.</p> <p>This provision is not applicable.</p> <p>This provision is addressed in the Aboriginal Archaeological Due Diligence Assessment by Comber Consultants.</p> <p>This provision is not applicable.</p> <p>This provision is not applicable.</p> <p>This provision is addressed in the Non-Indigenous Archaeological Assessment and Impact Statement by Casey & Lowe.</p> <p>This provision is addressed in the Aboriginal Archaeological Due Diligence Assessment by Comber Consultants.</p> <p>Impacts on built heritage items are addressed elsewhere in this report, as part of the formal application for development consent.</p>

Sydney LEP 2012 Provisions	Response
<p>(b) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,</p> <p>(f) subdividing land:</p> <p>(i) on which a heritage item is located or that is within a heritage conservation area, or</p> <p>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.</p> <p>5.10 (3) When consent not required</p> <p>However, development consent under this clause is not required if:</p> <p>(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:</p> <p>(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and</p> <p>(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or</p> <p>(b) the development is in a cemetery or burial ground and the proposed development:</p> <p>(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and</p> <p>(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or</p> <p>(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or</p> <p>(d) the development is exempt development.</p>	<p>This provision is addressed in the Aboriginal Archaeological Due Diligence Assessment by Comber Consultants.</p> <p>This provision is not applicable. Subdivision is not proposed.</p> <p>These provisions are not applicable to the proposed development.</p>

Sydney LEP 2012 Provisions	Response
<p>5.10(4) Effect of proposed development on heritage significance</p> <p>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</p> <p>5.10(5) Heritage assessment</p> <p>The consent authority may, before granting consent to any development:</p> <ul style="list-style-type: none"> (a) on land on which a heritage item is located, or (b) on land that is within a heritage conservation area, or (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned. <p>5.10(6) Heritage conservation management plans</p> <p>The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.</p> <p>5.10(7) Archaeological sites</p> <p>The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):</p> <ul style="list-style-type: none"> (a) notify the Heritage Council of its intention to grant consent, and (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent. 	<p>This report has been undertaken to evaluate the effects of the proposed development on listed heritage items within the development site and listed heritage items in the surrounding locality.</p> <p>Refer to the preceding response.</p> <p>This provision is not considered applicable to the Hotel site. Development in other parts of the SICEEP site has been the subject of previous applications.</p> <p>Archaeological sites are assessed in the Non-Indigenous Archaeological Assessment and Impact Statement by Casey & Lowe.</p>

Sydney LEP 2012 Provisions	Response
<p>(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and</p> <p>(e) (e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.</p>	

5.5 Sydney Development Control Plan 2012

Clause 3.9 of the Sydney Local Environmental Plan contains heritage provisions. The proposed Hotel development has been assessed against these provisions. The provisions do not directly apply to the site, although the development is in the vicinity of Pyrmont Bridge, which is listed in Sydney Local Environmental Plan 2012.

Clause 3.9 Heritage - Provisions	Response
<p>Objectives</p> <p>(a) Ensure that heritage significance is considered for heritage items, development within heritage conservation areas, and development affecting archaeological sites and places of Aboriginal heritage significance.</p> <p>(b) Enhance the character and heritage significance of heritage items and heritage conservation areas and ensure that infill development is designed to respond positively to the heritage character of adjoining and nearby buildings and features of the public domain..</p> <p>Provisions</p> <p>3.9.1 Heritage Impact Statements</p> <p>(1) A Heritage Impact Statement is to be submitted as part of the Statement of Environmental Effects for development applications affecting:</p> <p>(a) heritage items identified in the Sydney LEP 2012; or</p> <p>(b) properties within a Heritage Conservation Area identified in Sydney LEP 2012.</p>	<p>The heritage significance of Pyrmont Bridge, the Darling Harbour Rail Corridor and the Darling Harbour Water Feature will not be affected by the Hotel development.</p> <p>Impacts on items included in Sydney LEP 2012 will be limited to portions of the Hotel being visible in some views to these items and from within the Pyrmont Conservation Area. These impacts will be reduced because of the bulk, scale and height of recent development in their vicinity.</p> <p>Archaeological sites are dealt with in the Non-Indigenous Archaeological Assessment and Impact Statement by Casey & Lowe. Aboriginal sites and places of significance are dealt with the Aboriginal Archaeological Due Diligence Assessment by Comber Consultants.</p> <p>The setting of the Water Feature will not be affected by the proposed development.</p> <p>The character and heritage significance of Pyrmont Bridge is not affected by the proposed development because of its location relative to the Hotel site.</p> <p>This report has been undertaken to evaluate the effects of the proposed development on listed heritage items within the vicinity of the development site.</p>

