

Design Report for SSDA 6

Sydney International Convention, Exhibition and Entertainment Precinct - ICC Hotel

Lend Lease

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in collaboration with Lend Lease Design

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View from corner of Darling Drive and Harbourside Place

Executive Summary

Background

Darling Harbour Live's master plan (at the time of being announced as Preferred Proponent in December 2012) made reference to a two tower hotel scheme of up to 900 keys.

In response to community consultation the hotel has developed into a single tower with a more elegant and slimmer form compared to the two tower scheme. This change allowed for improved view sharing with surrounding buildings. Additionally it provides more public space and flexibility at the ground level.

The revised single tower reduces the number of hotel room keys from up to 900 to up to 656. This has the positive advantage of reducing the overall size, massing and bulk of the hotel from earlier representations associated with the original Darling Harbour Live preferred master plan. This SSDA submission seeks approval of a single hotel tower and podium with associated public domain works.

Design Vision

The ICC Hotel forms a key component of the wider SICEEP precinct and will be significant architectural addition to Darling Harbour and the wider city. The hotel will make a major contribution to the amenity of the SICEEP precinct at the local level while also creating a landmark of high design excellence within Sydney's skyline. The design seeks to deliver a refined, elegant tower of the highest architectural quality as befitting its location on the edge of Cockle Bay. The hotel takes inspiration from this waterfront location with the top of the hotel crowned with a "lantern" element inspired by the concept of a lighthouse. At night this "lantern" element will appear as a dynamic, glowing element within Darling Harbour's skyline. Together with the Darling Park towers on the opposite side of Cockle Bay, the ICC Hotel will form an important visual gateway to the Darling Harbour valley beyond.

The architectural expression and material selections for the hotel will establish a harmony with other SICEEP buildings, in particular the adjacent ICC.

The north eastern volume of the hotel tower is expressed as a shimmering, glazed facade orientated to Cockle Bay and the city beyond. This facade is conceived as having a white, lace work quality combined with transparent glass to create a complex, veiled appearance for this key elevation.

Key principles

- Improved view sharing from existing buildings to the west of the site compared to the original two tower proposal.
- Reduction in overshadowing achieved by moving to a single tower hotel when compared to a two tower proposal.
- Orientation towards the city with strong formal relationship to the ICC.
- The hotel's arrival and porte-cochere orientate to the south reinforcing the civic address and significance of Harbourside Place and it's relationship to the new ICC.
- Integrated public realm seamlessly linking the hotel to Harbourside Place, the Waterfront, and the Boulevard.
- Activation of Darling Drive through full height glazing to the arrival lobby together with integrated landscaping and lighting.
- Reinforcement of pedestrian links and east / west connections through the precinct.
- The ICC Hotel locates the SICEEP precinct on the city skyline in a unique Sydney Harbour setting.
- "Lantern" element at roof level creates a strong visual landmark for the wider SICEEP precinct and beyond.
- Responds to the five key masterplan design principles for SICEEP.



View of hotel from Pyrmont Bridge

Introduction

Introduction

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

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

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

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

Overview of Proposed Development

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

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

- Demolition of existing site improvements;
- Associated tree removal and replanting;
- Construction and use of a single hotel tower providing for up to 656 keys and including guest facilities, restaurant and ballroom;

- Public domain improvements including integration with existing / proposed works; and
- Extension, realignment and augmentation of physical infrastructure / utilities as required.

Background

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

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

Key features of the Preferred Precinct Plan include:

- Delivering world-class convention, exhibition and entertainment facilities, including:
- Up to 40,000m² exhibition space;
- Over 8,000m² of meeting rooms space, across 40 rooms;
- Overall convention space capacity for more than 12,000 people;
- A ballroom capable of accommodating 2,000 people; and
- A premium, red-carpet entertainment facility with a capacity of 8,000 persons.
- Providing a hotel complex at the northern end of the precinct, immediately adjacent to the new International Convention Centre.
- A vibrant and authentic new neighbourhood at the southern end of the precinct, called 'The Haymarket', including apartments, student accommodation, community facilities, shops, cafes and restaurants.

- Renewed and upgraded public domain that has been increased by a hectare, including an outdoor event space for up to 27,000 people at an expanded Tumbalong Park.
- Improved pedestrian connections linking to the proposed Goods Line (formerly Ultimo Pedestrian Network) drawing people between Central, Chinatown and Cockle Bay Wharf as well as east-west between Ultimo/Pymont and the City.

Site Description

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

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

The ICC Hotel Site:

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

Refer to the adjacent diagram for an illustration of this.

