

DARLING HARBOUR LIVE (DHL)

ICC HOTEL

SUPPLEMENTARY PUBLIC DOMAIN DESIGN REPORT FOR SSD6116

MARCH 2014

HASSELL



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1.0 INTRODUCTION

HASSELL has prepared this Supplementary Public Domain Design Report for SSD6116 in response to key issues raised by:

- City of Sydney Council in its submission to DoPI dated 4 November 2013;
- DoPI letter dated 18 November 2013; and
- TfNSW letter dated 19 December 2013.

This report provides response to these submissions through text and diagrams.

2.0 PUBLIC DOMAIN CONCEPT PROPOSAL

The public domain proposal has been updated to reflect the following:

- Cycle end of trip facilities;
- Provide further clarification around the use and operation of the porte cochere;
- Clarify pedestrian and vehicular movements.

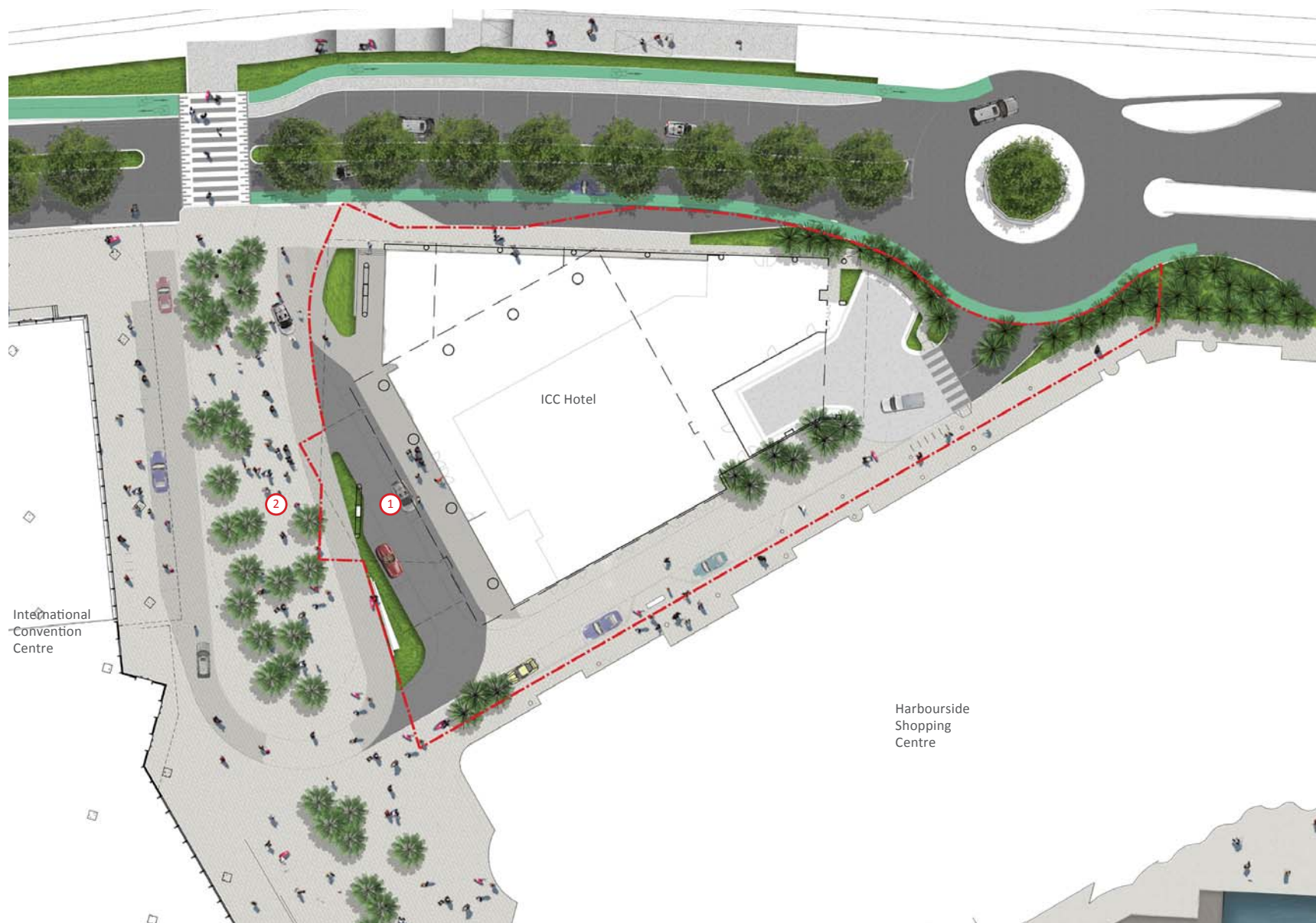


Figure 1.0 Public Domain Proposal

3.0 PUBLIC DOMAIN CLARIFICATION

3.1

Reference:

DoPI letter dated 18 November 2013

Item:

04. Further clarification of the use and operation of the porte cochere to ensure it is functional and user friendly.

Porte cochere - pedestrian and vehicular movement

The porte cochere will be the key arrival and departure point for the ICC Hotel, servicing guests and visitors accessing the hotel on foot and by vehicle. As such the porte cochere will be designed to safely accommodate pedestrian and vehicular use as is typical in this environment.

Harbourside Place and the ICC Hotel porte cochere area will be operated as a shared zone with a vehicular controlled speed to 10kph, ensuring pedestrian priority and safety. Through vehicular movement within the porte cochere area will be maintained via the provision of parking bays on either side of the movement zone, with vehicle access constrained by upright kerbs (*Refer Figure 3.1.1*).

Additionally, vehicles entering the porte cochere drop off area from Harbourside Place will be alerted to a pedestrian interface through a change in surface materiality. The change in colour and shift in scale from a large size unit paver to a small scale cobble generates a subtle rumble in texture and sound which will assist in alerting attention to a change of environment.

