

State Significant Development Application - SSDA6 Environmental Impact Statement



Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP)

International Convention Centre (ICC) Hotel
Submitted to Department of Planning and Infrastructure
On Behalf of Lend Lease (Haymarket) Pty Ltd

August 2013 ■ 13382

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Date 30/08/13

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Lesley Bull



Date 30/08/13

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- Z** Sustainability Report
Lend Lease Design
- AA** Civil Infrastructure Drawings
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Under Separate Cover:

- Physical model
- Electronic model
- Materials sample board
- QS statement
- Landowners consent

Statement of Validity

Development Application Details

Applicant name	Lend Lease (Haymarket) Pty Ltd
Applicant address	30 Hickson Road Millers Point NSW 2000
Land to be developed	Sydney International Convention, Exhibition and Entertainment Precinct
Proposed development	Development of northern portion of the Sydney International Convention, Exhibition and Entertainment Precinct for a hotel with associated infrastructure and public domain works.

Prepared by

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In respect of	State Significant Development Application for Sydney International Convention, Exhibition and Entertainment Precinct, International Convention Centre (ICC) Hotel

Certification

I certify that I have prepared the content of this EIS and to the best of my knowledge:

- it is in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*;
- all available information that is relevant to the environmental assessment of the development to which the statement relates; and
- the information contained in the statement is neither false nor misleading.

Signature

Name

Lesley Bull



Emma Kirkman



Date

30 August 2013

Executive Summary

Purpose of This Report

This Environmental Impact Statement (EIS) has been prepared for a State Significant Development Application (SSDA6) for the construction and use of the International Convention Centre (ICC) Hotel and provision of public domain works within the site of the Sydney International Exhibition and Entertainment Precinct (SICEEP Site). This EIS is submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD).

The proponent is Lend Lease (Haymarket) Pty Ltd who formed part of Destination Sydney (a consortium comprising Lend Lease, Capella Capital, AEG Ogden and Spotless), selected as the preferred proponent to transform Darling Harbour, specifically known as the Sydney International Convention Exhibition and Entertainment Precinct (SICEEP) Project. The working title of this consortium is now Darling Harbour Live (DHL).

Background

Key features of the SICEEP Project are outlined in **Section 1** of this EIS, including the current status of applications across the SICEEP Site and development for which consent is currently being sought.

Proposed Development

This EIS will accompany a SSDA for the construction of a hotel and public domain works within the SICEEP Site. The SICEEP Site is located within Darling Harbour and has been divided into three distinct redevelopment areas (from north to south) – Bayside and Darling Central (which together comprise the site of the SSDA for the PPP) and The Haymarket. The ICC Hotel Site is located at the northern end of the Bayside precinct (see **Figure 3** of this EIS).

More specifically, this SSDA6 seeks approval for 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 and visitor facilities, restaurant and ballroom;
- Maximum GFA of Hotel and of guest and visitor facilities / common areas;
- Provision of building identification signage zones;
- Public domain improvements including integration with existing / proposed works; and
- Extension, realignment and augmentation of physical infrastructure / utilities as required.

While SSDA6 seeks approval for the maximum GFA of the Hotel and of the guest and visitor facilities / common areas, the final internal arrangements will be subject to a separate DA.

Strategic and Statutory Planning Considerations

The proposed development has a total Capital Investment Value (CIV) of over \$10 million and is classified as State Significant Development (SSD) pursuant to Schedule 2 of the SEPP SRD.

A request to issue Director-General's Requirements (DGRs) for environmental assessment of the SICEEP Project (including the subject proposal) was made on 14 December 2012 and was provided to Lend Lease (Haymarket) Pty Ltd on 21 January 2013. Updated DGRs were issued on 12 March 2013, and these were subsequently amended and re-issued on 27 March 2013.

Section 5.0 of the EIS considers all applicable legislation in detail. The proposal complies with all relevant planning controls.

The Darling Harbour Development Plan No 1 (DHDP) is the principal environmental planning instrument applying to the SICEEP Site. Pursuant to Schedule 6, Part 7, clause 23(1) of the EP&A Act, the DHDP is taken to be a regional environmental plan. By operation of Schedule 6, Part 21 and clause 15 of the *Environmental Planning and Assessment Regulation 2000*, regional environmental plans are deemed to be State Environmental Planning Policies (SEPPs).

The principal aim of the DHDP is to define the type of development which may be permitted within the Darling Harbour Development Area. Uses permissible on the SICEEP Site are broad and the proposal is entirely consistent with these uses. There are no maximum building heights or GFA restrictions imposed by DHDP, and no other detailed controls or provisions that guide or restrict the form of development on the SICEEP Site.

Environmental Impact

This EIS provides an assessment of the environmental impacts of the project in accordance with the DGRs and sets out the undertakings made by Lend Lease (Haymarket) Pty Ltd to manage and minimise potential impacts arising from the development (see Section 5.0). Key environmental assessment considerations identified include, amongst others:

- Built form and urban design;
- Transport and accessibility;
- Overshadowing;
- Visual and view impact;
- Construction noise and vibration;
- Drainage and flooding;
- Sustainability; and
- Heritage.

All identified impacts are addressed in this EIS and are capable of being ameliorated through the implementation of appropriate mitigation measures outlined in Section 6.0. It is noted that SSDA6 is consistent with the Darling Harbour Live Preferred Precinct Plan (which formed the basis of DHL's winning bid for the SICEEP Project). Since originally proposed, the ICC Hotel has been significantly reduced in size to a single tower in response to community feedback and design evolution.

Benefits of the Proposal

The ICC Hotel will provide hotel accommodation and guest and visitor facilities including a restaurant and ballroom in an iconic Sydney Harbour location directly adjacent to the new International Convention Centre (ICC) Sydney. The Hotel will perform a major role in the success of the new world-class venues proposed as part of the SICEEP Project, particularly the ICC Sydney. It will also help satisfy some of the demand for accommodation in Sydney which has experienced an acute undersupply of rooms for over a decade.

The built form will be of a high quality, exhibit design excellence and complement the newly created urban environment of the SICEEP Site. The proposal will contribute to the development of a high quality public domain linking the Hotel with adjacent exhibition and entertainment facilities and Cockle Bay.

Conclusion

The mitigation measures are detailed in Section 6.0 and have been prepared to inform the ongoing management of the SICEEP Site throughout the construction and operational phase of the proposed development. This EIS fulfils the requirements of the EP&A Act and addresses the Director General's Requirements, demonstrating that the impacts of the proposal can be satisfactorily managed or mitigated. In light of the above, and the significant benefits of the proposal, we recommend that the proposed development be approved.

1.0 Introduction

This Environmental Impact Statement (EIS) is submitted to the Department of Planning and Infrastructure (the Department) in support of a State Significant Development Application (SSDA6) for the construction and use of the International Convention Centre (ICC) Hotel and provision of public domain works within the site of the Sydney International Convention Exhibition and Entertainment Precinct (SICEEP Site).

SSDA6 follows the approval of SSDA1 (known as SSD5752-2012) submitted in March 2013 and approved on 22 August 2013, for the core convention, exhibition and entertainment facilities of the SICEEP Project. The ICC Hotel forms part of the SICEEP Project, which will deliver Australia's global city new world class convention, exhibition and entertainment facilities and support the NSW Government's goal to "make NSW number one again".

SICEEP is being delivered via a 'whole of precinct' strategy, guided by a preferred Precinct Plan for the entire 20 hectare site. The preferred Precinct Plan formed the basis of Darling Harbour Live's winning bid for the SICEEP Project. The Precinct Plan will be delivered through a number of discrete packages and development applications will be lodged accordingly.

The SICEEP Site is located within the Darling Harbour precinct which is identified as a State Significant Site in Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011*. As the proposed development will have a capital investment value of more than \$10 million it is declared to be State Significant Development (SSD) for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The EIS has been prepared by JBA on behalf of Lend Lease (Haymarket) Pty Ltd, and is based on the Architectural Drawings provided by Francis-Jones Morehen Thorp in collaboration with Lend Lease Design Group (see **Appendix B**) and other supporting technical information appended to the report (see Table of Contents).

This report describes the SICEEP Site and the land to which the ICC Hotel SSDA relates (the SSDA6 Site), its environs and the proposed development, and provides an assessment of the proposal in terms of the matters for consideration under Section 79C(1) of the EP&A Act.

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), and the Requirements of the Director General of the Department for the preparation of the EIS (see **Appendix A**). This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report.

1.1 Overview of Proposed Development

The proposal relates to a detailed SSDA for the construction and use of the ICC Hotel and provision of public domain works within the SICEEP Site at Darling Harbour. The proposal generally relates to land at the northern end of the SICEEP Site, within the Bayside precinct, which was one of three redevelopment precincts identified in the Precinct Plan.

More specifically, this SSDA seeks approval for 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 and visitor facilities, restaurant and ballroom;
- Maximum GFA of Hotel and of guest and visitor facilities / common areas;
- Provision of building identification signage zones;
- Public domain improvements including integration with existing / proposed works; and
- Extension, realignment and augmentation of physical infrastructure / utilities as required.

While SSDA6 seeks approval for the maximum GFA of the Hotel and of the guest and visitor facilities / common areas, the final internal arrangements will be subject to a separate DA.

1.2 Background to the Development

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, Darling Harbour Live (formerly known as 'Destination Sydney' – 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.

Key features of the Darling Harbour Live preferred Precinct Plan include:

- 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.

On 21 March 2013, the first two SSDAs for the SICEEP Project were lodged with the Department – SSDA1 for the PPP component of the Project and SSDA2 for The Haymarket Concept Proposal. SSDA1 is now approved. In May 2013 three Stage 2 SSDAs detailing proposals for three of the development plots within The Haymarket Concept Proposal were lodged. The key components of these proposals are outlined below and **Figure 1** illustrates the preferred Precinct Plan for the SICEEP Site as publically exhibited with the PPP SSDA.

The ICC Hotel proposal, the subject of this SSDA, is an integral component of the preferred Precinct Plan. At the time of Destination Sydney being nominated a preferred proponent, the Hotel was envisaged as having up to 900 rooms split between two towers to provide both an up- and mid-scale accommodation offering. However, following community consultation and as a result of ongoing consideration of impacts to amenity both in and around the ICC Hotel Site, the Hotel will now provide up to 656 keys and the built form will comprise only a single tower. The redesign has meant a significant reduction in view impact and a reduction in the width of overshadowing.

1.2.1 Public Private Partnership Component (SSD 12_5752)

The Public-Private Partnership (PPP) SSDA includes the core facilities of the SICEEP Project, comprising the new, integrated and world-class convention, exhibition and entertainment facilities along with ancillary commercial premises and public domain upgrades. This SSDA is now approved.



Figure 1 – Darling Harbour Live Preferred Precinct Plan

1.2.2 The Haymarket Concept Proposal (SSD 13_5878)

The Haymarket Concept Proposal SSDA2 is a staged development application that will establish the vision, planning and development framework which will be the basis for the consent authority to assess detailed development proposals within the Haymarket Site. The Haymarket Site is to be developed for a mix of residential and non-residential uses including, but not limited to, residential buildings, commercial, retail, community and open space. See **Figure 2** below.



Figure 2 –Development Plots within The Haymarket

1.2.3 The Haymarket, Residential Building (Student Accommodation) (SSD 13_6010)

This Application seeks approval for the residential building (student accommodation) located on the southern half of the Western Plot (Darling Drive) together with surrounding public domain improvements, including the re-alignment of Darling Drive and provision of a new urban square.

1.2.4 The Haymarket - Mixed Use Commercial Office Building and Public Car Park (SSD 13_6013)

This Application seeks approval for a mixed use commercial office building and public car park proposal within the North-West Plot of The Haymarket.

1.2.5 The Haymarket - South West Plot Mixed Use Residential Building (SSD 13_6011)

This Application seeks approval for a mixed use residential podium with three residential buildings above and the surrounding public domain improvements, including part of the Boulevard and the provision of the interim Macarthur Street pedestrian connection in the South-West Plot of The Haymarket.

1.3 Objectives of the Development

1.3.1 SICEEP Project Objectives

The following strategic objectives have been endorsed by the State to guide the development and implementation of the SICEEP Project:

- Deliver world-class core functions of convention, exhibition and entertainment facilities that exceed the expectations of domestic and international visitors;
- Reaffirm Darling Harbour as Australia's premier gathering place by creating an exciting, connected, active and vibrant precinct that brings delight to visitors and Sydneysiders alike;

- Provide Sydney with unified high quality convention, exhibition and entertainment facilities that befit Australia’s global city;
- Maximise the direct and indirect economic benefits to NSW from the Project;
- Provide a value for money solution for the State, with completion on time and on budget;
- Demonstrate excellence in design and environmental sustainability; and
- Enhance connectivity around and through the SICEEP, and optimise the quality of the public domain.

1.3.2 SSDA6 Objectives

Key development objectives which underpin this application include:

- Provide hotel accommodation and guest and visitor facilities including restaurant and ballroom in an iconic Sydney Harbour location directly adjacent to the ICC Sydney;
- Provide a high quality built form which exhibits design excellence and complements the new urban environment of the Bayside and Darling Central precincts;
- Provide a landmark which announces the northern end of the SICEEP Precinct;
- Develop a high quality public domain which will fulfil the objectives established for the SICEEP;
- Satisfy some of the demand for accommodation in Sydney which has experienced an acute undersupply of rooms for over a decade;
- Provide additional accommodation facilities that will assist in absorbing not only the anticipated demand associated with the redeveloped facilities of the SICEEP Project but also to support the continuing growth of the corporate and leisure sector;
- Provide a major drawcard for international conferences and conventions through the physical integration of a 4 – 5 star hotel into conference facilities, presenting an attractive offering to the convention and exhibition industry; and
- Contribute to the success of the new world-class venues proposed as part of the SICEEP Project, particularly the ICC Sydney, ensuring the convention, exhibition and entertainment facilities are commercially sustainable.

1.4 Analysis of Alternatives

1.4.1 Strategic Need for the Proposal

The NSW Government recognises that the existing convention, exhibition and entertainment facilities at Darling Harbour are facing increasing competition from similar facilities within the Asia-Pacific region and as such new facilities are required that will provide appropriate facilities that:

- Are suitable for contemporary conventions and are competitive with other facilities nationally and globally;
- Are constructed to international best practice;
- Are more flexible in their ability to respond to the changing needs of the convention, exhibition and event industry; and
- Are designed for longevity.

The ICC Hotel is a key component of the overall redevelopment of Darling Harbour. The Hotel will provide a contemporary facility comprising accommodation and guest and visitor facilities to service the needs of users of the Precinct and beyond. It will perform a major role in the success of the new world-class venues proposed as part of the SICEEP Project, particularly the ICC Sydney. The built form will be of a high quality, exhibiting design excellence and complementing the newly created urban environment of the SICEEP Site. The proposal will contribute to the development of a high quality public domain linking the Hotel with adjacent exhibition and entertainment facilities and Cockle Bay.

1.4.2 Alternative Options

Three options are available to the NSW Government in responding to the identified need for improved convention, exhibition and entertainment facilities.

Do Nothing

The 'do nothing' option, would result in the convention, exhibition and entertainment centre facilities and broader facilities at Darling Harbour remaining unchanged and requiring ongoing maintenance.

Sydney's appeal as a suitable venue for international conferences, exhibitions and events would continue to diminish, to the detriment of the locality and the wider NSW and Australian economy.

If this option was selected, the significant benefits in providing a contemporary hotel to complement and service the new exhibition and entertainment facilities would be lost. If the Hotel was not provided there would be a shortage in available accommodation.

Refurbish the existing facilities

Refurbishment of the existing facilities (convention, exhibition and entertainment centre facilities and broader facilities at Darling Harbour) is not physically capable of achieving the required venue parameters identified as necessary to make these venues competitive. In addition, there are currently no hotels located within the whole of the SICEEP Site.

Provide new facilities in an alternative location

The large-scale spatial requirements of a modern and integrated convention, exhibition and entertainment facility and the built-up nature of the CBD precludes an alternative central-Sydney location to Darling Harbour, and as such an outer-Sydney venue would need to be identified.

There are very few consolidated sites in State Government ownership of sufficient size to accommodate the required facilities within the central-Sydney area. Comparable international facilities are located in either CBD locations or near airport hubs in order to allow visitors to easily commute between the airport and other business engagements. An outer-suburbs location is therefore considered unsustainable and inferior to a central-Sydney location such as Darling Harbour.

The marketing of conventions is based on facilities and location. Darling Harbour, due to its location adjacent to the CBD and on Sydney Harbour, provides one of only very few international convention and exhibition facilities located within a parkland setting. This unique location has resulted in Sydney's facilities performing well to date internationally.

International business travellers spend an average of \$6,000 per trip within Sydney, and outer-suburbs provide more limited opportunities to capture this economic input due to the more limited availability of hotels, tourism-related industries and activities, retail and dining options. Shifting Sydney's premier business tourism facilities away from the CBD would therefore fail to harness the complete economic benefits available to the NSW economy, which is inconsistent with the primary objectives of the SICEEP and the NSW State Plan. This option is therefore not considered to be viable.

The ICC Hotel is located immediately adjacent to the ICC Sydney and will play a key role in ensuring the convention, exhibition and entertainment facilities are commercially sustainable. The location has been specifically selected because industry experience and research demonstrates that the quality and location of hotel accommodation is a significant criterion in selecting a destination to hold world class conventions and conferences. In particular, the physical integration of a hotel into conference facilities is a major drawcard for international conferences and conventions.

In light of the above, the SICEEP Project (including the relocation of the entertainment centre and its integration with new convention and exhibition facilities and ICC Hotel) within Darling Harbour is the only viable option that will meet the objectives of the NSW Government, and meet the expectations of residents and visitors to Sydney.

Alternative to the ICC Hotel Proposal

Since its establishment the SICEEP Project has identified a hotel as a key facility to be developed. As part of the preferred Precinct Plan, a hotel was proposed at the northern end of the Precinct, immediately adjacent to the new International Convention Centre. In this plan the Hotel was envisaged as having up to 900 rooms split between two towers. The hotel towers would provide either an up- or mid-scale accommodation offering.

Following community consultation and consideration of impacts to amenity both in and around the ICC Hotel Site, the two tower proposal has been amended to a single tower with a more elegant and slimmer form when compared with the two tower proposal. The single tower emphasises the verticality of the built form providing a landmark for the wider SICEEP Project. The single tower sits atop a podium which houses the hotel entry and guest and visitor facilities and its materiality and articulation reinforces the public nature of these spaces and contributes to the public domain.

The single tower has meant a reduction in the number of rooms, from up to 900 to up to 656 keys, and consolidation of the accommodation offering. (Refer to Section 3.4 for discussion on the number of keys). However, the redesign has facilitated a significant reduction in potential view impact, a reduction in the width of overshadowing and improved view sharing with surrounding buildings. Given its reduced footprint, the single tower also provides more public space and flexibility at ground level.

1.5 Director General's Requirements

In accordance with section 89G of the EP&A Act, the Director-General of the Department issued updated requirements for the preparation of the EIS to accompany the ICC Hotel on 27 March 2013. A copy of the Director General's Requirements (DGRs) is provided at **Appendix A**.

The DGRs require that the EIS must include the documents listed in Schedule 1 of the *Environmental Planning and Assessment Regulation 2000* (the Regulation) and must meet the requirements of Schedule 2 of the Regulation, in particular the form specifications in Clause 6 and the content specifications in Clause 7. Several stakeholders were identified with whom consultation must occur during the preparation of the EIS.

Table 1 provides a detailed summary of the individual matters listed in the DGRs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Table 1 – Director General’s Requirements

Director General Requirement	Location in Report	
	Report	Appendix
General Requirements as relevant to the scope of works for each individual SSDA		
The EIS must meet the minimum requirements in Schedule 2 the <i>Environmental Planning and Assessment Regulation 2000</i> , specifically: – form specifications in clause 6; and – specifications in clause 7.	Pages i, ii, iii, iv	-
Relevant EPI’s, policies and guidelines	Report	Appendix
Address the relevant statutory provisions and planning policies and guidelines applying to the site including:	-	-
EP&A Act 1979	Section 5.3	-
State Environmental Planning Policy (State & Regional Development) 2011	Section 5.3	-
State Environmental Planning Policy (Infrastructure) 2007	Section 5.3	-
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Section 5.3	-
State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development	Section 5.3	-
State Environmental Planning Policy No.55 – Remediation of Land	Section 5.3	Appendix I
Draft State Environmental Planning Policy (Competition) 2010	Section 5.3	-
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	Section 5.3	-
Darling Harbour Development Plan No.1	Section 5.3	-
NSW 2021	Section 5.2	-
Metropolitan Plan for Sydney 2036	Section 5.2	-
NSW Long Term Transport Master Plan	Section 5.2	-
The Sydney City Draft Sub-Regional Strategy	Section 5.2	-
Sustainable Sydney 2030	Section 5.2	-
Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines	Section 5.2	-
City of Sydney Chinatown Public Domain Plan	Section 5.2	-
Development Near Rail Corridors and Busy Roads - Interim Guideline	Section 5.2	-
Planning Guidelines for Walking and Cycling	Section 5.2	-
NSW Bike Plan 2010	Section 5.2	-
Integrating Land Use and Transport Policy Package	Section 5.2	-
Cycle Strategy and Action Plan 2007-2017	Section 5.2	-
Healthy Urban Development Checklist	Section 5.2	-
Waste Classification Guidelines (DECC 2008)	Section 5.2	Appendix I

Director General Requirement	Location in Report	
Heritage Council Guidelines assessing the Significance of Archaeological Sites and Relics	Section 5.2	Appendix E, Appendix F and Appendix G
Crime Prevention through Environmental Design principles.	Section 5.10	Appendix O
Built Form and Design Excellence	Report	Appendix
Address the height, bulk and scale of the proposed development within the context of the locality.	Section 5.5 and Section 5.6	Appendix B
Address the visual impact	Section 5.6	Appendix P
Address design quality	Section 5.5	Appendix B
Outline the strategy to ensure design excellence is achieved	Section 5.4	Appendix B
Address the Urban Design and Public Realm Guidelines	Section 5.5 and Section 5.7	Appendix B and Appendix C
Public Domain and Urban Design	Report	Appendix
Address all aspects of the public domain such as open spaces within the precinct and footpath, road paving, cycleways, tree planting, footway dining, public art and light	Section 5.5 and Section 5.7	Appendix C
Identify and analyse key pedestrian desire lines to the surrounding area and critical links to the CBD.	Section 5.5 and Section 5.7	Appendix C
Address WSUD opportunities	Section 5.21	Appendix X
Address the CPTED for the design of the public domain	Section 5.10	Appendix C and Appendix O
Demonstrate pedestrian circulation and connections on site and to surrounding streets in schematic form	Section 3.5, Section 3.6 and Section 5.7	Appendix C
Identify important sight lines and visual connectivity to and through the site	Section 3.5, Section 3.6, Section 5.6 and Section 5.7	Appendix B, Appendix C and Appendix P
Address the Urban Design and Public Realm Guidelines	Section 5.5 and Section 5.7	Appendix C
Ecologically Sustainable Development	Report	Appendix
Detail how ESD principles will be incorporated in design, construction and ongoing operations including: - sustainable technologies or renewable energy - integrated Water Management Plan	Section 5.26	Appendix Z
Address the potential for sustainable technologies and/or renewable energy	Section 5.26	Appendix Z
Provide an integrated Water Management Plan	Section 5.21	Appendix X
Amenity	Report	Appendix
Demonstrate a high level of environmental amenity including: - solar access - acoustic impacts - visual privacy - view loss - wind impacts - reflectivity and - overshadowing	Section 5.6, Section 5.9, Section 5.11, Section 5.12 and Section 5.17	Appendix B, Appendix N, Appendix P, Appendix R and Appendix S
Noise & Vibration	Report	Appendix
Identify the main noise and vibration generating sources and activities during construction (including demolition) and operation and outline measures to mitigate potential impacts	Section 5.17	Appendix N
Transport and Accessibility (Construction and Operation)	Report	Appendix
Address the impact of traffic and pedestrian volumes including - upgrading or road improvements - impacts on light rail corridor or western distributor - level of car parking - sustainable transport measures	Section 5.13	Appendix T

