

SICEEP – ICC Hotel SSDA6 - Response to Public Submissions

Number of times raised in Submissions	Item Raised	Proponent's Response
Overshadowing		
2	The effort Lend Lease has made in revising plans to minimise overshadowing in surrounding spaces is pleasing/acknowledged.	Noted
21	Overshadowing impacts on Darling Harbour public spaces and water have been ignored by the proposal. It will reduce the enjoyment of these spaces for visitors and residents. The proposal will heavily encroach on and overshadow the foreshore area (which is used by locals and visitors as a place to sit, social, read etc) and significantly impact people's use and enjoyment of the area.	<p>The importance of ensuring the public spaces and foreshore areas around Darling Harbour retain acceptable levels of sunlight/daylight are acknowledged. Lend Lease and its expert project team in this regard and having considered initial community feedback on the original master plan for the SICEEP Site undertook to reduce the overall size and design of the Hotel in order to minimise impacts – particularly in terms of views and overshadowing. This resulted in a single slender tower design being proposed for the hotel. As illustrated within the detailed shadow modelling prepared in support of the Hotel EIS, the slender tower form and its orientation have further resulted in minimising shadow impacts. Overall and as demonstrated within the detailed shadow analysis (further updated and included within Appendix C of the Response to Submissions) the hotel will result in minimal/no additional overshadowing impacts to surrounding key public spaces and foreshore areas for the majority of the day (including most importantly during the lunchtime period) throughout the year.</p> <p>The Hotel development will accordingly continue to afford these spaces with an acceptable level of sunlight/daylight throughout the year preserving their enjoyment for visitors and residents alike.</p>
1	Shadowing cast over public walk ways on a summer afternoon is going to be extensive. And beyond the 4pm sample.	
10	Overshadowing in the morning of Pyrmont Ultimo area will affect rooftop gardens, balcony gardens, parks and streets, making it darker and less pleasant to enjoy these spaces. This will result in increased heating costs and contradicting making Sydney's buildings more environmentally friendly.	
1	Reducing the hours of solar access in mid-winter available to some residents of Oaks Goldsbrough apartments to 3 – 4 hours is unreasonable.	<p>As above, the redesign of the Hotel from the master plan stage, consisting of a single tower, has meant a significant reduction in overshadowing impacts on the public domain and surrounding buildings. Overall, given the slender design and orientation of the tower, additional shadowing of surrounding buildings and public spaces is minimal. This is evident within the original detailed shadow analysis diagrams (further updated and included within Appendix C of the Response to Submissions) which confirms the shadow cast from the hotel is narrow and moves quickly across the day.</p> <p>The extent of additional overshadowing caused by the hotel is importantly confined only to a portion of the east façade of the Goldsbrough apartment building during 9am and 10am during the worst case scenario (i.e. mid-winter). So for the remaining part of the day during mid-winter that façade receives sunlight (between 3 – 4 hours) there will be no additional shadow impacts. For the remainder of the year the east façade of the Goldsbrough apartment building will receive over 3 hours of sunlight/daylight. With key planning guidelines recommending that residential apartments should receive at least 2 hours of sunlight between 9am and 3pm during mid-winter, the proposal more than ensures the protection of amenity to surrounding residential apartments in terms of sunlight/daylight access.</p>