Similarly, pedestrians will be sensitive to vehicular circulation through the above mentioned materiality changes as well as the kerb step down from the hotel lobby onto the drop off zone.

Legend

- ① Large scale unit paver
- ② Small scale cobble sized paver
- kerb transition
- Site Boundary

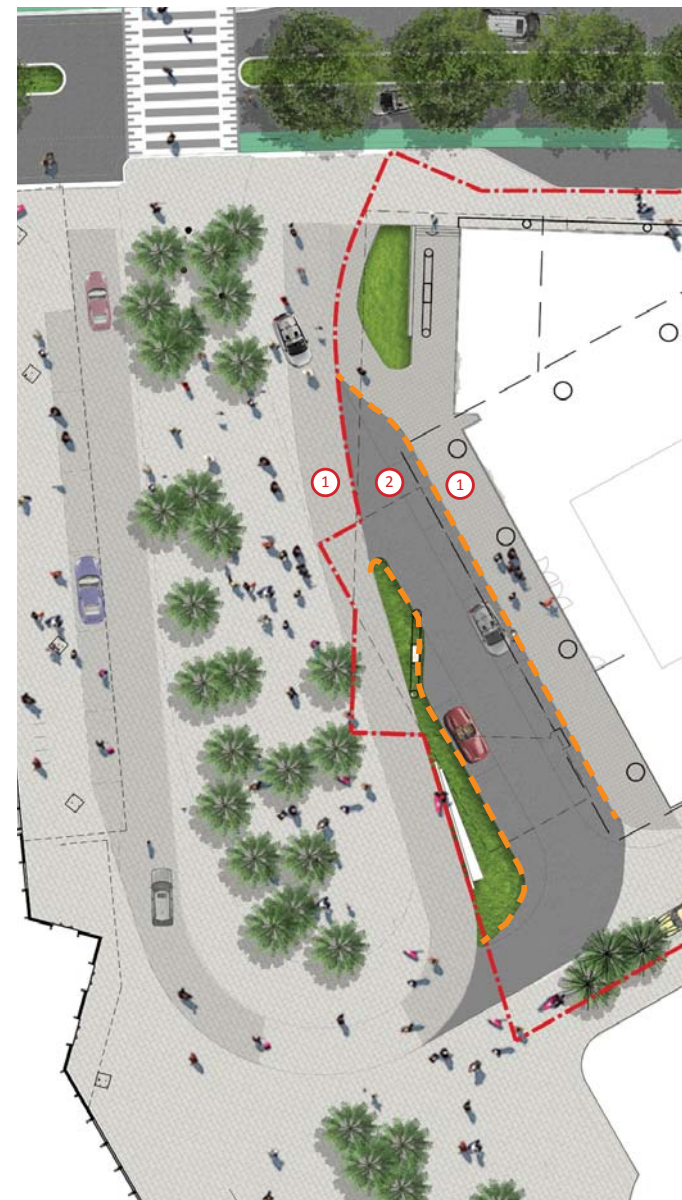


Figure 3.1.1 Porte cochere

3.2

Reference:

TfNSW letter from 23 December 2013

Item:

06. The pedestrian connection from Darling Harbour to the Convention Light Rail stop must be safe, efficient and clearly delineated. The potential for conflict along this main pedestrian linkage should be assessed, due to the proposed location of the porte cochere and associated vehicles that will access the area.

16. Transport for NSW suggests that clear signage to guide pedestrians and cyclists through the area and to bicycle facilities should be provided during the construction stages and after completion.

Pedestrian and cyclist movement, safety and wayfinding

The pedestrian connection from the Convention Light Rail stop, across Darling Drive and through to Cockle Bay has been approved under a separate Development Application. In order to ensure an integrated public realm design which is safe and considered the design of the ICC Hotel Public Realm has been developed as part of one integrated precinct ensuring the best possible design outcome for the broader Harbourside precinct.

A key outcome of this review has been the modification of the connection over Darling Drive from a scramble crossing to a signalised crossing. Pedestrians alighting at the Convention Centre Light Rail stop as well as cyclists travelling towards the SICEEP site can now utilise this crossing to safely move into Harbourside Place.

Hotel visitors and staff will then continue their route through the Harbourside Place pedestrian priority zone and will be provided with two options to traverse over and into the porte cochere area and the hotel lobby, these being:

- Route one leads towards the bus/ coach stop to the North and from there provides abled body access along The ICC Hotel facade or ramp access along the planting bed;
- Route two continues further into Harbourside Place and then allows for multiple access points in between the two planting zones demarking the entry of the hotel

Harbourside Place and adjoining drop off zones for ICC Hotel and Convention are managed as a shared and slow speed environment and prioritise pedestrian movement. Careful selection of materiality and subtle level changes will further assist with delineating and controlling vehicular movement in order to create a safe pedestrian experience.

Directional signage will support wayfinding to the core facilities, key nodes and public realm areas as well as key amenities including bike end of trip facilities.