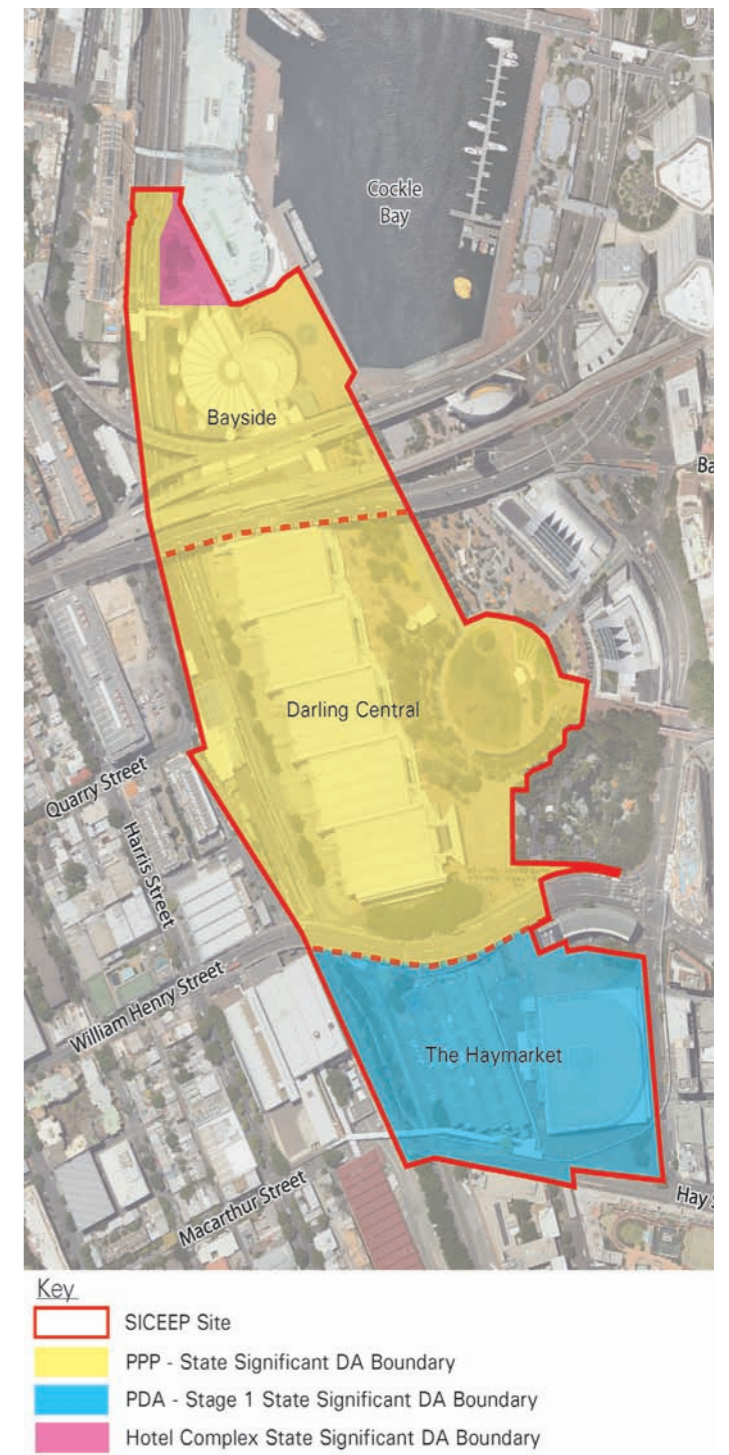


Diagram of the SICEEP Site and SSDA sites



Aerial view from east with ICC Hotel shown in proposed context

Design Excellence

The achievement of design excellence for the overall SICEEP site is a key objective and a mix of techniques have been adopted to ensure that this objective will be achieved. Design excellence will be achieved by the application of the following key principles:

- Adoption of the five key masterplan design principles for SICEEP.
- A layered and hierarchal architectural approach which seeks to draw base inspiration from the local natural environment through to the man-made and development heritage of the precinct
- Consideration of place and community. The proposals endeavour to create a form and public space that accommodates and reflects human experience, values and ideas, and builds on Darling Harbour's aspiration to be Australia's premier meeting place.
- Proposals based on specificity, providing a unique design solution that develops from careful analysis of the site; physical, environmental, historical, cultural, commercial and social.
- Optimising the hotel facilities, planning and efficiency in order to provide international quality convention, corporate and leisure accommodation for Sydney.
- Design response conscious of minimising impacts and promoting the principles of view sharing.

In addition, INSW established a Design Review Panel (DRP) specifically for the SICEEP project which has been involved in the design development for the hotel and broader precinct. The DRP is chaired by the NSW Government Architect. The proposed design has been presented to the DRP at appropriate stages and their input has been incorporated.