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1	Sun diagrams for each month of the year are not provided and are not a true reflection of reality. They are not accurate.	The detailed shadow diagrams prepared are considered to be accurate and portray expected impacts during both solstices and the equinox (which show both the best and worst case scenarios and there is accordingly no need to model each month as the shadowing results will not differ from those provided). The imagery used was prepared by an experienced professional utilising industry and best practice standards. The modelling is generated through computer programs that represent the development and its impact in its true form.
1	No discussion on the impacts on shadows on the marine environment	Given the location of the hotel to the west of the harbour, there will be minimal additional overshadowing impacts to the harbour. This is evident within the further updated shadow diagrams included within Appendix C of the Response to Submissions.
Views		
1	It is noted that the removal of one of the towers has reduced adverse impacts on views.	Noted
9	Hotel will result in loss of views from the Goldsbrough residential apartment complex and other residential buildings in the locality. Results in theft of visual amenity.	An updated Visual and View Impact Analysis, included at Appendix E to the Response to Submissions, has been prepared. In summary, it is considered that the ICC Sydney Hotel development will provide for reasonable view sharing with the Oaks Goldsbrough Apartments (and other surrounding buildings). Given the highly urbanised location, the existing site constraints, and the functional requirements that are required to be met in relation to the design of the Hotel building, it is not considered unreasonable for the SICEEP Project to result in some interruption of some existing water and CBD skyline views to the east and north east of adjoining development.
8	There is meant to be a concept of view sharing in the City, however the proposal will block the whole of the eastern view of the Goldsbrough and other buildings. In place of the city skyline (which includes views of the iconic Sydney Tower) and Darling Harbour will be a rear wall.	
1	Proposal given its location within metres of Pyrmont/Ultimo (where buildings are of a completely different scale) will have a huge visual impact on those living to the west and south. It is recommended that the proponent provide an analysis of the visual impact of the hotel building height on the Pyrmont/Ultimo cityscape.	
3	Views of fireworks displays will largely be diminished.	<p>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.</p> <p>Where partial water and CBD skyline views are reduced by the Hotel building, it is important to acknowledge that this reduction in view is not simply a result of the height or bulk of the proposed Hotel building in itself.</p> <p>Given the position of the Hotel site in relation to the Oaks Goldsbrough Apartments, even a much lower scale and slimmer building form would have a similar impact on views.</p> <p>It is not considered that there is a more skilful or alternative architectural / urban design approach that could reasonably be applied to the design of the Hotel building in order to enable all existing views to be preserved whilst also accommodating the redevelopment of the site for an appropriate and economic hotel scheme.</p> <p>In this context, although a view impact to the apartments at Oaks Goldsbrough will arise, the impact is considered to be satisfactory. View sharing principles are upheld, in so far as the Oaks Goldsbrough development will nonetheless maintain</p>

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		<p>CBD skyline outlook and views to the northern end of Darling Harbour and Sydney Harbour beyond.</p> <p>Further, following community consultation in relation to the overall SICEEP Project, the form of the proposed Hotel building has been significantly changed, reduced from a two tower scheme to a single, more slender building element. The re-design of the building has specifically sought to respond to and improve view sharing principles from surrounding residential buildings (including the Oaks Goldsbrough Apartments), and achieves this as the extent of view across to the Sydney CBD and to Darling Harbour that is retained has been substantially increased as compared to the initial concept scheme.</p> <p>Overall, 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.</p>
1	Views assessed as part of the proposal do not represent actual views. The views selected within the Visual and View Impact Analysis for assessing impacts on the Novotel include oblique angles, which are focussed away from the proposal (minimising its apparent impact) and are therefore not typical actual views obtained from the hotel rooms. Actual views from within rooms are by virtue of window frames and width of rooms such that they are usually directed straight out of the window and oblique views are not easily obtained.	The updated Visual and View Impact Analysis, refer to Appendix E to the Response to Submissions, includes analysis of additional 'actual' views taken from the Novotel and what impact the proposal will have. The results from this further analysis reaffirm that although there will be an impact on views from rooms at the southernmost end of the Novotel building (and more so at the lower levels), the impact of the development on the views and outlook from the Novotel overall is not considered to be significant.
1	The Visual and View Impact Analysis further does not provide a level of detail that enables sufficient assessment and consideration of individual view impacts at the Novotel nor does it categorise the extent of each view impact. It is considered that the view impacts noted within the application do not accurately describe the impact which the proposal will have on the Novotel.	The updated Visual and View Impact Analysis, included at Appendix E to the Response to Submissions, provides further details and analysis regarding view impacts from the Novotel. The results from this further analysis reaffirm that although there will be an impact on views from rooms at the southernmost end of the Novotel building (and more so at the lower levels), the impact of the development on the views and outlook from the Novotel overall is not considered to be significant.
Traffic Generation and Parking		
13	The proposal will exacerbate an existing congestion problem and increase traffic into local residential streets thereby negatively impacting those residents. Pyrmont is already highly densely populated, with such a big complex creating chaos for traffic.	The proposal represents a form of development that supports sustainable means of transport, with no provision of car parking proposed. Traffic impacts were assessed as part of the original EIS submitted in support of the subject SSDA, with Hyder concluding that traffic associated with the Hotel can be accommodated by the local network without significant impact.
1	The traffic study failed to look at intersections beyond the immediate vicinity of the development.	Hyder Consulting has re-assessed the geographic coverage of SICEEP for modelling purposes and found that the modelling study area coverage as included in the AIMSUN Micro-simulation model is fit for the study purpose and has advised that no further upstream intersections need to be included in the model in order to ensure that the traffic approach profiles are correctly represented at critical intersections.
1	The hotel fails to provide parking for patrons, which will inevitably result in spill-over into scarce on-street parking in Pyrmont.	The proposed development represents of a form of development that exemplifies sustainable development. The site is