Legend

- ① Signalised pedestrian crossing
- ② Harbourside Place
- Level change/ kerb
- ||||| Pedestrian movement
- Site Boundary

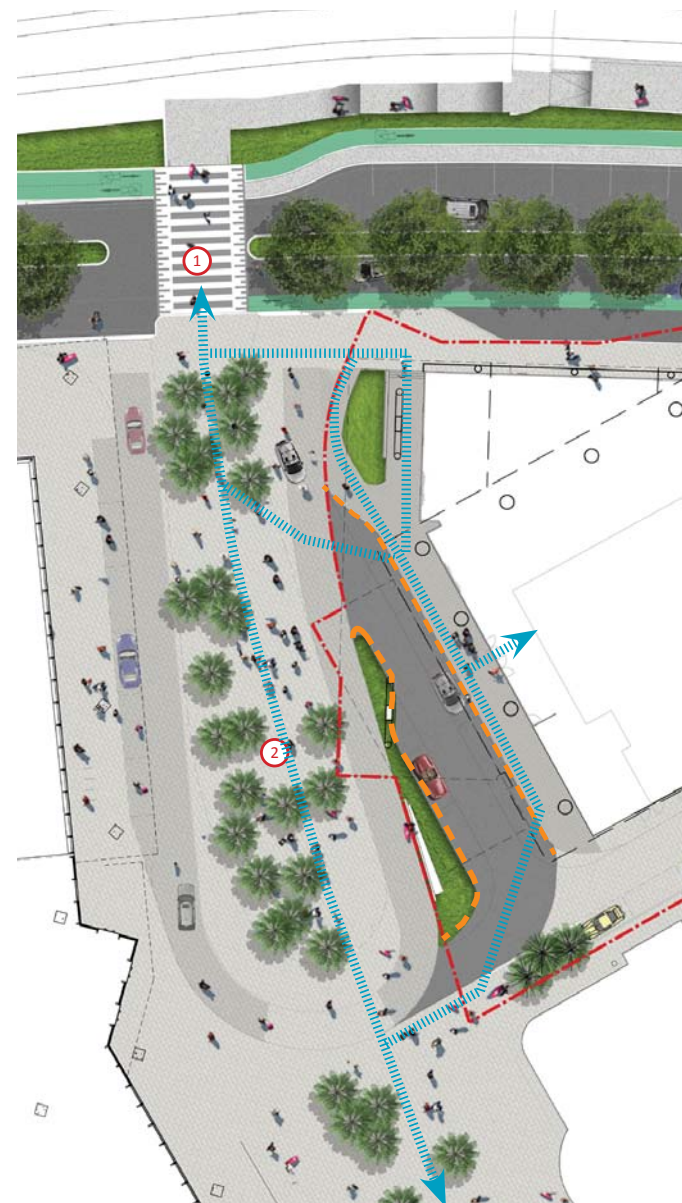


Figure 3.2.1 Pedestrian and vehicular movement

3.3

Reference:

CoS letter dated 4 November 2013

DoPI letter dated 18 November 2013

TfNSW letter from 23 December 2013

Item:

07. Bicycle parking in line with requirements of the NSW Planning Guidelines for Walking and Cycling should be provided. In line with the City's Sydney DCP 2012, 33 personal lockers and 2 showers should be provided for staff, with associated changing facilities.

05. Details of bicycle parking and associated end of use facilities for staff.

14. Bicycle parking that adequately meets the requirements of future employees and visitors shall be provided. The report does not mention any provision for bicycle parking either for staff or visitors to the SICEEP.

Cycle end of trip facilities

Cycle related amenities will be provided site wide, within the buildings and to the public realm areas, in consideration of relevant planning guidelines and anticipated current and future uptake in cycling as a transport mode.

Undercover parking facilities as well as change rooms, shower and toilet amenities will be provided within the buildings to cater for residents, staff and visitor needs.

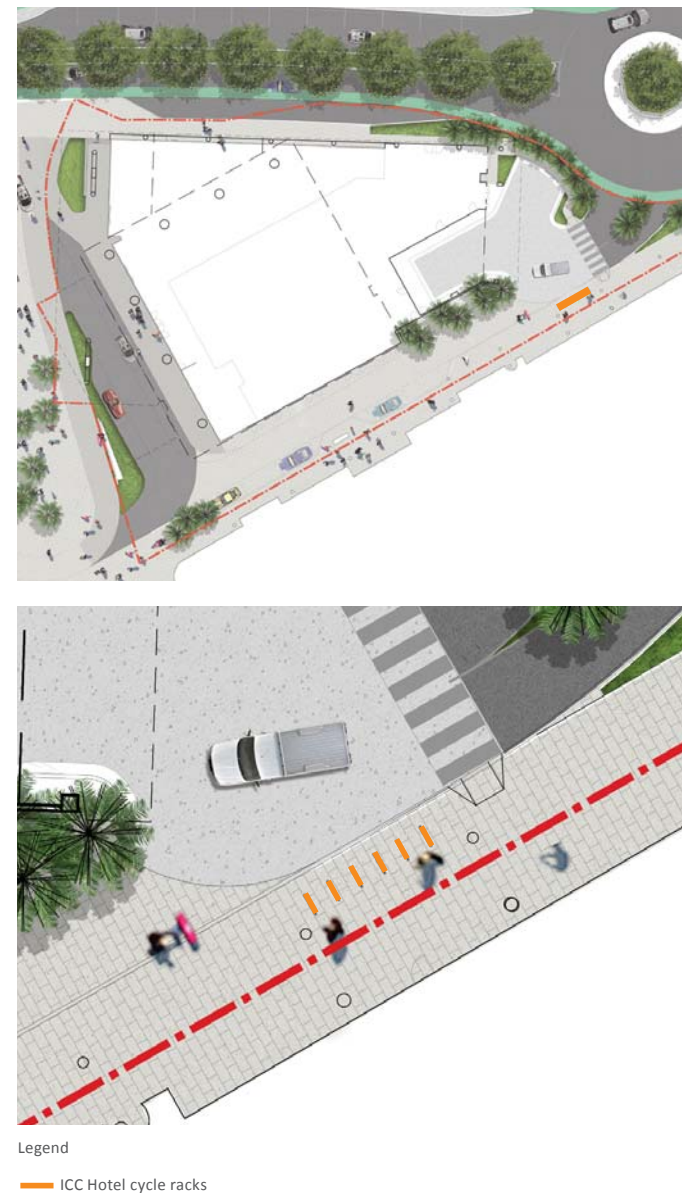
The ICC Hotel now includes the following amenities:

- 15 bike spaces within the building for staff
- Change facilities
- Female/ male/ accessible toilets
- Female/ male showers
- 12 spaces for visitors within the public realm

In addition find below a detailed overview about the site wide facilities provided. Also refer to *figure 3.3.1* for their spatial distribution.