Director General Requirement	Location in Report	
Provide details of any upgrading or road improvement works required	Section 5.13	Appendix T
Address any impacts on the Light Rail Corridor and western distributor	Section 5.2	-
Justify the level of parking provided on site	Section 5.13	Appendix T
Provide details of measures to encourage sustainable means of transport	Section 5.13	Appendix T
Address the impact from construction traffic	Section 5.13 and Section 5.25	Appendix T, Appendix Y
Provide details of the parking arrangements duration demolition/construction	Section 5.13	Appendix T, Appendix Y
Provide details of the pedestrian and cyclists connections to the surrounding area	Section 3.6 and Section 5.13	Appendix C and Appendix T
Address road safety at key intersections	Section 5.13	Appendix T
Drainage, Flooding, Climate Change and Sea level Rise	Report	Appendix
Provide a drainage concept for the site including WSUD	Section 5.21	Appendix X
Address likely groundwater, flooding and sea level rise risks on the site and measures to ameliorate any impacts	Section 5.21	Appendix X
Heritage	Report	Appendix
Address the impacts of the proposal on heritage significance of the site and adjacent area, including identifying opportunities for heritage interpretation within the public domain	Section 5.15 and Section 5.16	Appendix E, Appendix F and Appendix G
Utilities	Report	Appendix
Address existing capacity and augmentation requirements	Section 3.7 and Section 5.19	Appendix K
Address how infrastructure will be protected during demolition and construction phases	Section 5.19 and Section 5.25	Appendix K and Appendix Y
Staging	Report	Appendix
Provide details regarding staging of the development	Section 3.8	-
Contributions	Report	Appendix
Address the provision of public benefit, services and infrastructure and any relevant contributions requirements	Section 5.27	-
Water Quality	Report	Appendix
Address water quality impacts during construction	Section 5.21 and Section 5.25	Appendix X and Appendix Y
Provide mitigation and management measures to minimise soil and stormwater impacts	Section 5.21 and Section 5.25	Appendix X and Appendix Y
Air Quality	Report	Appendix
Address air quality issues in relation to the Cross City Tunnel ventilation	Section 5.22	-
Construction Impacts	Report	Appendix
Address demolition and construction impacts including - noise and vibration - air quality and odour impacts - water quality and construction waste management - traffic management - vehicle routes and truck numbers - hours of operation - access arrangements - traffic control measures - crane locations and swing paths - community notification and complaints handling	Section 5.25	Appendix N, Appendix T, Appendix X and Appendix Y
Specific Requirements – SSD6 Hotel		
Built Form and Urban Design	Report	Appendix
Demonstrate that the detailed design of the hotel addresses the requirements of the adopted design excellence strategy as required by general DGR 3.	Section 5.5	Appendix B
Transport and Accessibility	Report	Appendix
Identify the provision for coaches and buses accessing the site.	Section 5.13	Appendix T

1.6 Planning Approval Strategy

In response to separate contractual agreements with the NSW Government and staging requirements Lend Lease (Haymarket) Pty Ltd is proposing to submit a number of separate DAs for key elements of the SICEEP Site.

This SSDA6 involves the detailed development of a hotel and public domain works at the northern end of the Bayside Precinct within the SICEEP Site.

As outlined in Section 1.2 separate SSDAs have been lodged for the PPP Component of the SICEEP Project comprising the core facilities of the SICEEP Project (now approved), as well as for proposals for three of the development plots within The Haymarket. The different components of the development applications for the SICEEP Project are reproduced in **Figure 3** and outlined in **Table 2** below.

Table 2 – Status and program of SICEEP DAs

DA No	Description of Application	Status
SSDA 1 – SSD12_5752	SICEEP Core Facilities – Exhibition Centre, Convention Centre, The Theatre, Event Deck and Tumbalong Park	Lodged: 15 March 2013 Exhibited: 27 March to 10 April 2013 Approved: 22 August 2013
SSDA 2 – SSD13_5878	The Haymarket Concept Proposal (Stage 1 SSD DA)	Lodged: 15 March 2013 Exhibited: 27 March to 10 April 2013 Under assessment
SSDA 3	Western Plot (Student Accommodation)	Lodged: May 2013 Exhibited: 19 June to 2 August 2013 Under assessment
SSDA 4	North-West Plot (Public car park/ commercial office building)	Lodged: May 2013 Exhibited: 19 June to 2 August 2013 Under assessment
SSDA 5	South-West Plot (Mixed Use Development)	Lodged: May 2013 Exhibited: 19 June to 2 August 2013 Under assessment
SSDA 6 – Subject of this DA	ICC Hotel	Lodged: August 2013
SSDA 7+	Further applications for development within the SICEEP Site	Ongoing



Figure 3 – Components of initial planning applications for the SICEEP Site

1.7 Other Approvals

In addition to the approvals noted elsewhere in this document, additional approvals will be required in order to permit the proposed development including approval under s73 of the *Sydney Water Act 1994* (compliance certificate).

Additional approvals will be sought at the appropriate time.

2.0 Site Analysis

2.1 Site Location and Context

The SICEEP Site is located within the Darling Harbour Precinct in the City of Sydney Local Government Area (LGA). Darling Harbour is a 60 hectare waterfront precinct, located on the south-western edge of the Sydney Central Business District, and to the east of the Pyrmont Peninsula. The SICEEP Site is unique in terms of its function, location, land ownership and physical characteristics, and accommodates a wide range of land uses. These predominantly relate to recreation, tourism, entertainment and business.

The SICEEP Site occupies approximately 20 hectares, and is located within the western portion of the Darling Harbour Precinct. It 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 of Friendship and Harbour Street to the east, and Hay Street to the south. The location of the SICEEP Site is illustrated in **Figure 4**.

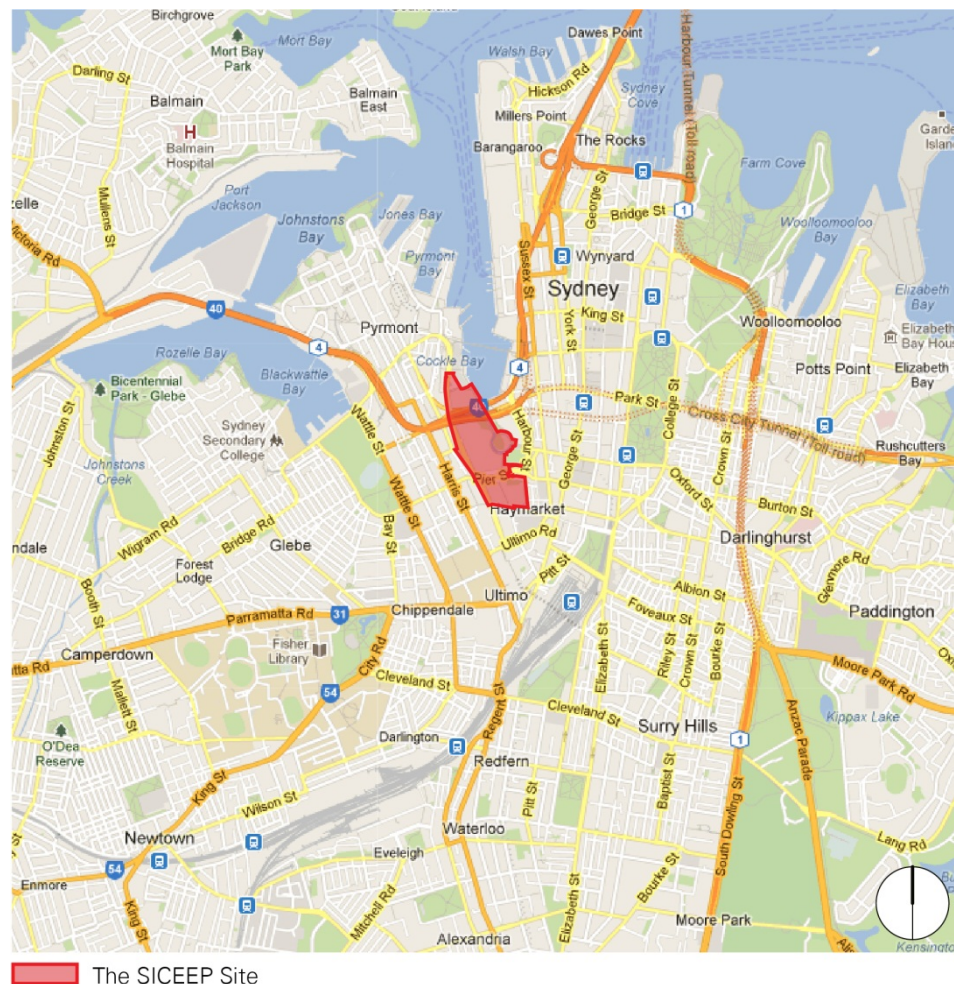


Figure 4 – Location Plan

2.2 Site Description

The SSDA6 (ICC Hotel) Site is located within the northern end of the Bayside precinct and is bound by Harbourside Shopping Centre to the north and east, the International Convention Centre to the south and Darling Drive to the west. The SSDA6 Site occupies an area of approximately 3,700m². An aerial view of the SSDA6 Site is illustrated at **Figure 5**.

The SSDA6 Site is legally described as part Lot 1010 DP1147364 which is owned by Sydney Harbour Foreshore Authority.



Figure 5 – Aerial view of the Site

2.2.1 Existing Development

The SSDA6 Site is currently used as a pick-up / drop-off zone, referred to as Convention Place. The zone provides for cars, taxis and buses which service Harbourside Shopping Centre, the Sydney Convention Centre and the greater Darling Harbour precinct. The traffic island to the east contains multiple flag poles, and the island to the west contains a number of trees and a bus shelter. The rear entry to Harbourside Shopping Centre is located on the eastern boundary of the Site, and the western boundary adjoins a cycle path, Darling Drive and light rail network. **Figure 6** and **Figure 7** show the current state of the SSDA6 Site.



Figure 6 – The Site, Harbourside Shopping Centre to the left



Figure 7 – The Site, Sydney Convention Centre to the rear

2.2.2 Topography

The SSDA6 Site is located in the south western corner of Cockle Bay. The western bank of Cockle Bay typically consists of a narrow strip of level ground, backed by steeply rising ground up to the Pyrmont Street ridge line, which lies approximately 15 metres above the bay to the west of the Site. Further west of the Site, across the light rail tracks, the ground level rises steeply with a sandstone cut face of approximately 3 – 5 metres high within the car park adjacent. The Survey Plan prepared by Rygate Surveyors illustrates the topography of the SSDA6 Site (see **Appendix D**).

2.2.3 Landscaping and Vegetation

The SSDA6 Site contains a number of trees, none of which are identified on the SHFA Register of Significant Trees 2013. The trees on the SSDA6 Site comprise semi mature Ficus species. The SSDA6 Site is noted as highly modified and in consideration of its context in an inner city environment adjoining a rail corridor these trees are not likely to be significant. **Figure 8** illustrates existing vegetation on the SSDA6 Site.



Figure 8 – Existing vegetation on the Site

2.2.4 Heritage and Archaeology

Heritage

A Statement of Heritage Impact (SOHI) relating to SSDA6 has been prepared by TKD Architects and is provided at **Appendix E**. The following heritage items (excluding archaeology) are identified as being located beneath the ground, or in the vicinity of, the SSDA6 Site:

- Water Cooling System and Manifold (Section 170 Register);
- Darling Harbour Rail Corridor (Section 170 Register);
- Pyrmont Bridge (State Heritage Register);
- Darling Harbour Water Feature (State Heritage Register, listing pending);
- Woolbrokers Arms Hotel, 22 Allen Street (Sydney LEP 2012, Item I1206);
- Corner Shop and Terrace Group, 224-302 Harris Street (Sydney LEP 2012, Item I1233);

- Retail Premises – Harris Street Group, 304-308 Harris Street (Sydney LEP 2012, Item I1234);
- Pyrmont and Murray Street Residential Group 142-168 Pyrmont Street (Sydney LEP 2012, I1246);
- John Taylor Woolstore, 137 Pyrmont Street (Sydney LEP 2012, I1263);
- Clarence Bonded and Free Stores, 139 Murray Street (Sydney LEP 2012, I1264);
- Pyrmont Fire Station, 147 Pyrmont Street (Sydney LEP 2012, I1265); and
- Portion of the Pyrmont Conservation Area (Sydney LEP 2012, C52).

A location map illustrating the location of these heritage items and other heritage items in the vicinity of the wider SICEEP Site is provided below in **Figure 9**. It is noted that the heritage items identified in the Sydney LEP 2012 have not been shown on the map below given any impacts on these items are largely minimised by the scale and bulk of recent development, including the Novotel and residential buildings to its west.

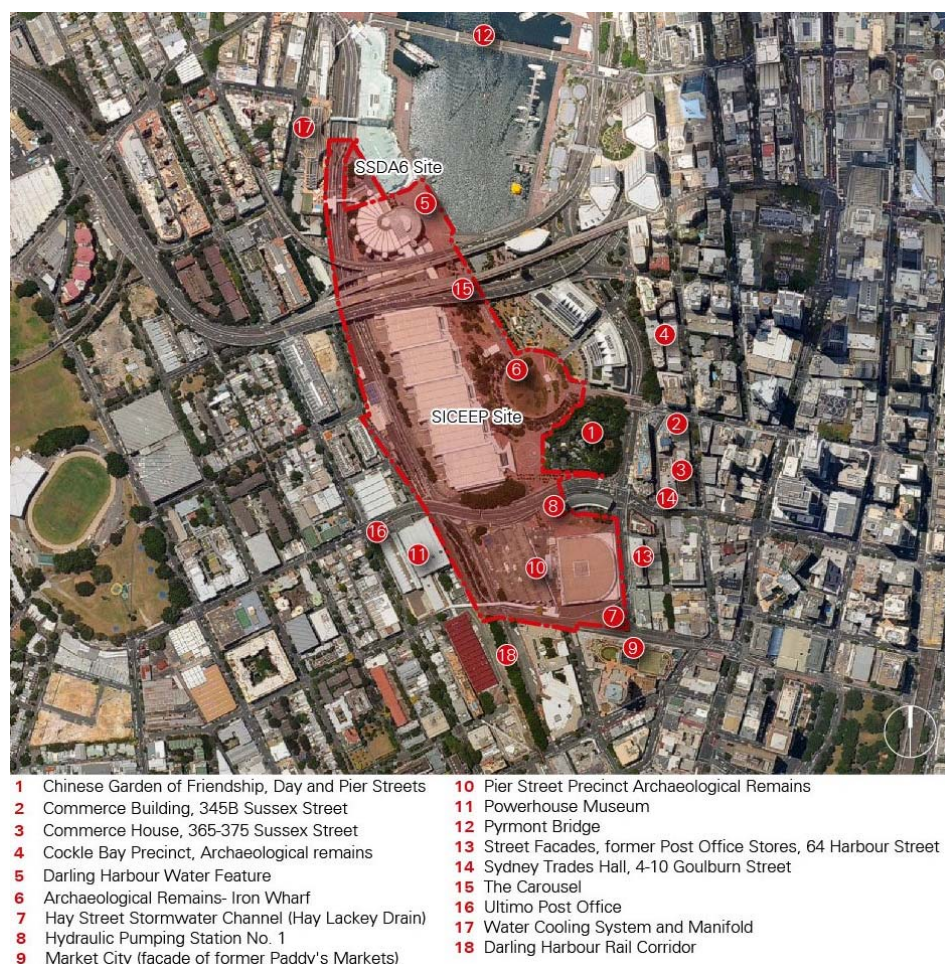


Figure 9 – Heritage items within and surrounding the SICEEP Site

Archaeology

A Non-Indigenous Archaeological Assessment has been prepared by Casey & Lowe (see **Appendix F**). The Assessment identifies that known archaeological remains of Section 170 register items are located on the SSDA6 Site, this being the Water Cooling System and Manifold. This item, comprising saltwater inlet conduits, is likely to be uncovered during excavation on the Site. Accordingly, a number of recommendations and mitigation measures have been made to ensure the proposal does not impact negatively on the archaeological remains.

An Aboriginal Archaeological Assessment has been prepared by Comber Consultants in association with the Metropolitan Local Aboriginal Land Council, and in accordance with the Office of Environment & Heritage (OEH) Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales, and in accordance with the DGRs. The Assessment is provided at **Appendix G**.

Comber Consultants has conducted a search of the Aboriginal Heritage Information Management System (AHIMS) database and has determined that there are no known Aboriginal sites or objects located within or immediately near the SSDA6 Site. However, Aboriginal occupation was most intense near coastlines and artefacts have been found in nearby locations. Comber Consultants has noted that a small portion of the original foreshore extends into the northern section of the Site but it is believed that this area would have been quarried for the Darling Harbour Goods line. Accordingly, any archaeological deposits are likely to have been lost.

Refer to Section 5.16 for a detailed discussion on the impact of the proposed development on any potential archaeological remains.

2.2.5 Access

Pedestrian

The SSDA6 Site is easily accessed via pedestrian links. To the north of the site is Pyrmont Bridge which provides access east to the Sydney CBD. Existing elevated pedestrian walkways provide access to the west, from the Harbourside Shopping Centre and Sydney Convention Centre to the car park opposite. The existing entertainment facilities within Darling Harbour, Haymarket and Chinatown are all located to the south of the Site and can be accessed on foot.

Cycling

The SICEEP Site is easily accessible to cyclists via a number of official cycle routes, all of which connect with the wider Sydney Cycleways Network.

Rail

The SSDA6 Site is benefited with good rail connectivity. Access to Town Hall Station is via Pyrmont Bridge, east of Cockle Bay and Central Station is located to the south of the SICEEP Site. Central and Town Hall Stations are key stations in the Sydney Trains network with excellent connectivity to the wider network.

Almost all lines on the Sydney Trains network pass through Central Station, which also provides connections with wider NSW, Western Australia, South Australia, Queensland and Victoria.

Light Rail

The Metro Light Rail traverses Darling Drive to the west of the SSDA6 Site, providing a link between the Bayside, Darling Central and Haymarket precincts of the SICEEP Site. The Convention Centre light rail stop is located directly opposite the SSDA6 Site.

Ferry

The SSDA6 Site is well connected to the local ferry network with stops at King Street Wharf, on the eastern side of Pyrmont Bridge, and Maritime Museum, north of the SSDA6 Site. Ferries from these locations connect with key locations, including Circular Quay, Milsons Point, and Parramatta. Ferries also provide connections to a variety of tourist and visitor attractions located around Sydney Harbour.

Bus

Bus services are located in the vicinity of the SICEEP Site. George Street is situated approximately 1km to the east and is a major bus corridor with frequent services, connecting with the wider Sydney CBD and a variety of suburban locations.

Harris Street, to the west of the SICEEP Site is an existing bus corridor and discussions are underway regarding a future bus route stopping at the SSDA6 Site. A major bus terminal is located at Railway Square, south of the SICEEP Site.

Vehicle

The SSDA6 Site is easily accessible by vehicles via the M4 Western Distributor south of the SSDA6 Site or via The Haymarket at the southern boundary of the SICEEP Site. A car park is located west of the SSDA6 Site.

2.2.6 Soil and Geotechnical Conditions

A Geotechnical Investigation has been undertaken by Coffey Geotechnics and provided at **Appendix H**. The report presents the findings of borehole drilling, laboratory testing and standpipe piezometer installation to determine the likely geotechnical and soil characteristics of the SSDA6 Site. The report draws upon previous geotechnical investigations carried out for the SICEEP Project in making its assessment.

Site Geology

The western portion of the SSDA6 Site is underlain by Hawkesbury Sandstone while Quaternary age alluvial sediments comprising silty to peaty quartz sand, silt and clay can be found below the south eastern and southern half of the site.

The geological conditions of the SSDA6 Site comprise the following features:

- Manmade fill directly below the hardstanding;
- Localised sand deposits above a weathered bedrock profile;
- Hawkesbury Sandstone across the site;
- Buried service trenches; and
- Shallow groundwater levels.

Subsurface Conditions

Generally, the subsurface investigation indicates that the buried rock profile is consistent with the original natural shoreline geometry, with evidence to suggest that the northern portion of the Site has been previously excavated to create the present day, level site.

The subsurface profiles encountered in the investigation were:

- Fill;
- Alluvium;
- Residual soil;
- Class IV and V Sandstone;
- Class III Sandstone;
- Shale Interbed; and
- Class II Sandstone.

Groundwater levels are indicated to be at depths between 2.2 and 3.1 metres. The levels are likely to respond strongly to tidal variations within Darling Harbour where existing Highest Astronomical Tide is 1.175 m AHD.

2.2.7 Site Contamination

A Site Investigation Report has been prepared by Coffey Geotechnics and is provided at **Appendix I**. Records indicate that the Site has been subject to historic reclamation with filling of unknown quality and the potential contamination sources are linked to its former use as the Darling Harbour Goods Yard including the storage of fuels and freight, ash and asbestos containing materials from coal fired boilers and locomotives, and maintenance activities.

Detailed and extensive site contamination investigations have been undertaken across the Site in order to determine the presence and extent of potential contaminants as a result of historical activities and current uses, which may include spillage and leaks of oils and fuels, and the likelihood for acid sulphate soils to occur.

In relation to acid sulphate soils, the investigations reveal that while the likelihood of potential and acid sulphate soils to occur within the Site is high, an Acid Sulphate Soil Management Plan will be prepared and implemented to mitigate any impact.

Groundwater Contamination

Groundwater within the SSDA6 Site contains low concentrations of metals – copper, nickel and zinc. However, these are considered common in older urban environments typical of the setting around Darling Harbour. In addition, concentrations of hydrocarbons were reported below management limits and therefore present a low risk to buried infrastructure.

Overall, the investigations conclude that the soil and groundwater beneath the Site do not pose unacceptable potential health risks, and that the Site is suitable for the proposed development.

Detailed discussion of site-specific contamination and recommendations for mitigation measures are discussed in the Site Investigation Report prepared by Coffey Geotechnics (see **Appendix I**) and Section 5.24 of this EIS.

2.2.8 Water Cycle

Stormwater

Stormwater drainage within the SICEEP Site is comprised of a below ground local network and trunk drainage and overland flow paths. Generally stormwater on the SSDA6 Site is untreated and flows into surface inlet pits within Darling Drive. Overland flow paths that bypass the drainage network flow through the SICEEP Site and also discharge into Cockle Bay.

Flooding

An overland flow path currently traverses the SICEEP Site, including the SSDA6 Site, with the Site impacted by flood waters in a range of storm events. Refer to Section 5.21 for further details regarding the management of flood impacts.

Water Quality

There is currently minimal infrastructure in place within the SICEEP Site, including the SSDA6 Site, that is intended to manage the quality of stormwater runoff. The majority of existing runoff within the SICEEP Site discharges directly into Cockle Bay in conjunction with untreated flows from upstream external catchments.

