

SICEEP, ICC Hotel (SSD6166) – Response to Department of Planning and Infrastructure Submission

Key Issue	Response
Built form and visual impact	
1. The Department considers that there is scope for a tall building in this location. However, the Department is concerned that the proposed tower, due to its regular rectilinear form and architectural approach lacks sufficient architectural excellence/landmark quality to justify its scale and presence within the relatively low-rise western side of Darling Harbour. The Department is also concerned that the generously sized and square tower floorplate emphasises the scale and visual dominance of the building. The Department therefore seeks further consideration of this approach. The Department also notes City of Sydney's comments seeking a more sculptural architectural form and appearance for a building of this scale.	The building design has been modified to address this point. Refer Appendix C – Supplementary Design Report for response.
Visual and view analysis	
2. The Department notes that the proposal would largely obscure the Goldsbrough Mort building from Darling Harbour. Further visual analysis of this impact is required including supporting justification.	Further analysis has been undertaken to address this point. Refer Appendix E – Supplementary View and Visual Analysis for analysis.
3. Additional analysis of the visual impact of the proposed tower on Darling Harbour is required. The analysis should include: a) a revised view-point 2a 'Pyrmont Bridge East' providing a wider/panoramic perspective, include the proposed IMAX development currently under consideration (SSD 5397) and provide both daytime and night-time images; b) a view taken from the western end of Pyrmont Bridge, which includes the proposed IMAX development currently under consideration (SSD 5397), refer to Figure 1; c) a long-view taken from Illoura Reserve South in East Balmain, refer to Figure 1; and d) an updated view point 2b 'Pyrmont Bridge East' that includes the indicative high level signage zone .	Further analysis and images have been prepared to address this point. Refer Appendix E – Supplementary View and Visual Analysis for details.
Traffic and transportation	
4. Further clarification of the use and operation of the porte-cochere to ensure it is functional and user friendly.	The covered porte-cochere will operate as any other hotel porte-cochere does; allowing vehicles up to 7m to drop off and pick up hotel patrons. Bays are provided on each side of a through lane to allow vehicles to stop without causing delays to vehicles behind and to provide safe area for loading and unloading. One point of difference is that the porte-cochere is located in a shared zone which provides a safe low speed environment giving greater pedestrian priority. In accordance with TfNSW recommendation number 7, and consistent with SSD-5752 condition of consent F3, the Applicant will work with Darling Harbour Live to develop a Special Event Transport Management Plan to address atypical usage of Harbourside Place.

Key Issue	Response
5. Details of bicycle parking and associated end of use facilities for staff.	End of trip facilities for Staff have now been included. 15 bicycle parking bays have been provided on the ground floor and there are extensive staff shower change room facilities on level 2. Refer Appendix C Supplementary Design Report for further information. In addition to this staff bike parking, 12 spaces have now been incorporated into the Public Realm design. Refer Appendix D Supplementary Public Domain Report.
Environmental impacts	
6. Further clarification and commitment to sustainable measures is required. The Department concurs with Council that the proposal should seek to achieve a minimum NABERS or Green Building Council of Australia (GBCA) rating.	The Applicant is targeting a 4 star NABERS subject to the final operator and operational procedures.
7. Consideration should be given to extending the internal circulation corridors to out to the face of the building to allow for access to natural light and ventilation.	The design of the hotel floor plate responds to a minimum room size required to achieve an appropriate quality of hotel accommodation to complement the SICEEP Core Facilities attractive to international travellers and domestic guests alike. By extending the internal corridors to the external face of the building the corner rooms would need to enlarge, thereby increasing the size and dimensions of the tower floorplate, which would impact on view sharing from buildings behind. The circulation corridors are to be designed to achieve a high quality indoor environment including direct and indirect lighting and the circulation space of this building will be mechanically ventilated to ensure a high indoor air quality.
Stormwater and flooding	
8. The Department notes that Sydney Water is concerned that an existing stormwater culvert would be built over contrary to Sydney Water's 'Building over and adjacent to stormwater assets' guidelines. Further clarification and consideration of this matter is required.	Sydney Water issues are addressed separately in the Sydney Water Response table.
Architectural and landscape drawings	
9. 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.	A full suite of updated plans have been provided in this Response. Refer to Appendix C – Supplementary Design Report.
Reports to be updated	
10. All reports submitted as part of the EIS should be reviewed in light of any revisions made in the resolution of the issues noted. Supplementary and technical reports should also be reviewed and amended to ensure that the extent of the proposed Concept Proposal is accurately reflected.	Noted. All reports submitted with the EIS have been reviewed and the relevant reports and plans updated to reflect the resolution of matters raised. Refer to Table of Contents for a full list of revised supporting documentation.
Addendum to Department's issues letter	
The Department has considered the concerns raised in the Novotel's submission and requires further view analysis that explores the impact on the southern frontage of the Novotel building, the Department notes Attachment A of the Novotel submission.	Analysis has been undertaken to address the matters raised. Refer Appendix E – Supplementary View and Visual Analysis for analysis.