Central to achieving design excellence is a team with formidable expertise and experience with a commitment to design innovation, quality and excellence.

fjmt is proud of its reputation as an architectural leader and innovator. fjmt strives to produce buildings of high architectural quality and merit without compromising value for the client, the user or for the community. fjmt has received recognition for its work receiving the highest industry awards and being published in national and international design magazines. Testimony to fjmt's success is the level of repeat work achieved from public clients where competitive tendering is mandatory.

fjmt's approach to architectural design is one of specificity: providing unique design solutions for each particular project. This approach requires careful analysis of the site (physical, environmental, historical, cultural, commercial and social), and of the brief (both functional and aspirational) and budget (time and cost). Superimposed onto this analysis is the quality and rigour of fjmt's design expertise across diverse building typologies and the innovation and creativity of the project team. From this overlaid process, unique design solutions emerge, which are subjected to critical review and refinement.

fjmt has won numerous design awards. The Scientia at the University of New South Wales won Australia's highest design and construction honours including the AIA's Sir Zelman Cowen Award for Public Architecture and Lloyd Rees Award for Excellence in Civic Design. The jury described the Scientia as *"a major work of ceremonial architecture, [which] has transformed the UNSW campus and given it a remarkably poetic and emblematic focus. The Scientia is a rare, highly defined work whose language is international yet whose varying and changeable transparencies are both elegantly rational and pragmatically Australian."*

In creating the new Headquarters of the Historic Houses Trust, fjmt were fortunate enough to receive both the Sir John Sulman Award for Architectural Excellence and the Francis Greenway Award for Conservation. This was the first time that both awards were awarded to the same project simultaneously. The jury described the project as *"a gift to Sydney... an exemplary collaboration of minds and skills..."*. The project innovatively embraced and enhanced the site's archaeology to create one of the most intriguing and intimate spaces in the CBD.

fjmt's design for Darling Quarter, Sydney was undertaken in collaboration with Lend Lease Design and is a true integration of urban design, architecture, and landscape architecture. fjmt sought to enhance the joy and beauty of Darling Harbour, one of the most popular public places in Australia, and to do so in a way that imbues it with a sense of quality and permanence.

Darling Quarter is where the western edge of the City and the Park meet and is celebrated in a series of defined public spaces, including a pedestrian boulevard, parklands, gateway, children's playground, and activated edges lined with cafes and restaurants. It is a place for everyone, for city workers at lunchtime and in the evenings, families, children, the young and old, visitors and locals.

fjmt's recent awards include a RIBA award as well as the NZIA Architecture Medal for the Art Gallery of Auckland and a Public Architecture award for the Concourse. A range of projects have also been shortlisted for the World Architecture Festival awards both at Barcelona and Singapore.

fjmt has a considerable body of work which has been reviewed nationally and internationally. Publications consistently note fjmt's work for its sensitivity to site and place, its materiality and tectonics, and its ability to both simultaneously monumental and subtle. fjmt Design Director, Richard Francis-Jones regularly contributes to design journals and magazines as well as continuing his involvement in architectural education as a Visiting Professor at UNSW. He was published in Phaidon's 10x10: 100 architects, 10 cities and is editor of Content: a journal of architecture (UNSW Press). Richard was recently appointed an Honorary Fellowship of the American Institute of Architects.

fjmt recognises environmental sustainability as one of the most pressing issues facing contemporary society. Accordingly, the practice places an emphasis on analysing the impact of a project's development on our environment and in turn has devised an impressive range of innovative design solutions

A number of these projects have received local and international acclaim for achievements in environmentally sustainability, including receipt of the American Institute of Architects/Boston Society of Architects Honour Award for Design Excellence – Sustainable Design Awards Program and AIA Award for Sustainable Architecture 2010.

Lend Lease Design is a multi-disciplinary and award winning architecture and engineering practice embedded within the greater Lend Lease organisation. Originating from development and construction challenges presented in the mid 1950's, and inspired by initiatives and under the guidance of Lend Lease founder Dick Dusseldorf, Lend Lease structured and nurtured an in-house ability to provide architectural and engineering expertise specific to Lend Lease and its culture. Today, this has developed an "internal" building design practice which embraces the core values of the company and serves to deliver some of the best development and place making projects in Australia and around the world.

Lend Lease Design specialises in design excellence across a wide range of projects, from retail, commercial, hospitality and mixed-use to new communities and urban regeneration. Operating as a fully integrated professional service, Lend Lease Design brings together a wide range of skills from engineering, compliance, sustainability and architecture into a highly efficient and coordinated internal team. This offers the ability to create contemporary, innovative and highly sustainable design and construction outcomes in an efficiently concise and focussed manner. The result has seen numerous award winning design and planning outcomes delivered in the built environment by Lend

Lease and a reputation which sees the company promoting and associated with "creating the best places".