2.2.9 Utilities and Infrastructure

Hyder Consulting (with input from AECOM) has undertaken a desktop study of existing utility infrastructure services within and in the vicinity of the SSDA6 Site and undertaken subsequent consultation with service providers as detailed in the Services Infrastructure Report (see **Appendix K**). Existing essential infrastructure services for water, sewer, gas, electricity, communications and stormwater are provided to the SSDA6 Site.

2.3 Surrounding Development

The SSDA6 Site is surrounded by transport corridors (light rail and roads) along with commercial and tourist related development, specifically a shopping centre, convention centre and hotel. These developments are multi storey and constructed in a wide variety of architectural styles.

A map of the key developments surrounding the SSDA6 Site is provided at **Figure 10**. The existing and future development surrounding the SSDA6 Site is discussed further below.



Figure 10 – Map of surrounding development

To the east

Immediately adjoining the SSDA6 Site to the east is the Harbourside Shopping Centre. No works are proposed to the shopping centre which is outside the boundary of SSDA6 and the broader SICEEP project. However, public domain improvements will be made to integrate the existing and proposed works contributing to Harbourside Place (approved as part of SSDA1) which will link the Hotel, shopping centre and proposed development to the south. **Figure 11** and **Figure 12** show the Harbourside Shopping Centre and **Figure 13** illustrates the proposed Harbourside Place.



Figure 11 – Harbourside Shopping Centre, front from Cockle Bay



Figure 12 – Harbourside Shopping Centre, rear from the Site



Figure 13 – Proposed Harbourside Place

Source: Hassell

To the west

Opposite the SSDA6 Site to the west is the Novotel. To the north west is the Ibis Hotel and to the south west is the Oaks Goldsbrough Apartments. The Site is separated from the hotels and apartments by Darling Drive. **Figure 14** shows the Novotel (and Ibis) and **Figure 15** shows the Oaks Goldsbrough Apartments.



Figure 14 – Novotel, Ibis to the right



Figure 15 – Oaks Goldsbrough Apartments

To the south

Immediately adjoining the SSDA6 Site to the south is the Sydney Convention Centre (SCC). The SCC will be demolished as part of SSDA1 to make way for the ICC. Harbourside Place (approved as part of SSDA1) will provide the public domain link between the Hotel and the ICC. **Figure 16** shows the existing SCC and **Figure 17** illustrates the proposed ICC. Harbourside Place is shown in **Figure 13** above.



Figure 16 – Sydney Convention Centre, Novotel and Harbourside Shopping Centre to the right



Figure 17 – Proposed International Convention Centre

Source: Virtual Ideas

Further south of the SSDA6 Site are the remainder of the developments proposed as part of the SICEEP Project (subject of SSDAs 1 – 5) including the ICC Exhibition Centre, The Event Deck, The Theatre and The Haymarket. **Figures 18 - 21** show these proposals.



Figure 18 – Proposed ICC Exhibition Centre

Source: Virtual Ideas



Figure 19 – Proposed Event Deck

Source: Virtual Ideas



Figure 20 – Proposed Theatre

Source: Virtual Ideas



Figure 21 – Proposed Haymarket Square

Source: Virtual Ideas

3.0 Description of the Development

This chapter of the report provides a detailed description of the proposed development. Architectural drawings prepared by Francis-Jones Morehen Thorp in collaboration with Lend Lease Design Group are provided at **Appendix B**.

This application seeks approval for the following 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 and visitor facilities, restaurant and ballroom;
- Maximum GFA of Hotel and of guest and visitor facilities / common areas;
- Provision of building identification signage zones;
- Public domain improvements including integration with existing / proposed works; and
- Extension, realignment and augmentation of physical infrastructure / utilities as required.

While SSDA6 seeks approval for the maximum GFA of the Hotel and of the guest and visitor facilities / common areas, the final internal arrangements will be subject to a separate DA.

A photomontage of the proposed development is shown at **Figure 22**.



Figure 22 – Photomontage of the proposed development, from Pymont Bridge looking south west

Source: *Virtual Ideas*

3.1 Development / Urban Design Principles

The planning and design principles adopted for the ICC Hotel are based on key design elements identified as generators of the SICEEP Overall Precinct Sitewide Design Strategy. The ICC Hotel is a key component of the Precinct and addresses the principles as follows:

- **Boulevard** – the Hotel and ICC anchor the northern end of The Boulevard. The Hotel's form and scale provide a landmark which orients the Precinct, while the Boulevard provides a strong pedestrian connection from the Hotel and ICC in the north, through the public spaces of Tumbalong Park, to the Haymarket, Chinatown, and Ultimo in the South;
- **Public Spaces** – two of the three main public spaces in the Precinct are adjacent to the Hotel, these are the Waterfront and Harbourside Place. The Waterfront, on the edge of Cockle Bay, offers a gathering place and forecourt to the ICC and Hotel, while Harbourside Place provides a ceremonial address for both the ICC and Hotel. The Hotel's arrival and ground floor lobby has been orientated to respond to both of these key public spaces, promoting their importance and adding activation to the Precinct;
- **East West Connections and New Entrances** – the Hotel ground plane and arrival have also been designed in consideration of the east west connections at the north end of the Precinct, and address the entrance provided for by Harbourside Place (approved as part of SSDA1). The Hotel's arrival and Port Cochere is directly off Harbourside Place, and is perfectly located to benefit from this new entrance and east west connection; and
- **The Anchor Buildings** – together with the ICC and Theatre, the Hotel is the third Anchor Building in the Precinct. It offers a unique harbourside setting and locates the Precinct from both the Harbour and the city. The Hotel's distinctive yet elegant vertical expression represents the international positioning of the Precinct and anchors the northern end of the Precinct.

The proposed development is consistent with the Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines.

3.2 Numerical Overview

Table 3 below provides the key numerical information of the proposed development. It is noted that the Darling Harbour Development Plan No. 1 is the principle planning instrument applicable to the SICEEP Site. While it provides a broad framework for development, it does not provide any development controls in relation to the built form.

Table 3 - Key development information

Component	Proposal
GFA	39,940m ² (maximum)
Guest and visitor facilities / common areas (front of house)	5,075 m ² (maximum, part of the overall GFA)
Height	RL142.70
▪ RL	38 storeys
▪ storeys	– 31 levels hotel accommodation – 5 levels of podium – 2 levels of plant and 'club lounge' facilities
No. of keys	up to 656

Component	Proposal
Total no. car spaces	6 x short term car parking spaces at Hotel entry - No additional car parking

3.3 Site Preparation

The removal of existing structures, including signs, lights, bollards, paving and bitumen, on the SSDA6 Site is proposed in order to facilitate the development of the Hotel. Site preparation works will also include the removal of trees. The Civil Infrastructure Drawings prepared by Hyder Consulting and provided at **Appendix AA** illustrate the site preparation works including excavation works. A Tree Removal Schedule is provided with the Landscape Drawings in the Public Domain Report provided at **Appendix C**.

The Site Investigation Report prepared by Coffey Geotechnics and provided at **Appendix I**, concludes that the Site is suitable for the proposed development and that no remediation is required, subject to provision and implementation of an Acid Sulphate Soil Management Plan. Contamination and mitigation measures are discussed further in Section 5.24.

3.4 ICC Hotel

The ICC Hotel will comprise a single tower totalling 31 levels of hotel accommodation floors, with a top level club lounge and five levels of podium including the ground floor. The Hotel's 'club lounge' will be accessible to those guests staying in the 'club rooms', or entitled to access the facility due to their hotel operator loyalty programme status. The Hotel will provide for up to 656 keys. The final key count for the Hotel will respond to the final allocation of suites and room types, which will be determined with the appointed hotel operator. In the event an operator requires a higher number of suites / larger rooms, this would be achieved by consolidating standard rooms into one suite, which could result in an overall reduction in the number of keys.

The Hotel is located immediately adjacent to the ICC and will play a key role in ensuring the convention, exhibition and entertainment facilities are commercially sustainable. The location has been specifically selected because industry experience and research demonstrates that the quality and location of hotel accommodation is a significant criterion in selecting a destination to hold world class conventions and conferences. In particular, the physical integration of a hotel into conference facilities is a major drawcard for international conferences and conventions.

The building will be managed by an experienced hotel operator. An outline of the key components of the Hotel is provided in the Design Report prepared by Francis-Jones Morehen Thorp provided at **Appendix B** and summarised below.

3.4.1 Built Form

The form and composition of the Hotel and its podium are designed to create a landmark and beacon for the wider Precinct. The tower is respectful of the existing city skyline and its design has been carefully considered from a range of vantage points. The height of the Hotel is consistent with the urban topography of the CBD, while its form and articulation creates a focal point at the northern entrance to the Precinct.

The Hotel is composed of a pair of rectilinear forms, each articulated to reduce the perceived mass of the tower. The north east form has a white expression while the south west form has a horizontal banded expression 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 SSDA6 Site. The southern podium is articulated as a glazed volume which accommodates key public functions. This podium is kept as transparent as possible to provide views out and activate the edge of Harbourside Place (approved as part of SSDA1). This podium defines the porte-cochere and entry point to the Hotel. An interlocking canopy relates to the geometry of the tower and extends the undercover driveway.

The northern podium is conceived as a more solid volume articulated with a system of vertical windows set into metal cladding. The windows are applied in a seemingly random manner to create a dynamic, informal facade appearance. The fenestration pattern allows a wide range of functions to be accommodated behind a single facade system, responding to increased requirements for daylight with a locally increased density of glazing.

The ground level facades of the podium include full height glazing on steel mullions to the lobby and reception areas. This promotes legibility and activation to both Harbourside Place and Darling Drive. Service and plant areas are located away from the key public areas and are characterised by clean lines and simple detailing with durable material choices.

3.4.2 Product Type and Mix

The 31 levels of hotel accommodation provide for up to 656 keys. The relatively square proportion of the typical floor plate has been conceived with a central core surrounded by perimeter accommodation rooms. The rooms have been planned to meet anticipated hotel operator and market standards.

Typical hotel accommodation floors include 22 standard bays which can be configured as a mix of standard rooms and suites. Rooms and suites will be layered into the floors to respond to market and hotel operator final requirements. The indicative plans included in **Appendix B** illustrate indicative arrangements for the rooms and suites. It is noted that depending on the final configuration of rooms, to be determined by a future hotel operator, up to 656 keys may be utilised however the maximum GFA will not change. It is also noted that while SSDA6 seeks approval for the maximum GFA of the Hotel, and of the guest and visitor facilities / common areas, the final internal arrangements will be subject to a separate DA.

3.4.3 Guest and Visitor Facilities / Common Areas

In addition to the 31 levels of accommodation, the Hotel comprises five levels of podium including ground floor. The indicative plans included at **Appendix B** identify the following types of guest and visitor facilities across the podium levels, lobby, meeting centre, ballroom, bar, restaurant, gym and the like. It is intended that some of these facilities will also be available for use by the public. The indicative plans also note a 'club lounge' at the uppermost level of the Hotel.

Given the Hotel operator has not yet been secured this SSDA seeks approval for the maximum GFA of the Hotel (39,940m²) and of the front of house guest and visitor facilities / common areas (5,075m² as part of the overall GFA) only, with the final internal arrangements to be the subject of a separate DA.

3.4.4 External Materials and Finishes

The Hotel is composed of a pair of rectilinear forms each articulated using a specific façade system chosen to suit the functional and aesthetic requirements of each elevation.

Main tower façade

The main section of the tower is expressed as a horizontally banded facade of alternating vision glass and metal spandrel. The spandrel portion of this facade is characterised by warm bronze tones. The colour of the internal drapes will be selected from warm tones which will contribute to the overall design intent.

At the top of this tower, the glazed and banded facade will extend up to enclose the upper levels of plant rooms. The increased floor to floor heights for these levels will assist in the proportioning to the top of the building. The facade terminates as a glazed parapet ensuring that rooftop enclosures and equipment are screened from view.

North East tower façade

The north east tower is expressed as a glazed white volume. This section of facade will be fully glazed. The non-vision panel sections of the facade incorporate a back pan which straddles the slab edge with a limited zone above and below. This back pan will be backed in white to give visual depth. The drapes within the vision panel portion of this facade will be white. The top of this tower will be capped by a 'lantern element'.

Podium façade

The facade systems for the Hotel podium respond to the local context and internal functions of the lower levels of the Hotel. The southern portion of the podium is a glazed volume intended to read as a white screen allowing for views and interaction. The glazing is horizontally orientated.

The north, west and east portion of the podium is a more solid volume articulated by a system of vertical windows set into metal cladding. The windows are applied in a seemingly random manner to create a dynamic, informal facade appearance, while louvres and solid panels respond to plant uses.

Full height glazing is applied to the ground floor lobby, while service and plant areas are characterised by clean lines and simple detailing utilising durable materials.

3.4.5 Signage

As part of the ICC Hotel, building identification signage zones are proposed to identify the Hotel at both a Precinct and local level. The nominated building identification signage zones, at high level on the tower and low level at the ground plane, are shown in the architectural elevations provided at **Appendix B**.

Signage will be provided in an integrated manner with consideration for the architecture as well as commercial and signage objectives. Given the visibility of the Hotel within the Precinct, a high quality of signage is seen as an important element in the delivery of design excellence.

High level signage is to be integrated with careful consideration of the 'lantern' element atop the north eastern elevation. Ground level signage identifying the Hotel will be integrated into the Porte Cochere and Hotel entry. Ground level signage and associated backing walls will be made from high quality and durable materials appropriate to the location. The detailed design of the building identification signage within the signage zones is proposed to be submitted for the approval of the Director General prior to the issue of the relevant Construction Certificate.

3.5 Landscaping and Public Domain

A detailed Public Domain Report and Landscape Drawings have been prepared by Hassell and are provided at **Appendix C**. The detailed public domain plans have been prepared in accordance with the Preferred Precinct Plan and are consistent with the Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines. The key principles and objectives informing the public domain include:

- Making clearer connections into and through the Precinct;
- Preparing a design which responds to, interprets and celebrates the SSDA6 Site's history and topography;
- Creating harmony through a careful selection of materials, providing a consistent aesthetic across the Precinct and reducing clutter; and
- Facilitating a public domain which is inviting and attracts active uses, both within the day time and evening.

An illustration of the proposed public domain works is provided at **Figure 23**, with key components summarised below.



Figure 23 – Proposed public domain works

Source: Hassell

The public realm for the ICC Hotel contains three main areas:

- The Porte Cochere – a visual extension of Harbourside Place (approved as part of SSDA1) providing pedestrian and vehicle access to the Hotel’s primary arrival point;
- North South Laneway – pedestrian prioritised laneway, providing taxi access to Harbourside Shopping Centre and emergency vehicle access to the public realm; and
- Laneway Entry and Loading Dock – vehicular connection off Darling Drive providing access to the laneway and back of house and loading dock of the Hotel.

As well as the three main areas, the Site also has an interface with Harbourside Place, approved as part of SSDA1. Harbourside Place is a shared zone providing key pedestrian and drop-off access to the ICC, public realm and the Hotel. While most of Harbourside Place falls outside the SSDA6 Site boundary, it is the key interface and arrival point to the Site.

While Darling Drive falls outside the SSDA6 Site boundary, the interface between the road and the Hotel has been explored given it is a key access road providing vehicle and cycle access to the Site, including coach drop-off and pick-up for the Hotel and ICC.

Design of the public realm for the ICC Hotel has carefully considered vehicular access arrangements and shared pedestrian zones. Harbourside Place is a pedestrian prioritised space, allowing for clear and direct pedestrian movements from the light rail stop to the harbour edge. Pedestrian primacy is visually emphasised by extending large size granite pavers to the edges of the ICC and the Hotel Porte Cochere as well as into the shared zone of the laneway. Vehicle movements in and around the Hotel will be bound by a speed limit of 10kph and the vehicle movement zones will be identified through pavement inlays and markers, and physically restricted primarily through the placement of trees and street furniture. When events are taking place an Event Management and Operational Plan will be implemented to ensure pedestrian safety.

At the Porte Cochere and Hotel entry, where a drop-off zone is located, staff will be required to manage vehicle movements and a 10kph speed limit will apply. A signalised pedestrian crossing off Darling Drive is also approved and will link the Convention Centre light rail stop with Harbourside Place (approved as part of SSDA1).

An illustration of the pedestrian and vehicular controls within Harbourside Place is shown in **Figure 24**.



Figure 24 – Harbourside Place, shared zone

Source: Hassell

Further details and drawings are included in the Public Domain Report provided at **Appendix C**.

3.6 Pedestrian Access

The SSDA6 Site has an interface with Harbourside Place (approved as part of SSDA1) which allows for clear and direct pedestrian movements from the light rail stop west of the SSDA6 Site to the harbour edge east of the Site. Harbourside Place, the Port Cochere and the Laneway are all pedestrian prioritised spaces allowing freedom of movement in and around the public realm. Vehicle movement zones will be identified through pavement inlays and markers and physically restricted through the placement of trees and street furniture.

The Site is relatively flat and has been designed to enable paths of travel at DDA compliant grades across all areas of the public realm including entry to the Hotel.

The Site has good public transport connections with a light rail stop directly opposite, ferry stops to the north and allowance for a future bus stop on Darling Drive.

Pedestrian access in and around the SSDA6 Site will be enhanced by wayfinding measures including selection of materials and planting consistent with the whole of the SICEEP Site, built form that creates an urban gateway and signifies arrival to the northern portion of the SICEEP Site, and markers and signage.

3.7 Infrastructure and Services

A Services Infrastructure Report has been prepared by Hyder Consulting and is provided at **Appendix K**. This Report details the existing infrastructure available at the SSDA6 Site, identifies likely points of future connection and associated upgrades and augmentation of services to facilitate the proposed development. The detailed design of each of the concepts explored below is being undertaken in consultation with the relevant service providers, and will be completed prior to the commencement of works on the Site.

Sewer

The Site drains to the existing sewer main within Darling Drive that drains to Sewer Pump Station SP0001 to the south. It is not expected that any existing Sydney Water sewerage assets in the vicinity of the Site will be adversely impacted upon by the Hotel.

It is proposed that the Hotel will be serviced via a connection to the existing DN375 VC main in Darling Drive directly adjacent to the Hotel and north of the ICC and Western Distributor. The connection will require the construction of a new manhole over the existing main.

Water

A DN200 DICL water main is located between the Site and the Harbourside Shopping Centre. It is proposed that this main will be extended and relocated to the north of the Hotel. Existing branches from the DN200 DICL main which appear to service the Harbourside Shopping Centre are compromised by the location of the Hotel and are proposed to be reconnected to the relocated DN200 DICL main.

An existing DN250 DICL main is located within the footprint of the Hotel and will be relocated to a position between the Hotel and realigned Darling Drive.

It is proposed that private water services will be taken off either the relocated DN200 DICL and/or the DN250 DICL water mains to supply potable water and fire requirements to the Hotel.

Gas

There is a DN150 1050KPa secondary main located between the SSDA6 Site and the adjacent Harbourside Shopping Centre. It is understood that this main currently supplies natural gas via a regulator set located to the south east of the SSDA6 Site.

It is proposed that connection of the Hotel will be made by way of regulator set and connection to the existing DN150 1050KPa main to the south east of the Site. The main has the capacity to supply gas to the Hotel.

Telecommunications

There are four existing conduits carrying communications infrastructure located within the Hotel footprint. The conduits and infrastructure will be relocated to the west of the Hotel within the eastern alignment of the relocated Darling Drive.

Consultation with NBNCo has confirmed their intention to supply essential communications infrastructure to the entire SICEEP Site. It is expected that the Site will be supplied with infrastructure from Darling Drive (lead-in from the south). Trenching of the infrastructure will incorporate the relocated communications infrastructure.

Electricity

The SSDA6 Site is located adjacent to existing Ausgrid infrastructure, including existing in-ground HV infrastructure and some minor LV (street lighting) located within the Site boundary which will be made redundant as a result of the Hotel.

The site is anticipated to have a maximum demand of 3.8MVA which will be serviced by a single surface chamber substation containing 3 x 1500kVA transformers, associated HV and LV switchgear. Connection of this substation is proposed via new in-ground pit and pipe infrastructure from the new substation to the adjacent existing 11kV network in Darling Drive. Electrical supply to the Site is currently being negotiated with Ausgrid.

Stormwater, Flooding and WSUD

Development of the Hotel includes works over the Sydney Water culvert. Where the building crosses over the culvert, the building structure will be designed to ensure that building loads are not supported by the culvert and that the culvert is not affected in terms of structural integrity and function.

There is also an existing DN1.5m reinforced concrete pipe that runs in a north south direction through the Site which will be diverted to the eastern side of the Site and located in the laneway between the Hotel and Harbourside Shopping Centre.

3.8 Staging of Works

The proposed works will be delivered as a single package. However, the construction planning sequence comprises two stages, enabling and construction works. The first stage will include site establishment and services relocation / removal, and the second stage will include civil works, excavation, construction, commissioning and handover. The completion of public domain works will also be included in the second stage. There will be multiple Construction Certificates to facilitate the staged construction of the Hotel.

3.9 Waste Management (Operational)

A Waste Management Plan has been prepared by Waste Audit and is provided at **Appendix K**. This plan establishes the operational procedures which will ensure that waste is effectively managed throughout the life of the development.

A number of bins, balers, bale frames, a compactor and oil caddy are recommended to cater for general waste, recyclable waste, food waste and oil. These waste systems will be located in the waste storage area and back of house areas of the Hotel as required.

Also recommended is the provision of dedicated small bins, confidential document bins, a paper handtowel free system, use of printers with refillable toner cartridges, and a take-back program for fluorescent light tubes.

Bins located throughout the Hotel will be serviced by cleaners emptying the waste into segregated cleaners' trolleys for transfer to the waste storage area. Collection of waste will be carried out by a private contractor, to be engaged once the proposal is operational.

3.10 Operational Management

While a hotel operator is yet to be appointed, it is anticipated that the Hotel will operate 24/7 and appropriate security arrangements will be put in place to ensure that the safety of guests, patrons and the public is maintained. Consent is therefore sought for 24 hour operation of all components of the ICC Hotel, 365 days per year.

The hotel operator will be responsible for servicing the needs of guests staying at the hotel, as well as for the guest and visitor facilities provided. This is likely to include access control, cleaning and staffing.

4.0 Consultation

Consultation is recognised as an important part to the successful delivery of the SICEEP Project and the NSW Government has been speaking with industry and stakeholders from day one of the Project's inception. This consultation has continued to inform the proposal for The ICC Hotel, the subject of this SSDA.

A Stakeholder and Community Engagement Report was prepared by the Hornery Institute and submitted with SSDAs 1 and 2. The Report reflected the outcomes of the Stage 1 consultation undertaken between May 2012 and March 2013. The Stage 1 consultation program was conducted to facilitate feedback from stakeholders, precinct players, the local community and residents throughout greater Sydney with respect to the three development areas – the Hotel to the north, the PPP and the Haymarket to the south. The Stage 2 consultation program was undertaken in August 2013 and was conducted to facilitate feedback specifically with respect to the Hotel.

In addition to the above consultation program for the overall SICEEP Project and the Hotel, individual consultants working on this proposal have undertaken consultation with relevant parties during the preparation of their reports.

The level of consultation undertaken up to the lodgement of this SSDA is considered to be appropriate and justified and exceeds minimum requirements of the Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation (October 2007) – therefore meeting the DGRs.

The Community and Stakeholder Consultation Report is provided at **Appendix M** and a summary of the consultation process undertaken to-date is provided below.

