Intercontinental Hotel – Stage 2

Transport Assessment

Prepared for:

Mulpha Hotel Sydney Trust

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JMT Consulting

Document History

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1 Introduction

1.1 Background

JMT Consulting has prepared this report on behalf of Mulpha Australia Limited in support of a Stage 2 State Significant Development Application (SSDA) to be submitted to the NSW Department of Planning, Industry and Environment (DPIE). The DA relates to the proposal to secure approval for the following:

- Various refurbishments to the Intercontinental Hotel tower.
- Alterations to the roof of the Intercontinental Hotel, including expansion of the club lounge and terrace – in compliance with the approved envelope under SSD 7693 (the Concept approval).

1.2 Description of the site

The site comprises two allotments containing the Intercontinental Hotel (incorporating the former NSW Treasury Building) at 115-119 Macquarie Street. The legal description of the site is:

- Lot 40 DP 41315; and
- Lot 4 DP 785393,

The site (115-119 Macquarie Street) contains two interconnected buildings that comprise:

- The 32-storey Intercontinental Hotel tower, which is located on the corner of Phillip and Bridge Streets set above a podium.
- The State Heritage listed former NSW Treasury Building, which is located on the corner of Macquarie and Bridge Streets.

Immediately to the north of the site (99-113 Macquarie Street) is a seven-storey commercial building known as Transport House, which is locally heritage listed. This site was part of the SSD 7693 Concept approval. Works relating to this portion of the Concept SSDA site will be progressed via a separate planning approval/application. The building is separated from the Treasury Buildings by a narrow laneway, known as Macquarie Lane.

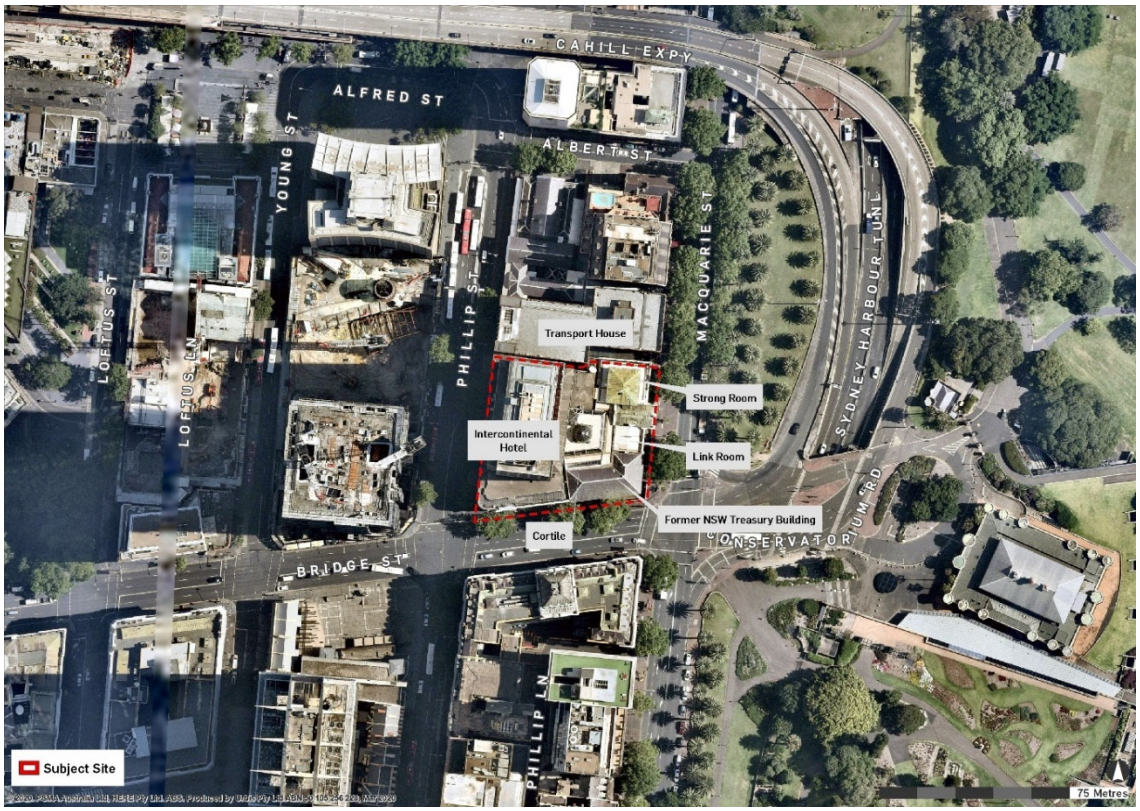

Figure 1 Site context

1.3 Secretary's Environmental Assessment Requirements (SEARs)

The Department of Planning, Industry and Environment (DPIE) issued a list of the Secretary's Environmental Assessment Requirements (SEARs) which inform the Environmental Impact Statement (EIS). Table 1 lists the SEARs that are specific to transport and accessibility.

Table 1 Response to SEARs

SEARs – Transport and Accessibility	Section Discussed
The EIS must include a Traffic Impact Assessment (TIA) prepared in accordance with relevant guidelines. The TIA must assess, including but not limited to, the following	
Existing transport networks	2
Daily and peak traffic movements generated by the project for all modes (driving, walking, cycling, public transport, bus/coach, taxi/point to point transport, other as appropriate for the site), including how the area within the porte-cochere will be used to accommodate the forecast demand	4.1
The safety and performance of the surrounding road network.	4.2

SEARs – Transport and Accessibility	Section Discussed
The provision of sufficient car parking in accordance with the relevant guidelines/standards and/or justification for any inconsistencies	4.7
Connections to existing and planned public transport	2.4, 4.6
Pedestrian amenity and cycle access within and to the site, including a wayfinding strategy, preparation of a travel access guide, cycle parking and end-of-trip facilities in accordance with the City of Sydney DCP 2012	4.5, 4.8
Any proposed temporary or permanent changes to transport and access on surrounding streets	4.2
An assessment and details of proposed vehicle access arrangements, including a Delivery Service Plan detailing loading dock and servicing provision, adequacy and management ensuring all servicing and loading occurs on-site and does not rely on kerbside controls	2.7, 4.3
Mitigation measures for the impacts identified in the TIA, including management practices proposed for loading, drop-off and pick-up, walking access, cycling access, vehicle access and parking, bus/coach parking, and any other transport management and access issues as appropriate to the site	4
In relation to construction traffic: • Details of vehicle routes, peak hour and daily truck movements, hours of operation, access arrangements and traffic control measures for all demolition / construction activities. • An assessment of road safety at key intersections and locations subject to pedestrian / vehicle / bicycle conflicts. • Details of temporary cycling and pedestrian access and end of trip facilities during construction. • An assessment of the likely construction traffic impacts, such as impacts on general traffic and bus operation, pedestrian and cycle movement taking into account other construction activities within the Precinct. • Preparation of a draft Construction Pedestrian and Traffic Management Plan to demonstrate the proposed management of impact. This Plan needs to include works zone location, vehicle routes, number of trucks, hours of operation, indicative construction program, access arrangements and traffic control measures for all demolition/construction activities.	5

1.4 Concept / Stage 1 DA conditions

The site is subject to a previous Concept SSDA approval as previously noted (SSD 7693). The Concept SSDA approval contains certain conditions of consent that are relevant to this SSDA. In addition to the SEARs for SSDA 10454, the relevant conditions of SSD 7693 have been listed below in Table 3 and addressed as part of this transport assessment.