Dependent upon the development size and desired project outcome, Lend Lease Design participate in the design and planning of potential developments from concept through to documentation and practical completion. In this regard, collaboration with leading design and engineering professionals is often identified and deemed necessary to achieve the project and built-form outcome envisaged for a project. In this capacity, the embedded contemporary professional knowledge base within Lend Lease Design is combined with selected external design capability to generate the development results identified for the said project. Past examples of this approach and the resultant high quality design and engineering outcomes range from the Sydney Opera House and Australia Square, as seminal nation building projects, through to commercial and industry leading buildings such as Aurora Place, Sydney, in collaboration with Renzo Piano Building Workshop, 126 Phillip Street, Sydney in association with Norman Foster + Partners to The ANZ Centre, Melbourne in collaboration with HASSELL.

Lend Lease Design, Principal Architect, Darren Kindrachuk has been instrumental and a key contributor to many of Lend Lease's innovative developments and contemporary master planning outcomes. With numerous award winning building designs in the commercial and retail sector, Darren also brings his in-depth and broad knowledge base of hospitality planning and design to the ICC Hotel project. Having gained 20 years of design and development experience with the world's leading hotel operators and select investors, Darren is able to provide key design and planning input and insights to the project, to ensure the design excellence within the SICEEP Precinct will be delivered and clearly represented in the development and architectural scope of the new ICC Hotel.



Aurora Place



The Gauge



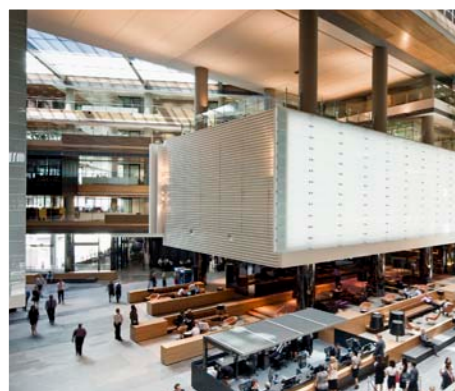
Caneland Central, Mackay



Auckland Art Gallery, New Zealand



The Scientia, UNSW



The ANZ Centre, Melbourne



Darling Quarter, Sydney

Site Response

3.1 Local Environment

A. Landscape and Open Space

Relationship to Key Urban Spaces

The proposed ICC Hotel occupies a northern gateway position and is considered as one of the key “Anchor Buildings” within the overall composition of the SICEEP Precinct Plan. Two significant landscape and public open space areas are closely related and affiliated with the hotel and the hotel ground plane. These urban spaces are outlined in the 5 Key Design Elements of the SICEEP Precinct Plan and are described as follows:

- Harbourside Place, part of the designated East-West Connections & New Entrances - a defined public plaza area, between the new International Convention Centre (ICC) and the ICC Hotel (porte-cochere); and
- The Waterfront, one of the key three public spaces on the edge of Cockle Bay, offering a gathering place and forecourt to the ICC and adjacent hotel.

Relationship to Immediate Context

New landscape areas and street scaping are envisaged as part of the development. The measures will activate Darling Drive, respond to Harbourside Place and integrate the hotel with the adjacent Harbourside Shopping Centre as described below:

- The west side of the ICC Hotel fronts Darling Drive and will include a landscape zone supported by a glazed ground level facade to the hotel lobby. This will provide a strong visual connection to the hotel lobby. This new edge to Darling Drive will significantly improve the existing appearance and activation of Darling Drive. The images to the right show current and proposed views along Darling Drive.
- The southern portion of the podium is articulated as a glazed volume, orientated to Harbourside Place and the Waterfront. This volume visually defines the porte-cochere under. The porte-cochere ground plane, while integrated with the surface treatment of Harbourside Place, will brand and associate more directly with the hotel arrival. More detailed proposals for the porte-cochere are outlined in Section 5 of this report.
- To the east, between Harbourside Shopping Centre and the hotel, provision for a North South Laneway with taxi set down and pick up is proposed. This will also provide for required emergency vehicle access between the two buildings.
- To the north, the narrowest portion of the site fronts a traffic round-about. This has been carefully considered as a landscape opportunity to visually enhance the surrounding areas and soften views to the hotel loading dock.

The Hassell Public Domain Design Report provides further analysis of the existing open spaces and the proposed public domain between the ICC and ICC Hotel.