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4	There is a lack of viable transportation to and from the hotel. The site and broader Darling Harbour precinct is not well served by public transport. Public transport must be improved before this DA is approved, including new services being provided, shuttle services on event days etc.	located within easy walking distance of a significant number of major attractions, not to mention being on the doorstep of new convention, exhibition and entertainment centre facilities. Not providing any parking to serve the development site is therefore considered to have significant merit. Contrary to the submitter's assertions, the development site is considered to have excellent access to a multitude of public transport options that provide access across Sydney and beyond. Further, the broader SICEEP does include an extensive provision of car share spaces, which will be available to future guests should on those occasions they require to use a car. The state government is responsible for provision and levels of service of public transport.
2	The analysis of transport and traffic impacts is introspectively limited to the area of interest. External impacts are made light of and excused as being no worse than the current situation. Traffic effects in the locality are becoming worse. The proposal will bring road traffic in the locality to a standstill. It is recommended that the traffic and transport analysis is referred to Transport for NSW and NSW and Roads and Maritime Service for a detailed review to ensure its adequacy as a comprehensive account of the traffic and transport impacts, and especially future traffic intensity (noting there being no real possibility of increasing road capacity in the district).	The traffic modelling and analysis undertaken by Hyder Consulting (a multi-national design and engineering consultancy with extensive traffic and transport experience) is considered to be appropriate and fit for purposes. The data used in formulating the traffic and transport conclusions reached for SSDA 5 have been verified through a peer review (undertaken as part of the assessment of SSDA 2 by the Department of Planning and Infrastructure) by Arup. In relation to SSDA 5, Hyder advise that the proposed development of the South West Plot will not result in any significant adverse impacts upon the operation of the local road network. It is noted that SSDA 5 has been referred to both Transport for NSW and Roads and Maritime Service for comment. A response to comments raised by these agencies has been provided as part of this Response to Submissions.
1	A condition should be imposed providing access to resident/visitor parking permits, with some of the Haymarket Streets being zoned for street parking.	Noted.
1	Recommend that a condition of consent be imposed requiring detailed plans for improved public transport to Darling Harbour and the Haymarket be developed in consultation with the community.	Noted.
Pedestrian Access		
2	The proposal will contribute towards greater connections between the CBD and surrounding suburbs such as Pyrmont and Ultimo and create a better experience for visitors.	Noted
7	The current walkway behind the convention centre should be retained as it provides safe and easily accessible passage for large numbers of residents to the site and into the City and car park patrons 24 hours a day, 7 days a week. Removal of the walkway will be a disaster for pedestrians and traffic in the area. The walkway is the safest and easiest way to enter Darling Harbour from the west with an estimated 7000 pedestrian traffic movements across this walkway.	Approval for demolition of this pedestrian walkway was provided for within the development consent issued for the PPP SSDA (SD 5752-2012). There are no plans to re-establish a pedestrian bridge connecting with Novotel from the SICEEP Site. Pedestrians will continue to be able to traverse from Darling Harbour to Pyrmont across a number of existing and future connections, including:

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1	<p>The proposal will restrict access to Darling Harbour and puts added pressure on road access making it more risky for pedestrians.</p> <p>It is recommended that the proponent consider establishing a new pedestrian bridge to connect Darling Harbour with the Novotel.</p> <p>The site of the Hotel is not easily accessed by pedestrians from Pyrmont/Ultimo. Recommend the proponent provide an upgraded elevated pedestrian pathway that links Pyrmont (Fig Street) to the eastern side of Darling Harbour.</p>	<ul style="list-style-type: none"> • Harbourside/Novotel Car Park pedestrian bridge; • Pyrmont Bridge; • ICC Exhibition/Western Distributor/ Fig Street pedestrian overbridge; • Quarry Street bridge; and • Macarthur Street connection. <p>As evident, various pedestrian connections across the SICEEP site and to surrounding areas will be provided, demonstrating an appropriate level of accessibility and connectivity with surrounding pedestrian networks. The SICEEP Project greatly improves the east-west connectivity from the precinct and into / out of the CBD.</p>
6	The proposal will increase congestion in the area, making it overcrowded.	<p>As part of the assessment of SSDA 1, Hyder undertook a pedestrian analysis of the proposed public realm space, based on pedestrian Level of Service (LoS) standards - which range from LoS A (free circulation) to LoS F (circulation reduced to shuffling, frequent contact). The inputs into the analysis included:</p> <ul style="list-style-type: none"> • information gathered from Sydney Harbour Foreshore Authority (SHFA) movement counts; • pedestrian surveys; and • estimated peak pedestrian movements. <p>The modelling results indicated that the public realm will generally be operating at a level of service "A" with the weekday pedestrian volumes and the event related pedestrian volumes. The incorporation of a wide 20m boulevard significantly improves pedestrian access and mobility within the precinct. Hyder also undertook a sensitivity test to determine the potential impact of increased pedestrian activity during events and the results indicate the level of service decreases to "B" with small patches of areas performing at a LoS "C".</p> <p>In terms of major annual events (e.g. Australia Day, New Year's Eve etc), Hyder note that by the sheer volume of people attracted to Darling Harbour (in particular Cockle Bay), there are limitations in the amount of open space areas in terms of required capacity to accommodate the pedestrian movements. The implementation of Event Management Plans for these infrequent major events forms a critical component in managing these limitations.</p>
9	The foreshore area is already at capacity during peak times and special events, with the extra people generated by the development making this area around the water's edge unsafe	
1	The hotel and core facilities precinct should be a pedestrian only precinct, with cyclists excluded.	There is considered to be equal importance to provide for both pedestrians and cyclists throughout the precinct. Cycling is becoming an ever more popular means of travel and has significant environmental and health benefits.
Built Form and Urban Design		
1	The Hotel will act as a landmark and a signal of renewal for the Darling Harbour precinct.	Noted

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23	<p>The hotel development is totally out of character with all building heights in Darling Harbour and surrounding areas. Surrounding permissible heights adjacent to Darling Harbour in Pyrmont is 65m, with the surrounding CBD area having heights ranging from 45m to 80m. No height restrictions have been applied.</p> <p>The heights and scale of buildings should form a transition between high-rise buildings in the city and low rise buildings in adjoining suburbs and respect existing buildings (including heritage items/conservation areas) in the locality.</p>	<p>The proposed building form is consistent with the Urban Design and Public Realm Guidelines prepared for the SICEEP site by Woods Bagot on behalf of INSW, where a tower form is envisaged in this location.</p> <p>There are no planning controls that apply to the site that restrict building heights.</p> <p>The hotel and broader SICEEP Project is considered to appropriately respond to its context and opportunities. The core facilities for example are of a height that is consistent with the scale of surrounding development and structures including the Sydney CBD along the eastern edge of Cockle Bay, the topography and scale of development to the west within Pyrmont, and the scale of the Western Distributor viaducts.</p>
5	As the precinct is under the control of SHFA, the proposal should have regard to previous redevelopments such as Darling Walk and Novotel. There was a heavy emphasis on height and design of Darling Walk so as not to have a detrimental impact visually on the local area.	<p>It is acknowledged that the hotel site is within a relatively low- to medium-rise built environment, however this provides the Hotel with the ability to become a landmark and become an important northern marker for the SICEEP Project.</p> <p>Furthermore, when considered in the context of the SICEEP Site, and the broader CBD, all of which contain a number of residential and commercial towers, the proposed height and form is not considered to be inappropriate.</p> <p>In summary, the hotel form responds to creating a landmark and beacon for the wider precinct; the existing city skyline and the various vantage points in which it can be seen from; and the urban topography of the CBD.</p>
1	The proposal will not enhance the western side of Darling Harbour but instead look completely out of place. The eastern side of the Harbour is where the skyline increase should be.	
7	The proposal is not located in the CBD, but rather Darling Harbour Pyrmont. It will set precedent for other developments of this height. Tall buildings should be left in the CBD	
5	The hotel is too large/tall in all aspects to be that close to the water's edge and accordingly destroy the human scale of the area by dominating the scene. It is inappropriate for the area.	
5	Buildings fronting the public domain should have appropriate height, bulk, finish and street alignment to as to enhance its quality by respecting its character. The proposal will loom over the relaxed ambience of Darling Harbour.	<p>The proposal is well setback from the water's edge and is considered (in combination with Harbourside Place) to engage with and contribute to the vitality of this special space. The height of the proposal is considered appropriate as noted above.</p>
1	The proposal should be lower in height (25 floors) and further setback from the water's edge.	
1	The hotel is an isolated tower located amongst lower rise buildings and therefore a more sculptural building would make a better signal of the character of Darling Harbour. There are plenty of examples of other 4 star hotels that adopt more dynamic and fluid shapes.	
2	The hotel is ugly, straight sided, too tall and in the wrong area.	A number of measures have been implemented in order to ensure that the proposed redevelopment achieves design

