

Project Application Environmental Assessment Report



Block 3A Central Park

Adaptive reuse of the Clare Hotel and Administration Building
(MP11_0089)

Submitted to Department of Planning and Infrastructure
On Behalf of Frasers Broadway Pty Ltd

November 2012 ■ 12409

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Date 22/11/2012

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Date 22/11/2012

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AECOM

Statement of Validity

Prepared under Part 3A of the Environmental Planning and Assessment Act, 1979
(as amended)

Environmental Assessment**prepared by**

Name	Gordon Kirkby
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Address	Level 7, 77 Berry Street, North Sydney
In respect of	Block 3A Project Application

Concept Plan

Applicant name	Frasers Broadway Pty Ltd
Applicant address	488 Kent Street, Sydney NSW 2000
Land to be developed	26 Broadway, Chippendale
Proposed development	Adaptive reuse of the Clare Hotel and Administration Building

Environmental Assessment**Certificate**

An Environmental Assessment (EA) is attached.

I certify that I have prepared the content of this Environmental Assessment and to the best of my knowledge:

- It is in accordance with the Environmental Planning and Assessment Act and Regulation.
- It is true in all material particulars and does not, by its presentation or omission of information, materially mislead.

Signature

Name	Gordon Kirkby
Date	20 November 2012

Executive Summary

Purpose of this report

This Environmental Assessment Report (EAR) in relation to the adaptive reuse of the Clare Hotel and Administration Building is submitted to the Minister for Planning and Infrastructure pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and State Environmental Planning Policy (Major Development) 2005.

JBA made a written request for the proponent, Frasers Broadway Pty Ltd for Director General's Requirements (DGRs) in June 2011. The DGRs for the project were issued by the Minister in August 2011.

Overview of Project

The proposal seeks approval for the adaptive reuse of the existing Clare Hotel and Tooths Administration Building (Administration Building), associated with the former Carlton United Brewery, as a 60 room boutique hotel (the Kensington Lane Hotel) with conference facilities, restaurants, a lounge and a rooftop pool and deck. Works will involve the construction of additional storey to the Clare Hotel and two additional storeys to the Administration Building, and the retention and reinterpretation of key heritage elements.

The GFA of the proposed development is 4,595.9m².

The Site

The site comprises of Block 3A and is located in the north-east corner of the Central Park site in what is known as the Kensington Precinct. It is bounded by Broadway to the north, Kensington Lane (formerly Kensington Street) to the east, Block 3B to the south and Carlton Street (formerly Kent Road) to the west.

The Clare Hotel and Administration Building occupy Block 3A in its entirety and are both nominated as heritage items under the Conservation Management Plan.

Planning Context

Section 4.0 of this EAR considers all applicable legislation in detail. The proposal is generally consistent with the relevant policies, standards and guidelines, including:

- Objects of the *Environmental Planning and Assessment Act 1979*;
- Draft Sydney City Subregional Strategy;
- State Environmental Planning Policy No.55 – Remediation of Land;
- State Environmental Planning Policy (Infrastructure) 2007;
- Sydney Local Environmental Plan 2005;
- The Planning for Entertainment Guidelines 2009;
- Metropolitan Transport Plan 2010;
- Development Near Rail Corridors and Busy Roads - Interim Guideline; and
- Planning Guidelines for Walking and Cycling.

The proposal is also generally consistent with the Frasers Broadway Concept Plan Approval and Statement of Commitments, as amended. Notwithstanding this, minor variations are sought to the Concept Plan approved envelope and height, in order to accommodate equitable access to the rooftop deck and the proposed conservation of the heritage boardroom suite.

A concurrent Section 75W amendment is submitted to the Concept Plan (MP 06_0171 (Mod 7) to modify the allocation of GFA from Blocks 6, 7 and 11 to Block 3. Importantly, the modification will not alter the approved overall GFA, or residential/non-residential mix across the Central Park Site.

Built Form

The proposal comprises the adaptive reuse of the Clare Hotel and Administration Building, and whilst both buildings will receive modern additions, there will not be a dramatic change to the built form appearance of the buildings. New building elements have been designed to be sympathetic to the existing buildings in terms of bulk, proportions and scale.

Overshadowing

Shadow diagrams have been prepared to determine the shadows cast by existing surrounding buildings and the proposed development. The diagrams demonstrate that the proposal will have minimal additional overshadowing impact on surrounding buildings or the public domain.

Public Domain

No landscaping or public domain works are proposed as part of the Block 3A Project Application. Notably, all works associated with the through-site link between Block 3A and Block 3B form part of MP11_0090. Similarly, the pathways surrounding the building will be paved with concrete unit pavers and bricks (halmet blue or equivalent) consistent with the remainder of the Kensington Lane Precinct under the Stage 2 Infrastructure Approval (MP09_0164).