Table 2 Relevant Stage 1 SSDA conditions

Stage 1 SSDA Condition	Response
C12 - Future development application(s) shall provide bicycle access and servicing in accordance with Sydney Development Control Plan 2012.	Addressed in section 4.5 of this document
C13 - Future development application(s) shall include a Loading Management Plan prepared in consultation with the Sydney Coordination Office within TfNSW to manage loading and servicing that will detail servicing requirements including: • forecast freight and servicing traffic volumes by time of day • management of competing demands between the function space and hotel • management of incidents at the access to the loading dock.	Consultation undertaken with TfNSW and DPIE has confirmed that, given the proposal does change the level of activity within the loading dock, this plan is not required. A more detailed loading dock operations plan will be prepared to support the New Ballroom Addition above Transport House which will the subject of a separate SSDA
C14- Future development application(s) shall include a draft porte-cochere management plan prepared in consultation with the Sydney Coordination Office within TfNSW to manage vehicles accessing the hotel (both hotel and function guests) to ensure that queuing does not occur to Phillip Street that will detail: • forecast traffic volumes accessing the porte-cochere by time of day • the details on how the area within the porte-cochere will be used to accommodate the forecast demand.	Consultation undertaken with TfNSW and DPIE has confirmed that, given the proposal does change the level of activity within the porte-cochere, this plan is not required. A more detailed porte-cochere operations plan will be prepared to support the New Ballroom Addition above Transport House which will the subject of a separate SSDA
C15 - Future development application(s) shall provide analysis and assessment of the impacts of construction and include: • Construction Transport Management Plan, addressing traffic and transport impacts during construction	Addressed in section 5 of this document

Stage 1 SSDA Condition	Response
C16 - Future development application(s) shall be accompanied by a detailed assessment of parking, traffic and transport impacts within the site and to the surrounding road and pedestrian networks. The assessment is to include mitigation measures and recommendations on intersection and infrastructure upgrades where this is deemed necessary.	Addressed in section 4 of this document
C17 - Future development application(s) shall be accompanied by Green Travel Plan that promotes the use of public transport and other sustainable modes of transport by employees.	Addressed in section 4.8 of this document
C18 - Future development application(s) shall be accompanied by a draft Construction Traffic Management Plan including, but not limited to, the following: • cumulative construction impacts of all projects adjacent to the site; • assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists and public transport operations; and • vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all construction activities.	Addressed in section 5 of this document

1.5 State Environmental Planning Policy (Infrastructure) 2007

With regards to the State Environmental Planning Policy (Infrastructure) 2007 the following is noted:

- The site does not have a frontage to a classified road, therefore not triggering the assessment requirements of clause 101 of the SEPP.
- The site does not adjoin a road with an annual average daily traffic volume of more than 20,000 vehicles, therefore not triggering the assessment requirements of clause 102 of the SEPP; and
- The proposal is not expected to impact the operation of the local road network and is therefore not considered to be 'traffic generating development' as defined under clause 104 of the SEPP (Infrastructure).

1.6 Consultation

Following the issue of the SEARs consultation was undertaken via email with Transport for NSW (Sydney Coordination Office) in relation to the project. Comments received during this consultation process have been incorporated into this transport assessment supporting the Stage 2 SSDA.

Key items discussed as part of the consultation with TfNSW are described in Table 3 below.

Table 3 Outcomes of discussions with TfNSW

Operational Plan	Outcomes of discussion with TfNSW
Construction Pedestrian Traffic Management Plan (CPTMP)	TfNSW noted that a CPTMP will be required to support the application.
Porte-Cochere management plan	TfNSW noted that from the information provided for the Stage 2 SSDA for the Intercontinental Hotel Only they do not see a requirement to include conditions surrounding Vehicle Access Arrangements and the Porte Cochere. If the SSDA were to propose changes that would generate extra traffic then this requirement to prepare a detailed plan may be triggered.
Loading dock management plan	TfNSW noted that existing management measure for the loading dock will be adequate, however will need to be reviewed at the time when the development of Transport House is considered.
Green travel plan	A green travel plan should be prepared and include target mode shares with the objective to reduce the reliance on private vehicles, as part of the ongoing operation of the hotel. The GTP should be designed to ensure sustainable transport outcomes
Bicycle facilities	Bicycle facilities should be located in secure, convenient, accessible areas close to the main entries

2 Existing Conditions

2.1 Travel patterns

An assessment of existing travel patterns has been conducted using 2016 Journey to Work (JTW) data for the relevant zones[1] containing the site. In this zone more than 1,000 employees were recorded travelling to work on the day of the 2016 Census, with their travel modes summarised in Figure 2.