4.1 Engagement and Consultation Objectives

Lend Lease and Darling Harbour Live are committed to working with all stakeholders to enable their long-term involvement and participation. Pre-lodgement application consultation is regarded as a core component of this approach.

Accordingly, the pre-lodgement application consultation for this SSDA builds on the guiding principles, approach and strategic direction defined in the NSW Stakeholder and Community Involvement Strategy. It also respects the requirements for consultation as defined by the NSW Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation and has been guided by the DGRs for the various components of the SICEEP Project.

The specific objectives underpinning the engagement program are:

- To continue building stakeholder and community awareness and capacity to participate in the formal consultation process;
- To enable stakeholders and community members to learn about the development applications and provide feedback to the team; and
- To provide a structured opportunity for questions and comments.

To facilitate these objectives across the two stages of consultation three key engagement platforms have been used across all stakeholder groups prior to lodgement of this SSDA, specifically:

- Printed material – including mail-outs of letters, newsletters, project fact sheets, postcard feedback forms, newspaper advertisements;

- face-to-face communication – manned model displays, community forums, one on one briefings, roundtable sessions, qualitative research workshops, working groups, presentations, design workshops, view sharing analysis; and
- Technology – project telephone number, project email, project website, on-line forum, direct email.

4.2 Outcomes from Consultation

4.2.1 Stage 1 Consultation

The Stage 1 consultation program was undertaken with respect to the three development areas – the Hotel to the north, the core facilities and associated public realm in the centre and the new mixed-use neighbourhood to the south. The findings of the Stage 1 consultation relevant to this SSDA are as follows:

- The design of the Hotel being out of scale with the character of the local area;
- The Hotel will overshadow a significant public place – the authentic aspect of the precinct that defines its character and vitality;
- Changes to existing views;
- The design itself, that was regarded as ugly; and
- The lack of demonstrable need for a hotel.

Following feedback received during the first stage of consultation, the two tower Hotel proposal has been amended to comprise a single tower only with a more elegant and slimmer form when compared to the two tower proposal. The single tower improves view sharing with surrounding buildings and provides more public space and flexibility at the ground level. The Design Report provided at **Appendix B** shows the full extent of design modifications made in response to the feedback received.

4.2.2 Stage 2 Consultation

The revised single tower proposal was presented as part of the second stage of consultation in August 2013. A combination of face-to-face meetings, individual briefings and group presentations was used to provide stakeholders and community members with information relating to the proposal. A series of community information sessions were also held.

During these consultation activities, a number of supportive comments were made about the proposal. However, questions were raised in relation to the scale, ground plane, connectivity between the neighbouring buildings and the harbour, treatment of the façade as well as the operational management of the hotel.

The key themes that were raised specifically about the Hotel during the pre-lodgement consultation with both stakeholders and the community were as follows:

- The integration of the Hotel with the convention and exhibition facilities was regarded by the industry as a critical success factor;
- There was obvious support for the amendment of the scheme to a single tower and acknowledgment of the reduced change to views and reduced width of the overshadowing. Some neighbours living adjacent to the proposed Hotel were still concerned about the view and overshadowing impact of the single tower however they acknowledged the improvement;
- There were varying opinions about the architectural design, footprint and height of the Hotel with both positive and negative feedback received; and

- The ground plane was viewed favourably, in particular the accessibility to the Waterfront and connectivity with Harbourside Place (approved as part of SSDA1). Some concern was raised about the proximity of the Hotel to the water and interface with Harbourside Shopping Centre.

4.2.3 Design Consideration and Response

The final design of the Hotel, as detailed in this SSDA, has taken into consideration the matters raised during both stages of consultation. The key design responses that have been adopted in the final design of the Hotel are:

- Reducing the built form from two towers to a single tower with a more elegant and slimmer form when compared to the two tower proposal to improve view sharing with surrounding buildings and provide more public space and flexibility at the ground level;
- Enhancing the Hotel ground floor arrival, Porte Cochere and lobby to facilitate a strong relationship with Harbourside Place (and the arrival for the International Convention Centre) and Darling Drive; and
- Resolving access to the western door of Harbourside Shopping Centre via the introduction of an access lane, up to five taxi bays between the Hotel and Harbourside Shopping Centre, and the relocation of the Hotel loading dock to the north end of the Hotel Site. The public realm treatment of Harbourside Place (approved as part of SSDA1) is also proposed to continue into the SSDA6 Site, between the Hotel and Harbourside Shopping Centre.

It is noted that the proposed development will be placed on public exhibition for at least 30 days in accordance with clause 83 of the *Environmental Planning and Assessment Regulation 2000*. During the public exhibition period Council, State agencies and the public will have an opportunity to make submissions on the project.

5.0 Environmental Assessment

This section of the report assesses and responds to the environmental impacts of SSDA6. It addresses the matters for consideration set out in the DGRs (see Section 1.5). The Mitigation Measures at Section 6.0 complement the findings.

5.1 Director-General's Environmental Assessment Requirements

Table 1 in Section 1.5 provides a summary which sets out the individual matters listed in the DGRs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

5.2 Compliance with relevant Planning Policies

The proposal's consistency with the relevant strategies, policies and guidelines as set out in the DGRs is addressed in **Table 4**.

Table 4 – Consistency with relevant strategies, policies and guidelines

Instrument/Strategy	Comments
Strategic Plans	
NSW 2021	This SSDA is consistent with the Strategy in that it will: ■ encourage patronage on public transport by being in close proximity to Metro Light Rail, rail, bus and ferry services.
Metropolitan Plan for Sydney 2036	This SSDA is consistent with the Strategy in that it will: ■ provide a substantial quantum of tourist accommodation and facilities in close proximity to the CBD with excellent public transport links; ■ provide local opportunities for visitors to walk, cycle, or use public transport; and ■ encourage growth in close proximity to existing light rail, rail, bus and ferry services.
NSW Long Term Transport Masterplan	This SSDA is consistent with the Strategy in that it will: ■ support the expansion of the Light Rail System, by providing tourist accommodation and facilities in direct proximity to existing Metro Light Rail stations; ■ assist in unclogging the Sydney CBD transport system by connecting more people to existing Light Rail Infrastructure and encouraging patronage on an existing network with spare capacity; ■ encourage public transport use by providing tourist accommodation and facilities in close proximity to light rail, rail, bus and ferry services; ■ encourage cycling through the provision of a dedicated pedestrian/cycle path on Darling Drive that has been designed to be consistent with the existing and planned components of the Sydney cycleway network; and ■ support a reduced reliance on private vehicles, assisting in improving the modal split between cars and public transport.
Sydney City Draft Subregional Strategy	This SSDA is consistent with the Strategy in that it will: ■ provide for tourist accommodation and facilities on a significant renewal site that is strategically located within 'Global Sydney'; ■ encourage more sustainable travel behaviour through locating tourist accommodation and facilities within walking distance of light rail, rail, bus, and ferry services, while improving access to transport via walking and cycling networks; ■ create a built form that will achieve design excellence; and ■ incorporate design features and construction methods that will assist with tackling climate change.

Instrument/Strategy	Comments
Sustainable Sydney 2030	This SSDA is generally in accordance with the Strategy in that it will: ■ support public transport usage by encouraging Rail/Light Rail patronage; and ■ improve pedestrian and cyclist access to the Sydney Harbour foreshore through the provision of a dedicated pedestrian/cycle path throughout the Site.
Infrastructure NSW SICEEP Urban Design and Public Realm Guidelines	Detailed consideration has been given to the Urban Design and Public Domain Guidelines in the design of the Hotel. The Design Report included at Appendix B provides a summary of how the proposal responds to key aspects of the Urban Design and Public Domain Guidelines.
City of Sydney Chinatown Public Domain Plan	While the City of Sydney Chinatown Public Domain Plan is not strictly relevant to this SSDA, it has been considered in the design of the overall SICEEP proposal.
Development Near Rail Corridors and Busy Roads-Interim Guideline	The proposed development is separated from the Metro Light rail corridor by Darling Drive. Accordingly, this guideline is not applicable.
Planning Guidelines for Walking and Cycling	The proposed development will improve walkability and cycle access across the City through the provision of a dedicated pedestrian/cycle path and support a reduced reliance on private vehicles.
NSW Bike Plan 2010	The overall SICEEP proposal will improve connectivity for cyclists along the western edge of the CBD through the provision of a dedicated pedestrian/cycle path on Darling Drive, which will connect to the regional cycle network. Public bicycle parking will be provided within the surrounding public domain.
Integrating Land Use and Transport Policy Package	The proposal will provide hotel accommodation immediately adjacent new entertainment and exhibition facilities with excellent pedestrian accessibility and public transport links, allowing visitors easy access to these and other popular tourist locations.
Sydney's Light Rail Future	The proposal recognises the expanded role light rail will play in Sydney's transport future. Given there is no car parking proposed as part of the Hotel, the use of the Convention Centre stop, directly opposite the SSDA6 Site is encouraged.
Cycle Strategy and Action Plan 2007-2017	The proposed realignment of Darling Drive is planned to accommodate a dedicated pedestrian/cycle path along the western alignment of Darling Drive and will form part of the City of Sydney's 'R8 Pyrmont – Moore Park' proposed regional cycle network.
Healthy Urban Development (HUD) Checklist	The proposed development is consistent with the HUD checklist in that it: ■ incorporates public domain spaces which promote and are conducive to physical activity; ■ promotes walking, cycling and public transport, and improved connectivity to the existing urban network; and ■ provides a safe urban environment designed with regard to CPTED principles.
Waste Classification Guidelines (DECC 2008)	The Waste Classification Guidelines have been considered in the Site Investigation Report provided at Appendix I.
Heritage Council Guidelines Assessing the Significance of Archaeological Sites and Relics	The Heritage Council Guidelines are addressed in Appendix E, F and G, and Sections 5.15 and 5.16 of this report.
CPTED	CPTED principles are addressed in Appendix O and Section 5.10 of this report.

5.3 Compliance with Environmental Planning Instruments

The proposal's consistency and compliance with the relevant statutory plans and policies is addressed in **Table 5** and further detail is provided below.

Table 5 – Consistency with relevant environmental planning instruments

Instrument	Comments
SEPP (State & Regional Development)	Pursuant to the SEPP a project within the Darling Harbour Site will be SSD if it has a capital investment value (CIV) of \$10 million or more. The proposed development has a CIV of over \$10 million, and is therefore identified as SSD and considered to be development of State and/or Regional Significance. This EIS has accordingly been prepared in support of the DA.
SEPP (Infrastructure)	The proposed development is not immediately adjacent to the Metro Light Rail corridor. Accordingly, the proposal does not trigger consultation with the relevant rail authority under Clause 85 of the SEPP. Given no parking is being provided to serve the proposed development, there is negligible traffic being generated that is attributable to the proposed development. Accordingly, the proposal is not considered to trigger traffic generating development under Schedule 3 of the SEPP.
SEPP (BASIX)	BASIX only applies to National Construction Code (NCC) Class 2 Developments. The proposed development is classified as NCC Class 3, 5, 6 and 9B. Accordingly, the proposal cannot be certified as a BASIX rated development.
SEPP 55 (Remediation of Land)	Clause 7 of SEPP 55 specifies that a consent authority must not consent to the carrying out of any development on land unless it has considered whether land is contaminated and if the land is contaminated, it is satisfied that the land is/can be suitable for the proposed development. The Site Investigation Report prepared by Coffey Geotechnics and provided at Appendix I, concludes that the Site is suitable for the proposed development and that no remediation is required, subject to provision and implementation of an Acid Sulphate Soil Management Plan and an Unexpected Finds Protocol. Contamination and mitigation measures are discussed further in Section 5.24.
SEPP 65 (Design Quality of Residential Flat Development)	The proposal is not residential flat development. Therefore, the policy does not apply.
SEPP (Affordable Rental Housing)	The proposal does not provide for affordable rental housing. Therefore, the policy does not apply.
Draft SEPP (Competition)	The proposal is consistent with the aims of the Draft SEPP (Competition) in that it will promote economic growth within NSW.

5.3.1 Environmental Planning and Assessment Act 1979

State Significant Development

The EP&A Act establishes a specific assessment system to consider projects classed as State significant development (SSD). SSD is development deemed to be of significance to the State and for example includes projects located in precincts regarded as important by the NSW Government, such as Darling Harbour. As noted in **Table 5**, the proposed development the subject of this DA is classed as SSD.

This EIS has examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the proposed development. **Table 6** provides an assessment of the proposed development against the objects of the EP&A Act.

Table 6 – Objects of the EP&A Act 1979

Object	Comment
5(a)(i) To encourage the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.	The proposal will contribute to the proper management, development and conservation of the artificial resources of the Site. In particular, design features and construction methods have been outlined in the Sustainability Report (see Appendix Z) and Construction Management Plan (See Appendix Y). These measures will be implemented throughout the construction and operational phases of the proposal, and existing artificial resources and infrastructure will be retained where practicable. The proposal will promote the social and economic welfare of the community by providing an improved urban environment and will contribute to the enhancement of a key CBD location that is presently underutilised.
5(a)(ii) To encourage the promotion and co-ordination of the orderly economic use and development of land.	The proposed development involves the orderly redevelopment of a site currently underutilised in a prime CBD location.
5(a)(iii) To encourage the protection, provision and co-ordination of communication and utility services.	The proposal will not impact on the provision or coordination of communication and/or utility services. Relevant utility providers have been consulted during the development of the proposal.
5(a)(iv) To encourage the provision of land for public purposes.	The proposal supports the provision of a high quality public domain.
5(a)(v) To encourage the provision and co-ordination of community services and facilities.	The proposal provides open spaces which will enable community interaction and recreational pursuits.
5(a)(vi) To encourage the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats.	The proposal will take place in a highly modified and disturbed urban environment, and would not impact on biodiversity values. The Site is not considered to have habitat suitable for any threatened flora and fauna, and the only vegetation proposed to be removed are introduced street trees.
5(a)(vii) To encourage ecologically sustainable development.	The proposed development accords with the principles of Ecologically Sustainable Development, as set out in Schedule 2 of the EP&A Regulation 2000. This is further considered in Section 7 of this EIS.
5(a)(viii) To encourage the provision and maintenance of affordable housing.	The proposed development does not provide any form of permanent accommodation. Accordingly, this objective does not apply.
5(b) To promote the sharing of the responsibility for environmental planning between different levels of government in the State.	Extensive consultation has been undertaken with various levels of government and government agencies during the preparation of this proposal, and all government agencies will be afforded the opportunity for further input into the development process during the public exhibition period.
5(c) To provide increased opportunity for public involvement and participation in environmental planning and assessment.	The community consultation carried out assisted the development of the proposal and is detailed in Section 4 of this EIS. Further consultation will be carried out during design development, prior to the commencement of construction, and throughout the construction period.

5.3.2 Darling Harbour Development Plan No.1

The DHDP is the principal planning instrument applicable to the SICEEP Site. It provides a broad framework for development, principally through identifying permissible uses.

The objectives of the DHDP are to encourage the development of a variety of tourist, educational, recreational, entertainment, cultural and commercial facilities, and to set out those uses which are deemed permissible.

The proposal is consistent with these objectives as part of the SICEEP Project. The SICEEP Project will deliver new world class convention, exhibition and entertainment facilities, and will re-position Sydney as the major events and business venue in the Asia-Pacific region.

The ICC Hotel is a key component of SICEEP Project and will provide contemporary accommodation and associated facilities that meet the needs of tourists and visitors to the Precinct and surrounds. The built form will complement the exhibition and entertainment facilities being developed and activate the public domain through provision of dedicated public space.

This SSDA seeks consent for the construction of the ICC Hotel and its use for tourism purposes (accommodation and guest and visitor facilities).

Under the DHDP development for the purposes of tourist facilities (such as a Hotel) is permissible with consent. Further, the DHDP lists hotels, motels, serviced apartments and residential buildings as development that may be carried out with consent. The definition of 'motel' provided under the City of Sydney Planning Scheme Ordinance (referred to within the DHDP for undefined terms) aligns with the proposed development the subject of this SSDA.

Under the CPSO, motels are defined as:

"a building or buildings, not being an hotel or a residential building, substantially used or intended for use for the overnight accommodation of travellers and the vehicles used by them whether or not the building or buildings are also used or intended for use in the provision of meals to such travellers or the general public ."

Accordingly and for the purposes of the DHDP, the proposed ICC Hotel and associated guest/visitor facilities may constitute both tourist facilities and a motel and therefore expressly permissible. To the extent that any aspect of the development constitutes a hotel, such development is also expressly permissible in the zone.

Table 7 more specifically lists the proposed elements of SSDA6 and their permissibility under the DHDP.

Table 7 – Permissibility of proposed development

Component	Darling Harbour Development Plan No 1	Permissible?
Demolition	Clause 8 of DHDP - the renovation or demolition of a building or work may not be carried out except with a permit being obtained as a permissible use.	Yes
Hotel	- Clause 6 (a) of DHDP includes development for the purposes of tourist, educational, recreational, entertainment, cultural facilities or commercial facilities as a permissible use. - Clause 6 (d) of DHDP - Schedule 1 includes 'hotels' and 'motels' as a permissible use.	Yes
Public domain improvements	- Clause 6 (a) of DHDP includes development for the purposes of recreational facilities as a permissible use. - Clause 6 (c) of DHDP includes development for the purposes of beautifying the landscape as a permissible use. - Clause 6 (d) of DHDP – Schedule 1 includes 'parks and gardens' as a permissible use. - Clause 6 (e) of DHDP includes development for any purpose incidental or subsidiary to permitted development as a permissible use.	Yes
Tree removal	Clause 6 (e) of DHDP includes development for any purpose incidental or subsidiary to permitted development as a permissible use.	Yes
Signage e.g. wayfinding, building identification	- Clause 6 (a) of DHDP includes development for the purposes of tourist, educational, recreational, entertainment, cultural facilities or commercial facilities as a permissible use. - Clause 6 (c) of DHDP includes development for the purposes of beautifying the landscape as a permissible use.	Yes

Component	Darling Harbour Development Plan No 1	Permissible?
	Clause 6 (e) of DHDP includes development for any purpose incidental or subsidiary to permitted development as a permissible use.	
Extension/ Augmentation of infrastructure	- Clause 6 (d) of DHDP – Schedule 1 includes 'public utility undertakings' and 'utility installation' as a permissible use. - Clause 6 (e) of DHDP includes development for any purpose incidental or subsidiary to permitted development as a permissible use.	Yes

5.3.3 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The SSDA6 Site is identified within the following areas under the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (SREP):

- the Sydney Harbour Catchment Area;
- the Foreshores & Waterways Area Boundary; and
- the City Strategic Foreshores Area.

Part 3, Division 2 within the SREP refers to matters which are to be taken into consideration by consent authorities before granting consent for development.

Table 8 illustrates the proposal's consistency with the relevant provisions and matters for consideration set out in Clauses 20 to 27 of the SREP.

Table 8 – Consistency with the relevant provisions of the SREP

Relevant matters for consideration	Comment
Biodiversity, ecology and environment protection	Specific WSUD measures to manage stormwater runoff and water quality are addressed in Section 5.21 of this EIS. Planting proposed within the public domain will incorporate a range of native species contributing to biodiversity, and will enhance the ecological qualities of the Site.
Public access to, and use of, foreshores and waterways	The proposed development improves access to the Sydney Harbour Foreshore through upgrading elements of the public domain.
Maintenance of a working harbour	The proposal does not relate to 'working waterfront' land, therefore no 'working harbour' uses will be lost as a result of the proposed development.
Interrelationship of waterway and foreshore uses	The proposal does not directly impact upon access to or uses within the waterway.
Foreshore and waterways scenic quality	The proposed development is located at a distance from the foreshore, and is separated from the foreshore and its waterways by Harbourside Shopping Centre, ensuring it will have no impact upon its scenic qualities.
Maintenance, protection and enhancement of views	A View and Visual Impact Analysis (VVIA) for the ICC Hotel has been prepared to examine the impact of the proposed development upon views to and from Sydney Harbour, public places, landmarks and heritage items. The VVIA considers the impact to be acceptable. VVIA diagrams and photomontages including the detailed design of the ICC Hotel are discussed in Section 5.6 below and provided Appendix P.
Boat storage facilities	Boat storage facilities are not proposed as part of the proposed development.
Clause 59 - development in the vicinity of heritage items.	Heritage is comprehensively addressed in Sections 5.15 and 5.16 of this EIS.

5.3.4 State Environmental Planning Policy No 64 – Advertising and Signage

State Environmental Planning Policy No 64- Advertising and Signage (SEPP 64) applies to all signage that under an environmental planning instrument can be displayed with or without development consent and is visible from any public place or public reserve. As illustrated in the Design Report and Architectural Drawings provided at **Appendix B**, building Identification signage zones are proposed atop the Hotel. However, it is noted that the detailed wording, colour scheme and logo to be included in the zone will be submitted to the Director General for approval prior to the issue of the relevant Construction Certificate.

Under clause 8 of SEPP 64, a consent authority must not grant consent for any signage application unless the consent authority is satisfied that the proposal is consistent with the objectives of the SEPP and with the assessment criteria which are contained in Schedule 1.

Under clause 9 of SEPP 64, Part 3 does not apply to ‘building identification signs’ (amongst others). Accordingly, as Part 3 of SEPP 64 does not apply to the proposed building identification signage zones, the requirements to refer the application to RTA, to advertise the development, as well as the size restrictions etc. are not applicable.

Table 9 below demonstrates the consistency of the proposed building identification signage zones with the assessment criteria contained in Schedule 1 of SEPP 64.

Table 9 – Compliance with the Schedule 1 Assessment Criteria of SEPP 64

Assessment Criteria	Comments	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed building identification signage zones are compatible with the future character of the Bayside precinct.	Y
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed building identification signage zones are consistent with the Urban Design and Public Realm Guidelines prepared by Woods Bagot for the overall SICEEP Project which seek to establish a consistent strategy for signage across the Precinct.	Y
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed building identification signage zones are consistent with the provision of signage within the Sydney CBD, Darling Harbour and Cockle Bay and will not detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, open space areas or waterways.	Y
3 Views and vistas		
Does the proposal obscure or compromise important views?	The proposed building identification signage zones are integrated with the Hotel and will not result in any obstruction of views. The location and content of these zones will not otherwise compromise important views within the precinct.	Y
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed building identification signage zones will sit below the parapet of the Hotel and will not dominate the Pyrmont/Darling Harbour skyline.	Y
Does the proposal respect the viewing rights of other advertisers?	The proposed building identification signage zones do not impact upon the viewing rights of other advertisers.	Y

Assessment Criteria	Comments	Compliance
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposed building identification signage zones are consistent with the setting of the Hotel which will form a tourist, entertainment and exhibition precinct within the Sydney CBD.	Y
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed lower level building identification signage zones contribute significantly to the public domain, creating visual interest along the ground plane and demarcating the entry to the Hotel.	Y
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal relates to the development of a new Hotel and new building identification signage zones, therefore no existing advertising exists.	N/A
Does the proposal screen unsightliness?	The proposed building identification signage zones are integrated with the architecture of the Hotel and will be applied to building facades.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed building identification signage zones do not protrude above the parapet of the Hotel.	Y
Does the proposal require ongoing vegetation management?	The proposed building identification signage zones will not require ongoing vegetation management.	Y
5 Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed building identification signage zones have been designed to be fully compatible with the Hotel and located to be compatible with the architecture of the building.	Y
Does the proposal respect important features of the site or building, or both?	The proposed building identification signage zones have been located in the most architecturally appropriate locations to assist in place identification and wayfinding.	Y
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed building identification signage zones have been fully integrated with the architecture of the building.	Y
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	All illumination of future signage will be fully integrated within the building structure, currently only building identification signage zones are proposed.	Y
7 Illumination		
Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft?	Illumination of signage will not result in unacceptable glare. The size and positioning of the proposed building identification signage zones is discrete and will not affect safety for pedestrians, vehicles or aircraft.	Y
Would illumination detract from the amenity of any residence or other form of accommodation?	The location and orientation of the proposed building identification signage zones is such that it will not impact on nearby residential receivers.	Y
Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew?	Darling Harbour, including the Bayside precinct, is an established tourism precinct which will accommodate activity well into the evening and night time. As such it is not considered necessary or appropriate to impose a curfew on the illumination of signage. Illumination of signage, including any dimming measures, will be incorporated in the detailed design of the signage.	Y
8 Safety		

Assessment Criteria	Comments	Compliance
Would the proposal reduce safety for any public road?	The proposed building identification signage zones are located atop the Hotel tower therefore they will not reduce safety for any public road.	Y
Would the proposal reduce safety for pedestrians/cyclists?	As noted above, the proposed building identification signage zones are located atop the Hotel tower therefore they will not reduce safety for pedestrians/cyclists.	Y
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed building identification signage zones will be integrated with the Hotel and will not obscure sight lines from public areas.	Y

5.4 Design Excellence

5.4.1 Context

The achievement of design excellence for the redevelopment of the SICEEP Site has been an important theme since the project's genesis and inception, and is clearly linked to the Project Vision set by the NSW Government (i.e. delivering world-class convention, exhibition and entertainment facilities and reaffirming Darling Harbour as Australia's premier gathering place).