- Theatre/ Exhibition/ Convention Centre (approved under PPP Development Consent)
 - 94 bike spaces
 - Change facilities
 - Female/ male showers
- Haymarket West Plot
 - 98 bike spaces for residents + 20 for visitors
 - 20 bikes spaces for visitors within the public realm
- Haymarket North West Plot
 - 146 bike spaces for staff
 - 160 lockers
 - Change room facilities
 - Female/ male/ accessible toilet
 - Female/ male/ accessible showers
 - 32 spaces for visitors within the public realm
- Haymarket South West Plot
 - Storage for resident's bikes within carpark storage cages
 - 54 bike spaces for residential visitors
 - 10 bike spaces for staff
 - 16 lockers
 - Change facilities
 - Female/ male/ accessible toilets
 - Unisex shower
 - 20 spaces for visitors within the public realm
- Haymarket future development areas
 - To be confirmed

Further, throughout the public realm, visitor bike facilities will be provided at key nodes and entry points. In alignment with 'Austroads. Cycling aspects of Austroads Guide. 2011.' class 3 facilities will be located as shown in *Figure 3.3.1*.



Legend

— ICC Hotel cycle racks

Figure 3.3.1 & 3.3.2 ICC Hotel end of trip facilities

Legend

-  Proposed class 2 bicycle facilities*
-  Proposed class 3 bicycle facilities*
- 23 Number of proposed bike parking spots
-  Shower facilities
-  Toilet/ change facilities

*Source: Austroads. Cycling aspects of Austroads Guide. 2011.

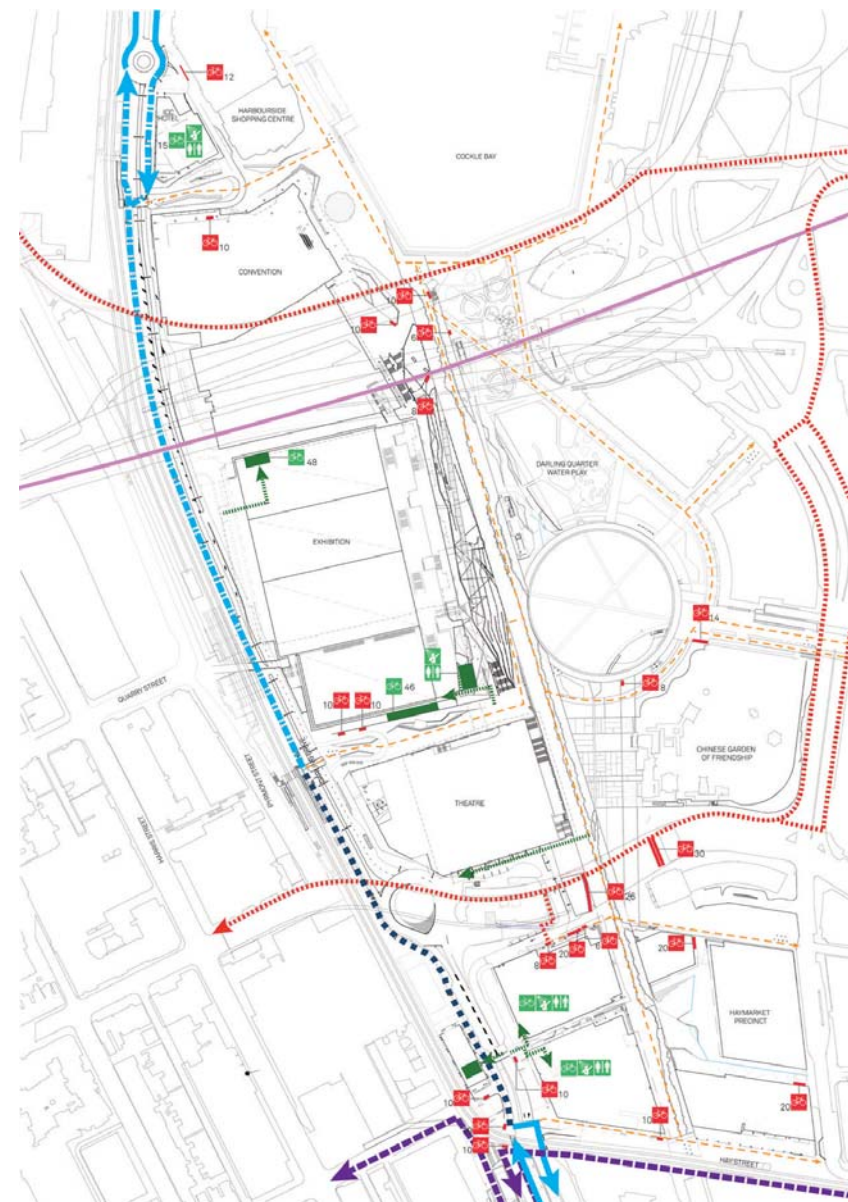


Figure 3.3.3 End of trip facilities

3.4

Reference:

TfNSW letter from 23 December 2013

Item:

10. The NSW Government has released the Sydney City Centre Access Strategy. The strategy includes an outline of the city centre cycleway network and is provided in Attachment 3.

Cycle network and connectivity

Darling Harbour Live (DHL) will provide cycle access as shown on *Figure 3.4.1*. This is broadly in alignment with the Sydney City Centre Access Strategy. Subtle variations are proposed as detailed below.