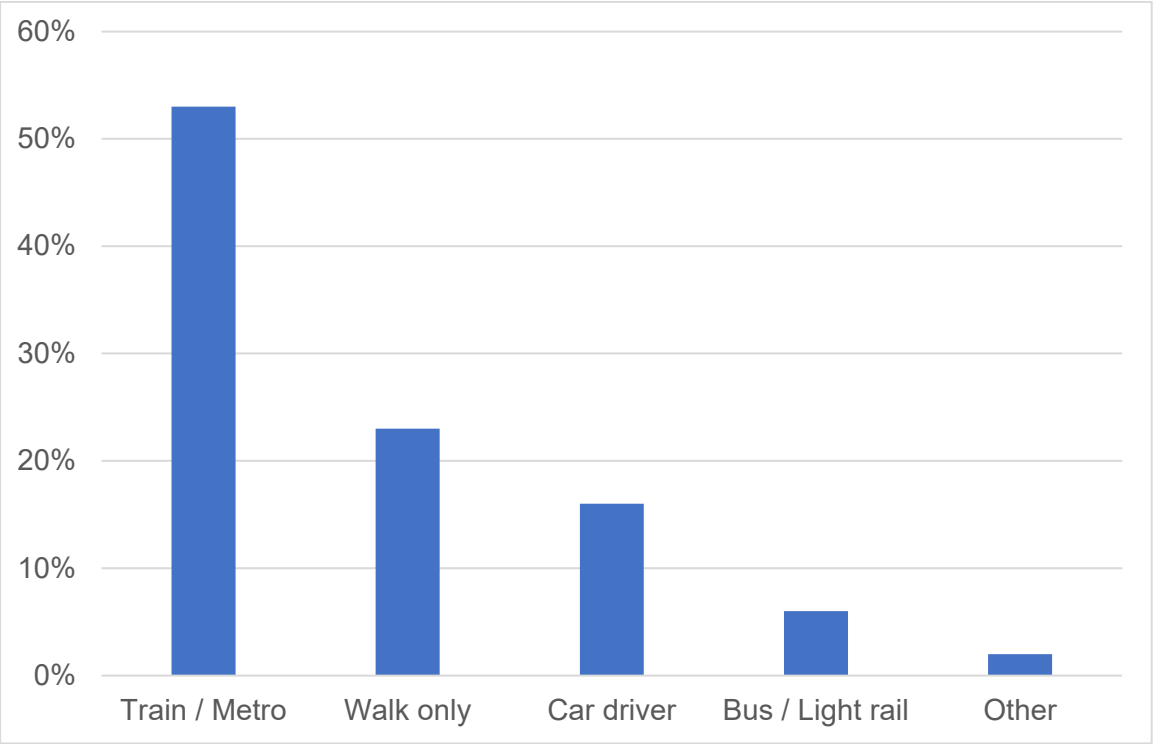

Figure 2 Existing journey to work mode share

The data indicates the significant majority of people working in the city block containing the site arrive via non-car modes of transport, mostly bus and train. The proportion of private vehicle trips is approximately 16% - reflecting the good public transport availability in the precinct.

[1] Destination zone 113371029

2.2 Vehicle access

The Intercontinental Hotel has a vehicle entry off Phillip Street which provides access to both the car park and the loading area as illustrated in Figure 3. In addition there is a one way roadway to access the Porte Cochere from Phillip Street which exits via a right of way to Albert Street. This is illustrated in Figure 3 below.

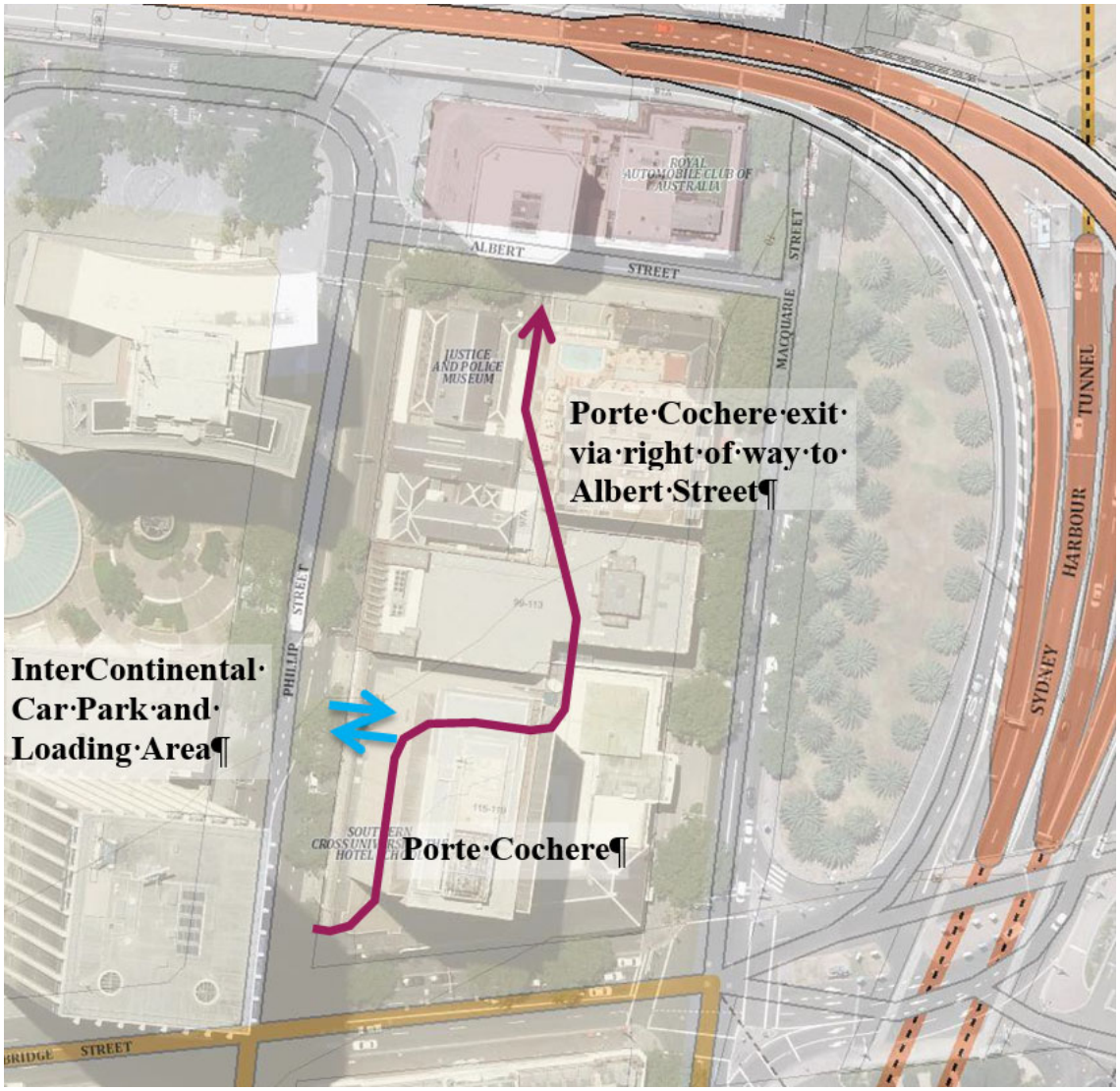

Figure 3 Existing vehicle access

Source: Arup, 2016

The InterContinental porte-cochere is shown below and can accommodate 4 vehicles along the kerb and 4 additional vehicles in the aisle. At busy times, the area is managed by the hotel staff to permit up to 8 vehicles actively setting down or picking up passengers. The entry ramp from Phillip Street has capacity for an additional 4 vehicles to queue. A taxi rank for 5 taxis is located in Phillip Street which feeds directly into the port-cochere.