More specifically, one of the NSW Government's objectives for the SICEEP Project in fulfilling the vision includes '*demonstrate excellence in design and environmental sustainability*'.

Design excellence has been pursued via the engagement of a number of architects for the buildings within the SICEEP Site. Francis-Jones Morehen Thorp has a strong design record and a reputation as an architectural leader and innovator. Its engagement on the ICC Hotel reinforces the diversity of high calibre architects across the Precinct.

5.4.2 Design Review Panel

As an initial step in ensuring design excellence is delivered, INSW established and appointed a Design Review Panel (DRP). The DRP is chaired by the Government Architect and includes the following membership:

- Peter Poulet (NSW Government Architect);
- Yvonne von Hartel AM – (Founding Principal of peckvonhartel); and
- Kim Crestani (Principal Manager, TfNSW).

In addition to the formal appointment of members to the DRP, there are also observers involved including Graham Jahn AM (Director, City Planning, Development & Transport at the City of Sydney) and Helen Lochhead (Former Director, Strategic Developments at Sydney Harbour Foreshore Authority), now replaced with Deborah Dearing (Executive Director, SHFA).

The Terms of Reference (TOR) established by INSW for the DRP were:

1. Provision of advice on proposed architectural and urban design guidelines.
2. Review of proponent concepts during the tender development phase.
3. Provision of advice to Infrastructure NSW regarding design submissions.
4. Review of design development documentation for the preferred proponent.
5. Provision of specialist design advice as required by Infrastructure NSW.

As evident from the TOR, the DRP has and will continue to play a crucial role in championing design excellence for the SICEEP Project. Further to the early meetings held to discuss the Preferred Precinct Plan, the detailed design of the proposed architectural scheme for the ICC Hotel was presented on 21 June 2013 and 2 August 2013. Notes from the meeting are provided at **Appendix Q**.

At the June meeting, the DRP were generally supportive of the design intent of the proposal.

At the August meeting, the DRP were shown a revised design which adjusted the tower orientation to allow better views from the Hotel to the north. The Panel were shown shadow diagrams of the revised design and made a recommendation that these be assessed against City of Sydney standards. The Panel made further recommendations including:

- Assessment of the shadow diagrams against City of Sydney development controls;
- Exploration of the façade treatment to Darling Drive so that it matches the sophistication of the upper level facades;
- Consideration of the long term master planning of the Site in the context of Harbourside;
- Preparation of a public realm plan demonstrating the relationship between the Hotel ground plane and Harbourside Place (approved as part of SSDA1); and
- Investigation of the adequacy of the proposed front of house lift numbers.

Following these comments, Francis-Jones Morehen Thorp further developed the design of the Hotel as shown in the architectural drawings provided at **Appendix B**, and Hassell produced a Public Realm Plan, provided at **Appendix C**.

5.4.3 Urban Design Guidelines

Woods Bagot was engaged by INSW to prepare Urban Design and Public Realm Guidelines for the SICEEP Project, which provided a framework for the realisation of the Project Vision.

These Guidelines formed an important starting point and basis for the design concepts and Master Plans of the shortlisted consortia Darling Harbour Live (formerly known as 'Destination Sydney') and VeNuSW. Key design excellence principles set out within the Urban Design and Public Realm Guidelines include:

- Creating new connections in the east-west and north-south direction and helping to knit the city fabric together;
- Using appropriate building height, alignment, form, grain and massing;
- Using appropriate materials suited to the local area palette;
- Responding to the adjacent items of heritage significance through the design of alignments, proportions, and solid to void ratios;
- Preserving significant view corridors;
- Minimising loss of solar access to the public domain;
- Preventing loss of privacy by overlooking of adjacent properties;
- Providing a new landmark for Darling Harbour, increasing the visual presence of facilities in the City and enriching the composition of the city skyline;
- Presenting a new face to the city, one that engages with people at street level and that enhances quality of the street life;
- Providing a constant presence of events both day and night which will create a critical mass and be responsive to the current and emerging city fabric; and

- Providing signature spaces that are open to the parklands and Darling Harbour and in the process showcasing the City and making it an integral part of the convention experience.

An assessment of the proposal's consistency with the Urban Design Guidelines has been undertaken by Francis-Jones Morehen Thorp and is provided in the Design Report provided at **Appendix B**. The proposal has been found to be generally consistent with these guidelines.

5.4.4 Selection of the Preferred Proponent

Design was a major component of the evaluation process undertaken by the NSW Government in selecting the preferred proponent. The overall RFP and selection process of the preferred proponent in this regard closely mirrored a City of Sydney Council 'invited' competitive design alternatives process. For example:

- Two shortlisted consortia were selected and invited to submit a proposal/design and compete for the role of preferred proponent;
- A project brief was issued to each consortia by INSW on which to formulate and base its proposal, including setting out evaluation criteria;
- Each consortium was given a set timeframe in which to prepare and submit their proposals;
- After submission, each consortium was given the opportunity to present their proposal to INSW; and
- An Evaluation Panel (jury) was appointed by INSW to assess, evaluate and recommend the nomination of a successful proponent.

Underpinning each of the shortlisted consortium's bids for the SICEEP Project were both renowned international and Australian design, architectural and landscape firms (all of which have demonstrated design excellence ability).

Given the importance of design in selecting the preferred proponent, the involvement of the DRP and with two high calibre design teams competing against one another in multi architect/designer terms, the realisation of achieving design excellence in delivering the SICEEP Project by the Preferred Proponent has been assured.

5.4.5 Detail Design Development of the Darling Harbour Live preferred Precinct Plan

Design excellence in implementing the Darling Harbour Live Precinct will be achieved through:

- Retaining an internationally and Australian renowned design team which is recognised for design innovation and excellence throughout the delivery of the project;
- Continuing regular and collaborative meetings with the DRP in the ongoing design and refinement of DAs for which planning approval is sought (see **Appendix Q** for details of the meetings held with the DRP in relation to this SSDA);
- Utilising a variety of architects in delivering the detailed design of buildings and public/private domain within the SICEEP, for instance the use of Francis-Jones Morehen Thorp and Hassell in this SSDA; and
- Utilising the Darling Harbour Live consortium's skills and proven track record to deliver world class convention, exhibition and entertainment facilities, a high quality, complementary Hotel and an expanded and re-invigorated public domain.

5.5 Built Form and Urban Design

Built Form

The ICC Hotel comprises a single tower of 31 levels of hotel accommodation, five levels of podium and two additional levels of plant and 'club lounge'. The tower is conceived as two vertical volumes, with the more slender, white-glazed volume oriented to the north east, facing the CBD. The podium levels provide the interface with the public domain and a roof top 'lantern' caps the slender volume, providing an identifiable element in the skyline.

The current Hotel proposal, as outlined above, is a response to community consultation and ongoing design development. Originally the Hotel was envisaged as having up to 900 rooms split between two towers. However, in response to feedback from community consultation, relating in particular to massing and view loss, the two tower proposal was amended to a single tower with a more elegant and slimmer form when compared to the two tower option. The single tower emphasises the verticality of the built form providing a landmark for the wider SICEEP Project. The tower sits atop a podium which houses the Hotel entry and guest and visitor facilities. The tower's materiality and articulation reinforces the public nature of these spaces and contributes to the public domain.

The single tower has meant a reduction in the number of rooms, from 900 to up to 656 keys. In addition, the redesign has meant a significant reduction in view impact, a reduction in the width of overshadowing and improved view sharing with surrounding buildings. Given its reduced footprint, the single tower also provides more public space and flexibility at ground level.

The Hotel podium has a top of RL 28.7 and relates to the height of the adjacent ICC (refer to **Figure 25**). The top of the top of tower at RL 142.7 is sympathetic to the height of the towers in the Darling Park development opposite, at approximately 131m high.



Figure 25 – Photomontage of the ICC Hotel podium and its relationship to the adjacent ICC

The Site is within a relatively low- to medium-rise built environment which provides the Hotel with the ability to become a landmark and announce the SICEEP Project when viewed from the east. However, the built form and height of the Hotel are appropriate when considered in the context of the proposed development of the SICEEP Site, the immediate surrounds of the SICEEP Site and the broader CBD, all of which contain a number of residential and commercial towers.

Urban Design

The proposal's consistency with the Design Guidelines ensures that a high quality of urban design is achieved not only in regards to the form of the proposed development, but also in the surrounding public domain. The proposal allows not only a highly functional but also an aesthetically pleasing design which will provide a marker to the northern end of the SICEEP Site. **Figure 26** illustrates the view of the Hotel from along the eastern side of Cockle Bay.

In addition to exhibiting a high level of visual interest in the exterior of the building through a selection of materials, the proposal creates a strong address at the ground plane, with the five level podium and glazed colonnade activating the public domain and creating a sense of arrival to the building. This will further assist in the activation of Harbourside Place. Harbourside Place improves east-west connectivity between Pyrmont and Darling Harbour.



Figure 26 – Photomontage of the proposed development, from Cockle Bay looking west

Source: *Virtual Ideas*

5.6 Visual and View Impact

A Visual and View Impact Analysis has been prepared by JBA in support of SSDA6 and is included at **Appendix P**. This analysis builds on and provides further detail on the 'overarching' Visual and View Impact Analysis prepared and submitted in support of SSDAs 1 and 2.

To support the visual analysis key public domain views, view corridors and public vantage points within and surrounding the SSDA6 Site have been identified. Photomontages have been prepared for a total of 17 public domain views and vantage points in the following general locations (see **Figure 27**):

- King Street Wharf & Darling Harbour East;

- Darling Harbour West;
- Pyrmont Street / Western Distributor;
- Market Street;
- Tumbalong Park;
- Allen Street Corridor; and
- Darling Drive.

Seven key buildings in the vicinity of the SICEEP Site have also been identified as being impacted or potentially impacted on by the overall SICEEP Project in terms of private views (see **Figure 28**). Six of the buildings require assessment and consideration in relation to this SSDA, these being the Novotel, 18-20 Allen Street, Darling Court, Oaks Goldsbrough Apartments, Bullecourt Apartments and The Peak Apartments.

Although the ICC Hotel development may be visible from some apartments within the Quay Apartments (the seventh key building), it is considered that development has negligible potential to give rise to any adverse view impact from this building.

Visual Impacts

With respect to the street level public domain:

- Existing important views from the public domain at street level to the most significant and highly utilised public domain spaces within and in close proximity to the ICC Hotel and the broader SICEEP Site are retained;
- Existing public domain views to key heritage buildings and places are retained, including to the Darling Harbour Water Feature, Chinese Garden of Friendship, and Pumping Station No.1 in the southern part of the Site; visual connectivity to other heritage items in the vicinity (including those heritage items identified in the Sydney LEP 2012) is not affected by the proposed new built form;
- The proposed new Hotel building will change the low scale character of the western edge of Darling Harbour, providing a new northern gateway landmark building form that seeks to draw Darling Harbour into the wider CBD by redefining the density and height of development on the western side of Darling Harbour; and
- Continuous and unobstructed sightlines to the foreshore are maintained to the public, and views to, through and over the Hotel site are retained such that the public / pedestrians will continue to enjoy the visual qualities of the harbour and its foreshores.

Where the proposed new built form does encroach within, or reduce partial existing public domain views towards the Sydney CBD skyline, in some places, these impacts are considered to be minor. The ICC Hotel will not detract from the overall visual connectivity for pedestrians in the public domain nor result in any significant adverse impact. Generally, the affected vantage points are not key places for pedestrians to stop and view the CBD or its skyline. In addition, the wide range of different viewing points available within the Darling Harbour precinct and its approaches will continue to provide for variety and interest in the different views, vistas and sightlines available to pedestrians approaching and moving through the precinct from the north, south, east and west.

Low, medium and high level views of the sky along streets and from public domain places (squares, parks etc.) are retained in a variety of contexts.

View Impacts

With respect to private views:

- The siting and design of the Hotel building has specifically sought to respond to view sharing principles and to provide for an appropriate outlook from adjoining private development to the greatest extent practicable in a highly urbanised inner city environment;
- The impacts associated with the Hotel development are considered to continue to provide for a reasonable 'outlook' from apartments that may nonetheless have a change in 'view', consistent with current planning objectives, strategies, principles and development controls for the CBD which recognise that outlook, as distinct from views, is the appropriate measure of residential amenity within a global CBD context. Outlook is retained from all affected apartments with an appropriate distance separation and with space / daylight provided;
- Whilst the proposed development will result in a reduction in some available private views, appropriate view sharing to existing residents of the Oaks Goldsbrough, Darling Court and 18-20 Allen Street, and to the Novotel Hotel building is nonetheless achieved;
- Since the submission of the initial concept proposal for the Hotel, and following community consultation, significant design evolution for the building has occurred. This design evolution has adopted urban design and architectural principles that have resulted in material and substantial improvements in view impacts to adjoining development, in particular a reduction in the width of the built form and improvements in connectivity at the ground plane; and
- The reduction in private views and change in outlook is considered reasonable given the Site's highly urbanised location, the close proximity of the developments to each other, existing SICEEP Site constraints, and the functional requirements that are required to be met in relation to the design of the new building.

It is considered that the proposed ICC Hotel development has achieved a reasonable balance between the protection of private views and the protection of public domain views in the delivery of a new world class entertainment precinct on the foreshore of Darling Harbour.

The development proposed is acceptable in terms of visual and view impacts.

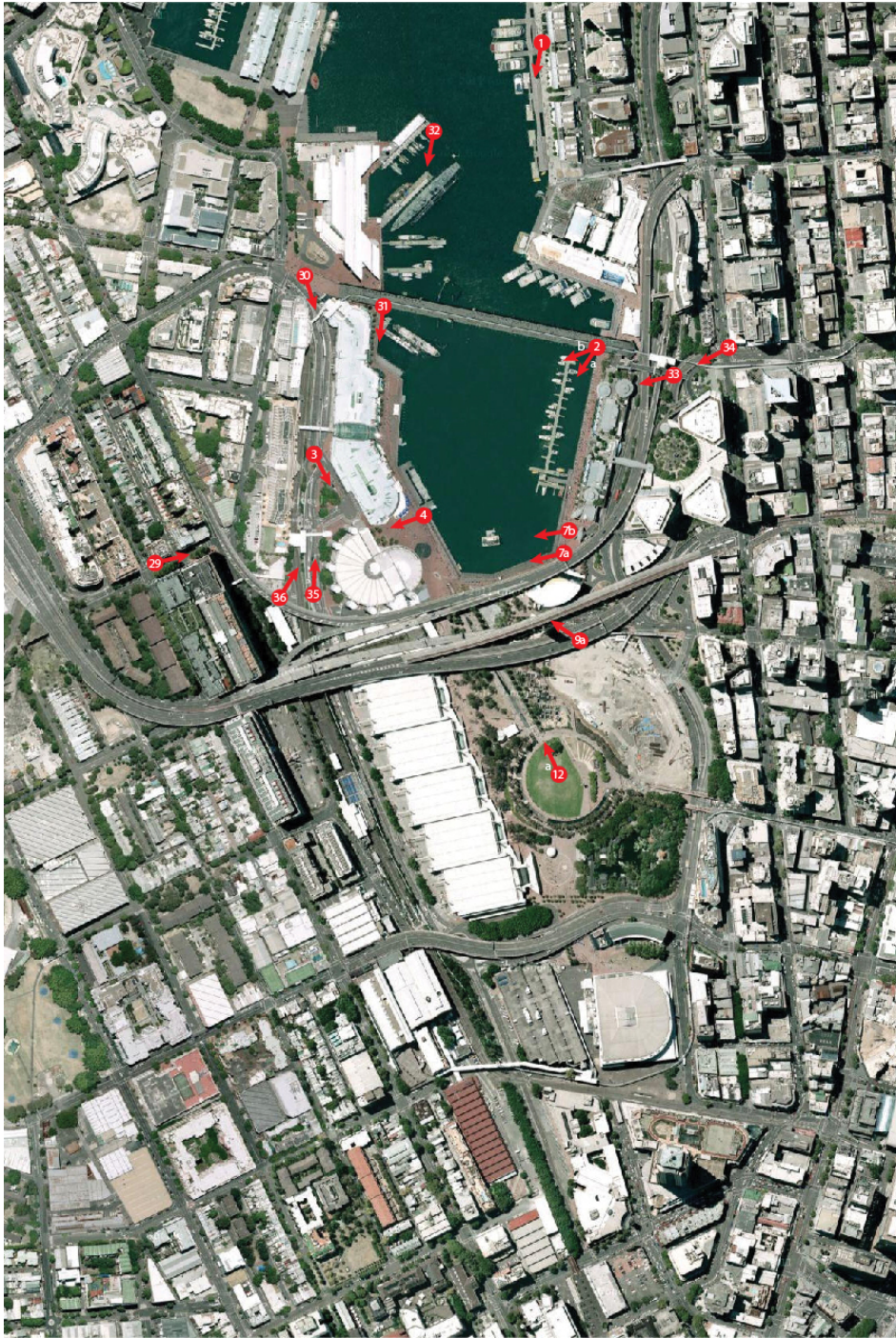


Figure 27 – Visual analysis – photomontage locations



Figure 28 – Key buildings (private views)

5.7 Public Domain

The public domain proposal for the Hotel is consistent with the preferred Precinct Plan. The proposal identifies three main areas to be developed: the Porte Cochere, the North South Laneway and the Laneway Entry and Loading Dock. All areas have been designed to encourage activity and ensure the safety of users, both day and night.

The Porte Cochere is a visual extension of Harbourside Place (approved as part of SSDA1) while providing a weatherproof and dedicated arrival zone for the Hotel. Subtle changes in materials and levels, together with appropriate signage and building form will differentiate the Hotel entry from the shared pedestrian and vehicle zone. In this area a speed limit of 10kph will apply and staff will be required to manage vehicle movements including drop-offs, pick-ups and short-term parking, to ensure pedestrian safety.

The North South Laneway to the east of the Site is a pedestrian prioritised laneway where taxis and emergency vehicles will be permitted. A consistent paving treatment will be applied and small gathering and resting areas will be provided in the form of clusters of trees and seats.

The Laneway Entry and Loading Dock to the north of the Site are primarily for vehicles, providing access off Darling Drive to the North South Laneway and Hotel loading dock. Ground surface treatments are primarily traditional road surfaces while pedestrian movement is well defined by footpaths and crossing points.

As well as the three main public domain areas, the SSDA6 Site also has an interface with Harbourside Place, approved as part of SSDA1. Harbourside Place is a shared zone to the south of the Hotel, providing an improved east-west connection between Pyrmont and Darling Harbour (refer to **Figure 29**). Pedestrians will be given priority with vehicle movements controlled through the strategic location of trees, furniture and road indicators.

The Site also has an interface with Darling Drive to the west of the Hotel. Here the boundary kerb is indented to provide one coach layover / drop off bay and a footpath which connects with Harbourside Place. The footpath also provides a safe path of travel to the Convention Centre light rail stop to the west of the Site. Further north along Darling Drive, trees and ground cover planting will provide shade and amenity.

The selection of materials, planting and furniture is in keeping with the wider SICEEP Site however some elements will be distinct to the Hotel to accentuate the Hotel use, address and functionality.

Further details and drawings are included in the Public Domain Report provided at **Appendix C**.



Figure 29 – Artist impression of Harbourside Place

Source: *Virtual Ideas*

5.8 Tree Removal

As illustrated on the Tree Removal Schedule provided at **Appendix C**, a number of trees are proposed to be removed across the SSDA6 Site to facilitate the proposed development. None of the trees are identified as significant.

Despite the removal of these trees, the end result of the development will provide a much improved landscape outcome over the SSDA6 Site. The proposed replacement of trees, combined with the overall planting strategy across the SSDA6 Site will facilitate improved sight lines and will ensure consistency across the public domain within The Bayside precinct and the wider SICEEP Site.

5.9 Overshadowing

Virtual Ideas has prepared shadow diagrams of the proposed development, taking into account the future development across the entire SICEEP Site and also the current development within central Sydney (see **Appendix B**). These diagrams illustrate hourly the shadow cast by the proposed development from 9:00am – 4:00pm on 21 December, 21 March, 21 June and 21 September.

The building mass and form of the ICC Hotel has been developed to meet the required functional demands of the project and the traditional hotel market / demand expectations. Given the relative stand-alone nature of the Hotel and its verticality, the overshadowing impact of the proposed development is primarily related to the height and dimensions of the tower. To this extent, the revised proposal has reduced the formerly proposed two towers to a single tower (in response to community consultation) which represents a significant reduction in bulk and consequently a reduction in the width of overshadowing. To further reduce the height and bulk of the Hotel, internal planning was carefully considered to maximise efficiency and minimise built areas wherever possible.

Tumbalong Park and the Public Domain

Overshadowing impacts are greatest to the east and south east of the Site in relation to Cockle Bay, and south to Tumbalong Park. Additional overshadowing of Tumbalong Park will occur during the mid-afternoon period (between 3 and 4pm) during the worst-case scenario of 21 June. The shadowing will generally be limited to a small portion of the active play area at the northern end of Tumbalong Park, and less than 10% of the surface area of Tumbalong Park. The Hotel envelope will not result in any overshadowing of Tumbalong Park during either the spring / autumnal equinox or the summer solstice. The extent and time period during which additional overshadowing occurs at the worst time of the year is not considered to represent a significant cumulative impact upon the amenity of the public domain within Tumbalong Park given it occurs for 1 hour in the middle of winter. In addition, there is no overshadowing of the public realm between 12 and 2pm on 21 June.

Additional overshadowing of Cockle Bay and the associated public domain will occur during the mid-afternoon period (3 and 4pm) on 21 June, 21 September and 21 December and 4pm on 21 March. During the worst-case scenario of 21 June, the shadows from the Hotel tend to merge with those of the existing development (including the Western Distributor and elevated roads) and other proposed SICEEP buildings, resulting in minimal additional impact.