Darling Drive will offer a continuous cycle link, connecting Pyrmont Bridge to Hay Street and beyond. This link will change character along its extent in order to accommodate varying constraints:

- North of Harbourside Place the cycle way will be separated and single lane in order to connect into the existing cycle network beyond our site.
- The section in between Harbourside Place and Tumbalong Place will be shifted and combined as a dedicated bidirectional cycle path along the Western edge of Darling Drive.
- In between Exhibition Light Rail stop/ Tumbalong Place and Hay Street the dedicated bike path changes into a pedestrian and cycle shared environment. The section from the Exhibition Light Rail stop/ Tumbalong Place to south of Pier Street roundabout is approved under the PPP development consent. Spatial constraints and the need for a direct pedestrian access in between light rail stop and student housing did not allow for another alternative.
- South of Hay Street the bike lanes transition into the existing on-road, single bike lanes or onto the shareway within the Goods Line (by others).

The Sydney City Centre Access Strategy further proposes a cycle connection through the centre of the DHL development. Improved East - West connectivity is a key design driver of the proposed public realm design. As such connectivity for pedestrians and cyclists will be strengthened through Harbourside Place and Tumbalong Place. In line with the targeted use and character of the public realm, cycle connectivity will be provided and encouraged, though be of an informal, shared, recreational quality. Equally, the Boulevard will allow for casual, recreational bike access.

We note that the City Centre Strategic Cycle Network as per attachment 3 of TfNSW's submission from 23 December 2013 is inconsistent with the proposed 'strategic cycleway network' as shown on page 45 of the Sydney City Centre Access Strategy, released in December 2013. Our above response does however address both strategies. Additionally we are in direct conversation with TfNSW to conclude a final concept that is appropriate for the character and use of the DHL development whilst maintaining and strengthening the regional cycle network strategy.

Legend

- Existing CoS on road regional route
- Existing CoS cycle route on bus lane
- - - Proposed CoS local route
- - - Proposed CoS regional route
- - - Proposed off-road regional route
- - - Proposed shared pedestrian/ cycle path
- - - Proposed pedestrian/ cycle shared recreational route

*Source: City of Sydney. Cycle Strategy and Action Plan. 2007-2017. 2007.

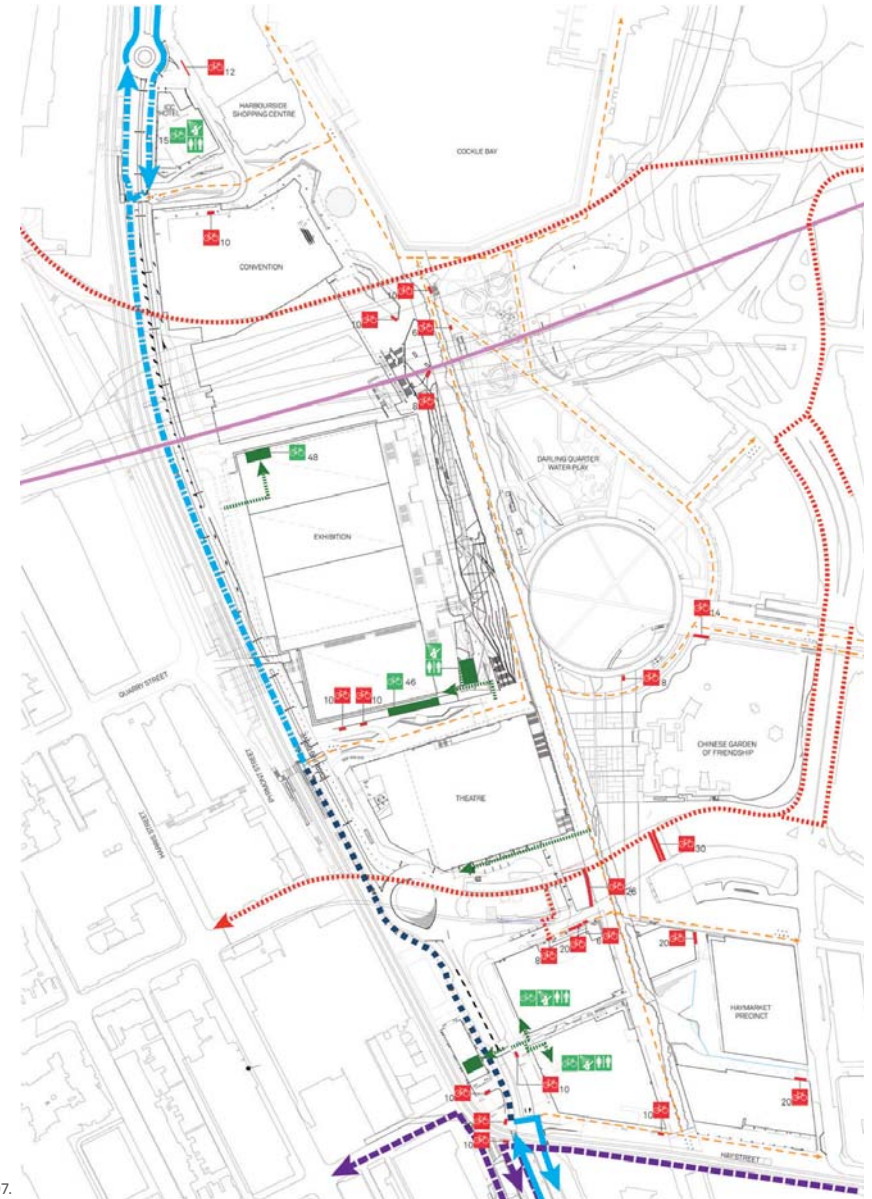


Figure 3.4.1 Cycle network

3.5

Reference:

DoPI letter dated 18 November 2013

Item:

09. With reference to the drawings provided, the Department notes that the:

a) architectural plans and the landscape plans are not provided with a drafting date. A drafting date is required for inclusion of the list of plans within the final instrument; and

b) drawing number 'L601 Sectional Elevations' is duplicated. For clarity, sheet 1 and sheet 2 should be given a different drawing number.