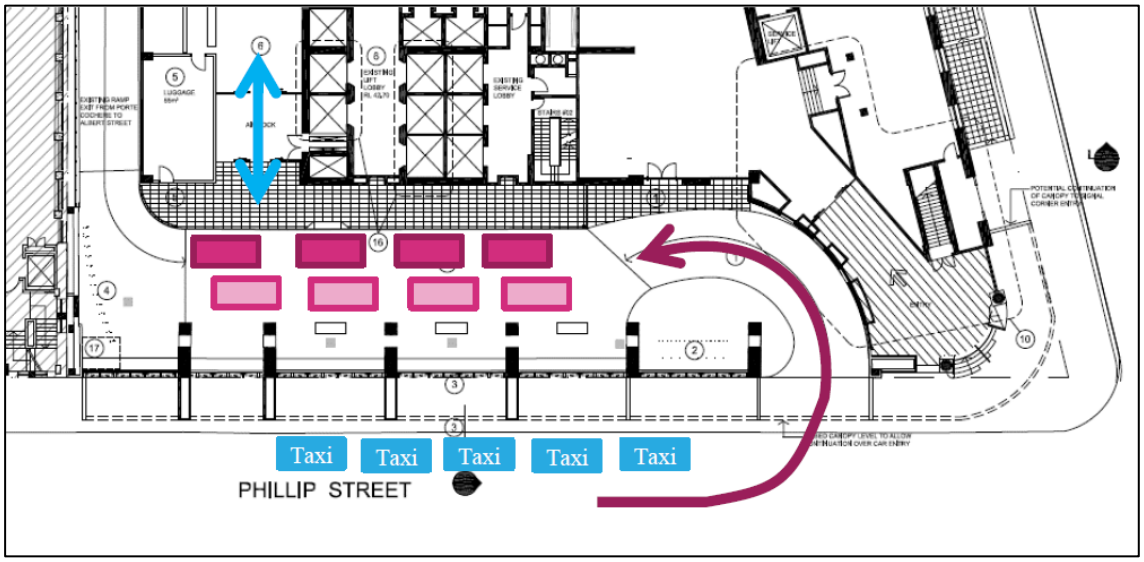

Figure 4 Intercontinental Hotel porte-cochere configuration

Source: Arup, 2016

Vehicle access is provided via Phillip Street. At the southern end of the block one-way access is provided into the porte-cochere and at the midblock location there is a two-way driveway entrance to the basement car park.

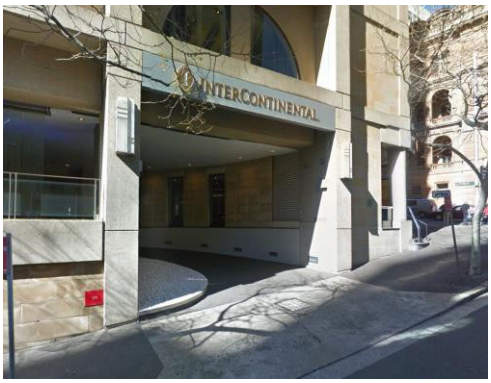

Figure 5 Phillip Street vehicle access

2.3 Parking

There are currently 121 on-site parking bays provided in the InterContinental. These are available to guests to the hotel and associated retail and food outlet tenancies.

2.4 Public transport

The precinct is served by the high quality Circular Quay public transport interchange – which provides an environment where passengers may easily transfer between bus, light rail, heavy rail and ferry modes. A summary of the key public transport modes serving the precinct is described below.

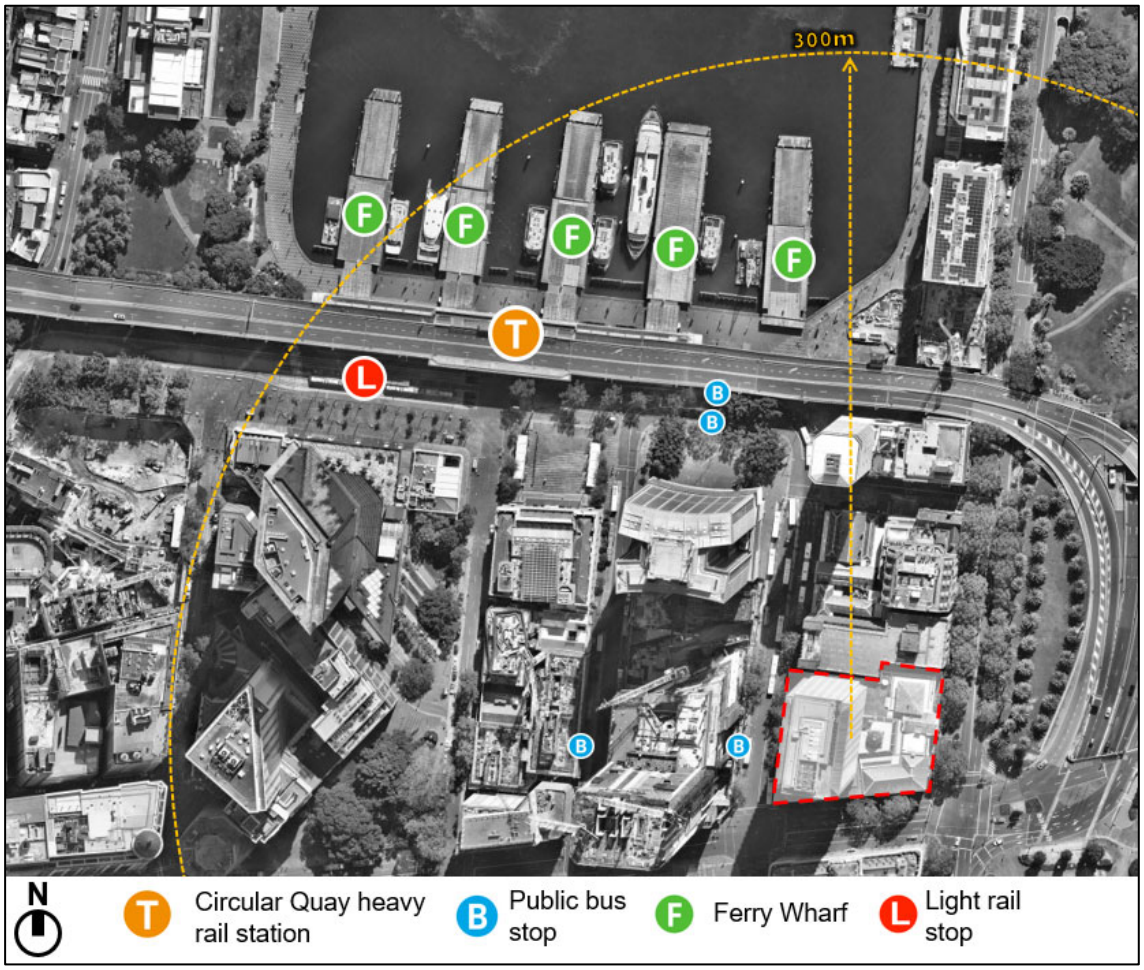

Figure 6 Public transport access

2.4.1 Heavy rail

Circular Quay Railway Station is located approximately 250m away from the precinct, equating to a walk of less than 5 minutes from the centre of the platform. The station is on the Bankstown, Airport/East Hills, Inner West and South lines, with services running every few minutes in each direction during the morning and afternoon peak hours.

Other heavy rail stations within a 10 minute walk of the precinct include Martin Place and Wynyard Station, which provide access to the Eastern Suburbs and North Shore railway lines respectively.

2.4.2 Bus

The precinct is currently served by a large number of bus routes covering the Eastern Suburbs, Western Suburbs and Southern Region services. Since the closure of George Street to bus routes, all services travel via Elizabeth Street to access Circular Quay. There are also services utilising Bent Street, Pitt Street and Hunter Street in a loop. A number of north shore services utilise a bus stop in Loftus Street as their starting point after layover in Gresham Street.