Surrounding Buildings

Overshadowing impacts are greatest to the west in relation to the east facing facades of the Novotel and south west also to the east facing façade of the Oaks Goldsbrough Apartments. Additional overshadowing of the Novotel hotel rooms will occur during the morning period (9, 10 and 11am) on 21 December and 9am on 21 March. The overshadowing impact will affect only those hotel rooms located at the southern end of the Novotel. The impact can be considered acceptable given hotel guests typically leave their rooms at this time either to check-out of the hotel or for their daily activities. It is also noted that none of the hotel rooms on the east facing façade have balconies. Accordingly, there is no loss of amenity.

Additional overshadowing of the Novotel outdoor spaces, particularly the deck and tennis court at the southern end of the building, will occur during the morning period (9, 10 and 11am) on 21 December and 21 March at 9am on 21 September. However, despite the overshadowing during the morning, there are still a number of hours of solar access during which amenity of these areas is unaffected. It is also noted that the Novotel building itself, as well as other surrounding development, also overshadows these areas during the worst-case-scenario of 21 June.

The overshadowing of the Oaks Goldsbrough Apartments will occur during the morning period (9 and 10am) on 21 June and at 9am on 21 September. The overshadowing impact will affect the majority of apartments with east facing facades located in the Oaks Goldsbrough building. However, the impact upon the amenity of these apartments is considered to be minimal given the duration of overshadowing will be approximately less than 1 hour, ensuring the apartments still receive 3 – 4 hours of solar access to their living rooms on 21 June and 21 September. It is also noted that while there are some terraces at the upper level of the building, none of the apartments on the east facing façade have balconies. Accordingly, there is no loss of amenity.

Overall, the redesign of the Hotel, consisting of a single tower, has meant a significant reduction in the width of overshadowing and the extent of impact on the public domain and surrounding buildings.

City of Sydney DCPs

Under Section 3.2 Defining the Public Domain of the City of Sydney DCP 2012 the following reference to overshadowing is made:

3.2.1.1 Sunlight to publicly accessible spaces

(1) Overshadowing effects of new buildings on publicly accessible open space are to be minimised between the hours of 12 noon to 2pm on 14 April and 21 June. Depending on the nature and use of a particular space, periods outside 12 noon to 2pm may also be required to be considered.

(2) Shadow diagrams are to be submitted with the development application and indicate the existing condition and proposed shadows at 9am, 12 noon and 2pm on 14 April and 21 June. If required, the consent authority may request additional detail to assess the overshadowing impacts.

Given the assessment above, the shadow impacts of the proposed ICC Hotel on publicly accessible open space are minimised between the hours of 12 noon and 2 pm on 21 June. During this time the overshadowing typically falls upon the adjacent SICEEP buildings and Western Distributor. Outside of this time overshadowing effects Tumbalong Park however this is discussed above. Shadow diagrams of the existing and proposed condition are provided at **Appendix B**. Accordingly, the Hotel complies with the City of Sydney DCP 2012.

The City of Sydney Visitor and Tourist Accommodation DCP 1996 has the following references to overshadowing / solar access:

- Under Clause 2.1 Building Form the objectives include, *ensuring that new buildings do not adversely impact on adjoining properties through loss of privacy or overshadowing and view loss*; and
- Under Clause 2.5 Energy and Water Efficiency the objectives include, *improving the health and comfort of the occupants in terms of maximising natural air flow, and minimising impacts on the existing solar access of adjoining premises*.

Given the assessment above, the proposed ICC Hotel does not adversely impact on adjoining properties through overshadowing, and the impacts on the existing solar access of adjoining premises is minimised. Accordingly, the Hotel complies with the City of Sydney Visitor and Tourist Accommodation DCP 1996.

5.10 Crime Prevention Through Environmental Design

The design of the proposed development has taken into account the Crime Prevention Through Environmental Design (CPTED) principles these being: territorial definition, surveillance, access control, activity support and target hardening. The principles and their application in relation to the Hotel are discussed in the CPTED Report provided at **Appendix O**.

The SICEEP vision guarantees high levels of pedestrian activation around and within the Hotel. Overall ground level pedestrian circulation also engenders liveliness and circulatory safety. Vehicle circulation is restricted to car and bus drop-off and pick-up at the entry to the Hotel / Harbourside Place (approved as part of SSDA1), and loading and unloading at the ground level loading dock of the Hotel.

The Report found that CPTED principles have been considered in the design of the Hotel, and that the architecture contributes to the overall SICEEP objective of initiating and sustaining the revitalised Darling Harbour footprint as a preferred 'welcoming and safe place' destination.

Mitigation Measures

While the Report found that CPTED principles have been considered in the design of the Hotel, a number of design amendments have been suggested as well as a number of CPTED elements to be implemented including:

- Implement external lighting and signage in accordance with all SICEEP ground level, external lighting;
- Consider use of vandal resistant glazing at podium levels;
- Implement camera surveillance at strategic locations in accordance with an Integrated Security Systems Design Brief;
- Implement a security office, ideally at podium level 2,
- Use durable and quality materials throughout the development; and
- Undertake daily cleaning of internal common areas and ensure regular upkeep of public domain areas.

5.11 Wind Impact

A Wind Tunnel Test Report has been prepared by Cermak Peterka Petersen (CPP) for the proposed development and is provided at **Appendix R**. This Report has sought to determine the potential impact of the proposal on existing wind conditions, and also in the expected conditions of the cumulative development of the SICEEP site.

Initially CPP has established the relevant wind speed criteria for pedestrian comfort while sitting, standing and walking. Following this, a scenario has been tested in the wind tunnel to determine the wind speed levels around the proposal. The scenario includes existing surrounding development within a 570 metre radius of the SICEEP Site. A discussion of the scenario and results is provided below.

The scenario comprised the proposed ICC Hotel, the ICC, the ICC Exhibition Centre and the Theatre and the Haymarket precinct as it currently exists. It is noted that the Hotel is taller than the immediately surrounding developments and will have some exposure to the prevailing wind directions.

CPP determined that the street level wind environment will approach or exceed the pedestrian walking criterion at several locations. While most locations passed the general distress criterion, one location, the laneway between the Hotel and Harbourside Shopping Centre, rated acceptable for able bodied patrons only.

The windier conditions at this location can be attributed to southerly winds downwashing against the southern tower façade toward ground level, then channelling along the one way access lane between the east tower façade and Harbourside Shopping Centre. A similar mechanism will produce strong winds further north along this access lane.

Pedestrian connections in the vicinity of the Site, such as east-west to the Convention Centre light rail stop, while subject to winds channelling along Darling Drive, will not be significantly affected by the proposed development. Accordingly, the wind impacts are acceptable.

It is also noted that Sydney is relatively windy and that the pre-existing locale would only just be acceptable for pedestrian walking prior to development. Accordingly, outdoor activities associated with any significant development on the Site will require amelioration from prevailing winds.

Mitigation Measures

The degree of wind mitigation required will depend on the intended use of the space, the final form of the Hotel, and the directional wind climate. A mitigation strategy will be developed with the design team during development of the Hotel built form where required to deal with any potential issues.

5.12 Reflectivity

A Reflectivity Report has been prepared by Cermak Peterka Petersen (CPP) for the proposed development and is provided at **Appendix S**. The Report investigates the potential for solar glare from the façade of the proposed development and provides recommendations to mitigate any potential glare.

The Report quantifies the potential for reflectivity glare from the proposed façade to motorists on the surrounding road network, and also to pedestrians in regards to amenity and useability of the SSDA6 Site. It is noted that the proposed development is tall relative to surrounding roadways so reflections from the facades are able to extend significant distances.

CPP determined that Darling Drive, Allen Street and the M4 Western Distributor would most be at risk of glare impact. The greatest potential glare impacts would be for motorists travelling north and east towards the SSDA6 Site.

In light of these potential impacts, CPP has examined the proposed design of each façade and identified the Threshold Increment (TI), comparing this to the criteria established for roadway lighting which is generally accepted as 20% of light reflectivity. In most instances it was determined that reflections of light from the façade would be below the criterion levels, therefore not resulting in any adverse impacts to motorists or pedestrians. In one instance a maximum reflection TI of 21 was found when travelling north on Darling Drive in the late afternoon. However, this exceedence will not result in an adverse impact given it is only marginally higher than the accepted TI of 20.

Mitigation Measures

CPP has identified that there are not expected to be any adverse impacts subject to the following mitigation measures:

- All exterior façade elements should limit light reflectivity by using glazing with a reflectivity coefficient in the order of 10-13%; and

- Any façade ancillaries such as external louvers, metallic awnings, signage and blade and masonry walls should be assessed for potential to generate nuisance reflections prior to the commencement of works.

5.13 Transport and Accessibility

A Transport and Traffic Impact Assessment has been prepared by Hyder Consulting to determine the potential impacts of the proposed development on the existing transport network (see **Appendix T**). The key components of the Assessment are outlined below.

5.13.1 Car Parking

Car parking is not proposed to be provided as part of SSDA6 given the proposed development is located in close proximity to a range of public and active transport services such as pedestrian and cycle paths and bus, train and ferry services.

Public car parks will also be provided as part of other proposed developments within the SICEEP and these will be available to users of the Hotel. A small number of short term car parking drop off / pick up spaces, six (6) in total, are provided at the front of the Hotel.

5.13.2 Pedestrian Network

The pedestrian network proposed for the whole SICEEP Precinct facilitates pedestrian movements and improves connections and linkages between the Hotel and the public transport network in the CBD. The proposed signalised crossing on Darling Drive connects the Convention Centre light rail stop through to the shared zone at Harbourside Place and Hotel.

5.13.3 Cycle Network

The cycle network proposed for the whole SICEEP Precinct provides improved access to users of the Hotel. Cycle connections will be provided along Darling Drive as part of the realignment and reconfiguration of Darling Drive and further connections to existing routes will be provided through new linkages on the existing road network. The proposed cycleway will connect into the existing single lane, one-way cycle paths linking into the cycle network on both sides of Darling Drive north of the pedestrian crossing at Harbourside Place. These proposals form part of the overall improvement to the cycle network serving the Hotel and whole SICEEP Precinct.

5.13.4 Traffic Impact Assessment

Existing Traffic Conditions

Hyder Consulting has assessed the existing transport conditions for the Hotel, including along Darling Drive and at relevant intersections in the vicinity of the Site, as part of the whole-of-precinct assessment (see **Appendix T**). The peak period in the local traffic network has been identified as the Friday and Saturday PM period. An analysis of existing intersections at this time has concluded that all intersections perform at an acceptable level of service.

Trip Generation

Ordinarily the RMS 'Guide to Traffic Generating Developments' would outline trip generation rates for types of development to inform a traffic impact assessment. However, this publication does not contain any rates specific to 'hotels'. Accordingly, Hyder Consulting has determined a rate reflective of similar existing hotels, particularly the 621-room Novotel, Darling Harbour. The typical PM peak hour generation rates at the Novotel are: 0.10 vehicle trips per hour per guest room (Porte Cochere) and 0.15 vehicle trips per hour per guest room (total traffic).

Accordingly, it can be concluded that the ICC Hotel (comprising up to 656 keys) will yield a weekday peak period total traffic generation potential of 98 vehicle trips per hour (49 trips arriving at the Hotel and 49 trips leaving), including 66 vehicle trips (33 trips arriving at the Hotel and 33 trips leaving) to the Porte Cochere during the PM peak hour.

The cumulative traffic impact for the whole SICEEP was assessed as part of SSDA1. At this time the Hotel component of the project comprised 900 rooms. The assessment found that the impact of the SICEEP development does not impose conditions on the key intersections that are detrimental nor worse than what would have otherwise occurred with existing traffic. Given the Hotel component of the project now comprises up to 656 keys, the cumulative traffic impact is potentially reduced.

Overall, the number of potential vehicle trips per hour for the ICC Hotel is marginal in comparison to the whole-of-precinct event traffic. Accordingly, it is concluded that traffic associated with the Hotel can be accommodated by the local network without significant impact.

Parking Provision

Car parking is not proposed to be provided as part of SSDA6 given the proposed development is located in close proximity to a range of public and active transport services such as pedestrian and cycle paths and bus, train and ferry services.

Public car parks will also be provided as part of other proposed developments within the SICEEP and these will be available to users of the Hotel. A small number of short term car parking drop off / pick up spaces, six (6) in total, are provided at the front of the Hotel.

Bus and Coach Provision

The Porte Cochere driveway is accessed via a left-in at Darling Drive. The driveway is designed as one-way east bound and can accommodate a 6.99m coaster bus and a 14m coach. Vehicles exiting the driveway will merge back into the Harbourside Place loop road and exit at Darling Drive in a left out direction.

On the western boundary of the SSDA6 Site, at the interface with Darling Drive, the kerb is indented to provide one bus / coach layover / drop off / pick up bay. Passengers will alight with direct access to Harbourside Place and then on to the Hotel, Harbourside Shopping Centre or the wider SICEEP Site.

Pedestrian Safety

Pedestrian safety in and around the Hotel requires the effective management of the pedestrian and vehicular interface within the shared zone of Harbourside Place (approved as part of SSDA1). Landscape elements within the public domain will programme the space and provide material and functional indications delineating shared zones from pedestrian-only areas. The overall public domain treatment within Harbourside Place will present as a shared pedestrian priority space through the use of unitised paving and other landscape treatments.

Vehicles accessing Harbourside Place from the Porte Cochere will have clear lines of sight enabling visibility into the shared zone. Line marking and signage, along with traffic calming measures, will ensure drivers are aware they are entering a shared zone, which will be sign posted as a 10kph zone. During peak events, vehicle and pedestrian movements will be managed through specific Event Management Plans to manage the interface between pedestrian and vehicle movements in an orderly manner and along safe and controlled routes, ensuring access to and from the Porte Cochere is maintained at all times. The management plans may involve specific routing of vehicular traffic away from Harbourside Place.

5.13.5 Construction Traffic Impact and Management

Hyder Consulting has provided discussion on traffic and pedestrian management during construction based on the Lend Lease Construction Management Plan (see **Appendix Y**). While the proposed works will be delivered as a single package, the construction planning sequence comprises two stages, enabling and construction works. The discussion of traffic and pedestrian management during construction is based on these stages.

As part of the enabling works, safe pedestrian access between the light rail stop and Darling Harbour, and Darling Harbour into Harbourside Shopping Centre, will be provided using hoardings, and hoardings will also be erected on the north western and southern boundaries to segregate the SSDA6 Site from the public.

During construction works, vehicles will access the Site from Darling Drive, entering from the north using Pyrmont Bridge Road and leaving from the south using Ultimo Road and Harris Street. Delivery of construction materials will be via Darling Drive at the north and exiting south onto Darling Drive southbound only. On-site access routes will be established inside the eastern and southern boundaries of the Site. All vehicle movements will conform to RMS standards.

Mitigation Measures

The potential impacts on traffic and pedestrian safety during the construction period can be mitigated subject to the following recommendations / mitigation measures:

- Provide appropriate directional signage and traffic control to ensure vehicles enter and leave the SSDA6 Site with minimal disturbance;
- Coordinate temporary road closures, single lane access and relocations during the construction period with the appropriate authorities;
- Carry out temporary road closures, single lane access and relocations in non-peak periods where possible;
- Carry out bulk deliveries in non-peak periods where possible; and
- Present all traffic related issues and changes to stakeholders as part of the consultation process.

Further details regarding construction traffic and pedestrian management will be provided prior to the issue of the relevant Construction Certificate.

5.14 Accessibility

Mckenzie Group has undertaken an assessment of the proposal against the relevant provisions of the Building Code of Australia (BCA) 2013, and specific consideration of the 2010 Access to Premises Standard and pertinent Australian Standards, inclusive of the AS1428 series and the Disability Discrimination Act (DDA). An Accessibility Statement detailing the findings of this assessment has been provided at **Appendix U**.

Mckenzie Group has determined that the proposal highlights a high degree of compliant accessibility. The assessment also found that the common areas, over the five levels of podium, have been designed in consideration of accessibility which will allow for the flexible use of space and in particular the possible variation in the configuration of room sizes and/or arrangements. It is noted that the final internal arrangement of the common areas / guest and visitor facilities within the Podium levels will be determined as part of a separate DA once the future Hotel operator is known.

Mitigation Measures

In order to ensure equal access is provided throughout the proposed development, the detailed design of the proposal will need to ensure compliance with the relevant accessibility provisions of the BCA 2013.

5.15 Non-Indigenous Heritage

A Statement of Heritage Impact (SOHI) relating to SSDA6 has been prepared by TKD Architects and is provided at **Appendix E**. The SOHI assesses the potential impacts on the heritage significance of the SSDA6 Site and heritage items in the vicinity of the SSDA6 Site. The SOHI followed the general guidelines for Statements of Heritage Impact set out in the NSW Heritage Manual and has been prepared in accordance with '*The Conservation Plan*' by Dr J. S. Kerr, the ICOMOS '*Burra Charter*', and the DGRs.

The SOHI concludes that the proposed development will not impact negatively on any identified heritage items (except the Water Cooling System and Manifold) given the distance of the proposal from these items and the bulk and scale of recent development in the vicinity of the SSDA6 Site which provide context for the Hotel. Any potential impacts on the Water Cooling System and Manifold can be ameliorated in accordance with the Saltwater Intake Tunnels Impact Assessment provided at **Appendix V** and the Non-Indigenous Archaeological Assessment and Impact Statement provided at **Appendix F**.

A summary of the findings of the SOHI is provided below.

5.15.1 Items of Heritage Significance

The Water Cooling System and Manifold is the only listed heritage item identified as being located within the SSDA6 Site.

The following heritage items are identified as being located in the vicinity of the SSDA6 Site:

- Darling Harbour Rail Corridor (Section 170 Register);
- Pyrmont Bridge (State Heritage Register);
- Darling Harbour Water Feature (State Heritage Register, listing pending);
- Woolbrokers Arms Hotel, 22 Allen Street (Sydney LEP 2012, Item I1206);
- Corner Shop and Terrace Group, 224-302 Harris Street (Sydney LEP 2012, Item I1233);
- Retail Premises – Harris Street Group, 304-308 Harris Street (Sydney LEP 2012, Item I1234);
- Pyrmont and Murray Street Residential Group 142-168 Pyrmont Street (Sydney LEP 2012, I1246);
- John Taylor Woolstore, 137 Pyrmont Street (Sydney LEP 2012, I1263);

- Clarence Bonded and Free Stores, 139 Murray Street (Sydney LEP 2012, I1264);
- Pyrmont Fire Station, 147 Pyrmont Street (Sydney LEP 2012, I1265); and
- Portion of the Pyrmont Conservation Area (Sydney LEP 2012, C52).

The potential impacts of the proposal on the identified heritage items are assessed below. **Figure 9** shows the heritage items within and surrounding the SICEEP Site, including the Hotel Site.

5.15.2 Potential Impacts of the Proposal

Water Cooling System and Manifold

Sections of the Water Cooling System and Manifold are identified as being located on the SSDA6 Site. The impact of the proposal on this item has been assessed as part of the Saltwater Intake Tunnels Impact Assessment provided at **Appendix V**, and the Non-Indigenous Archaeological Assessment and Impact Statement provided at **Appendix F**. Both assessments have concluded that the impacts are acceptable provided any constraints and recommendations are followed.

Darling Harbour Rail Corridor

The impact of the proposal on this item has been assessed as minimal. The proposal abuts the eastern side of Darling Drive but does not intrude on the Corridor, and the placement of the Hotel on the SSDA6 Site will assist in minimising its impact on the Corridor.

Pyrmont Bridge

The impact of the proposal on this item has been assessed as limited. Any impact will be the result of parts of the proposal being visible in the setting and views to the Bridge. However, the bulk and scale of the surrounding development provides context for the Hotel, given the Bridge's setting to the east which is composed of large, tall buildings, and to the west which is dominated by the bulk of the Ibis and Novotel hotels.

Darling Harbour Water Feature

The impact of the proposal on this item has been assessed as minimal. The Hotel will be partially screened by the existing Harbourside Shopping Centre and will not affect the setting of the Water Feature which is located to the south east of the Hotel.

City of Sydney LEP Heritage Items

The impact of the proposal on the heritage items included in the City of Sydney LEP has been assessed as minimal. The items are located at some distance from the SSDA6 Site and are largely screened from the proposal by the bulk of the surrounding development. Any impact will be the result of parts of the proposal being visible in views to the items.

5.15.3 Mitigation Measures

In accordance with the SSDA1, an Interpretation Strategy for the entire SICEEP Site is to be prepared in accordance with the NSW Heritage Manual and the OEH's Heritage Interpretation Policy. SHFA's 2008 publication '*Telling the Stories of Darling Harbour*' is an interpretation strategy based on ten distinct themes. Themes relevant to the SSDA6 Site and potential opportunities for their interpretation will be outlined in the interpretation strategy to be completed.

The SOHI recommends that the Interpretation Strategy '*Telling the Stories of Darling Harbour*' should be incorporated into the detailed design of the SICEEP redevelopment, and that the process should include consultation with relevant stakeholders. The interpretation strategy would be complemented by appropriate interpretative devices, as outlined in the Strategy.

5.16 Archaeology

5.16.1 Indigenous Archaeology

An Aboriginal Archaeological Assessment has been prepared by Comber Consultants in association with the Metropolitan Local Aboriginal Land Council, and in accordance with the Office of Environment & Heritage (OEH) Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales, and in accordance with the DGRs. The Assessment is provided at **Appendix G**.

Archaeological Background

Comber Consultants has conducted a search of the Aboriginal Heritage Information Management System (AHIMS) database and has determined that there are no known Aboriginal sites or objects located within or immediately near the SSDA6 Site. However, Aboriginal occupation was most intense near coastlines and artefacts have been found in nearby locations. Comber Consultants has noted that a small portion of the original foreshore extends into the northern section of the Site but it is believed that this area would have been quarried for the Darling Harbour Goods line. Accordingly, any archaeological deposits would have been lost.

Potential Impacts of the Proposal

Given the Hotel will include a basement and construction of new piles and a lift shaft, the impact on the Aboriginal archaeology of the Site is associated with the potential for artefacts to be found during excavation. However, it is concluded that the quarrying of the Site for the Darling Harbour Goods Line would have removed any alluvial deposits and therefore any archaeological deposits. Accordingly, the Hotel will be constructed partially on the Colonial quarry and partially on reclaimed land and there will be no impact on Aboriginal archaeological deposits.

Mitigation Measures

Given the Hotel will be constructed partially on an area which was previously quarried and partially on reclaimed land, no further archaeological assessment, recording or testing is required for the Site. However, if further investigation reveals the potential for the Hotel to impact on Aboriginal archaeological deposits, monitoring or testing may be required and updated mitigation measures will need to be provided.

A Research Design and Management Plan for Aboriginal archaeology will address a strategy of archaeological monitoring and possible salvage in association with any potential non-Aboriginal archaeological excavation and recording. This work will focus on the predicted intertidal zone, which may contain Aboriginal archaeology, where it may be impacted by the Hotel basement. This will be undertaken prior to the commencement of works on the SSDA6 Site.

5.16.2 Non-Indigenous Archaeology

A Non-Indigenous Archaeological Assessment has been prepared by Casey & Lowe (see **Appendix F**). The Assessment conforms to the Heritage Branch, Office of Environment and Heritage guidelines for Archaeological Assessments, and has been prepared in accordance with the DGRs. The Assessment identifies that known archaeological remains of Section 170 register items are located on the SSDA6 Site, this being the Water Cooling System and Manifold, and that there are other items of archaeological significance which may be impacted by the proposed development.