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1	The hotel is a cheap boring modernist cube.	excellence. These include the establishment of a Design Review Panel chaired by the NSW Government Architect and the implementation of the Urban Design and Public Realm Guidelines prepared by Woods Bagot on behalf of INSW. Further, the project architect's (FJMT) engaged by Lend Lease have proven experience in delivering landmark world class buildings.
5	As the precinct is under the control of SHFA, the proposal should have regard to previous redevelopments such as Darling Walk and Novotel. There was a heavy emphasis on height and design of Darling Walk so as not to have a detrimental impact visually on the local area.	<p>The hotel and broader SICEEP Project is considered to appropriately respond to its context and opportunities. The core facilities for example are of a height that is consistent with the scale of surrounding development and structures including the Sydney CBD along the eastern edge of Cockle Bay, the topography and scale of development to the west within Pyrmont, and the scale of the Western Distributor viaducts.</p> <p>It is acknowledged that the hotel site is within a relatively low- to medium-rise built environment, however this provides the Hotel with the ability to become a landmark and become an important northern marker for the SICEEP Project. Furthermore, when considered in the context of the SICEEP Site, and the broader CBD, all of which contain a number of residential and commercial towers, the proposed height and form is not considered to be inappropriate.</p>
1	The design should be in keeping with the Park Hyatt at Circular Quay.	The design response is considered to be appropriate for the site and its context. We note that there are no iconic / world recognised heritage items that are located in the immediate background of the hotel site (e.g. Sydney Harbour Bridge).
4	Consideration of SREP 26 City West should be taken into consideration in terms of guiding building form and design.	SREP 26 does not apply to the site. Development on the site and surrounds is controlled under the Darling Harbour Development Plan No 1.
7	Plans show that the high-rise tower could be placed further north or south which would minimise view loss of residents and other impacts. There are other options available that have been put forward by the community.	The site is located at the northern end of the SICEEP Project boundary and accordingly there is no scope to move the building further north. Harbourside does not form part of the SICEEP Site. In terms of potentially moving the tower further south, it is noted that the current position of the Hotel tower is as far south as it can be whilst maintaining the necessary dimensions for arrival port cochere, and lobby, taking into consideration the Hotel land boundary, and being considerate of delivering the red carpet arrival address of Harbourside Place which provides ground plane separation between the Hotel and ICC.
2	It is recommended that consideration be given to improving the design and articulation of the western façade. The western façade (particularly at the podium level) should incorporate more appropriate materials, recognising the interface with buildings in Pyrmont. E.g. green wall	The proposed Hotel includes the use of high quality external façade materials (alpollic and glass). Furthermore, as part of the separate SICEEP SSDA1, a number of new mature trees will be introduced into Darling Drive to improve the existing outlook and aspect from the Novotel for example. In terms of the façade materials of the hotel in general, the application materials are of high quality in terms of Hotels in the Sydney CBD, which principally include precast façade whereas the proposed building includes curtain wall glass. The design and location of plant areas and exhausts has specifically sought to minimise any adverse visual / outlook impact from surrounding buildings (including the Novotel) – there is no exposed plant or equipment facing the Novotel, and the use of glass at both the ground levels and upper levels of the podium is considered to help activate Darling Drive.
4	Object to demolition of award winning public buildings.	The proposal does not involve demolition of the convention or exhibition centres. These works were approved on 22