2.4.3 Light rail

The opening of the CBD and South East Light Rail in December 2019 significantly improved public transport accessibility and further increased the attractiveness of public transport as a means of access to Circular Quay. The light rail stop at Circular Quay is located approximately 250m away from the Intercontinental Hotel and provides a convenient mode of access for staff and guests. The light rail operates between 5am and 1am every day at frequencies of every four minutes.

2.4.4 Ferry

Located within a 5 minute walk of the site, Circular Quay ferry wharf provides over eight regular ferry routes serving the Eastern Suburbs, lower North Shore (Manly, Taronga Zoo, Mosman and Neutral Bay) and wharves along the Parramatta River area.

2.5 Pedestrian access

The precinct is well connected via a network of good quality, wide pedestrian footpaths with signalised crossings of main roads. This provides for efficient pedestrian movements in the precinct.

2.6 Cycling

There are a number of key cross-city cycle routes which form part of City of Sydney Council's cycling network which provide linkages to the site. These routes are as follows:

- Kent Street (separated, bi-directional cycleway)
- Pitt Street (separated, bi-directional cycleway)
- King Street (separated, bi-directional cycleway)
- Macquarie Street (mixed street environment)
- Alfred Street north (shared cycle path)

At present there are 5 bicycle racks provided adjacent to the loading dock driveway outside the boom-gate. This is a secure and managed area and provides the ability for staff and guests to park their bicycles within the site.

There are currently 6 hoops on poles in Bridge Street, Macquarie Street and Phillip Street surrounding the hotel. These provide for visitors to the hotel.

All staff have access to locker and shower facilities on-site for personal use.

2.7 Loading

As part of the Stage 1 SSDA for the site, the existing Intercontinental loading dock activity was identified as indicated in Table 4 below.

Table 4 Existing loading dock activity

Times	Supplier	Impact	Comments
0000 - 0100			
0100 - 0200			
0200 - 0300	Garbage compactor collection	Quiet	Mon and Thursday Return 5am
0300 - 0400	Bread	Quiet	Mon to Sat
0400 - 0500	Milk, Dry Goods, Frozen Goods	Quiet	Mon to Sat
0500 - 0600	Seafood Delivery. Bottle Recycling, Removal of Recycling items	Quiet	Mon to Sat
0600 - 0700	Cooking Oil, Dairy & Cheese, Pastry, Stationery, Glass Recycling	Quiet	Mon to Sat
0700 - 0800	Beer, Vegetables & Fruit, Dry Goods, Gas Bottles, Meat & Wine	Moderate	Mon to Sat
0800 - 0900	Seafood x 2, Wines & Spirits, Poultry, Meat and Wine	Moderate	Mon to Sat
0900 - 1000	Pastry x 2, Cheese, Wines and Spirits, Meat & Wine	Busy	Higher than normal traffic experienced between these times.
1000 - 1100	Dry & Frozen Goods, Fruit and Veg x 2, Cheese, Printing, Laundry, Meat and Wine- Laundry Linen Pickup/ delivery	Busy	Monday to Sat
1100 - 1200	Seafood, Fruit & Veg, Wine & Spirits x 3, Meat and Wine	Busy	
1200 - 1300	Meat x 2, Cheese, Wines & Spirits, Meat and Wine	Moderate	Mon to Sat
1300 - 1400	Chicken, Smallgoods, Soft Drinks	Quiet	Mon to Sat
1400 - 1500	Wine, Housekeeping Amenities, Kitchen Equipment	Quiet	Mon to Sat
1500 - 1600	Frozen Foods, Beverages, Printing, Events set up	Quiet	Mon to Sat
1600 - 1700	AV Hire & Other Contractor Bump In's	Dependin g on functions	Most contractor bump ins are after loading dock hours. With larger functions deliveries are scheduled overnight
1700 - 1800		Quiet	
1800 - 1900	Laundry Linen Pickup/ delivery	Quiet	

Source: Arup, 2018

3 Description of the Proposal

The proposal is a Stage 2 (Detailed) SSDA that seeks approval for:

- Various refurbishments to the Intercontinental Hotel tower.
- Alterations to the roof of the Intercontinental Hotel, including expansion of the club lounge and terrace – in compliance with the approved envelope under SSD 7693 (the Concept approval).

The proposed land use is 'tourist and visitor accommodation' (including ancillary uses), consistent with the existing use and what was considered/approved under the Concept approval.

From a staging perspective, no works will be undertaken to Transport House due to its sensitivity and requirement for more consideration, including a competitive design process. It is also noted that internal fit outs to hotel rooms has been progressed via a Complying Development Certificate (CDC) process.

The proposal would increase the GFA of the Intercontinental Hotel tower by 250sqm, equating to a total GFA of 40,919 sqm (across the whole Concept approval site). The proposal also provides a maximum height of building of RL 114.55 (consistent with the envelope approved under the Concept approval).

4 Transport Assessment

4.1 Travel demand

Given the development does not propose to change the number of hotel rooms or parking provision, there is not expected to be any significant changes in travel demand associated with the Stage 2 SSDA. An additional 30 to 50 staff may be employed by the hotel following the completion of the proposed works, however this is to accommodate the higher end and more boutique offering that is to be provided at the hotel rather than to service an increase in general visitation to the site.

As previously noted staff in Section 2.1 employees typically travel to the site using public transport or by walking – therefore the relatively small increase in staff numbers will not impact the function or operation of the adjacent transport network.

4.2 Vehicle access and road network impacts

The existing vehicle entry points off Phillip Street will be retained as part of this DA – providing access to both the on-site car park and porte-cochere. No operational road network or safety impacts are anticipated for the following key reasons:

- The scope of the proposal does not include any changes to the number of hotel rooms nor a material increase in the overall building GFA; and
- The development does not propose to change the parking provision at the hotel.

4.3 Loading dock operations

The existing Intercontinental loading dock activity has previously been noted in Section 2.7 of this document. This shows the wide range of activity already catered for based on the hotel function, food and beverage, retail and functions. The loading dock operates well and has the capacity to accommodate the various uses generated by the hotel without relying on any on-street loading areas.

As shown in the schedule of activity, the busiest period is between 9am and 12pm. There is scope to spread activity into the periods before and after this if required should additional trucks be needed. The hotel facilities staff are already accustomed to event activities for functions including the scheduling of food and beverage for the additional catering.

Given the proposal will not alter travel demands or behaviours, there is not expected to be any changes in activity for the on-site loading dock. All loading

activity will be maintained within the site loading dock with no reliance on on-street loading zones.

Therefore there are no proposed changes to the existing dock as part of this application. Although a loading management plan was noted to be a condition of the Stage 1 SSDA, consultation undertaken with TfNSW and DPIE have confirmed that this plan is not required for the above reasons.

4.4 Porte cochere operations

The porte-cochere within the site currently accommodates up to 8 vehicles and is managed by hotel staff during busy periods. In addition there is space for up to five taxis on Phillip Street immediately adjacent to the porte-cochere entry. Given this satisfactory operation and management procedures, these arrangements will continue to be in place moving forwards.