Potential Impacts of the Proposal

Given the Hotel will include a basement and construction of new piles and a lift shaft, the impact on the non-indigenous archaeology of the Site is associated with the likelihood for saltwater inlet conduits to be uncovered during excavation on the Site. Casey and Lowe has identified that construction of the basement will impact on the conduits, and that the impact of the proposed piling, which is typically intermittent, will be limited.

A detailed Assessment of Impacts on Saltwater Intake Tunnels has been undertaken by Pells Sullivan Meynick and is provided at **Appendix V**. The assessment indicates that construction of the Hotel includes drilling of pile holes, trench excavation, vibration and foundation settlement, all of which have the potential to impact on the existing saltwater intake tunnels.

Casey and Lowe has also identified other items of archaeological significance which may be impacted by the proposed development. These items are:

- Pre-1850s intertidal zone and quarry;
- Section of c1859 goods line and culvert;
- Reclamation associated with the gradual expansion of the goods line;
- 1880s seawall or embankment; and
- 1920s saltwater conduits associated with Ultimo Powerhouse.

Mitigation Measures

The Assessment of Impacts on Saltwater Intake Tunnels concludes that the Hotel can be constructed so as to achieve acceptable impacts on the tunnels subject to the following recommendations / mitigation measures (see **Appendix V**):

- Drilling of pile holes: maintain a separation distance of 4.4m between the edge of the pile holes and the assumed centreline of the tunnel, drill a small cored pilot hole at 0.5m from the edge of the pile hole to confirm at least 0.5m rock to the edge of the tunnel, undertake additional checks on the set out of the pile location and the verticality of the pile;
- Excavation of trench: minimise the depth of trench excavation and drill a small cored pilot hole to confirm the depth of rock cover;
- Instability of piles: pile toe levels should be located at least 1m below a 45 degree 'line of influence' projecting upwards from the base of the side of the tunnel; and
- Vibration from bored pile construction and trench excavation: undertake a vibration trial to establish a law for vibrations from the proposed excavation plant, construction method and separation distance to the tunnel.

The potential impacts on other items of archaeological significance can be mitigated subject to the following recommendations / mitigation measures (see **Appendix F**):

- Provide archaeological recordings / samplings;
- Prepare a Research Design and Management Strategy, including a Piling Mitigation Strategy;
- Avoid / reduce impacts where possible on the 1880s seawall or embankment;
- Prepare a Public Interpretation Plan outlining key themes for interpretation of Darling Harbour and surrounds as part of the proposal;
- Provide storage in perpetuity for artefacts recovered from the site (SHFA has an artefact repository);
- Report any archaeological program in accordance with Heritage Council guidelines; and
- Implement the recommendations of the Pells Sullivan Meynick Assessment of Impacts on Saltwater Intake Tunnels for the management of impacts on the tunnels.

5.17 Noise and Vibration

A Noise and Vibration Assessment has been undertaken by Wilkinson Murray and is provided at **Appendix N**. The Assessment has identified and investigated the following potential acoustic and vibration impacts:

- Demolition and construction noise and vibration;
- Operational noise from the proposal; and
- Road traffic noise.

The existing acoustic environment has been determined using long-term monitoring which was undertaken in accordance with the NSW EPA *Industrial Noise Policy* (INP). Monitoring was undertaken at two locations, the eastern side of Harbourside Shopping Centre (north east of the Site) and the southern end of the Novotel (south west of the Site). Based on the background and ambient noise monitoring carried out at these locations the assessment concluded that noise levels in the area are consistent with an 'urban' noise environment where 'city hum', harbour and traffic noise is present. Specific noise and vibration criteria is discussed below.

5.17.1 Construction Noise and Vibration

In undertaking the construction noise and vibration assessment Wilkinson Murray has examined the indicative construction program for the Hotel noting it comprises two stages, enabling and construction works, as well as considered construction hours, the type of hoardings / site fences proposed and equipment sound power levels.

Construction Noise

The Assessment provides a table of Predicted Construction Noise Levels based on four construction stages, Site Establishment, Excavation, Building Construction and Façade.

The predicted noise levels assume a 'typical worst case' scenario where all plant is running continuously. Exceedance of Noise Management Levels is predicted at surrounding receivers during Site Establishment and Excavation stages. In the case of commercial receivers the exceedances are not large and are typical for construction activities in the city where the site is in close proximity to other receivers.

In the case of the Novotel receivers, it is noted that the facade of hotel suites is comprised of fixed glazing which will result in further noise reduction of construction noise levels therefore lessening any impact at these receivers.

The predictions represent likely noise levels that would occur during intensive periods of construction. Accordingly, the presented noise levels can be considered in the upper range of noise levels that can be expected at surrounding receivers when the various construction stages occur.

The Assessment concludes that there is some exceedence of Noise Management Levels. Accordingly, mitigation measures are proposed below.

Construction Noise Mitigation Measures

The potential impacts associated with construction noise can be mitigated subject to the following recommendations / mitigation measures:

- Specific to the ICC Hotel:
 - use of localised treatment such as barriers around fixed plant;
 - avoiding the use of vibratory rollers where feasible;
- Included in the Noise and Vibration Management Plan:
 - Plant Noise Audit: noise emission levels of all critical items of mobile plant and equipment should be checked for compliance with noise limits appropriate to those items prior to the equipment going into regular service. To this end, testing should be established with the contractor;
 - Operator Instruction: operators should be trained in order to raise their awareness of potential noise problems and to increase their use of techniques to minimise noise emission;
 - Equipment Selection: all fixed plant at the work site should be appropriately selected, and where necessary, fitted with silencers, acoustical enclosures and other noise attenuation measures in order to ensure that the total noise emission from the work site complies with EPA guidelines;
 - Site Noise Planning: where practical, the layout and positioning of noise-producing plant and activities on the work site should be optimised to minimise noise emission levels;
 - use of rocksaws and rippers where feasible to minimise noise emission levels;
 - installation of a hoarding / noise barrier between the work Site and street frontages. This should be a minimum 17mm thick structural or equivalent panel in the hoarding zone.

Construction Vibration

The Assessment has identified two potential sources of vibration, rockbreakers (may be used for the occasional removal of rock at the bottom of the road excavation area) and vibratory rollers (used to compact the road) as well as the respective maximum vibration levels.

The Assessment concludes that the maximum human comfort vibration criterion will be exceeded if vibratory or heavy rolling occurs. Accordingly, mitigation measures are proposed below.

Structural damage vibration criteria in commercial, heritage and residential buildings are much higher than human comfort criteria, and predicted vibration levels are within these criteria under all circumstances.

Construction Vibration Mitigation Measures

The potential impacts associated with construction vibration can be mitigated subject to the following recommendations / mitigation measures:

- Use of non-vibratory compaction techniques where feasible;
- Use of smaller rockbreakers in the Darling Drive area; and
- Trial testing of vibration levels where equipment identified as having the potential to exceed the human comfort criteria is proposed.

5.17.2 Operational Noise

The operational noise sources associated with the proposed development are considered to be:

- Mechanical plant and equipment, including rooftop generators;
- Activity associated with restaurants, cafes and other retail uses, including patrons, music and functions; and
- Traffic generated by the proposed development onto the existing road network.

Mechanical Plant

Mechanical plant such as exhausts, air-conditioning and emergency generators should be selected with regard to the potential impact on nearby residential and commercial properties and on future development in and around the Site. However, it is expected that mechanical plant will be located within dedicated plant rooms in the building and/or at roof level which will reduce noise emissions from the Site to surrounding areas. While discharge and intake may require ducting to external locations, the necessary acoustic treatment along these paths will be provided.

Function, Restaurant and Retail Operations

The noise generated by function, restaurant and retail operations is most likely to potentially impact on the rooms of the Novotel. However, noise transfer from the Hotel to the rooms of the Novotel will be minimised by the facade construction of the Hotel, and any associated noise levels will be lower than the existing acoustic environment of the area.

The Hotel entry and loading dock will also generate noise. However, given the location of these areas, distance to nearby receivers and ambient noise levels any associated noise levels are likely to be acoustically insignificant.

Operational Traffic

A review of the traffic noise generated by the whole SICEEP Site was conducted by Aecom. The review determined that a 2 dB increase in traffic noise was applicable to the whole SICEEP Site and that compliance with RMS traffic noise was applicable to the total traffic generated by development proposed as part of the SICEEP.

The Aecom review of traffic flow in the vicinity of the SSDA6 Site predicted a net increase of 372 vehicles per hour, resulting in an increase in noise level of 1.9 dB. The Transport and Traffic Impact Assessment by Hyder Consulting (see **Appendix T**) found that the maximum traffic flows generated by traffic on Darling Drive, as a result of the Hotel in isolation, will be 98 vehicle movements (a cumulative total of 49 vehicle arrivals and 49 vehicle departures for both front of house and back of house operations). Accordingly, the net increase in traffic noise will be less than the 1.9 dB indicated in the AECOM whole of site assessment.

Operational Noise Mitigation Measures

The potential impacts associated with operational noise can be mitigated subject to the following recommendations / mitigation measures:

- Ensure any noise emissions from building services associated with the Hotel are acoustically treated to comply with established Site specific noise criteria; and
- Undertake acoustic assessment of mechanical services equipment during the detailed design and equipment selection stage.

5.17.3 Road Traffic Noise

While the DGRs specify that the Environmental Criteria for Road Traffic Noise (ECRTN) is to be used for the assessment of road traffic noise associated with the Hotel, Wilkinson Murray has advised that the ECRTN has been superseded by the EPA's NSW Road Noise Policy (RNP) in 2011. Accordingly, noise from traffic movements to and from the Hotel Site has been assessed using the RNP.

It is noted that the acceptable noise levels for residential receivers, as specified in the RNP, are already exceeded as a result of existing traffic. Where this occurs, the policy notes that any increase in total traffic noise generated by land use developments should be limited to 2dB.

Wilkinson Murray has concluded that the noise from expected construction traffic will increase by 1dB when compared to the measured traffic daytime traffic noise levels, and that the noise increase from expected operational traffic will be minor. Accordingly, the proposed development will not result in any adverse impacts as a result of road traffic noise.

5.18 BCA

A review of the proposal against the applicable requirements of the Building Code of Australia (BCA) 2013 has been undertaken by McKenzie Group and is provided at **Appendix W**. McKenzie Group has determined that the proposed development is capable of readily achieving compliance with the BCA subject to a number of deemed-to-satisfy provisions.

Given the mix and general location of uses, including maximum GFAs, is included as part of this EIS, and that these meet the requirements of the BCA 2013, then the proposal will allow for the flexible use of space and in particular the possible variation in the configuration of room sizes and/or arrangements.

It is noted that due to the size and nature of the building, if compliance with the deemed-to-satisfy provisions is not readily achievable, alternative solutions could further be developed and verified by a suitably qualified Fire Engineer.

Mitigation Measures

The detailed design of the development must ensure that the proposal complies with the applicable requirements of the BCA 2013 or appropriate alternative solutions are developed and verified by a qualified Fire Engineer, particularly smoke hazard management and fire hydrant booster assembly location.

5.19 Infrastructure and Utilities

Hyder Consulting (with input from AECOM) has undertaken a desktop study of existing utility infrastructure services within and in the vicinity of the SSDA6 Site and undertaken subsequent consultation with service providers as detailed in the Services Infrastructure Report (see **Appendix K**).

Existing essential infrastructure services for water, sewer, gas, electricity, communications and stormwater are provided to the SSDA6 Site. Hyder Consulting has confirmed that the proposed development will be adequately serviced by utility providers subject to any extension and/or augmentation of utilities as required (see Section 3.7).

The proposed development is not expected to have any adverse impacts on the existing utilities infrastructure subject to the recommendations / mitigation measures below.

Mitigation Measures

The following process will be followed to ensure the existing utilities infrastructure is protected:

- A desk-top investigation of existing services will be undertaken using Dial Before You Dig information and site observations;
- A site survey will be undertaken to accurately locate existing infrastructure assets where practical;
- Site exploration works will be undertaken where considered necessary to more accurately locate existing infrastructure assets and test for unknown services;
- Consultation will be undertaken with utility providers to confirm location of services and to obtain all necessary consents to work in their vicinity;
- Utility technical and hazard requirements will be incorporated into the design and construction documentation;
- Safe work methods statements and inspection and test plans will be prepared by accredited contractors;
- Pre-start work checklists will be implemented and recorded;
- Workshops will be conducted with utility providers where diversion of, connection to or construction close to critical assets is required; and
- Field safety inspectors will be present during critical works as determined by each utility provider.

As design progresses or as new information becomes available, the recommendations / mitigation measures will be adjusted or supplemented as required to ensure existing infrastructure assets are adequately protected.

5.20 Operational Waste Management

Waste Audit has prepared a Waste Management Plan (WMP) to ensure waste generated by the proposal is appropriately managed (see **Appendix L**). The WMP identifies potential types and volumes of waste expected to be generated in the operational phase of the proposal. The WMP then suggests systems to be implemented to appropriately manage this waste.

Based on the proposed use of the building as a hotel, Waste Audit has recommended the following waste systems be put in place:

- A waste storage room of approximately 70m² on the ground floor to house:
 - 2 x mixed recycling bins with 660L of capacity for transfer only;
 - 1 x baler cleared 2 – 3 times per week;
 - 2 x paper only recycling bins with 240L of capacity cleared as required subject to operational generation;
 - 15 x food organics bins with 120L of capacity cleared 6 times per week;
 - 20 x comingle recycling bins with 240L of capacity cleared 6 times per week;

- 10 x general waste bins with 240L of capacity for transfer only;
- 1 x 12-15m³ compactor cleared 1 time per week;
- 1 x oil caddy cleared as required; and
- 2 x bale frame cleared as required.

The final waste management requirements will be agreed with the Hotel operator once appointed.

Waste Audit has provided a number of recommendations to ensure that the waste storage room is a highly efficient and effective use of space. The waste storage room will include wash bay facilities, adequate ventilation, vermin protection and has been positioned to ensure no adverse noise impacts on users of the building. Colour coding and signage will also be used to delineate different areas and aid in the management of waste.

In addition to the above waste systems, Waste Audit has made the following recommendations:

- Provide dedicated small bins for paper, comingled recycling and general waste, and confidential document bins in relevant locations;
- Implement a paper handtowel free system;
- Provide comingled recycling, food organics and general waste bins in back of house areas;
- Provide oil caddies to transfer oil to the oil soil;
- Provide portable bag frames in store rooms for soft plastics waste;
- Minimise toner cartridge waste by setting printers to double sided and using printers with refillable toner cartridges, and
- Implement a take-back program with the maintenance contractor for fluorescent light tubes.

All waste will be collected by a commercial contractor to be engaged once the proposal is operational. Waste will be collected by a rear-lift truck from the loading dock provided off Darling Drive. It will be the responsibility of the contractor to transport and return bins from the waste storage area to the loading zone.

Mitigation Measures

In order to appropriately manage and mitigate any adverse impacts arising from waste, the different components of the Waste Management Plan should be implemented into the operation of the proposed development.

5.21 Water Cycle Management

Hyder Consulting has prepared a Flooding, Stormwater and WSUD Report to review the potential for flooding on the SSDA6 Site and devise a strategy to manage stormwater runoff (see **Appendix X**).

Through the flood modelling undertaken by Hyder, it is evident that the floor levels established for the new Hotel are not expected to be affected by flood water.

To ensure that stormwater runoff from the SSDA6 Site is appropriately managed, Hyder has recommended a strategy of modifying and expanding the existing stormwater infrastructure in the area.

Stormwater will be discharged into Sydney Water conduits, and all infrastructure will be developed to convey up to 20 year ARI flows. No on site detention is proposed as part of SSDA6. It is noted that final conduit amplification will be subject to approval by Sydney Water and the City of Sydney.

The stormwater strategy includes the provision of a 10m³ rainwater tank on the upper level roof of the Hotel to capture all rainwater and reuse it for irrigation purposes particularly on the podium roof level where the pool and pool deck are located.

Another component of the stormwater strategy is the introduction of Stormwater Quality Improvement Devices (SQID) to ensure water quality targets are achieved. The SQID options for the Hotel are rainwater tank, gross pollutant traps and filtration devices. These options, as well as other suitable alternatives, will continue to be investigated in the detailed design of the development.

Sediment and erosion controls will also be included during the construction phase of the proposed development. These controls will include:

- Hay bales;
- Silt fences;
- Inlet filters;
- Diversion channels; and
- Stabilised site access and truck wash-down area.

Based on MUSIC modelling undertaken by Hyder Consulting, with the inclusion of suitable treatment devices, the proposal will not have any adverse impacts in regards to stormwater runoff. Furthermore, the proposal will achieve the established targets, resulting in an improvement over the current state of stormwater runoff from the SSDA6 Site.

Mitigation Measures

To appropriately manage and mitigate stormwater runoff on the SSDA6 Site and achieve the established water quality targets, Hyder Consulting has recommended the following measures:

- Provide a 10m³ rainwater tank to capture rainwater on the podium roof level;
- Select and provide appropriate Stormwater Quality Improvement Devices (SQID) prior to the issue of the relevant Construction Certificate; and
- Implement appropriate sediment and erosion controls during the construction phase of the proposal.

5.22 Air Quality

An Air Quality Assessment was undertaken by AECOM Australia as part of SSDA1 to assess the impact of emissions from the Cross City Tunnel ventilation stack located to the south of the IMAX theatre between the Western Distributor westbound viaducts. The Assessment considered existing monitoring data of air quality in the vicinity of the SSDA6 Site, including monitoring undertaken in Tumbalong Park as part of post-commissioning testing following the opening of the Cross City Tunnel in 2005/06.

Ambient air quality is most affected within a 100 metre radius of tunnel ventilation stacks, with the impact of increased pollutant concentrations between 100 metres and 1 kilometre of these stacks being generally negligible. This affects only a small portion of the SICEEP Site, being existing areas of public domain which are proposed to be upgraded as part of the overall SICEEP Project. The Hotel Site is located 340 metres to the north east of the ventilation stack.

Existing Air Quality Conditions

Monitoring of air quality in the vicinity of the SICEEP Site (within Tumbalong Park) was undertaken for a period of 12 months between September 2005 and August 2006. The monitoring results from the Cross City Tunnel post-commissioning tests are taken to be an accurate reflection of air quality impacts of the tunnel ventilation stack within the broader SICEEP Site. During this time period, the relevant criteria for Nitrogen Oxides and Carbon Monoxide were not exceeded. Particulate Matter criteria were exceeded on a total of five occasions, however these exceedances were found to be related to external events unrelated to the ventilation of the Cross City Tunnel (e.g. Sydney Basin-wide events including bushfires and localised effects of fireworks).

Mitigation Measures

No mitigation measures are required as future users of the proposed development as part of the SICEEP Site will not be subject to air pollution in exceedance of the NSW EPA *'Approved Methods for the Modelling and Assessment of Air Pollutants in NSW'* as a result of the SSDA6 Site's distance from the Cross City Tunnel ventilation stack.

5.23 Geotechnical Issues

The soil and geotechnical conditions of the SSDA6 Site are summarised in Section 2.2 of this EIS, and detailed in the Coffey Geotechnics Geotechnical Investigation Report provided at **Appendix H**.

The Report determines that the proposal is feasible from a geotechnical perspective and that the risk to surrounding structures can be mitigated subject to the adoption of a number of recommendations addressing excavation, contingency planning, and seismic design.

Mitigation Measures

While the proposal is considered geotechnically feasible, particular attention must be given to the potential impact on the stormwater channel which runs north east south west through the Site. Accordingly, Coffey Geotechnics has made the following recommendations / mitigation measures:

- Where excavations extend close to the channel, or nearby vibration sensitive structures, consideration should be given for the use of rock saws;
- Further assessment of the ground conditions above and close to the channel should be made following the removal of the hardstanding area to confirm position and appropriate construction materials/methods;
- Given the channel's proximity to the northern edge of the lift core excavation, discussions should be had with the asset owners to assess the likely tolerance of the structure; and
- Where localised excavations are close to a major footing such as the channel, bearing pressures may need to be downgraded by 50% subject to further investigation.

Coffey Geotechnics also recommends that a dilapidation survey be carried out on buildings or services assessed to be vibration sensitive.

The Report also provides basement construction options and these should be investigated and an option selected prior to the issue of the relevant Construction Certificate.

5.24 Contamination

Human Health and Ecological Risk

Coffey Geotechnics has undertaken a Site Investigation Report (see **Appendix I**) which presents a specific assessment of the SSDA6 Site in relation to the potential risks to human health and identified environmental receptors in the context of the proposed development and existing site conditions.

The Report identifies potential sources of ground contamination these being:

- Fill materials of unknown quality;
- Storage of fuels and freight, ash and asbestos containing materials and maintenance activities associated with the historical use of the Site;
- Spillage / leaks of oils / fuels associated with the current use of the Site; and
- Acid sulphate soils.

The Report concludes that the soil and groundwater present beneath the Site does not pose unacceptable potential health risks to future construction workers or future Hotel users. Concentrations of the majority of potential contaminants within groundwater samples did not exceed adopted groundwater investigation levels and therefore do not pose unacceptable ecological risks.

A Site Audit Report prepared by Environ (see **Appendix J**) considers the potential impact of site contamination on construction workers and users of the future development. Based on conservative estimates and existing knowledge of potential site contamination, and the nature of the proposed development, this assessment finds that the potential future health risks to users of the proposed development are low and acceptable.

A Site Audit Report prepared by Environ (see **Appendix J**) considers the potential impact of site contamination to marine receptors within Cockle Bay. The assessment finds that contaminants detected within the groundwater are not likely to pose a risk to ecological receptors in Cockle Bay.

While the assessment considers there to be no risk to the potential future health of users and no ecological risks from site-derived groundwater to Cockle Bay, it concurs with the Coffey Geotechnics Site Investigation Report which recommends an Unexpected Finds Protocol be implemented.

Site Suitability – no remediation required

The Site Investigation Report prepared by Coffey Geotechnics and provided at **Appendix I**, concludes that the Site is suitable for the proposed development and that no remediation is required, subject to provision and implementation of an Acid Sulphate Soil Management Plan.

Groundwater

Analysis of groundwater samples collected from across the Site indicates a pH slightly acidic to neutral, brackish to saline environment which is consistent with historical reclamation of the land and with the proximity of the site to Cockle Bay.

It is expected that groundwater would flow generally in an easterly direction towards Cockle Bay although some variation in groundwater gradients may occur over the tidal cycle.

In summary, Coffey concludes that groundwater from the Site discharging to Cockle Bay is unlikely to detract from the relevant objectives set out within DEC (2007) Guidelines for the Assessment and Management of Groundwater Contamination. Further, no groundwater contamination, which is considered significant enough to warrant detailed investigation or remediation, has been encountered.

Acid Sulphate Soils

Laboratory field analysis has indicated a high likelihood for the presence of acid sulphate soils and potential acid sulphate soils within the Site. It is likely that ASS / PASS will be encountered during excavation and construction works and an Acid Sulphate Soil Management Plan will be required to manage these soils. Where possible, ASS should be treated on-site by neutralisation by addition of lime. Subsequent disposal of treated material should be to a licensed landfill as General Solid Waste.

Mitigation Measures

- Provide an Acid Sulphate Soil Management Plan for the management of soils containing ASS and PASS.
- ASS should be treated by neutralisation by addition of lime, and subsequent disposal of treated material to a licensed landfill as General Solid Waste.
- Develop an Unexpected Finds Protocol which includes procedures for identifying and managing risks and protecting human health and environment should unexpected contamination or hazardous materials be discovered during excavation at the Site, in accordance with the Protocol included in the Site Investigation Report prepared by Coffey Geotechnics and provided at **Appendix I**.
- The waste classification of fill materials should be confirmed by observation of the appearance of fill materials during excavation for basement construction of the Hotel. Should any unexpected contamination be discovered during excavation works, assessment of that material should include waste classification.