Current View. Corner of Darling Drive and Murray St



Proposed View. Corner of Darling Drive and Murray St



Current View. Darling Drive Roundabout



Proposed View. Darling Drive Roundabout



Current View. Above Darling Drive from Western Distributor



Proposed View. Above Darling Drive from Western Distributor



Proposed view of hotel looking north from Darling Drive with Harbourside Place and the ICC to the right



Proposed view of hotel from corner of Darling Drive including Harbourside Place and the ICC on the right



Proposed view of hotel looking west from Harbourside Place with the ICC on the left

3.1 Local Environment

B. Traffic Access and Transport

Pedestrian Network

The pedestrian network is key to delivering the two main public spaces of “Harbourside Place” and “The Waterfront” as identified in the SICEEP Precinct Plan. In general, pedestrian movement and key network linkages will be focussed and directed to these two primary East-West Connections and New Entrances to the SICEEP Precinct. An ancillary or secondary pedestrian interface is also recognised adjacent to the proposed ICC Hotel immediately near Harbourside Shopping Centre to the east and an existing elevated pedestrian bridge over Darling Drive linking the Shopping Centre to car parking facilities to the west.

A new North South Laneway for light taxi service and emergency vehicles is planned between the ICC Hotel podium and the Harbourside Shopping Centre. The intent of this lane is to facilitate taxi drop off / pick up and importantly allow for convenient / safe occasional / light pedestrian movements which may develop at times in relation to the southwest shopping centre entry and the proposed taxi ranks associated.

Light Rail

Light rail travels along Hay Street before turning north to the west of Darling Drive entering a dedicated rail corridor. The route links Central Station and the Inner West. The light rail, positioned to the west of Darling Drive will pass the ICC Hotel site. Rail stops are currently located north of Pier Street serving the current Exhibition Centre and adjacent to the ICC Hotel site.

The proximity of the light rail stop immediately across Darling Drive provides an excellent connection to the public transport system for hotel guests and staff.

Rail

Central Station is located at the end of Quay Street. The hotel is connected to Central Station via the light rail stop which together provides direct rail connection to Sydney International and

Domestic Airport terminals. Town Hall Station is also within walking distance of the site.

Buses

Key bus corridors in relation to the ICC Hotel site exist predominately along Darling Drive. The movement of these buses and the potential bus stops will not impact or significantly affect the planning or operations of the proposed hotel and hotel ground plane.

Vehicular

Vehicular access to the ICC Hotel will be provided for conventional traffic vehicles and service vehicles as well as hospitality and convention related transport such as mini-buses, vans, coaches, limousines and specialist hire vehicles.

Vehicular access to the ICC Hotel site will be predominately from Darling Drive and interface with the public orientated landscape treatment of Harbourside Place. A hotel dedicated portecochere with capacity for undercover vehicular waiting / holding is planned to accommodate approximately six conventional vehicles under the immediate traffic management of the hotel concierge. Service access to the hotel will be dedicated from the Darling Drive traffic roundabout directly north of the site and has been carefully planned to allow for required truck movements and traffic / pedestrian safety considerations.

Refer to Hyder Consulting Transport and Traffic Assessment: SICEEP ICC Hotel for more detailed information.

Ferry

Pymont Bay Ferry Wharf, serving Darling Harbour is a short walk from the site. The wharf provides a half hourly connection to Darling Harbour and Circular Quay at peak times, and an hourly service during off peak.

Bicycles

There is a dual cycle lane proposed along Darling Drive, adjacent to the hotel site, which connects to cycle network and CBD over Pymont Bridge.

C. Heritage and Infrastructure

Heritage

A rich natural and man-made heritage has played an important part in the evolution of Sydney’s development history. Pre-European history is not evident within the current context as the site has been cleared of natural formations and the former shoreline reclaimed. Essentially, the European history of the site begins with the formation of John Harris’ Ultimo Estate in the early 1800s along the western edge of the site.

Through the mid-late 1800s the eastern edge of the harbour was reclaimed and development encroached from the south-east. Warehouses and market buildings emerged to redevelop the site wiping out the finer grain of city streets.

More recently, with the arrival of the original / current Sydney Convention Centre, Harbourside Shopping Centre, The Maritime Museum and hotel / residential development to the west (Ultimo), the character of the immediate area of Darling Drive and Cockle Bay has been transformed. To date, urban embellishment and a desire for public space and place making has prevailed in relation to the Cockle Bay waterfront. The development of the ICC Hotel site as well as the planned primary east-west connections and new entrances to the SICEEP precinct will further develop the quality and civic legacy of this area.

Refer to TKD Architects’ Statement of Heritage Impact which accompanies this submission for a full description of heritage impacts.