Key Issue	Response
It appears that there are discrepancies between the 'before' and 'after' perspective images of the Visual Analysis within Appendix P. The Department requires that these discrepancies be address as part of the RtS submission.	All before and after images have been redone to reflect the design modifications made in response to Item 1 of the Department's letter. Refer Appendix E – Supplementary View and Visual Analysis for revised images.
Clarify the existing servicing requirements of Harbourside (locations, frequency, size of vehicles) and how this would be impacted and if necessary accommodated by the ICC Hotel revised road layout.	Harbourside is currently serviced by a loading dock area to the North of the Hotel Site. This loading dock is utilised by large articulated vehicles servicing the logistical requirements of the centre. No changes are proposed to the ingress, egress and operation of this facility. A bus zone is currently located to the west of Harbourside and visitors to the centre are loaded and unloaded at this point. This area now forms part of the Hotel Site and is not available for a bus zone. However convenient bus drop off and pickup is now provided on Darling Drive within the bus zone adjacent to the Hotel. As part of the Response to Submissions this bus zone has been increased in size to cater for two buses at once.

SICEEP, SICEEP ICC Hotel (SSD6116) – Response to City of Sydney Council

Recommendation	Response
Recommendation 1: A concept envelope only approval should be given with a requirement that a full competition be held for the design of this important site when an operator is on board so that a more sculptural; landmark design be developed. Any design must not increase overshadowing of Tumbalong Park or the Children's playground in the afternoon.	The building design has been modified to address this point and assures that a more sculptural building befitting the site's prominent location is delivered. Refer Appendix C Design Report (Supplementary) for response. The refined design demonstrates that design excellence will be achieved and that a competition is not warranted. Further, the project architect's (FJMT) engaged by Lend Lease have proven experience in delivering landmark world class buildings. As indicated in the original EIS, there will be no additional overshadowing impacts to Tumbalong Park or the Children's playground resulting from the proposal for the majority of the year. There will be some limited additional overshadowing during the worst-case scenario of 21 June (winter solstice), however importantly such overshadowing occurs outside of the prime part of the day when these areas are most heavily used (i.e. between 9am and 3pm). Overall, given the limited extent and time period during which additional overshadowing occurs at the worst time of the year the impact is considered to be reasonable.
Recommendation 2: Prioritise pedestrian movements in 'Harbourside Place' by relocating the porte-cochere along Darling Drive and restricting vehicle movements to a slip lane into the site rather than turning facility, as recommended in the City of Sydney submission to the PPP DA.	Harbourside Place which has been approved as part of the PPP Core Facilities (SSDA 1) has always intended to convey vehicular traffic as a shared zone including traffic from the Hotel. Whilst the porte-cochere has been relocated from the western side of the building to the southern side of the building (to better interface with the ICC and Harbourside place), the intent of access remains the same. 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. Within Harbourside Place, pedestrian primacy is visually emphasised with vehicle movement managed through the strategic location of trees and furniture and supported by road indicators and pavement texture changes as well as speed limits.
Recommendation 3: Reduce the wind impacts at ground level by setting the tower back from the podium along all edges.	The built-form is defined by a simple tower and podium composition whereby the tower is rotated relative to the outline of the podium. This creates a tower to podium setback to the south, west and north with a dynamic tower corner expression and podium frontage alignment strategically located to the west (at the Darling Drive frontage). The proposed tower significantly presents / expresses to the CBD (east). Additionally this elevation also affords the ability to visually pronounce the verticality of the tower when viewed from Darling Harbour and west from the "Harbourside Place" pedestrian gateway. In this case the tower expresses in a full vertical format visually passing the podium and strengthening the vertical expression of the tower. Wind conditions as identified in the Environmental Wind Tunnel Test Report prepared by CPP will be mitigated where required during detailed design in accordance with this report. The setting back of the tower from the podium is not considered necessary to achieve a satisfactory pedestrian wind environment for the site (having regard to the site's context).
Recommendation 4: Restrict the footprint of the tower to 1,000sq.m floor plates.	Noted. The tower floor plate is approximately 950sqm GFA.