5.25 Environmental and Construction Management

A Construction Management Plan (CMP) for the ICC Hotel works has been prepared by Lend Lease and is provided at **Appendix Y**. The CMP addresses management principles to be adopted during the site establishment and construction periods, as well as providing a number of management plans for waste, stormwater and erosion, noise and vibration, air, and traffic and pedestrian movements.

The CMP outlines the approach to environmental and safety management which includes environmental and incident and injury free visions, environmental health and safety objectives and standards, and the roles and responsibilities of project staff, all of which will be applied to the proposed construction works.

A Complaints Management Plan is also included in the CMP and details the communication protocols and procedures to be employed across the project.

Mitigation Measures

In order to mitigate against any adverse impacts during the construction phase of the proposal, the management measures provided in the CMP (see **Appendix Y**) should be implemented. Furthermore, a detailed final CMP must be submitted prior to the issue of the relevant Construction Certificate.

5.26 Environmental Sustainability

A variety of sustainability initiatives are proposed for the SSDA6 Site and are detailed in the ICC Hotel Sustainability Report prepared by Lend Lease (see **Appendix Z**). The sustainability initiatives have been devised to ensure the Hotel is capable of being developed and operated in a sustainable manner. The Report also details the whole of Precinct sustainability initiatives. The initiatives for both the SICEEP and SSDA6 Sites are outlined below.

SICEEP Site

- Enhanced connections and public transport links: the master plan for the Precinct lays out a connected and enhanced navigation through the site, providing improved walkability and innovative interactive way finding, making public transport the easy and obvious choice;
- Car Share Network: Lend Lease is partnering with GoGet to establish Australia's first Electric Car Share Network for use by the community within the Precinct and beyond;
- Passive Signage: simple material that indicates the sustainability attributes of key items including:
 - labelling key materials that indicate what it is, where it is from, how much embodied carbon it contains and how it may be recycled;
 - design attributes that support sustainable outcomes;
 - directional information such as links to public transport; and
 - heritage and Indigenous references to the Precinct's past.
- Dynamic Informatics Systems and Technology:
 - online and mobile phone applications that provide more detailed information about the sustainability credentials of the precinct that can be automatically activated by proximity or scanning QR codes with a smartphone;
 - digital pods in the public domain that offer Wi-Fi hotspots; and
 - interactive signage and lighting, in combination with augmented visuals on smart devices, to highlight physical building elements.

SSDA6

The ICC Hotel will target to deliver sustainable outcomes through good design principles resulting in reduced operational energy consumption, reduced potable water use, minimisation of waste to landfill and appropriate materials selection while at the same time maintaining a high level of indoor environmental quality through appropriate mechanical design, façade configuration and finishes selection.

Specific sustainability initiatives of the proposed development include:

- Vision glass to achieve a good level of energy efficiency while maintaining architectural intent and a high level of occupant amenity;
- Selection of energy efficient AV equipment, appliances and light fittings;
- High efficiency chilled water plant, high efficiency motors, fan and pumps with minimum performance settings, variable air volume air distribution and efficient lighting;

- High performance façade, which will adequately reduce heating and cooling loads and ensure thermal comfort for occupants while allowing for good natural light;
- Hot water plant utilising efficient gas boilers and no electric heating;
- Energy and water metering;
- Guest room control, which will automatically switch off lighting and air conditioning when the room is unoccupied;
- No car parking, which will significantly reduce emissions associated with the building;
- Selection of fittings and fixtures with flow rates as low as possible to reduce potable water demand;
- Rainwater tank at upper roof level, which will capture rainwater to be used to irrigate landscape;
- Specification and selection of materials with a minimal environmental impact; and
- Public transport and pedestrian strategy.

5.27 Development Contributions

The proposed redevelopment of the SICEEP Site will deliver long lasting and significant public benefits to Sydney and NSW (refer to Section 7.0 below for further details), and therefore the burdening of the development with additional contributions undermines the objectives of supporting the development of the Darling Harbour area – an area of state significance.

The SICEEP Site is specifically excluded from all City of Sydney S94 Contributions Plans as well as any contributions under S61 of the *City of Sydney Act 1988*. The exclusion of the SICEEP Site (and broader Darling Harbour Precinct) reflects that it has its own special planning regime that applies, and that since the 1980s (originally as part of the State's Bicentennial Program) the State Government has set out to promote and encourage a variety of tourist, educational, recreational, cultural and commercial facilities across Darling Harbour. There is therefore no formal mechanism to levy development across the SICEEP Site.

Accordingly there are no grounds for the imposition of development contributions in relation to the proposal, and the proposal will result in significant public benefits, such as:

- Provision of high quality tourist accommodation and facilities in close proximity to the entertainment and exhibition facilities of the wider SICEEP Site and the Sydney CBD;
- Significant public domain upgrades and streetscape improvements at the interface with Harbourside Place (approved as part of SSDA1) and Darling Drive;
- Vastly improved pedestrian linkages into and through the Site, creating an east-west connection between Pyrmont and Darling Harbour;
- Contribution to the development of a high quality public domain linking the Hotel with adjacent exhibition and entertainment facilities and Cockle Bay.

5.28 Site Suitability

Having regard to the characteristics of the SSDA6 Site and its location both within the SICEEP and Greater Sydney, the proposal is considered suitable for the Site as it:

- Is capable of being developed in a manner that will minimise impacts to the natural, historical, and environmental qualities of the Bayside Precinct;
- Will result in only minor environmental impacts that can be appropriately managed and mitigated;
- Is in close proximity to high quality public open space (existing and proposed) to foster a good experience for visitors coming to Sydney.
- Will provide much needed tourist accommodation in a location in close proximity to entertainment and exhibition facilities, the Sydney CBD, shops and general services and facilities;
- Is well served by public transport;
- Will facilitate the efficient use of the SSDA6 Site which is currently underutilised;
- Is located immediately adjacent to the ICC Sydney and will play a key role in ensuring the convention, exhibition and entertainment facilities are commercially sustainable;
- Is located in accordance with industry research which demonstrates that the quality and location of hotel accommodation is a significant criterion in selecting a destination to hold world class conventions and conferences; and
- Is a major drawcard for international conferences and conventions through the physical integration of a hotel into conference facilities.

5.29 Public Interest

The proposed development is considered to be in the public interest as it will:

- Provide significant benefits to the SICEEP Site and to Sydney more broadly;
- Assist in the development of the SICEEP Site into one of Sydney's most innovative convention, entertainment and exhibition precincts;
- Assist in meeting the demand for accommodation in Sydney which has experienced an acute undersupply of rooms for over a decade;
- Facilitate a greater number of people visiting Sydney;
- Encourage sustainable travel behaviour by providing tourist accommodation and facilities close to public transport;
- Support Sydney's development as a compact and well-connected city;
- Increase and improve connections with Pyrmont; and
- Create new jobs during the construction and operation phases of the proposal.

6.0 Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 10** below. These measures have been derived from the previous assessment in Section 5.0 and those detailed in appended consultants' reports.

Table 10 – Mitigation Measures

Mitigation Measures

CPTED

- Implement external lighting and signage in accordance with all SICEEP ground level, external lighting;
- Consider use of vandal resistant glazing at podium levels;
- Implement camera surveillance at strategic locations in accordance with an Integrated Security Systems Design Brief;
- Implement a security office / control room, ideally at podium level 2,
- Use durable and quality materials throughout the development;
- Undertake daily cleaning of internal common areas and ensure regular upkeep of public domain areas.

Wind

- The degree of wind mitigation required will depend on the intended use of the space, the final form of the Hotel, and the directional wind climate. A mitigation strategy will be developed with the design team during development of the Hotel built form where required to deal with any potential issues.

Reflectivity

- All exterior façade elements should limit light reflectivity by using glazing with a reflectivity coefficient in the order of 10-13%; and
- Any façade ancillaries such as external louvers, metallic awnings, signage and blade and masonry walls should be assessed for potential to generate nuisance reflections prior to the commencement of works.

Construction Traffic

- Provide appropriate directional signage and traffic control to ensure vehicles enter and leave the SSDA6 Site with minimal disturbance;
- Coordinate temporary road closures, single lane access and relocations during the construction period with the appropriate authorities;
- Carry out temporary road closures, single lane access and relocations in non-peak periods where possible;
- Carry out bulk deliveries in non-peak periods where possible; and
- Present all traffic related issues and changes to stakeholders as part of the consultation process.

Accessibility

- The detailed design of the proposal will need to ensure compliance with the relevant accessibility provisions of the BCA 2013.

Non-Indigenous Heritage

- An interpretation Strategy for the entire SICEEP Site is to be prepared in accordance with the NSW Heritage Manual and the OEH's Heritage Interpretation Policy;
- The Interpretation Strategy 'Telling the Stories of Darling Harbour' should be incorporated into the detailed design of the SICEEP redevelopment; and
- This process should include consultation with relevant stakeholders.

Mitigation Measures

Archaeology

Indigenous Archaeology

- If further investigation of the Site reveals the potential for the Hotel to impact on Aboriginal archaeological deposits, monitoring or testing may be required and updated mitigation measures will need to be provided.
- A Research Design and Management Plan for Aboriginal archaeology will be prepared prior to the commencement of works to address a strategy of archaeological monitoring and possible salvage in association with any potential non-Aboriginal archaeological excavation and recording.

Saltwater Intake Tunnels

- Drilling of pile holes: maintain a separation distance of 4.4m between the edge of the pile holes and the assumed centreline of the tunnel, drill a small cored pilot hole at 0.5m from the edge of the pile hole to confirm at least 0.5m rock to the edge of the tunnel, undertake additional checks on the set out of the pile location and the verticality of the pile;
- Excavation of trench: minimise the depth of trench excavation and drill a small cored pilot hole to confirm the depth of rock cover;
- Instability of piles: pile toe levels should be located at least 1m below a 45 degree 'line of influence' projecting upwards from the base of the side of the tunnel; and
- Vibration from bored pile construction and trench excavation: undertake a vibration trial to establish a law for vibrations from the proposed excavation plant, construction method and separation distance to the tunnel.

Other items of archaeological significance

- Provide archaeological recordings / samplings;
- Prepare a Research Design and Management Strategy, including a Piling Mitigation Strategy;
- Avoid / reduce impacts where possible on the 1880s seawall or embankment;
- Prepare a Public Interpretation Plan outlining key themes for interpretation of Darling Harbour and surrounds as part of the proposal;
- Provide storage in perpetuity for artefacts recovered from the site (SHFA has an artefact repository);
- Report any archaeological program in accordance with Heritage Council guidelines;
- Implement the recommendations of the Pells Sullivan Meynick Assessment of Impacts on Saltwater Intake Tunnels for the management of impacts on the tunnels.

Noise and Vibration

Construction Noise

- Specific to the ICC Hotel:
 - use of localised treatment such as barriers around fixed plant;
 - avoiding the use of vibratory rollers where feasible;
- Included in the Noise and Vibration Management Plan:
 - Plant Noise Audit: noise emission levels of all critical items of mobile plant and equipment should be checked for compliance with noise limits appropriate to those items prior to the equipment going into regular service. To this end, testing should be established with the contractor;
 - Operator Instruction: operators should be trained in order to raise their awareness of potential noise problems and to increase their use of techniques to minimise noise emission;
 - Equipment Selection: all fixed plant at the work site should be appropriately selected, and where necessary, fitted with silencers, acoustical enclosures and other noise attenuation measures in order to ensure that the total noise emission from the work site complies with EPA guidelines;
 - Site Noise Planning: where practical, the layout and positioning of noise-producing plant and activities on the work site should be optimised to minimise noise emission levels;

Mitigation Measures

- use of rocksaws and rippers where feasible;
- installation of a hoarding / noise barrier between the work Site and street frontages. This should be a minimum 17mm thick structural or equivalent panel in the hoarding zone.

Construction Vibration

- Use of non-vibratory compaction techniques where feasible;
- Use of smaller rockbreakers in the Darling Drive area; and
- Trial testing of vibration levels where equipment identified as having the potential to exceed the human comfort criteria is proposed.

Operational Noise

- Ensure any noise emissions from building services associated with the Hotel comply with established Site specific noise criteria; and
- Undertake acoustic assessment of mechanical services equipment during the detail design and equipment selection stage.

BCA

- The detailed design of the development must ensure that the proposal complies with the applicable requirements of the BCA 2013 or appropriate alternative solutions are developed and verified by a qualified Fire Engineer.

Infrastructure and Utilities

- A desk-top investigation of existing services will be undertaken using Dial Before You Dig information and site observations;
- A site survey will be undertaken to accurately locate existing infrastructure assets where practical;
- Site exploration works will be undertaken where considered necessary to more accurately locate existing infrastructure assets and test for unknown services;
- Consultation will be undertaken with utility providers to confirm location of services and to obtain all necessary consents to work in their vicinity;
- Utility technical and hazard requirements will be incorporated into the design and construction documentation;
- Safe work methods statements and inspection and test plans will be prepared by accredited contractors;
- Pre-start work checklists will be implemented and recorded;
- Workshops will be conducted with utility providers where diversion of, connection to or construction close to critical assets is required; and
- Field safety inspectors will be present during critical works as determined by each utility provider.

Operational Waste Management

- The different components of the Waste Management Plan should be implemented into the operation of the proposed development.

Water Cycle Management

- Provide a 10m³ rainwater tank to capture rainwater on the upper level roof;
- Select and provide appropriate Stormwater Quality Improvement Devices (SQID) prior to the issue of the relevant Construction Certificate; and
- Implement appropriate sediment and erosion controls during the construction phase of the proposal.

Geotechnical Issues

Stormwater Channel

Mitigation Measures

- Where excavations extend close to the channel, or nearby vibration sensitive structures, consideration should be given for the use of rock saws;
- Further assessment of the ground conditions above and close to the channel should be made following the removal of the hardstanding area to confirm position and appropriate construction materials/methods;
- Given the channel's proximity to the northern edge of the lift core excavation, discussions should be had with the asset owners to assess the likely tolerance of the structure; and
- Where localised excavations are close to a major footing such as the channel, bearing pressures may need to be downgraded by 50% subject to further investigation.

Generally

- Carry out a dilapidation survey on buildings or services assessed to be vibration sensitive.

Contamination

- Provide an Acid Sulphate Soil Management Plan for the management of soils containing ASS and PASS.
- ASS should be treated by neutralisation by addition of lime, and subsequent disposal of treated material to a licensed landfill as General Solid Waste.
- Develop an Unexpected Finds Protocol which includes procedures for identifying and managing risks and protecting human health and environment should unexpected contamination or hazardous materials be discovered during excavation at the Site, in accordance with the Protocol included in the Site Investigation Report prepared by Coffey Geotechnics and provided at Appendix I.
- The waste classification of fill materials should be confirmed by observation of the appearance of fill materials during excavation for basement construction of the Hotel. Should any unexpected contamination be discovered during excavation works, assessment of that material should include waste classification.

Environmental and Construction Management

- The management measures provided in the CMP (Appendix Y). Furthermore, a detailed final CMP for must be submitted prior to the issue of the relevant Construction Certificate.

7.0 Justification of the Proposal

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. As a result, the EP&A Act specifies that such a justification must be made having regard to biophysical, economic and social considerations and the principles of ecologically sustainable development.

This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

The proposed development involves the development of a hotel and associated infrastructure and public domain works. The assessment must therefore focus on the identification and appraisal of the effects of the proposed change over the SSDA6 Site's existing condition.

Various components of the biophysical, social and economic environments have been examined in this EIS and are summarised below.

7.1 Social and Economic

7.1.1 Economy and Employment

The NSW Government's number one priority is to restore economic growth and establish NSW as the first place in Australia to do business. The SICEEP Project forms a central part of achieving this ambition of "making NSW number one again" and reinforcing Sydney's status as Australia's global city.

With the delivery of new world class convention, exhibition and entertainment facilities, re-positioning Sydney as the major events and business venue in the Asia Pacific, it will alone generate \$200 million annual economic benefit for NSW, equating to more than \$5 billion over the course of the 25-year operation (contractual) period of the new facilities.

The provision of adequate hotel accommodation is a vital part of the future of the City of Sydney. The last few years have been rewarding for hotel owners and operators, with world-leading room occupancy levels and strong growth in average room rates. Despite this buoyant market environment, limited additions to accommodation supply can be identified, keeping room occupancies high for the foreseeable future and resulting in frustrated demand during periods of high activity.

Redeveloping the convention and exhibition facilities will create further demand for hotel rooms and it is essential that the city provide sufficient accommodation of a diverse and acceptable standard. The ICC Hotel is proposed to provide up to 656 keys, and will help address some of the demand (and existing supply shortages) for accommodation in Sydney. In addition, the integration of the Hotel into the ICC Sydney within the SICEEP Site presents an attractive offering to the convention and exhibition industry particularly.

It is evident that additional accommodation facilities will be required to absorb not only the anticipated demand associated with redeveloped facilities as part of the SICEEP Project, but also to support the continuing growth of the corporate and leisure sector. The domestic and international leisure business has experienced mild growth over the last 2 – 3 years, largely as a result of the economic downturn, and this is expected to strengthen in the medium term resulting in further demand.

It is expected that the ICC Hotel will create a maximum of approximately 350 new jobs during construction, with ongoing employment opportunities for a maximum of approximately 250 people. The provision of tourist accommodation and facilities in this location will also provide an opportunity for visitors to access and utilise existing and new retail services. The new tourist population to be accommodated within the ICC Hotel, along with the new workers, will also generate direct expenditure on retail in and around the Hotel and the broader SICEEP Site and Sydney CBD.

While some of this expenditure would be captured by the new retail to be provided across the SICEEP Site (in particular The Haymarket), the SICEEP Site is not expected to provide a full range of comparison goods or dining / entertainment services. This means that the new visitor population would increase the expenditure available for retail tenancies elsewhere in the locality.

7.1.2 Community Services and Facilities

In addition to delivering world-class facilities, the SICEEP Project is also a major urban renewal project that will deliver significant benefits for the entire City. Key benefits to the community of the SICEEP Project include:

- Providing an enhanced, enlarged and dynamic public domain to be enjoyed by residents and visitors alike;
- Providing improved permeability and better connections to surrounding areas (including overcoming existing poor east-west connections between Pyrmont and the CBD);
- Creating a vibrant and activated precinct for Sydneysiders and visitors to enjoy, with a mix of retail shops, public spaces, dining areas, a hotel and other accommodation;
- Providing free Wi-Fi within the SICEEP Site;
- Offering local community groups' access to meetings rooms within the Convention / Exhibition Centre free of charge;
- Prioritising employment requests from suitably qualified and experienced applicants who are residents of the local community and surrounding areas;
- Establishing working relationships and ongoing support to selected local schools (e.g. providing the opportunity for students to attend appropriate events within conferences / exhibitions that have educational benefits, assisting with fundraising initiatives); and
- Increased safety and security in the surrounding public domain.

7.1.3 Cultural Impacts

As part of the ICC Hotel a number of common spaces will be provided, including a ballroom and function and meeting spaces. These will be available for use by guests as well as the public. Such spaces are able to facilitate any number of cultural events or programs that may be proposed and these have the potential to greatly increase the cultural significance of the locality and its wider vicinity, and are therefore considered to have a positive cultural impact.

7.2 Biophysical

The proposed development is to be carried out within a highly disturbed urban environment which largely comprises reclaimed land. As set out in Section 2 of this EIS, the SSDA6 Site does not possess any significant biophysical elements. The SSDA6 Site has been subject to a range of industrial uses in the past, and has been highly modified to reach its current state. The carrying out of the proposed development is not expected to adversely impact on any biophysical elements.

7.3 Ecologically Sustainable Development

The EP&A Regulation lists 4 principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.

An analysis of these principles follows.

7.3.1 Precautionary principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS has not identified any serious threat of irreversible damage to the environment as a result of SSDA6 and therefore the precautionary principle is not relevant to the proposal.

7.3.2 Intergenerational equity

Inter-generational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- Implementing safeguards and management measures to protect environmental values;
- Delivering an urban renewal project that will improve the public domain and amenity within and around the SSDA6 Site;
- Facilitating job creation and the provision of tourist accommodation and facilities in close proximity to public transport; and
- Delivering new, world class convention, exhibition and entertainment facilities and supporting the NSW Government's goal to "make NSW number one again".

The SSDA6 proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

7.3.3 Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration.

The proposal would not have any significant effect on the biological diversity and ecological integrity of the SSDA6 Site or its surrounds. As noted throughout this EIS the SSDA6 Site is highly modified and does not contain any significant biodiversity or ecological elements.

7.3.4 Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

Additional measures will be implemented to ensure no environmental resources in the locality are adversely impacted during the construction or operational phases of the proposal. Details of specific measures to be included during the construction phase are described in **Appendix Y**. The operational phase of the development will encourage improved valuation and pricing of environmental resources through the implementation of sustainability objectives and initiatives as detailed in the Sustainability Report provided at **Appendix Z**.

8.0 Conclusion

This Environmental Impact Statement (EIS) has been prepared to consider the environmental, social and economic impacts of the development of a hotel and public domain works within the SICEEP Site. The EIS has addressed the issues outlined in the Director-General's Requirements (see **Appendix A**) and accords with Schedule 2 of the EP&A Regulation in regards to the form and content of the EIS.

Having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons:

- The proposal is permissible with consent and meets the requirements of the relevant statutory planning controls;
- The proposal is consistent with the principles of ecological sustainable development as defined by Schedule 2 Clause 7(4) of the *Environmental Planning and Assessment Regulation 2000*;
- The proposal contributes to the achievement of the vision for the SICEEP Project, meeting the urban design guidelines established by Infrastructure NSW while not resulting in any unacceptable adverse impacts on existing and future surrounding buildings and uses;
- The proposal is consistent with the preferred Precinct Plan which establishes land uses, building envelopes, street layouts and general development parameters;
- The proposal will provide a significant public benefit through the provision of new public space and general public domain works at the interfaces with Darling Drive and Harbourside Place;
- The proposal is located on a site that is adequately serviced with potable water and stormwater infrastructure and electrical and communication services;
- The proposal provides a 4 – 5 star hotel to be managed by an experienced high quality hotel operator;
- The proposal exhibits a high quality design, achieving a strong relationship with the surrounding future and existing built form;
- The proposal responds to feedback received during community consultation, in particular a reduction in the width of the built form and improvements in connectivity at the ground plane;
- The proposal will become a landmark, providing a marker to the northern end of the SICEEP Site;
- The proposal will form part of a new and vibrant entertainment and exhibition precinct which will further support and strengthen the liveability of Sydney;
- The proposal will perform a major role in the success of the new world-class venues, particularly the ICC Sydney;
- The proposal will help satisfy some of the demand for accommodation in Sydney which has experienced an acute undersupply of rooms for over a decade;
- The proposal will assist in keeping room occupancy rates low and reducing demand during periods of high activity by providing accommodation to service the needs of users of the Precinct and beyond;
- The proposal is a major drawcard for international conferences and conventions through the physical integration of a hotel into conference facilities; and
- The proposal will absorb not only the anticipated demand associated with redeveloped facilities of the SICEEP Site but also support the continuing growth of the corporate and leisure sector.

In light of the environmental, social and economic benefits of the proposal and the planning merit and significant public benefits associated with the proposal, it is recommended that this application be approved.