A Non-Indigenous Archaeological Assessment and Impact Statement has been prepared by Casey & Lowe, Archeology and Heritage Consultants. The key results of this report are as follows:

- The study area contains potential archaeological remains and heritage of State and local significance.
- The proposed design of the new hotel complex within the subject area includes a basement which will impact on identified potential archaeology of local significance.
- The proposed piling is typically intermittent and will have some but limited impact on the potential archaeological resource within the subject areas. Most of the piling is within the area of quarried bedrock and some is within the foreshore zone.
- The sub-surface impacts of the hotel have been designed to avoid the Power House saltwater intake conduits. The engineering report believes that the hotel and new services can be designed to avoid any impacts on the heritage-listed conduits but subject to recommendations and further works.

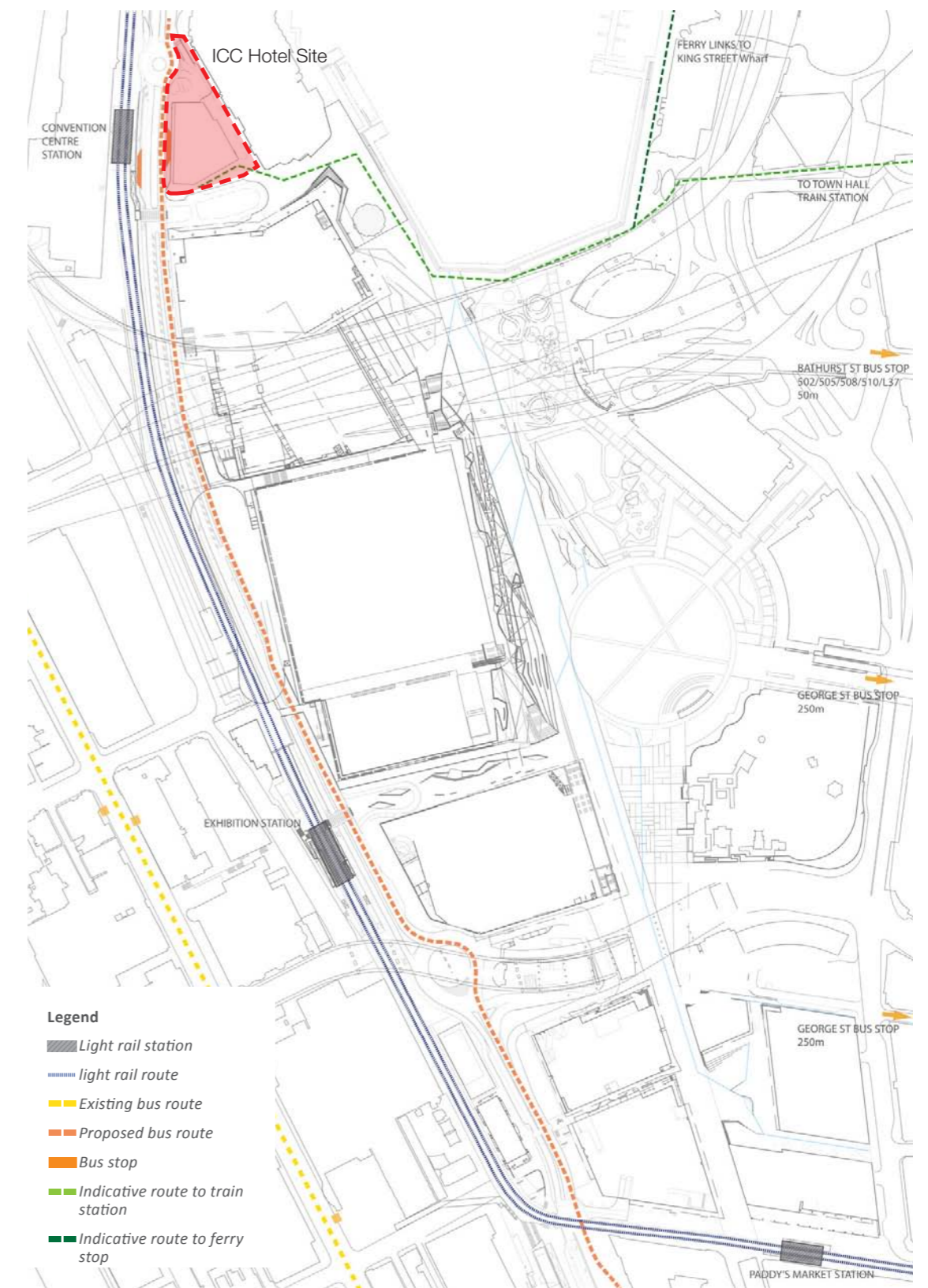
Infrastructure

The site has significant in-ground civil and utility infrastructure and easements across the site. The new development increases the built form footprints compared to the existing buildings and builds over the majority of these existing corridors and easements. Selected utilities infrastructure will be preserved, replaced or upgraded for the new hotel development footprint.