This Stage 2 SSDA proposal will not increase pressure on the existing operation of the Intercontinental Hotel porte-cochere given the nature of the proposed works. Therefore there are no proposed changes to the operation of the porte-cochere as part of this application. Although a porte-cochere management plan was noted to be a condition of the Stage 1 SSDA, consultation undertaken with TfNSW and DPIE have confirmed that this plan is not required for the above reasons.

4.5 Bicycle parking

Currently there are 5 bicycle racks provided adjacent to the loading dock driveway outside the boom-gate.

Condition C12 of the Stage 1 SSDA approval notes that future development application(s) shall provide bicycle access and servicing in accordance with Sydney Development Control Plan (DCP) 2012. The requirements under the DCP in relation to bicycle parking are shown in Table 5 below.

Table 5 Bicycle parking space requirement

Hotel component	Number	DCP Bicycle parking rate	Number of spaces
Staff*	300	1 space per 4 staff	75
Hotel rooms	509	1 space per 20 rooms	25
Total			**100**

* On-site at any one time

As part of this DA it is proposed that an additional 5 bicycle spaces would be provided within the site, taking the total provision to 10 spaces. These spaces would be provided within a secure area of the car park. Although this bicycle parking provision is lower than that required under the DCP controls, it is considered acceptable for the Intercontinental Hotel given:

- Currently there is little demand for bicycle parking spaces inside the hotel with at most three employees choosing to ride to work. Observations of the bicycle parking area indicate typically only one to two bikes are parked at any one time.
- The experience with guests is that their need can be met by cyclist providers external to the hotel, rather than relying on bicycle parking to be provided within the site. The majority of guests at the Intercontinental Hotel are interstate or international tourists who do not have a need to park their bicycles on site.
- The site is highly accessible by public transport, with staff typically arriving to the site via heavy rail, light rail, bus or ferry. Reliance on private vehicle is low given the highly accessible nature of the site and high cost of car parking in the area.
- The nature of shift work for hotel staff means that many staff leave work in the late evening rather than between 5pm-6pm like a typical office worker. Therefore these staff members are more reliant on public transport given cycling late at night is considered unsafe and impractical by many users. This reduces the overall bicycle parking demand generated by hotel staff.

For the reasons noted above the overall demand for bicycle parking will remain largely unchanged and the proposed doubling of bicycle parking spaces on site (from 5 to 10) is considered appropriate. Hotel management will continually monitor demand for bicycle parking and consider expanding the provision if necessary.

4.6 Public transport

As previously noted the hotel benefits from being located in close proximity to the Circular Quay transport interchange – with staff and guests able to choose from a number of modes including heavy rail, light rail, bus and ferry.

From 2024 public transport access will be further improved following the opening of the Sydney Metro City & Southwest project. This will provide additional public transport connections to key centres such as North Sydney, St Leonards and Macquarie Park. The Martin Place metro station is approximately 400m from the Intercontinental Hotel, with the primary walking route to be via Phillip Street. This is illustrated in Figure 7.

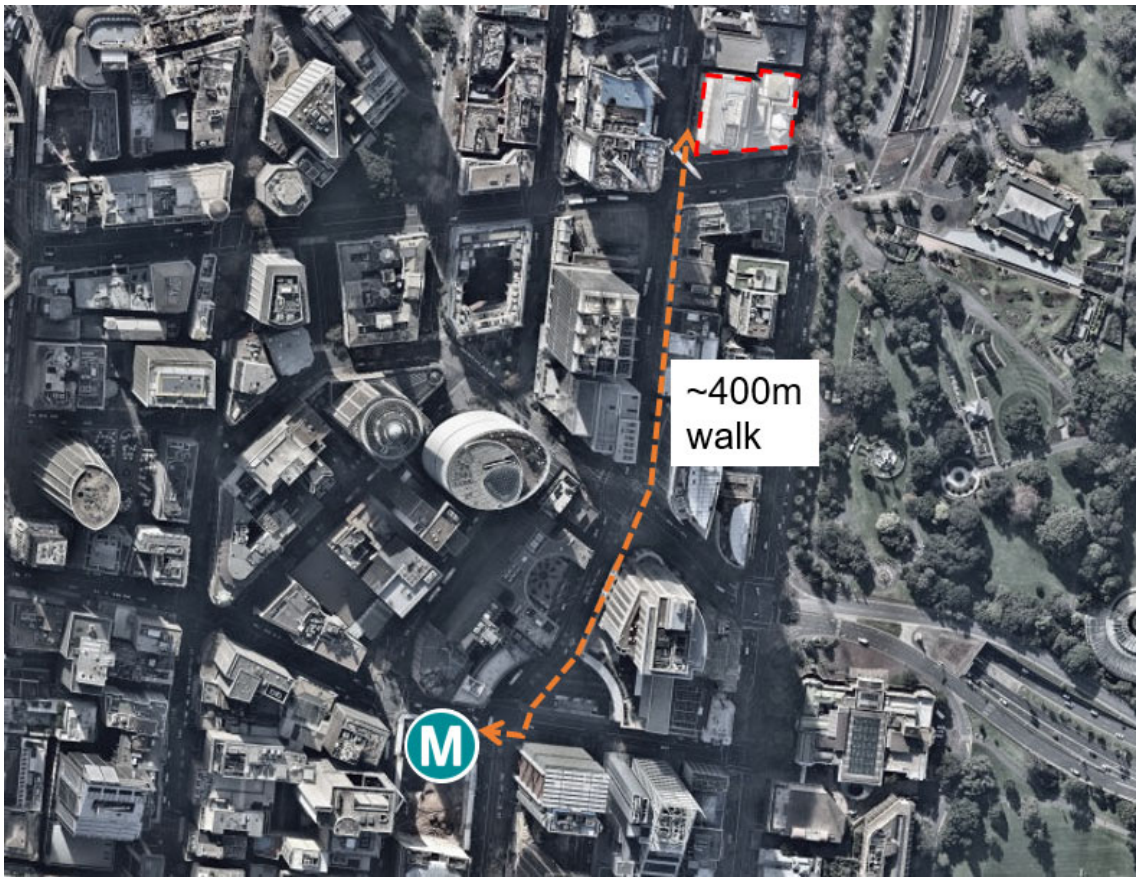

Figure 7 Walking route to Martin Place metro station

4.7 Car parking

The Sydney Local Environment Plan 2012 designates a maximum number of car parking spaces for a building used for the purposes of serviced apartments or hotel or motel accommodation as:

- 1 space for every 4 bedrooms up to 100 bedrooms, and
- 1 space for every 5 bedrooms more than 100 bedrooms.

The 509 hotel rooms require a maximum provision of 105 car parking spaces. The site contains 121 car parking spaces which allows for the wide range of uses contained on the site.

Consistent with the Stage 1 SSDA approval, no changes to the overall parking provision is proposed as part of this application. This strategy will contribute to managing traffic demand generated by the site and ensuring there are no additional impacts to road user safety. Although the number of parking spaces on the site slightly exceeds what would be permissible when adopting the parking rates within the LEP, this is considered acceptable given it is an existing building with no changes proposed to parking numbers.