Drawings

The drawings have been updated to include the original drafting date. The section drawing numbering has been corrected and been updated as L601 and L602. Please refer attached drawing package.

3.6

Reference:

TfNSW letter from 23 December 2013

Item:

09. A key concern is providing treatments to discourage pedestrians from entering the service vehicle turning bay. This should be considered by the proponent.

Loading bay and pedestrian safety

Pedestrian safety in the loading zone area will be managed via passive and active means.

The change of materiality, from a high quality surface finish (granite paver) within the pedestrian zones to a lower quality finish (concrete & asphalt) within the vehicular priority spaces will passively guide and alert the pedestrian to the appropriate path of travel as required.

Signage will further assist in denoting safety conflict areas.

Landscapes zones and, if required, physical barriers will additionally support safe travels from the bus stop towards the crossing and beyond.

Legend

-  Pedestrian movement
-  Site Boundary

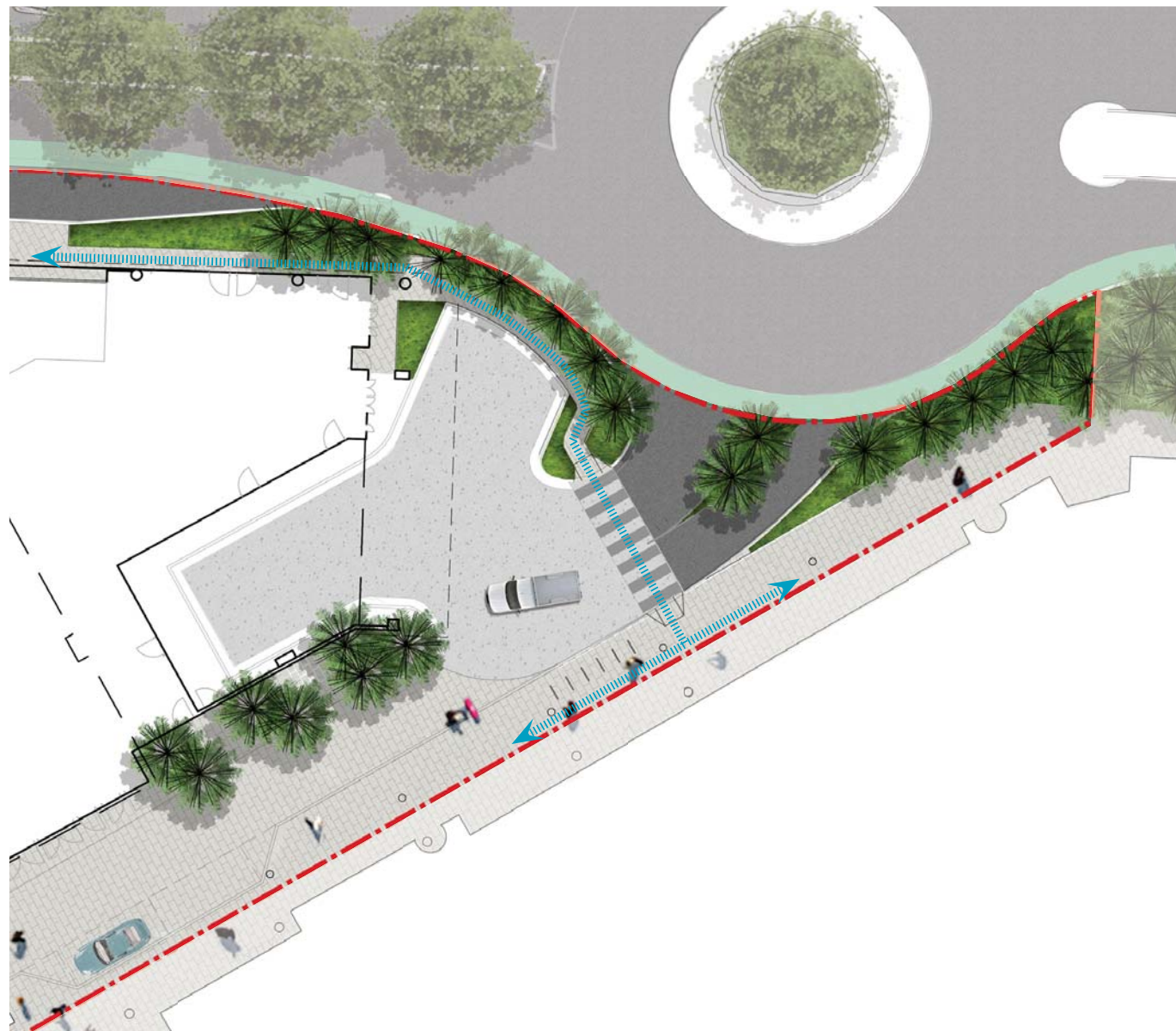


Figure 3.6.1 Loading bay zone

DRAWING LIST

NUMBER	TITLE	SCALE	ISSUE
SITE			
L001	DRAWING LIST + CONTEXT PLAN + MATERIAL PALETTE	-	DEVELOPMENT APPLICATION
L002	TREE REMOVAL PLAN	1:200	DEVELOPMENT APPLICATION
L201	GENERAL ARRANGEMENT PLAN	1:200	DEVELOPMENT APPLICATION
L601	SECTIONAL ELEVATIONS (SHEET 1 OF 2)	1:100	DEVELOPMENT APPLICATION
L602	SECTIONAL ELEVATIONS (SHEET 2 OF 2)	1:100	DEVELOPMENT APPLICATION