Public Art

The detailed design of the public art is yet to be developed. In light of this, a commitment has been made that requires the detailed design to be developed in consultation with City of Sydney Council and the Department of Planning and Infrastructure, and installed prior to the issue of a final occupation certificate.

Drainage and Flooding

Mott MacDonald was commissioned by Frasers Broadway Pty Ltd to prepare the detailed design of the roads and stormwater for the entire Frasers Broadway Precinct. The site stormwater system has been designed to accommodate the 20 year and 100 year design flows (piped and overland respectively).

Heritage and Archaeology

Paul Davies Pty Ltd has reviewed the proposal in terms of heritage impacts and concludes that the adaptive reuse will facilitate the long-term conservation of the Clare Hotel and Administration Building. Further, the design has placed a high priority on the conservation and protection of the identified elements of significant fabric, as well as the spatial qualities of the building's interaction with other buildings in the precinct.

Traffic, Access and Parking

Ten (10) parking spaces for use by staff and guests (via a valet parking service) will be provided within the common basement under Blocks 2 and 5 to service the proposed development. The basement was approved as part of a separate Project Application (MP09_0042). GTA Consultants has advised that there will be no adverse impacts with respect to traffic generation as a result of the proposed development.

The proposed development complies with the City of Sydney's maximum parking rates and also the maximum 2,000 parking space cap applying to the site.

Contamination

The remediation works required to remediate the entire Frasers Broadway site were approved under Major Project MP 07_0163 in August 2008. Subsequently, a Site Audit Statement has been prepared for Block 3A which confirms that the site is suitable for the proposed development.

Noise

An Acoustic Report has been prepared for the proposal which recommends mitigation measures to maintain internal amenity and to ensure that the plant associated with the development does not generate adverse noise.

Accessibility

An Access Report has confirmed that the ground floor entry foyer and hotel development will provide appropriate access for people with disabilities. Further, an appropriate quantity of accessible hotel accommodation has been provided (3 of 60 rooms) with adequate spatial areas to meet the relevant provisions of the BCA and the DDA Access Codes.

Energy Efficiency

Frasers are targeting a minimum 5 star Green Star rating for all buildings on the site. However, due to the nature of the proposed use, the Green Building Council of Australia has advised that an official green star rating cannot be awarded.

Notwithstanding this, the building has been designed as if it were targeting a 5 star Green Star rating, with a commitment made to implementing a number of ESD measures.

A range of ESD measures have been considered and implemented in the design of the building, including:

- design, construction and operation management;
- water efficiency;
- energy efficiency;
- materials; and
- indoor environmental quality.

Crime Prevention Through Environmental Design

Elton Consulting has prepared a Safety Management Strategy and Safety Management Plan for the proposed development. The proposed design is considered to comply with the design principles of Crime Prevention Through Environmental Design (CPTED) as:

- the proposed public domain has been designed to be legible and easily navigated;
- public places will be subject to a high level of natural surveillance;
- entrapment spaces have been avoided in the public domain;
- the design and siting of landscape elements are characterised by an orderly arrangement that will not limit the proposal's legibility or pedestrians visibility;
- a construction management plan will be prepared to ensure safety and security is maintained during the construction process; and
- a centralised technical surveillance system will be installed.

Construction Management

A preliminary Construction Management Plan (CMP) has been prepared by Frasers Broadway Pty Ltd. The preliminary CMP provides the following management plans to ensure that no negative impacts arise during the construction process:

- Noise and Vibration Management Plan;
- Heritage Impact Statement and Conservation Management Plan;
- Air Quality Management Plan;
- Soil and Water Management Plan;
- Waste Management Plan;
- Chemical Management Plan;
- Construction Traffic Management Plan; and
- Health and Safety Management Plan.

Public Consultation

Since purchasing the site in June 2007 Frasers Broadway Pty Ltd has undertaken a significant amount of consultation with the local community and interested stakeholders in relation to the redevelopment of the site.

In accordance with the DGRs and best practice, a community information session was held for the local community on Saturday 31 March 2012 to discuss the Kensington Precinct and the wider Central Park site. The session provided an opportunity for the public to receive a progress update on the project and meet senior project team members. Over 130 people attended the day, including key stakeholders, local residents and current or potential property purchasers.

Conclusion

The proposal is entirely permissible under the planning controls for the site in accordance with the relevant planning controls. The matters for which approval are sought are also consistent with the approved Concept Plan and Concept Plan Statement of Commitments.

The Draft Statement of Commitments has been prepared to inform the detailed design of the development and to manage construction and on-going environmental impacts. The environmental assessment addresses the Director General's Requirements and demonstrates that the impacts of the proposal can be satisfactorily managed and therefore the project should be approved.