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Recommendation	Response
Recommendation 5: Extend the internal corridors of the hotel levels to the edge of the building.	The design of the hotel floor plate responds to a minimum room size required to achieve an appropriate quality of hotel accommodation to complement the SICEEP Core Facilities attractive to international travellers and domestic guests alike. By extending the internal corridors to the external face of the building the corner rooms would need to enlarge, thereby increasing the size and dimensions of the tower floorplate, which would impact on view sharing from buildings behind. The circulation corridors are to be designed to achieve a high quality indoor environment including direct and indirect lighting and the circulation space of this building will be mechanically ventilated to ensure a high indoor air quality.
Recommendation 6: In the event that the porte-cochere is not relocated to Darling Drive (as recommended), review the design to make it more functional and user-friendly.	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. Harbourside Place and the ICC Hotel porte cochere area will be operated as a shared zone with a speed environment of up to 10kph, ensuring pedestrian priority and safety. Vehicular movement within the porte cochere area will be maintained by parking bays on either side and will be further constrained by kerbs which will be flush with hidden drainage in appropriate locations. Vehicles within 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. Further detailed design including sections and materials and finishes is provided in Appendix D Supplementary Public Domain Design Report and Plans.
Recommendation 7: 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.	Noted. End of trip facilities for Staff have now been included. 15 bicycle parking bays have been provided on the ground floor and there are extensive staff shower change room facilities on level 2. Refer Appendix C Supplementary Design Report for further information.
Recommendation 8: Update the sustainability aspects of the proposal to strive for a minimum NABERS or GBCA rating and address climate change, water minimisation and material use shortcomings.	The Applicant is targeting a 4 star NABERS subject to the final operator and operational procedures.
Recommendation 9: CCTV placement and management should be subject to an audit.	Noted.
Recommendation 10: Detailed design of the loading docks and security room should reinforce surveillance opportunities.	Noted.

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Recommendation	Response
Recommendation 11: Detailed design of lighting, signage and CCTV at areas of concern identified in the DA to work in unison when being laid out.	Noted.

SICEEP, ICC Hotel (SSD6116) – Response to Ausgrid Submission

Issue	Response
SICEEP, ICC Hotel Prior to Works Commencement, the Proponent: • must, unless otherwise agreed in writing with Ausgrid, enter into an Agreement to ensure Ausgrid's capacity to design, construct and operate existing and future infrastructure is not impeded; • must confirm with Ausgrid the location and status (e.g. live, de-energised, isolate, abandoned) of existing Ausgrid Infrastructure; • must liaise with Ausgrid in relation to any aspects of the development that may impact or potentially impact Ausgrid's infrastructure or ability to safely operate and maintain its infrastructure. This includes but is not limited to effects of vibration, excavation, construction works; • must design the project taking into consideration the electric and magnetic fields (EMF) associated with Ausgrid's infrastructure; and • must liaise with Ausgrid to agree appropriate work methodologies in the vicinity of Ausgrid's infrastructure. During Works within each Precinct, the Proponent: • must ensure that work in the vicinity of Ausgrid's underground infrastructure, is undertaken in accordance with Ausgrid's Network Standard NS156 - Working Near or Around Underground Cables.	Noted. No objection is raised to fulfilling Ausgrid's requirements, which can be secured through conditions of consent. Noted. No objection is raised to fulfilling Ausgrid's requirements, which can be secured through conditions of consent.