HARDSCAPE MATERIAL PALETTE



TIER 1 (PV04) - PEDESTRIAN
CIRCULATION LARGE FORMAT PAVING



TIER 2 (PV05) - HOTEL VEHICULAR CIRCULATION
COBBLE SIZED PAVING



SEATING ELEMENTS



INBUILT LIGHTING

SOFTSCAPE MATERIAL PALETTE



LIVISTONA AUSTRALIS



WASHINGTONIA ROBUSTA



MACROZAMIA COMMUNIS



ASPENIUM AUSTRALASICUM



LOMANDRA TANIKA



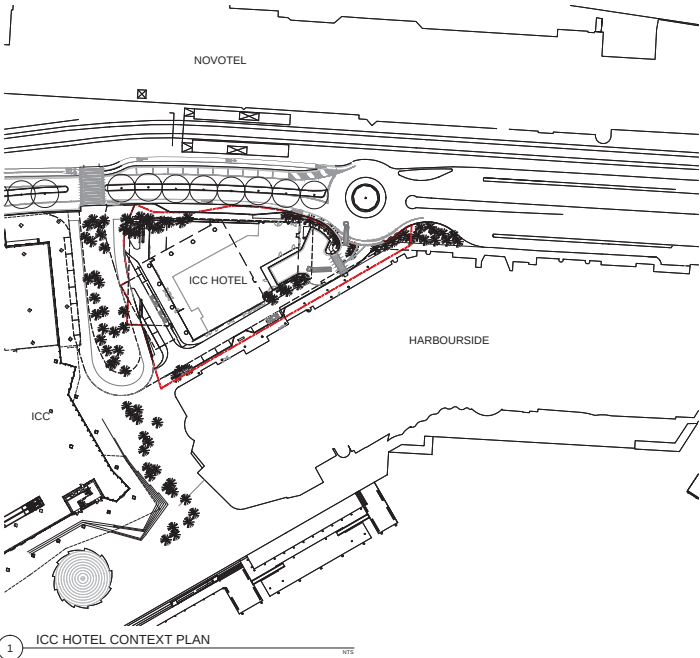
BLECHNUM SSP.



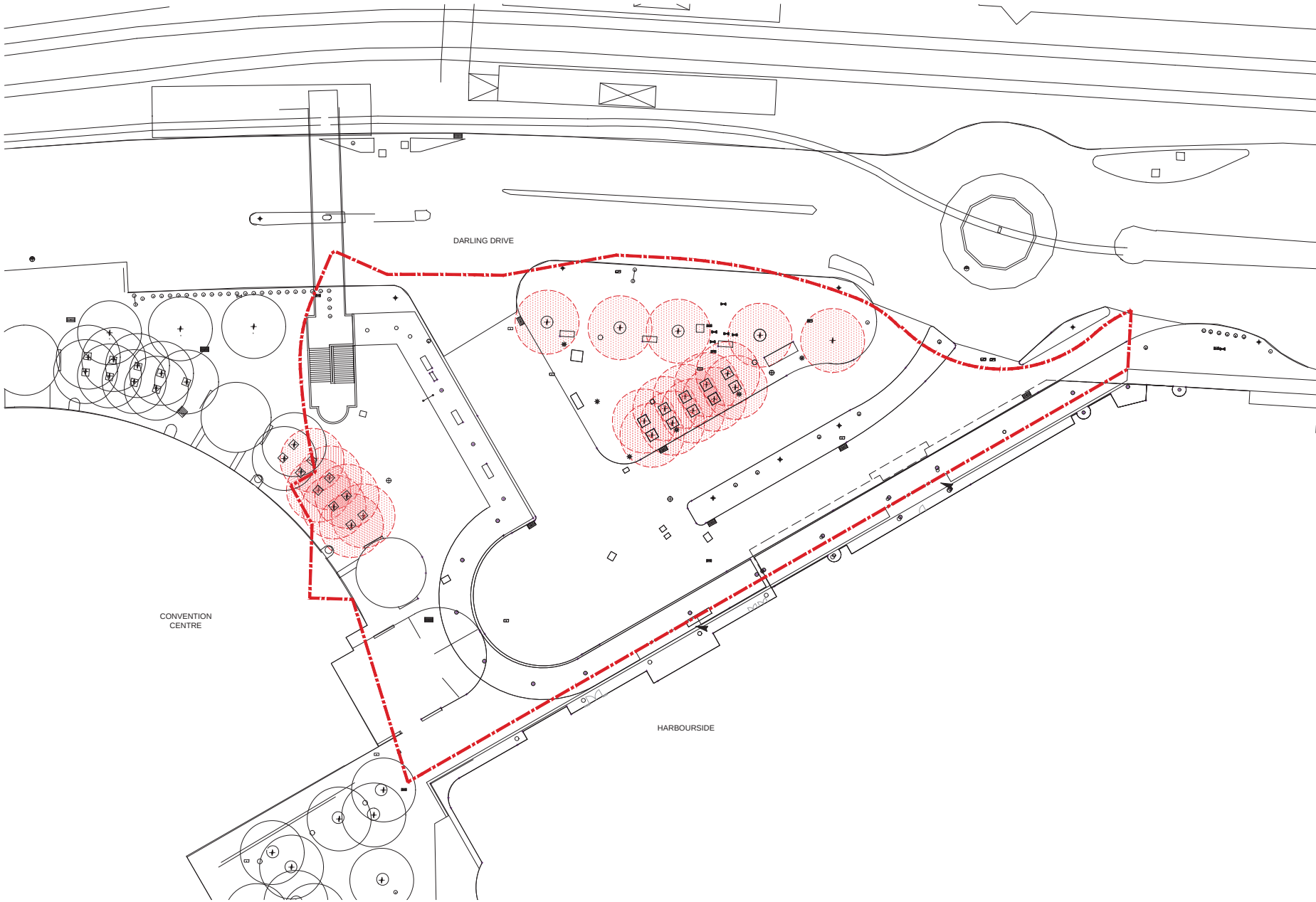
DIANELLA SSP.