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		August 2013 as part of the PPP SSDA (SSD 5752-2012).
3	The hotel is being proposed in the area where guests need to access the new convention centre.	Through undertaking a whole of site design approach, it ensures that there is a smooth and seamless transition between the various components and facilities that make up the SICEEP project. The siting of the hotel and its relationship with Harbourside Place ensure there is sufficient space and an appropriate address/entrance for the convention centre.
1	Preferred the two tower scheme as it at least salvaged some of the iconic parts of the Sydney skyline.	Noted. However through further detailed analysis and listening to community feedback this scheme resulted in adverse view and overshadowing impacts.
1	Harbourside should be redeveloped instead, with a long 5 or 6 storey hotel running the span of the western side to the Pyrmont Bridge. This would fulfil the accommodation market.	Harbourside does not form part of the SICEEP Site.
1	The proponent should consider the implications for future height restrictions under the proposed new planning laws.	Development on the site and surrounds is controlled under the Darling Harbour Development Plan No 1. This state planning instrument provides the framework for growth of this strategically important state significant site and has done so for nearly 30 years. It is not expected that if and when any new planning laws come in to force that they will influence or have any effect on the planning controls for Darling Harbour.
1	<p>There is considered to be an alternative (more skilful) design that can be adopted which provides view sharing outcomes for Novotel. For example, an alternative to the square floor plate or moving the tower could create better view outcomes without sacrificing the development capacity of the proposal.</p> <p>Further, the podium height could be reduced to more closely align with the Novotel and adjacent buildings, achieving a better streetscape design outcome and improving views from the Novotel 'deck'.</p>	<p>The hotel design has specifically considered view sharing principles for all surrounding and nearby development, including the Novotel. In particular the following is noted with respect to alternative design options and configurations:</p> <ul style="list-style-type: none"> • A long, rectangular hotel building footprint is an efficient form of hotel, reducing cost and improving viability (eg the form adopted in the design of the Novotel, Ibis and Four Points by Sheraton). If such a floor plate had been adopted for the proposed Hotel design, it would clearly result in far more significant view and visual impacts to the Novotel and other adjoining residential buildings. In this instance the proposed tower form, whilst less efficient, has been adopted as it materially improves view sharing. • The original concept master plan proposal for the SICEEP precinct included a two tower hotel scheme, which built on the principles of view sharing through the use of tower forms rather than longer more rectangular 'wall' forms. After considerable consultation with surrounding stakeholders and residential neighbours, it became clear that this proposal was seen to have material view and visual impacts from surrounding areas. Reconsideration of the Hotel design in response to view and visual impact concerns led to the adoption of the single tower form which significantly reduced potential view and visual impact. • The proposed Hotel design has therefore responded specifically to visual and view impacts by presenting a further refined proposal consisting of a tower design rather than a 'wall' design, one single tower rather than two towers, and a more slender single tower footprint.

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		<ul style="list-style-type: none"> Extensive work has been undertaken to maximise the efficiency of the Hotel tower floorplate, thereby minimising the footprint of the tower, and maximising view sharing from behind. Additionally, the tower has been located as far south as possible to reduce view impacts to the Novotel, thereby improving view sharing with the Novotel. <p>Further, the rounding/chamfering of corners would impact significantly on the layout and economic feasibility of 36% of room bays in the proposed Hotel. In terms of potentially moving the tower further south, it is noted that the current position of the Hotel tower is as far south as it can be whilst maintaining the necessary dimensions for arrival port cochere, and lobby, taking into consideration the Hotel land boundary, and being considerate of delivering the red carpet arrival address of Harbourside Place which provides ground plane separation between the Hotel and ICC.</p> <p>Finally, the height of the podium is driven by the functional uses of these spaces, and the required heights for such. The floor to floor heights are consistent with good hotel design principles, and have been sought to be reduced wherever possible. This can be seen on level 2, which includes predominantly back of house uses, where the floor to floor height is significantly less than other floors where uses such as ballrooms, meeting rooms, restaurant, bar, lobby etc are found. Adopting the tower accommodation form above limits the podium height and impact, when compared with a wall design.</p>
1	The location of signage should be identified on the architectural drawings, the size of which should not detract from the outlook of the Novotel. Restrictions should be imposed on the size and illumination of signage to ensure no detrimental impact on hotel patrons and the surrounding area.	The SSDA included details of proposed signage zones across the building. An assessment of the signage zones has accordingly been undertaken, including against SEPP 64, which confirms the suitability of the signage. Details regarding the wording, colour scheme and logo, and illumination to be included in the zone will be submitted to the Director General for approval prior to the issue of the relevant Construction Certificate/Occupation Certificate.
Landscaping and Public Domain		
1	Landscaping as proposed is boring and does not conform with the Greening Sydney principles. Further, the landscaping should conform with Biodiversity and habitat principles and use a variety of local native species – not be a monoculture.	<p>We understand the objectives of the City of Sydney's Greening Sydney Strategy and acknowledge that in the context of a the urban landscape, the Greening Sydney Plan considers that competing functions and interests within the public domain space must be balanced. The strategy discusses greening to provide quality streetscapes and public spaces whilst promoting biodiversity. As such the ICC Hotel application proposes the use of a range of locally indigenous plant species for use within its public realm. These include the use of <i>Livistona australis</i> as the selected tree species, and a range of native ground covers selected for their suitability for the specific zones in which they are proposed.</p> <p>As contemplated in City of Sydney's Greening Sydney Strategy species selection requires the selection of the "right tree for the right place" with species selected to cope with the prevailing urban conditions. The choice of <i>Livistona australis</i> is deemed suitable for the below key reasons:</p> <ul style="list-style-type: none"> <i>Livistona</i> is locally indigenous and is consistent with the planting strategy for the precinct which calls upon the plant communities of the valley floor and gullies of the Sydney landscape. <i>Livistona</i> is proposed throughout the Darling Harbour Live precinct in areas such Harbourside Place, Tumbalong Place and the forecourt of the Commercial Building in the Southern Precinct.