SICEEP, ICC Hotel (SSD6116) – Response to NSW Office of Environment and Heritage, Heritage Branch

Issue	Response
SICEEP, ICC Hotel	
Indigenous Archaeology The Heritage Division will not be providing comment on Indigenous Archaeology as this is the responsibility of another section within the OEH.	Noted
Cultural Heritage The Heritage Division considers that the proposed 31 storey hotel could have an adverse impact on the setting of the Pyrmont Bridge and some key views of the item and could also have some adverse impact on the other items in the vicinity. Consideration should be given to design modifications that mitigate these impacts including reduction in the height of the tower as well as reduction in its volume and resultant bulk. The proposal is considered to have an acceptable level of impact on the Darling Harbour Water Feature and its curtilage.	The submitted Statement of Heritage Impact (SoHI) assessed that the location, height, bulk and scale of the proposed hotel including its impact on the setting of the Pyrmont Bridge and the key views of the item and on the other items in the vicinity. The SoHI concludes that there will be no adverse impact on these items. Responding to the design changes the SoHI has been updated and is appended to the Response to Submissions at Appendix G. It concludes that there will be no adverse impact on these items. Noted
Archaeological Assessment Report The specialist Archaeological Report notes that the sub-surface impacts of the hotel have been designed to avoid the Power House saltwater intake conduits. The Engineering Report by Pells Sullivan Meynick finds that the hotel could be constructed in such a way as to 'achieve acceptable impacts' on the saltwater inlet conduits. The report includes a number of recommendations that should be followed to achieve this result. The Archaeological report, further, notes that the proposed Hotel design will have no impact on the 1920s salt water conduits as long as the recommendations from Pells Sullivan Meynick are followed. The Archaeological Report recommends various mitigation measures to reduce impacts on identified potential archaeology of local significance including: archaeological recording/sampling, preparation of a Research Design and Management Strategy, including a Piling Mitigation Strategy which draws on the detailed design, and works program; an archaeological program that is targeted and in accordance with Heritage Council guidelines; and implementation of the engineers recommendations for the management of impacts on the Power House saltwater conduits as noted in Section 7.2.1 of the Archaeological Report.	Casey & Lowe will write a Research Design and Management Strategy report to guide the archaeological program and mitigate impacts. This will also include a piling mitigation strategy. Lend Lease will be undertaking further investigation of ground conditions in accordance with Pells Sullivan Meynick recommendations.
An interpretation plan has also been recommended by the archaeological consultants; however, the Heritage Division notes that it would be more appropriate for history, archaeological results and findings to be included in a broader Interpretation Plan for the broader SICEEP Precinct. Also, Section 6.0 of the current EIS refers to the preparation of an Interpretation Strategy. It has been the experience of the Heritage Division with other major projects that an Interpretation Strategy may not be sufficient to ensure the delivery of a public interpretation outcome.	A Heritage Interpretation Strategy covering the whole of the SICEEP site has been prepared by TKD Architects, as the first stage of the interpretation process. The Heritage Interpretation Strategy is submitted as part of the Response to Submissions (see Appendix K) and has been submitted as part of the Development Applications for the PPP Core Facilities (SSDA1) and the Southern Precinct (SSDA3, SSDA4 and SSDA5). Lend Lease is also committed to the development of a precinct-wide Interpretation Plan as required by the Heritage Branch. The Interpretation Plan will be guided by the Heritage Interpretation Strategy at