TODAEA SSP.



B	Response to Submission	13.03.2014
A	Issue for Development Application	27.08.2013
REV	DESCRIPTION	DATE



TREE REMOVAL SCHEDULE	
REF.	ITEM
1	TREE TO BE REMOVED
2	TREE OUTSIDE SITE BOUNDARY

GENERAL NOTES:
TREE LOCATIONS AND QUANTITIES ARE INDICATIVE ONLY.



HASSELL

REV	DESCRIPTION	DATE
B	Response to Submission	13.03.2014
A	Issue for Development Application	27.08.2013

Architects
LEND LEASE DESIGN

Darren Kindrachuk
Principal Architect | ARB NSW 7240



Richard Francis-Jones
Design Director | ARB NSW 5301

Landscape Architect



Ken Maher
Chairman International Executive | ARB NSW 3156

Project Number
005500

Revision
B

Drawing Number
L101

Scale
1:200 @B1

SSDA6 SICEEP - ICC HOTEL

Drawing Title
TREE REMOVAL PLAN



LEGEND

SITE AND LEVELS

	EXTENT OF WORKS BOUNDARY
	FINISHED GROUND LEVEL (EXISTING)
	FINISHED GROUND LEVEL
	TOP OF WALL

PAVEMENTS

	ASPHALT
	INSTU CONCRETE
	EXTERIOR PAVING TO MATCH ICC HOTEL LOBBY PAVING
	PEDESTRIAN CIRCULATION LARGE FORMAT PAVING
	HOTEL VEHICLE CIRCULATION COBBLE SIZED PAVING



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Project Number

005500

Revision

B

Drawing Number

L201

Scale

1:200 @B1

SSDA6 SICEEP - ICC HOTEL

Drawing Title
GENERAL ARRANGEMENT PLAN



01 SECTIONAL ELEVATION: HARBOURSIDE ACCESS ROAD
Scale: 1:100 @B1



02 SECTIONAL ELEVATION: ICC HOTEL SOUTHERN FACADE
Scale: 1:100 @B1



HASSELL

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Revision
B

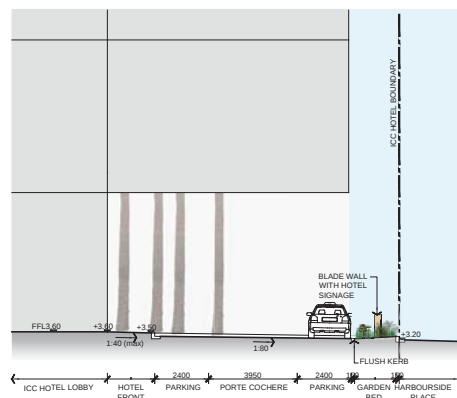
Drawing Number
L601

Scale
1:100 @B1

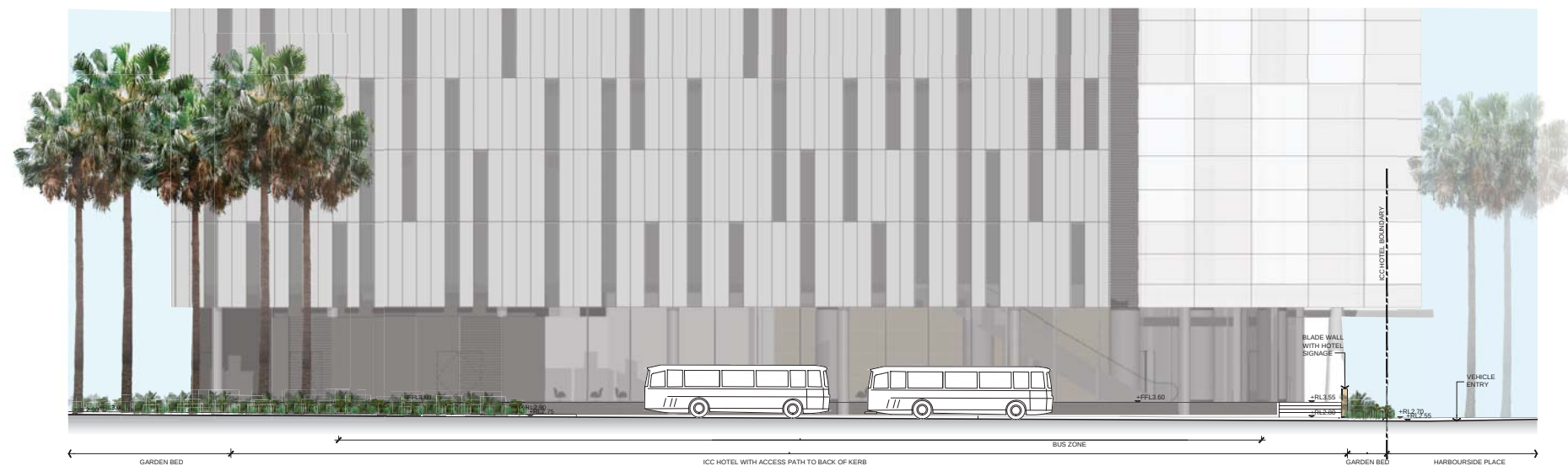
SSDA6 SICEEP - ICC HOTEL

Drawing Title
SECTIONAL ELEVATIONS
(SHEET 1 OF 2)





01 SECTIONAL ELEVATION: PORTE COCHERE TYPICAL



02 SECTIONAL ELEVATION: ICC HOTEL WESTERN FACADE

B	Response to Submission		13.03.2014
A	Issue for Development Application		27.08.2013
REV	DESCRIPTION		DATE