Proposed pedestrian and cycle connectivity
Source: Hassell (all diagrams on this page)

Composite Connectivity and permeability diagram showing hotel site in wider SICEEP precinct context



Public transport connections



Aerial photograph showing site in existing context

3.2 Physical Constraints

Stormwater Culverts

An existing Sydney Water below grade stormwater culvert which passes through the site is to remain intact and operational. This culvert runs east – west and passes below Darling Drive, Harbourside Shopping Centre and the waterfront boardwalk, discharging into Cockle Bay. The culvert will require a degree of preservation to maintain structural integrity.

Saltwater Intake Tunnels

Underground saltwater intake tunnels cross the northern portion of the site running in an east west direction. The position of these is noted on the Basement Plan accompanying this application.

The tunnels formed part of the water cooling system and manifold which was an integral component of the operating system of the former Ultimo Power Station, now the Powerhouse Museum dating from 1899.

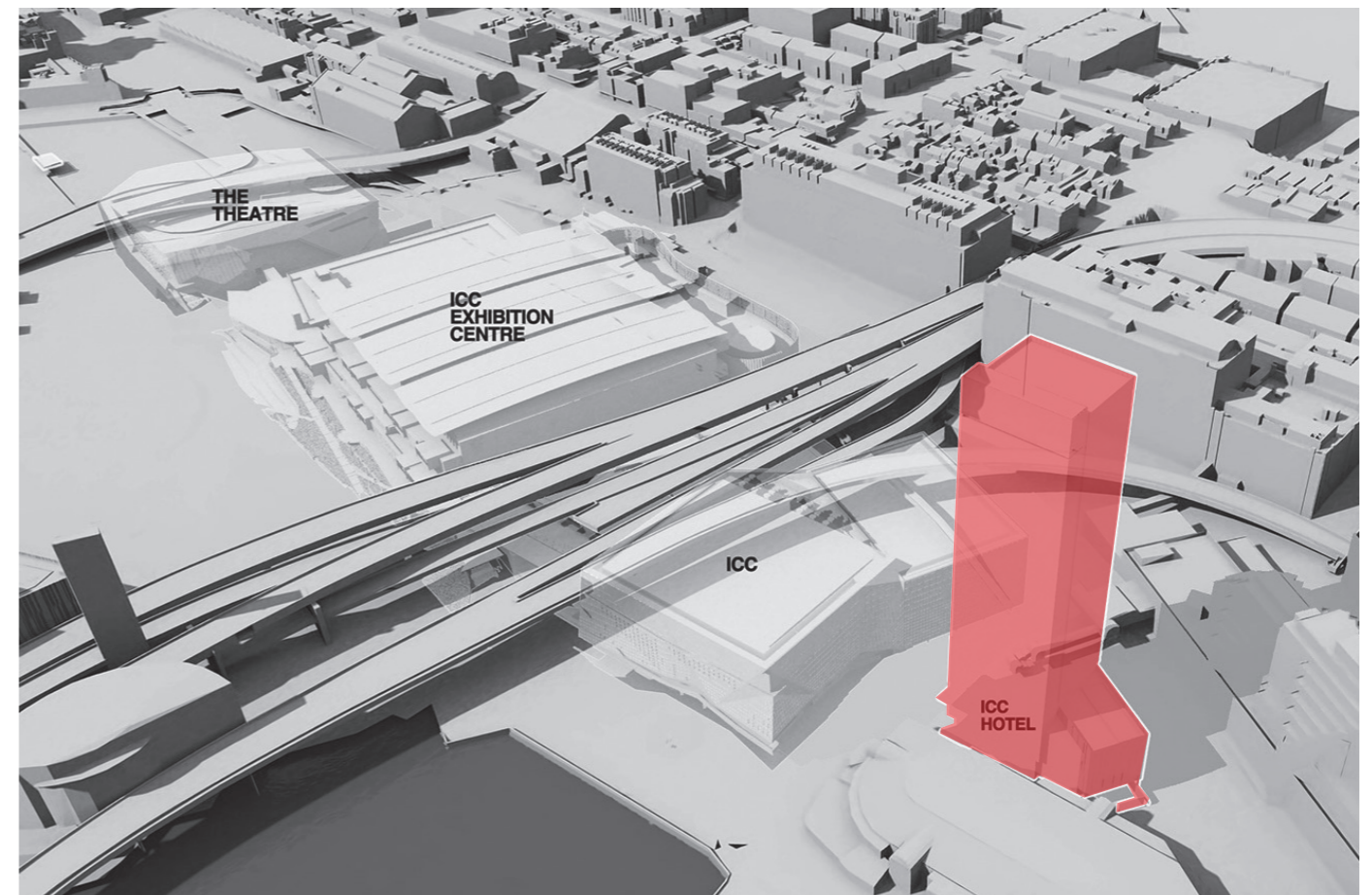
Overland Flow Paths

Located on a relatively raised area (between RL 2.7 - RL 3.0) in relation to the remaining overall precinct, an overland flow path passes through the existing site and on to Cockle Bay / Darling Harbour. A raised RL is planned for the majority of the hotel ground plane including the lobby and porte-cochere. This coincides with the required structural clearances for the existing Sydney Water stormwater culvert which passes under the site. The primary overall flood path in the vicinity will be from Darling Drive through to Cockle Bay via the surface provisions and treatment of the new east-west civic connection of Harbourside Place. This will place the majority of overland flow measures to the south of the site.