4.8 Green Travel Plan

The implementation of a Green Travel Plan would increase awareness of the highly accessible nature of the site and encourage the use of sustainable modes of transport. The Premier's Council for Active Living (PCAL) describes the three key objectives for a travel plan as follows:

- To reduce the need to travel
- To improve non-car travel methods
- To ensure the most efficient use of car parking spaces

Framework objectives and measures for the preparation of a travel plan for the hotel could include the following:

- Easily accessible transport information for hotel guests prior to their arrival and during their stay, including provision of public transport maps at the concierge and travel information on the hotel website such as links to existing travel apps
- Encouragement of high mode share to sustainable modes from private vehicle usage
- No additional on-site car parking to be provided as part of current and future development applications
- Raising awareness of sustainable transport amongst staff and guests with travel guides

4.8.1 Access to public transport

As documented in previous sections of this report, the Intercontinental Hotel is located within close proximity to and with good access to public transport services at Circular Quay – including light rail, heavy rail, bus and ferry. As previously indicated over 80% of workers in the area utilise non-car modes of travel – reflective of the excellent public transport accessibility. The introduction of the Sydney Metro City and Southwest service, including the provision of a nearby station at Martin Place, will further reduce private vehicle dependency for staff and guests.

4.8.2 Bicycle parking

As noted in Section 4.4 additional bicycle parking (doubling of existing capacity) is to be provided within the site which will further encourage staff and guests to travel via non-car modes.

4.8.3 Mode share targets

With the application of green travel plan initiatives as well as the introduction of the Sydney Metro City and South West project a further mode shift away from private vehicle could be expected for staff of the Intercontinental Hotel. The existing (2016 census journey to work) and target mode shares are summarised in Table 6 below.

Table 6 Target mode share

Mode	2016 Census	Target
Train / Metro	53%	58%
Walk only	23%	23%
Car driver	16%	10%
Bus / Light rail	6%	8%
Other	2%	2%
Total	***100%***	***100%***

5 Outline Construction Traffic Management Plan

5.1 Overview

This section details an outline Construction Pedestrian and Traffic Management Plan (CPTMP) for the proposed works at the Intercontinental Hotel. The purpose of the CPTMP is to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. The Contractor (once appointed) will prepare a more detailed CPTMP prior to the commencement of works on the site. This plan will contain additional information to that presented in this document such as:

- Site compound locations
- Driver facility areas
- Crane locations
- Vehicle turning paths
- Traffic control plans including location of traffic controllers, site fencing/hoarding and other management measures

5.2 Working hours and construction timeframe

Typically works will be undertaken during standard Council hours of between 7am and 7pm Monday to Friday, and 7am and 5pm on Saturdays. No work is permitted to be carried out on Sundays or public holidays.

The construction works are expected to take approximately one year to complete.

5.3 Construction vehicle types

Given the nature of the works the largest vehicles expected to access the site during standard construction hours will be skip bin trucks and 8.8m Medium Rigid Vehicles (MRVs).

5.4 Work zones

All construction vehicles will be unloaded within the existing site loading dock, with no vehicle loading / unloading to occur outside of the boundary on public streets. Given the likely number of truck movements the existing loading dock has the capacity to accommodate all construction vehicles associated with the project.

No on-street works zones are proposed as part of the construction works.

5.5 Construction traffic volumes

The number of daily construction vehicles accessing the site is expected to be low – in the order of 5 to 10 vehicles per day. This equates to a small number of hourly movements of up to four vehicles travelling to or from the site. Given this small number of construction vehicles, combined with the expected vehicle types (i.e. 8.8m MRVs or smaller), the impact on the operation of the adjacent road network associated with the project is considered negligible.

5.6 Construction vehicle site access

Access for construction vehicles will be via the existing vehicle driveway on Phillip Street providing access into the loading dock, as shown in Figure 8 below.

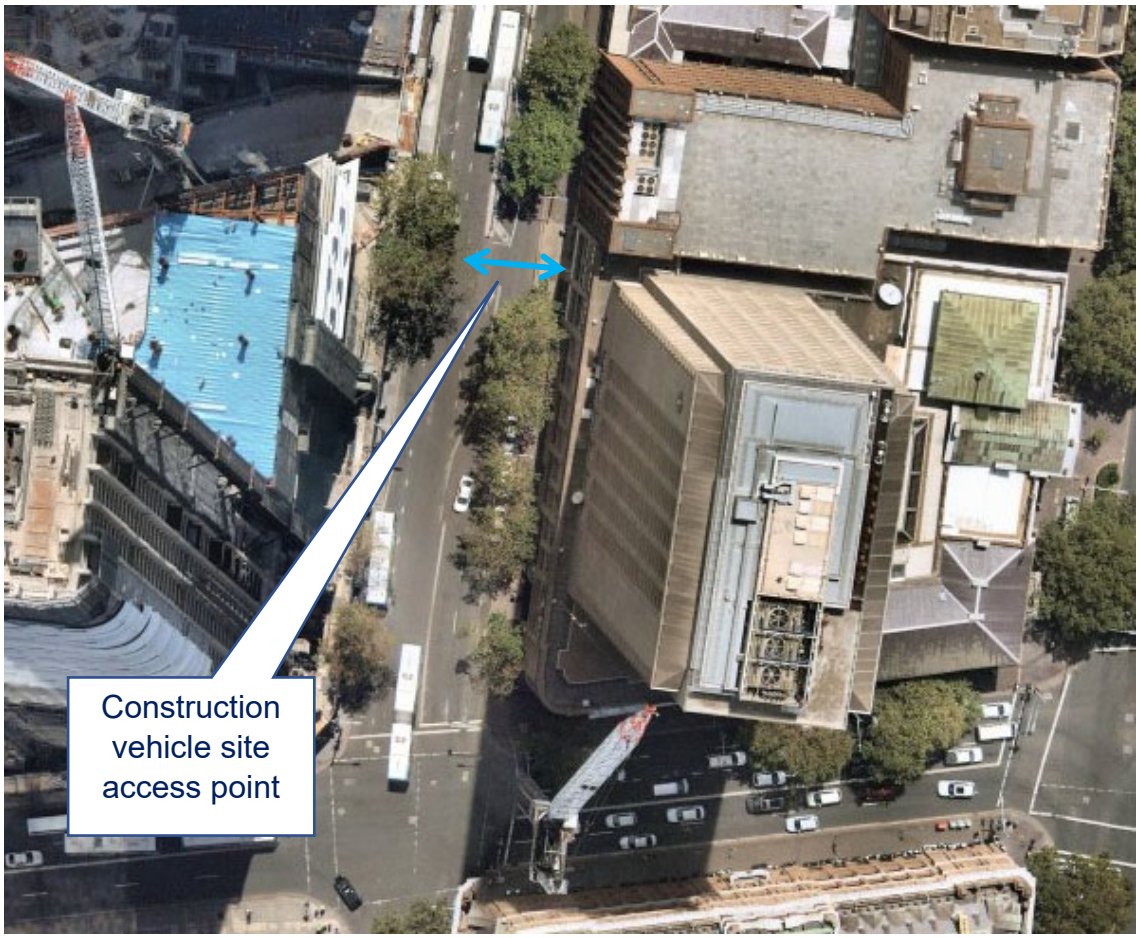

Figure 8 Construction vehicle site access

5.7 Construction vehicle routes

The proposed construction vehicle access routes to the site are illustrated in Figure 9 below. Construction vehicle routes have been selected to align with key arterial roads such as the Cahill Expressway and Eastern Distributor. All vehicles will turn right from Bridge Street into Phillip Street to access the site, with left turn out from Phillip Street onto Bridge Street when exiting.