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Issue	Response
An Interpretation Strategy will provide a framework with key messages and may also recommend methods of interpretation. An Interpretation Plan would provide more detail regarding the actually intended interpretative elements, for example the proposed final content, design, materials and finish of elements such as interpretative panels or other devices which are intended to make apparent and communicate the significance of the place. This distinction may be addressed by having a specifically worded consent condition.	Appendix K to ensure that all opportunities for the site's interpretation are explored and to ensure that it is fully integrated with the site's development. The Interpretation Plan will be developed in stages concurrently with the redevelopment of the precinct. This will allow the Interpretation Plan to incorporate the outcomes of ongoing community consultation and the findings of the Aboriginal and historical archaeological excavations. It will also ensure that every opportunity for site interpretation can be identified.
Review of the Mitigation Measures in regard to archaeology outlined for the Project in Section 6.0 of the EIS, which have been derived from the specialist Consultant's reports, indicate that these are likely to be adequate to manage the impacts of the project.	Noted
Heritage Recommendations	
1. The design of the proposed tower should be modified to mitigate impacts on the State Heritage listed Pyrmont Bridge and its setting. Modifications should include reduction in the height of the tower, and its volume and resultant bulk on the upper levels, and further exploration and resolution of its external architectural treatment such that the <i>perceived mass of the tower</i> is reduced.	As stated above the SoHI has been updated to respond to the amended design of the Hotel. It concludes that there will be no adverse impact on these items (see Appendix G).
2. The Proponent shall prepare a Heritage Management Plan in consultation with the Heritage Division of the Office of Environment & Heritage as part of the Construction Environmental Management Plan. That document shall include details of all procedures to be implemented during the works in relation to heritage items and historical archaeology.	As previously agreed with the approval authorities, the following text will be included in the Construction Environmental Management Plan: TEMPORARY PROTECTION OF HERITAGE ELEMENTS 1.1 GENERAL <i>General requirement: Provide removable temporary protection to the heritage elements in and adjacent to areas where work is to be carried out. Protection shall be in the form of fencing, plywood screens, plastic or cloth coverings, padding, cardboard board materials and the like, held securely in place by temporary means which will not damage the substrate.</i> 1.2 WORK METHOD STATEMENT <i>Provide a work method statement for the protection of the heritage elements and submit for approval by the Heritage Architect.</i> 1.3 REMOVAL AND REINSTATEMENT <i>Remove temporary protection measures upon completion. Use the Archival Record to assess whether any damage has occurred to the element during the construction and repair as directed.</i> 1.4 HERITAGE ELEMENTS PROTECTION SCHEDULE <i>Provide removable protection to the entire extent of the Woodward Fountain to ensure that it is adequately protected from damage during the construction program.</i>