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		<ul style="list-style-type: none"> • Livistona is a proven performer within the Sydney CBD in locations such Circular Quay and Chifley Plaza etc. • The form and shape of Livistona is suitable, with its vertical form breaking down the scale of adjacent buildings.
Heritage / Historical Significance		
10	The development will obscure public views of iconic and historic buildings (e.g. Goldsbrough Mort building) that are representative of Darling Harbour's history. There is little history left in Sydney why obscure it even more.	<p>Both the updated Visual and View Impact Analysis (refer to Appendix E of the Response to Submissions) and the updated Statement of Heritage Impact (refer to Appendix G of the Response to Submissions) consider and address potential impacts to views of the Goldsbrough Mort building from the public realm.</p> <p>The updated Visual and View Impact Analysis concludes that notwithstanding the encroachments into the views of the Oaks Goldsbrough Apartments building from certain positions along the eastern side of Darling Harbour, it is not the case that the building will largely be obscured. The proposed Hotel building does not result in any adverse impact to the Pyrmont skyline and is appropriate with respect to the development of the SICEPP precinct.</p> <p>Views to the Oaks Goldsbrough Apartments building will remain available from various places throughout Darling Harbour, particularly from the public domain around the southern and western parts of the precinct, as well as from elevated pedestrian vantage points.</p> <p>Given the low scale of the Oaks Goldsbrough Apartments building, any development in the location of the proposed Hotel – even a relatively low rise building of approximately 6 – 8 storeys in height would have the same impact in terms of encroachment into sight lines as does the proposed Hotel. In fact a much lower (but more elongated) building would have a far greater impact than does the proposed tower form.</p> <p>It is noted that the Oaks Goldsbrough Apartments building is not a listed heritage item, nor is it a contributory item to a heritage streetscape or urban scape.</p> <p>Consistent with the planning context and relevant planning instruments that are of relevance to the consideration of visual and view impacts, the proposed ICC Sydney Hotel development will maintain and protect public domain views to and from the harbour, and will not impact on any significant views and vistas to and from public places, landmarks and heritage items.</p>
Social and Community Impacts		
1	Additional traffic will take away from the family friendly feel of the precinct.	The projected population increase within the overall Haymarket site is minor within the context of existing residential and commercial development in the immediate vicinity of the site. Sydney is recognised as a global city, as such the proposal and the population and density to be delivered is considered to be appropriate. Provision will be made within the Haymarket Precinct for suitable community facilities in order to serve the needs of future residents.
2	The proposal will severely comprise and negatively impact the great atmosphere/ambience that Darling Harbour has.	The proposal together with the broader redevelopment of the SICEEP Precinct is considered to reaffirm Darling Harbour as Australia's premier gathering place by creating an exciting, connected, active and vibrant precinct that brings delight to

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		visitors and Sydneysiders alike. The great attributes of Darling Harbour will be fostered and further strengthened through the SICEEP project.
1	The proposal will only benefit a few and is of no benefit to the residents of Pyrmont and the thousands of visitors who come to enjoy Darling Harbour.	As outlined within the EIS submitted in support of the SSDA, the proposed development is considered to be in the public interest as it will: <ul style="list-style-type: none">• 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.
2	The benefits of another hotel do not outweigh the negative impacts of the proposal.	
Economic Impacts		
3	The provision of high quality accommodation in and around the convention and exhibition centre will provide Sydney with the tool to compete in the Asian region for international business events.	Noted
2	The proposal will play an important role in driving economic activity in the state. Adequate accommodation supply in the Sydney CBD is critical to the sustainable growth of the NSW visitor economy.	Noted.
2	Proposal will reduce the property price of my apartment by up to 40%.	Impacts to property price/value is not a relevant planning matter for consideration.
3	Proposal will negatively affect the view and value of properties which currently have a view from Pyrmont.	
1	The proposal was put forward to residents as a fait accompli, with affected residents having no power to prevent the development and no financial redress from the loss of value of their properties.	
1	Supportive of improvements to the Convention, Exhibition and Entertainment Centre facilities at Darling Harbour and increasing retail and commercial activities in Darling Harbour precinct, which will have a positive impact on the attractiveness of Darling	Noted