Clause 3.9 Heritage - Provisions	Response
<p>(2) The consent authority may not grant consent to a development application that proposes substantial demolition or major alterations to a building older than 50 years until it has considered a heritage impact statement, so as to enable it to fully consider the heritage significance of a building and the impact that the proposed development has on the building and its setting.</p>	<p>This provision is not applicable to the development proposal.</p>
<p>(3) A Heritage Impact Statement is to be prepared by a suitably qualified person, such as a heritage consultant.</p>	<p>Tanner Kibble Denton Architects is recognised for its heritage expertise and has won awards for heritage-related building projects.</p>
<p>(4) The Heritage Impact Statement is to address:</p> <ul style="list-style-type: none"> (a) the heritage significance of the heritage item or the contribution which the building makes to the heritage significance of the heritage conservation area; (b) the options that were considered when arriving at a preferred development and the reasons for choosing the preferred option; (c) the impact of the proposed development on the heritage significance of the heritage item, heritage items within the vicinity, or the heritage conservation area; and (d) the compatibility of the development with conservation policies contained within an applicable Heritage Conservation Management Plan or Conservation Management Strategy, or conservation policies within the Sydney Heritage Inventory Report. 	<ul style="list-style-type: none"> a) this provision is addressed elsewhere in the report. b) the proposed development is the outcome of detailed briefing and the specific requirements of the client. In terms of heritage items on the overall Darling Harbour site there will be no impacts resulting from the Hotel development. c) this provision is addressed elsewhere in the report. d) this provision is not applicable.
<p>(5) Where the site adjoins another local government area, the Heritage Impact Statement is to address the potential impact on adjoining or nearby heritage items or heritage conservation areas in the adjoining local government area.</p>	<p>This provision is not applicable to the proposed development.</p>
<p>(6) Where the development application proposes the full or substantial demolition of a heritage item, or a contributory building within a heritage conservation area, the Heritage Impact Statement is to:</p> <ul style="list-style-type: none"> (a) demonstrate why the building is not capable of retention or re-use; (b) include a statement from a quantity surveyor comparing the cost of demolition to the cost of retention if the demolition is recommended primarily on economic grounds; (c) include a report by a suitably qualified structural engineer if the demolition is proposed on the basis of poor structural condition; and (d) include a pest inspection report if the building is a weatherboard building. 	<p>This provision is not applicable to the proposed development. The proposed development does not require demolition of a heritage item or contributory building.</p>

Clause 3.9 Heritage - Provisions	Response
<p>(7) When giving consent to the full or partial demolition of a heritage item, a building in a heritage conservation area, or a building older than 50 years, Council may require photographic recording of the building as a condition of consent.</p> <p>3.9.3 Archaeological assessments</p> <p>(1) An archaeological assessment is to be prepared by a suitably qualified archaeologist in accordance with the guidelines prepared by the NSW Office of Environment and Heritage.</p> <p>3.9.5 Heritage items</p> <p>(1) Development affecting a heritage item is to:</p> <ul style="list-style-type: none"> (a) minimise the extent of change to significant fabric; (b) use traditional techniques and materials unless contemporary techniques and materials will result in a better conservation outcome; (c) enable the interpretation of each of the significant values of the item through the treatment of the item's fabric, spaces and setting; (d) provide a use compatible with its significance; (e) the provision of on-site interpretation, or a combination of each of these measures; (f) not reduce or obscure the heritage significance of the item; and (g) be reversible where necessary so new work can be removed with minimal damage, or impact to significant building fabric. <p>(2) Development should enhance the heritage item by removing unsympathetic alterations and additions and reinstating missing details, building and landscape elements, where physical or documentary evidence is available.</p>	<p>This provision is not applicable.</p> <p>Archaeological assessment has been undertaken in the Non-Indigenous Archaeological Assessment and Impact Statement by Casey & Lowe.</p> <ul style="list-style-type: none"> a) there is no change proposed to the Rail Corridor or the Water Feature's fabric; b) this provision is not applicable; c) the interpretation and setting of the Water Feature will not be affected by the Hotel development. In both cases their heritage significance will still be able to be interpreted. <p>The setting of heritage items included in the Sydney LEP 2012 will be largely unaffected, although the top of the Hotel is likely to be visible beyond recent development in the vicinity of these items. The Hotel will not affect interpretation of these items' heritage significance;</p> <ul style="list-style-type: none"> d) the proposed Hotel does not involve changes of use to any identified heritage item; e) this provision is not applicable to the development. Interpretation has been addressed in previous development applications associated with the SICEEP site; f) the heritage significance of the items will not be affected by the proposed works, which will not be physically affected by the Hotel; g) this provision is not applicable. <p>This provision is not applicable.</p>

6 CONCLUSIONS

The proposed ICC Hotel development **including the revised architectural design** is supportable in heritage terms for several reasons:

- It will not impact negatively on the Darling Harbour Rail Corridor and Darling Harbour Water Feature;
- Impacts on the Water Cooling Manifold can be ameliorated. However, reference should be made to the Non-Indigenous Archaeological Assessment and Impact Statement by Casey & Lowe for its heritage impact on this item;
- There will be some impact on the setting of the Pyrmont Bridge, along with views to the item from some vantage points. This is lessened by the distance between the Bridge and the ICC Hotel and to some extent by the revised architectural treatment of the Hotel's exterior. It should be noted that the setting of the Pyrmont Bridge is already characterised by bulky and tall buildings and the revised design of the facade of the hotel improves its presentation to the public domain.
- Any impacts on heritage items listed in the Sydney Local Environmental Plan 2013 are largely minimised by the scale and bulk of recent development, including the Novotel and residential buildings to its west.

APPENDIX A – PHOTOGRAPHS



Figure 15 Convention Centre viewed from Pymont Bridge. The structure of the Exhibition Centre can be seen beyond the M4 overpass.



Figure 16 Convention Centre viewed from the east.



Figure 17 The ICC Hotel is located between the Harbourside Shopping Centre (right middle ground) and Novotel (background).



Figure 18 The site of the ICC Hotel. Part of the Harbourside Shopping Centre is visible at left.



Figure 19 The ICC Hotel site viewed from the Harbourside Car Park. The Darling Harbour Rail Corridor is next to the Car Park.



Figure 20 The ICC Hotel Site viewed from the southwest.



Figure 21 The Novotel and Harbourside Car Park viewed from the ICC Hotel site.