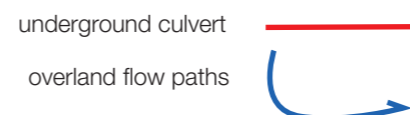
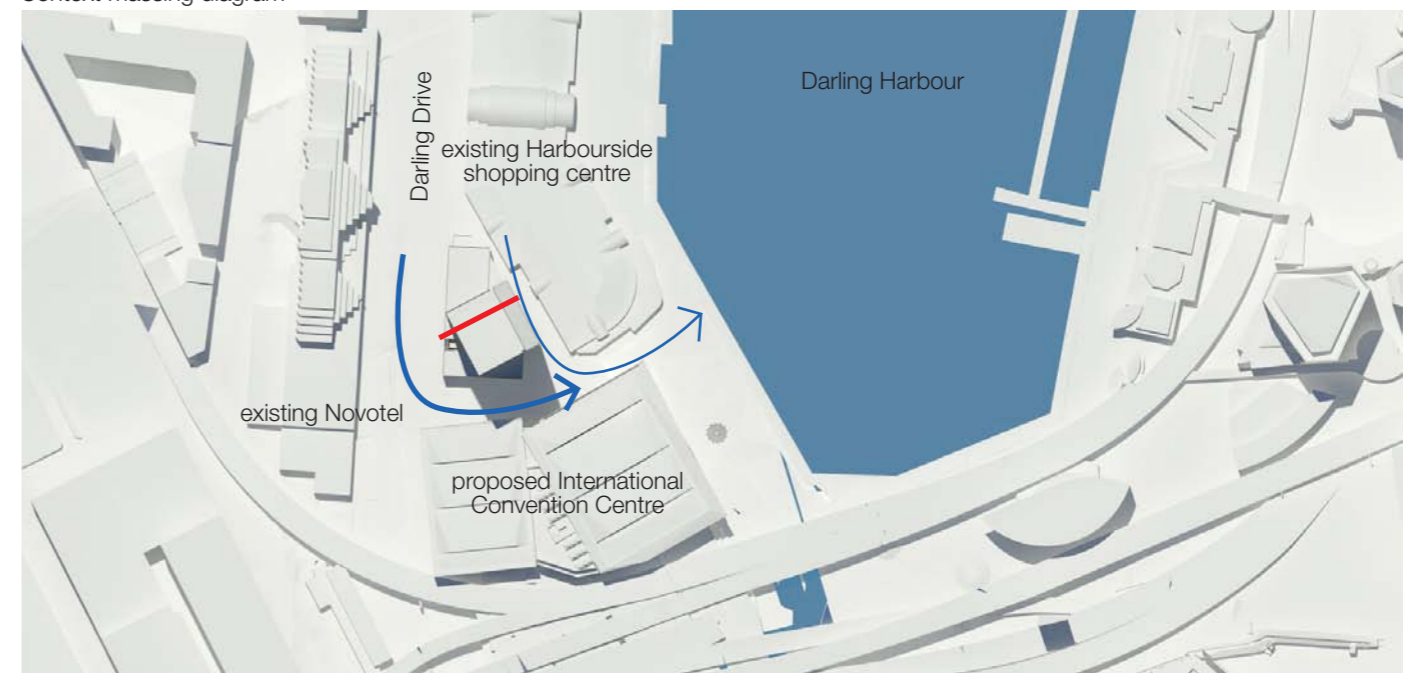
Adjacent Buildings and Infrastructure

The existing visual and experiential quality of the surrounding buildings and infrastructure constrain opportunities for the site. Although acting as a key arrival space to the existing Convention Centre, the existing site currently has a poor visual connection beyond the immediate area and very limited connection to the waterfront. Views towards the multi-storey Novotel car park facade

and the inactive facade of Harbourside Shopping Centre as well as the general appearance Darling Drive prove a challenge. The vehicle flows and width of Darling Drive create a barrier to a seamless pedestrian connection into Ultimo and Pyrmont. Considered design decisions are required to improve this current situation.



Context massing diagram



Physical site constraints