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Issue	Response
3. A specialist heritage manager and an archaeological consultant shall be nominated for the works. The consultants shall have appropriate qualifications and experience commensurate with the scope of the Major Project works. The name and experience of these consultants shall be submitted to the Director-General for approval prior to commencement of works. The heritage consultants shall advise on the detail design resolution of new works, and manage the implementation of the conditions of approval for the Project. A report by the heritage manager (illustrated by works' photographs) shall be submitted to the Director-General for approval within 6 months of the completion of the works which describes the work, any impacts/damage and corrective works carried out.	Noted. Megan Jones and Dr Roy Lumby from Tanner Kibble Denton Architects and Dr Mary Casey from Casey & Lowe Archaeologists have been appointed to this project as the <i>specialist heritage manager and archaeological consultant</i> for the SICEEP Project as a whole including the ICC Hotel.
4. All construction contractors, subcontractors and personnel are to be inducted and informed by the nominated archaeological consultant prior to commencing work on site as to their obligations and requirements in relation to historical archaeological sites and 'relics' in accordance with guidelines issued by the Heritage Council of NSW.	Noted
5. More detailed research and other investigations are to be undertaken for each identified heritage item or areas with archaeological fabric or deposits of heritage significance which would be negatively affected by the proposal, to address specific impacts arising from more detailed design development and to provide mitigation and management measures for those impacts.	Casey & Lowe will write a Research Design and Management Strategy report to guide the archaeological program and mitigate impacts.
6. All affected historical archaeological 'relics' and/or deposits of Local and State significance are to be subject to professional archaeological excavation and/or recording before construction works commence which will impact those 'relics'. A Research Design including an Archaeological Excavation Methodology must be prepared in accordance with Heritage Council guidelines. Those documents should be prepared for the approval of the Director-General, Department of Planning & Infrastructure upon receipt of advice from the Heritage Division of the Office of Environment & Heritage (as the staff for the Heritage Council of NSW).	Casey & Lowe will write a Research Design and Management Strategy report to guide the archaeological program and mitigate impacts. This will be written in accordance with the Heritage Council guidelines.
7. After any archaeological works have been undertaken, a copy of the final excavation report(s) shall be prepared and lodged with the Heritage Council of NSW, the City of Sydney and the Department of Planning & Infrastructure. The proponent shall also be required to nominate a repository for the relics salvaged from any historical archaeological excavations.	These are standard Heritage Council conditions and standard best practice. SHFA is the owner of the site and will provide an artefact repository.

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Issue	Response
8. The information within the final excavation report shall be required to include the following: - a/. An executive summary of the archaeological programme; - b/. Due credit to the client paying for the excavation, on the title page; - c/. An accurate site location and site plan (with scale and north arrow); - d/. Historical research, references, and bibliography; - e/. Detailed information on the excavation including the aim, the context for the excavation, procedures, treatment of artefacts (cleaning, conserving, sorting, cataloguing, labelling, scale photographs and/or drawings, location of repository) and analysis of the information retrieved; - f/. Nominated repository for the items; - g/. Detailed response to research questions (at minimum those stated in the Department of Planning & Infrastructure approved Research Design); - h/. Conclusions from the archaeological programme. This information must include a reassessment of the site's heritage significance, statement(s) on how archaeological investigations at this site have contributed to the community's understanding of the Site and other Comparative Site Types and recommendations for the future management of the site; - i/. Details of how this information about the excavations have been publicly disseminated (for example, include copies of press releases, public brochures and information signs produced to explain the archaeological significance of the sites).	These are standard Heritage Council conditions and standard best practice.
9. The results of the archaeological fieldwork, the history of the site and other should be used to inform an Interpretation Plan to guide the future incorporation of the findings from the works in communicating the significance of the site to future visitors. The Interpretation Plan should be prepared in accordance with the Guidelines issued by the Heritage Council of NSW. The Interpretation Plan should be prepared for the approval of the Director- General, Department of Planning & Infrastructure upon receipt of advice from the Heritage Division of the Office of Environment & Heritage (as the staff for the Heritage Council of NSW).	A Heritage Interpretation Strategy, prepared for the whole of the SICEEP site including the ICC Hotel, has been prepared and is attached as Appendix K. Note: The Interpretation Plan will be developed in stages concurrently with the redevelopment of the precinct. This will allow the Interpretation Plan to incorporate the outcomes of ongoing community consultation and the findings of the Aboriginal and historical archaeological excavations. It will also ensure that every opportunity for site interpretation can be identified.