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	Harbour as a destination.	
1	The proposal will impact on the business and viability of other hotels in the area.	The proposal together with the broader SICEEP project is rather than competing/impacting on surrounding hotels considered to provide significant benefits, with major positive flow on effects.
Consultation		
1	Concerns regarding transparency are highlighted by a lack of information provided to residents.	Extensive consultation has been carried out in accordance with the Department of Planning and Infrastructure's Guidelines for Major Project Community Consultation. Details regarding the extent of consultation are provided as part of the original EIS. The DA has also been advertised and notified in accordance with the Department's requirements, including being made available on the Department's website. Community consultation has included the distribution of printed material, face-to-face communications and the use of electronic methods to distribute information relating to the SICEEP project.
4	The consultation process to date has been a PR exercise, without any genuine consideration of resident feedback and concerns.	
3	The proposal was not widely advertised. Why weren't more people made aware of the proposal?	
1	The whole Darling Harbour development has been thrust upon the community, with no power to stop it. The scale of the hotel has been reduced following initial consultation and that is positive, however there have been limited opportunities to actually discuss the development in an open forum. It is hoped in the future the community will be able to have its say on whether such developments process, rather than just making minimal improvements to something that is already pre-determined by Government.	
Land Use		
1	The proposed hotel will be vital to providing a world class convention and exhibition centre space for Sydney, providing high quality and accessible accommodation options for visitors and international delegates of major events.	Noted
5	There is a delicate balancing act between hotel supply and demand. The four point's development will deliver additional rooms to meet demand and is of a height substantially lower than the proposed hotel.	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.
1	Darling Harbour has enough hotels.	
1	The necessity of the proposed hotel should be re-evaluated given the proximity of the proposed Barangaroo Hotel and the new Hotel at the Star.	

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		<p>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.</p> <p>Further, notwithstanding the recent approvals and future plans for additional hotels, there is considered to be sufficient strong demand (especially in light of the significantly in-activity in the hotel sector for some years) to support the proposal and make it a viable and further attractive offering for tourists and visitors. Further, most of the new hotels being considered and proposed do not have the same links and synergies with exhibition, entertainment and convention centre facilities as the proposed ICC Hotel does.</p>
4	The proposal will remove the recreational use of the area for general public and local residents.	The site of the proposed hotel currently comprises of a pick-up/drop off area for vehicles and provides limited value as a recreational area.
Amenity Impacts		
5	The lighthouse at the top of the building will impact residents who require sleep at night.	The design of this sculptural feature within the revised proposal will have a reflectivity and luminance level that will ensure it does not adversely impact on the amenity of surrounding development. No objection is raised to the imposition of appropriate conditions in this regard.
3	Proposal will reduce privacy to adjoining residents within the Goldsbrough apartment complex.	Given both the offset location and large separation distance between the proposal and the Goldsbrough apartment complex, there is not likely to be any undue privacy impacts.
1	The proposal will result in glare/reflection from the western face to nearby residents. Further reflectivity analysis should be undertaken to ensure reflectivity does not exceed 20%.	A reflectivity assessment of the proposed development was undertaken by CPP as part of the original DA submission. CPP have further reviewed the amended design and confirm (refer to Appendix H of the Response to Submissions) their original conclusions remain unchanged. In summary, CPP advise that subject to the implementation of appropriate mitigation measures, there will be no adverse impacts in terms of reflectivity.
3	The proposal will increase pollution in the area.	Appropriate measures will be put in place to ensure litter is appropriately managed, acknowledging that the site and broader precinct is a popular destination for visitors and residents alike.
1	The DA should not be approved until wind mitigation measures are in place that allow patrons of Harbourside to enter and leave the building without the risk of being blown over. This is a disability and equity issue which must be addressed.	Noted. Dealing with potential wind impacts is a typical matter often resolved and addressed during the detailed design phase. Lend Lease commits to dealing with the important issue of mitigating wind impacts on the pedestrian environment during the detailed design phase. This is evident within the list of mitigation measures proposed as part of the DA (refer to the Response to Submissions for an updated and consolidated list of the proposed mitigation measures for the project).

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Construction Impacts		
1	Concrete trucks should not use Pymont and Ultimo streets by be delivered by barge from Barangaroo batch plant.	Delivery of concrete by barge is not a feasible option. Construction impacts (including associated with vehicle movements) will be appropriately managed to ensure impacts on the surrounding neighbourhood are minimised. Details regarding traffic routes are provided within the Construction Management Plan prepared in support of the SSDA.