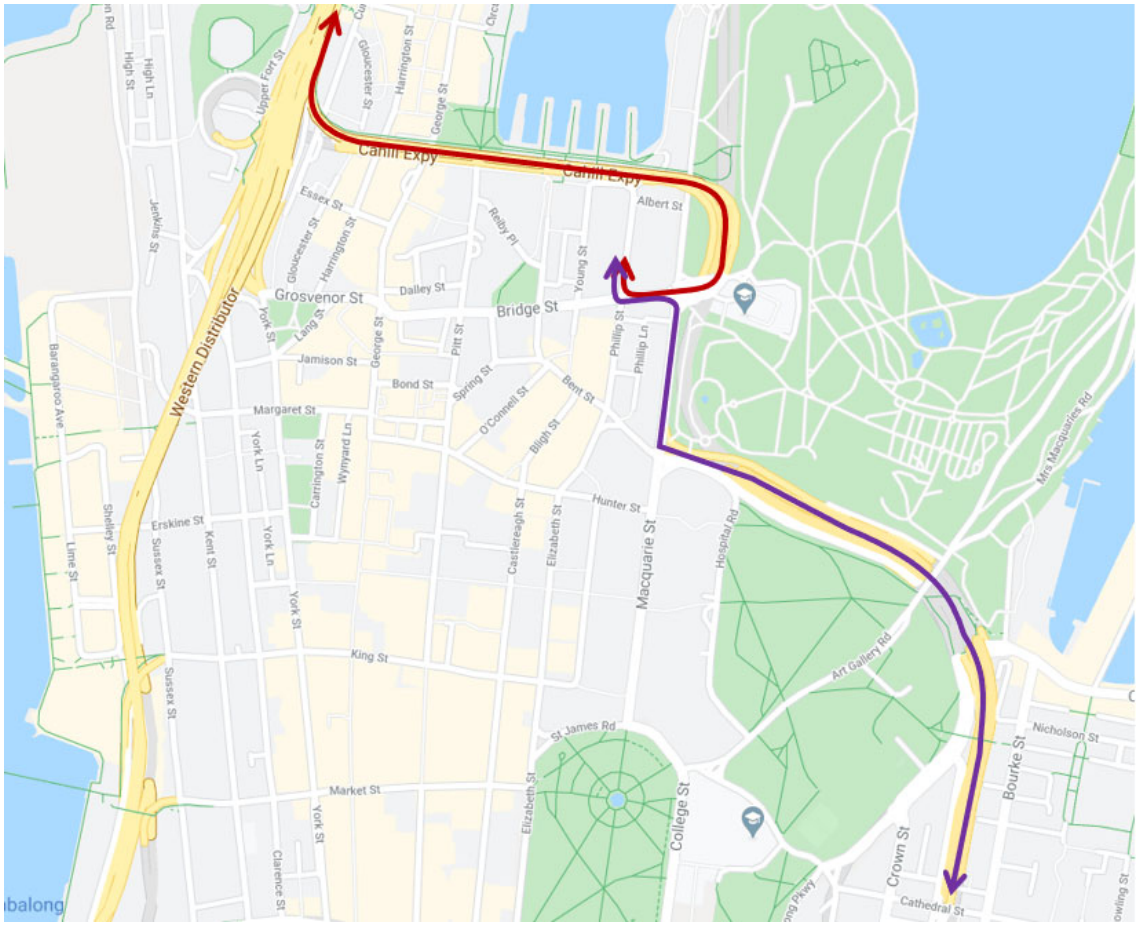

Figure 9 Construction vehicle routes

5.8 Parking

Given the location of the site, workers will be encouraged to use public transport as a means of access. No parking is to be provided for the construction workforce, consistent with the approach taken for other construction projects in the Sydney CBD.

5.9 Pedestrians and cyclists

At this stage it is not envisaged that any footpath closures will be required to facilitate the construction project during normal daytime hours. Temporary B Class hoardings will be installed along the site frontage on Phillip Street and the corner of Phillip and Bridge Street during the construction works to maintain pedestrian movements and ensure safety for these users is maintained.

No impacts to existing cycling routes are anticipated as a result of the construction works.

5.10 Mitigation measures

Construction traffic will generally be managed in the following way:

- Designated transport routes will be communicated to all personal, and enforced;
- Designated peak hour and non-peak hour delivery vehicle waiting areas;
- Strict scheduling of vehicle movement will occur to minimise off site waiting times;
- On-site parking will not be provided, and site workers will utilise public transport and car sharing wherever possible;
- Vehicle movements will be compliant with conditions of Consent and broader road-use regulations, particularly with regard to hours of work, materials loading and unloading, and over size deliveries and installation
- Stakeholder feedback will be obtained throughout the construction period
- Activities related to the construction works would not impede traffic flow along adjacent roads;

6 Summary

JMT Consulting has prepared this report on behalf of Mulpha Hotel Sydney Trust in support of a Stage 2 State Significant Development Application (SSDA) to be submitted to the NSW Department of Planning, Industry and Environment (DPIE). The DA relates to the proposal to secure approval for the following:

- Various refurbishments to the Intercontinental Hotel tower.
- Alterations to the roof of the Intercontinental Hotel, including expansion of the club lounge and terrace – in compliance with the approved envelope under SSD 7693 (the Concept approval).

The site is highly accessible and has good public transport availability, served by the high quality Circular Quay public transport interchange – which provides an environment where passengers may easily transfer between bus, heavy rail, light rail and ferry modes. The future introduction of a metro station at Martin Place will further improve public transport accessibility to the precinct.

A series of pedestrian footpaths and dedicated crossing facilities provide good connectivity between the building entries and these public transport stops.

Given the development does not propose to change the number of hotel rooms or parking provision at the hotel, and a relatively small increase of 30 to 50 staff, there is not expected to be any changes in travel demand associated with the Stage 2 SSDA. The additional staff will accommodate the higher end and more boutique offering that is to be provided at the hotel rather than to service an increase in general visitation to the site. Therefore no operational road network or safety impacts are anticipated, nor will there be any changes in activity at the hotel loading dock or porte-cochere.

It is therefore concluded that the transport impacts arising from the proposed development minimal and can be managed by existing facilities within the site as well as the external transport network.