SICEEP, ICC Hotel (SSD6116) – Response to Sydney Water Submission

Topic	Issue	Response
SICEEP, ICC Hotel		
Water and Wastewater	- Connection is available to the existing water and wastewater systems in Darling Drive. - Adjustments to the existing systems may be required to suit road-realignment. - Adjustments will be confirmed depending on the location and layout of the site during the Section 73 process.	Noted.
Stormwater	- As initially discussed with the proponents, Sydney Water is concerned with the ICC Hotel proposed over Sydney Water's 1.8H x 2.4W stormwater culvert. - As per the SICEEP Site Servicing Strategy signed by Sydney Water, the proposed Hotel does not comply or is consistent with Sydney Water's Building over and adjacent to stormwater assets' guidelines. - The proponents have not discussed with Sydney Water future adjustments and deviation options away from the proposed Hotel. - Options to be considered must be feasible through engineering investigations, modelling, detailed concept designs and must be undertaken in liaison with Sydney Water. - Any alignment route identified through this work must be reserved on title of the land.	Sydney Water has provided in principle approval of the proposed hotel over the existing stormwater culvert in the LASP dated October 2013. Hyder has since conducted engineering investigations, modelling and detailed concepts to demonstrate that it is possible to realign the stormwater through Harbourside Place in the future (by others). Sydney Water has conditionally accepted this proposal in their letters dated 2 and 23 January 2014 subject to the creation of easements on title and confirmation from the State that it is their preference that a build over solution be pursued In response, SHFA and SW have now agreed to the creation of and details for easements to secure the route of future SW assets with the State also confirming their preference for a build over solution. Lend Lease, Hyder and our Water Services Coordinator are continuing to liaise with Sydney Water to coordinate the buildings structural design with reference to the Sydney Water "Guidelines for building over or adjacent to Sydney Water stormwater assets"
Sydney Water Servicing	Sydney Water will further assess the impact of the development when the developer applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any works needed as a result of future development and to assess if amplification and/or changes to the system are applicable. The developer must fund any adjustments needed to Sydney Water Infrastructure as a result of the development. The developer should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development including building over and adjacent to Sydney Water assets.	Noted.
Trade Waste Information	Should this development generate trade wastewater, this correspondence does not guarantee the applicant that Sydney Water will accept trade wastewater to its sewerage system. In the event trade wastewater is generated, the property owner is required to submit an application for permission to discharge trade wastewater to the sewerage system before business activities commence. A boundary trap will be required where arrestors and special units are installed for trade waste pre-treatment.	Noted.

SICEEP, ICC Hotel (SSD6116) – Response to Transport for NSW Submission

Topic	Issue	Response
SICEEP, ICC Hotel		
Transport and Traffic		
1.	Prior to the issue of the relevant construction certificate, evidence that the proponent has consulted with the NSW Taxi Council to ensure that sufficient taxi storage is provided within the subject site shall be submitted to the Principal Certifying Authority (PCA).	Hyder and Lend Lease have had discussions with the Taxi Council and these are on-going. A meeting with Taxi Council was held on 11 June 2013 at 10am (Level 4, 152 Riley Street, East Sydney) with Jill Lewis.
2.	Taxi drop off zones are to be suitably signposted and be restricted for pick-up and drop-off only.	Noted. Suitable signage for taxi drop off and pick up can be provided.
3.	Prior to the issue of the relevant construction certificate, a Construction Traffic and Pedestrian Management Plan prepared by a suitably qualified practitioner shall be submitted to the PCA. The Plan must be prepared in consultation with Transport for NSW, RMS, the Transport Management Centre and Council. The Plan shall address, but not be limited to, the following matters: • Ingress and egress of vehicles to the subject site, • Loading and unloading, including construction zones, • Predicted traffic volumes, types and routes, and • Pedestrian and traffic management methods. The proponent shall submit a copy of the final plan to the Council, prior to the commencement of work.	Noted. This has been submitted as part of the Development Application.
4.	During the construction period the operation of light rail services should not be affected and pedestrian access to light rail stations within the vicinity of the site should be maintained.	Noted.
5.	Vehicles entering the Porte Cochere shall be restricted up to a length of 7 metres to minimise the impact of longer vehicles queuing within the Porte Cochere. For 14 metres buses and coaches, the access route shall be via Darling Drive, then the loop road through the adjacent Harbourside Place. This shall be enforced by internal signposting within the subject site.	The porte-cochere has been reviewed for use by an Australian Standard service vehicle of 8.8m length and adjusted to suit.
6.	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.	There is a direct link from Darling Harbour to the Convention Light Rail stop via the pedestrian route along Harbourside place with a single crossing of the vehicle route at the eastern end of Harbourside place. Vehicles will be restricted from accessing this central pedestrian route (except at the eastern crossing) via materials palette and landscape treatment in Harbourside place to provide delineation of vehicle routes. This treatment of Harbourside place affords safe passage of pedestrians between Darling Harbour, the Porte-cochere, the ICC and the Convention Light Rail stop. The creation of Harbourside Place as a shared zone places priority on pedestrian movements and a responsibility for both pedestrians and vehicles to look out for each other. Access to the Convention Light Rail stop across Darling Drive is via a signalised crossing.

SICEEP, ICC Hotel (SSD6116) – Response to Transport for NSW Submission

Topic	Issue	Response
		It is noted that this was approved as part of SSD-5752 – SICEEP Core Facilities.
7.	The proponent shall develop and implement a Special Event Transport Management Plan for peak events which will manage vehicle and pedestrian movements. These plans are to manage the interface between pedestrian and vehicle movements in an efficient manner along safe and controlled routes, whilst maintaining access to Porte Cochere at all times. Such Plans may also involve specific routing of vehicular traffic away from and/or restricting vehicular access to Harbourside Place.	Noted. The applicant does not object to a condition to this effect requiring a Special Event Traffic Management Plan prior to OC. Discussions are being held with the ICC operator to coordinate and manage event vehicles with those wishing to use the Hotel.
8.	Any proposed shared zone within the subject site shall be in accordance with the RMS Shared Zone Policy which has been provided at Attachment 2.	The proposed shared zone at Harbourside Place is consistent with the shared zone policy. It is noted that this was approved as part of SSD-5752 – SICEEP Core Facilities.
9.	A key concern is providing treatments to discourage pedestrians from entering the service vehicle turning bay. This should be considered by the proponent.	Pedestrian safety in this area has been considered and is addressed in Attachment D Supplementary Public Domain Report. This shows clearly delineated pedestrian routes discouraging pedestrians from entering the loading dock.
Active Transport		
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.	Although the subject application does not include the provision of cycleways, the overall cycle routes proposed as part of Darling Harbour Live are consistent with this Strategy which includes the provision of cycle access along Darling Drive and Exhibition Place (through to Tumbalong Place and Liverpool Street) as part of the strategic cycle network. Note that Attachment 3 of the TfNSW response is out of date; Refer Appendix A of RfS Appendix F Transport and Traffic Impact Assessment for the correct version of the strategic cycleway network.
11.	In light of this new Strategy, the list of key cycle facilities proposed within the vicinity of the SICEEP should be updated.	The list of key cycle facilities has been updated. Refer Appendix D Supplementary Public Domain Report.
12.	Cyclists are currently riding from the Pyrmont Bridge to Hay Street along the water front passing through Harbourside Place and the Sydney Exhibition Centre area. This route is shown in Figure 8 of Section 7.3.2 Cycle Facilities of the Transport and Traffic Impact Assessment report. It is necessary to improve this at grade route as it provides a direct link for cyclists from Pyrmont Bridge to Hay Street.	Darling Drive provides a direct link between Pyrmont Bridge and Hay Street and is consistent with the strategic cycle network.
13.	Similarly, this cycle route should be extended to Quay Street as it provides direct access to Railway Square.	The cycle route connects to Quay Street via Hay Street. However it is noted that Quay Street is not part of the Sydney City Centre Access Strategy.
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.	Bicycle parking for staff and visitors have now been included. 15 bicycle parking bays have been provided on the ground floor for staff and 12 spaces for visitors have been provided within the public realm.

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Topic	Issue	Response
15.	Details of end trip facilities such as showers and changing rooms are required to assist in encouraging the use of active transport options.	Extensive staff shower and change room facilities have been provided on level 2 of the Hotel. Refer Appendix C Supplementary Design Report for further information.
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.	Noted. Signage can be provided to direct pedestrian and cyclists during construction stages and after completion.