1.0 Introduction

This Project Application (PA) and Environmental Assessment Report (EAR) is submitted to the Minister for Planning and Infrastructure pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The PA seeks approval for adaptive reuse and alterations and additions at Block 3A Central Park. The PA specifically seeks approval for:

- Adaptive reuse of the existing Clare Hotel and Administration Building to accommodate a boutique hotel with 4,595.9m² of GFA comprising:
 - 60 hotel rooms;
 - 600m² of food and drink premises, including three restaurants and a lounge;
 - conference and meeting facilities;
 - staff offices and amenities;
 - a rooftop deck and pool; and
 - storage and loading facilities.
- Heritage interpretation and retention of significant heritage fabric;
- Removal of certain elements of the existing buildings, including the interior structures of the Administration Building;
- A single storey addition to the Clare Hotel and a two storey addition to the Administration Building; and
- Construction of a new glazed link between the two buildings to create a foyer and entry space for the hotel.

The report has been prepared by JBA, for the proponent, Frasers Property Pty Ltd and is based on information provided by Tonkin Zulaikha Greer Architects (TZG) (**Appendix A**) and the supporting technical documents provided by the expert consultant team (see Table of Contents).

This EAR describes the site, its environs and the proposed development, and includes an assessment of the proposal in accordance with the Director-General's Requirements (DGRs) under Part 3A of the EP&A Act (a copy of the DGRs is provided at **Appendix B**). It should be read in conjunction with the information contained within and appended to this report.

These studies address the DGRs for the environmental assessment. They provide a technical assessment of the environmental impact of the proposed development, and recommend proposed mitigation measures to manage potential environmental impacts associated with the proposal.

1.1 Planning History

There have been various applications approved on the Central Park site. Those relevant to the Kensington Precinct are discussed below.

Concept Plan Modification Application

MP 06_0171, as modified in February 2009, is a Concept Plan approval applying to the Central Park site which permits the construction of a mixed use precinct comprising:

- 11 development blocks;
- a maximum Gross Floor Area (GFA) of 255,500m² of which a minimum of 30% must be commercial floor space;

- combined basement car parks, providing car parking for Blocks 1, 4 and 8 and Blocks 2, 5, 9 and the Kensington Precinct;
- a new public park;
- tri-generation and re-cycle water treatment plants;
- retention of heritage items;
- public domain works; and
- contributions.

In July 2012, the Concept Plan was modified (MOD 6) to change the GFA for Blocks 3, 6 and 10, correct the description of land to which approval applies and amend the building envelopes for Blocks 6 and 10.

Consistency of the proposed development with the Concept Plan (as amended) is outlined at Section 4.3.

Combined Basement Project Application

In May 2010, the then Department of Planning approved Project Application (MP09_0042) for the construction of a combined basement under Blocks 2, 5 and 9. Approval was granted for the following:

- bulk excavation;
- construction of a combined basement under Blocks 2, 5 and 9 containing 1,230 parking spaces; and
- establishment of a shell for a black water treatment plant within the basement under Block 5.

A Section 75W modification has been submitted concurrently, to reallocate parking spaces within the common basement. The modification will see parking spaces redistributed from Blocks 3, 6, 7 and 10 to residential Blocks 5A/B and 5C, in-line with the requirements for non-residential uses within the Kensington Precinct.

Blocks 1 and 4

In May 2010, approval was granted for Project Application MP08_0253, a new retail / commercial building at the corner of Abercrombie Street and Broadway. Approval was granted for:

- a new 10-15 storey commercial building accommodating 68,640m² of commercial floor space, an 80 place child care centre and 4,140m² of retail floor space;
- 5 levels of basement parking;
- a shell for the installation of a Tri-generation plant; and
- adaptive reuse of heritage buildings including the Australia Hotel, and construction of the surrounding public domain.

Whilst the Brewery Precinct (Block 4B) forms part of Block 4, it was excluded from the Block 1 and 4 Project Application.

Blocks 5A and 5B

The Project Application MP09_0041 for Blocks 5A and 5B was approved in November 2010. Approval was granted for:

- two residential buildings comprising 26,380m² of residential floor space and 319 residential apartments;

- ancillary retail uses comprising 1,696m²;
- construction of the surrounding public domain; and
- stratum subdivision of the development.

A third modification application to amend the retail back of house facilities and penthouse apartment layouts, as well as minor façade and roof changes, was approved by the Department of Planning and Infrastructure in July 2012.

Blocks 5C (formerly Block 9)

In February 2012 MP10_0218 was approved for construction of a residential building comprising 27 storeys, with 413 residential units and a GFA of approximately 26,600m².

In August 2012, the Department of Planning and Infrastructure approved a modification application to enable amendments to the building façade, loggia / balcony arrangements, ground floor lobby and landscape design.

Block 2

In May 2010 MP09_0078 was approved for the construction of a mixed use retail, commercial and residential building comprising:

- 593 residential apartments;
- a food court, specialty retail and a supermarket; and
- commercial floor space within the podium.

The approved development also included the construction of terraces (landscaped platforms) which rise from the plaza to podium level 2 of the new building on Block 2, installation of a heliostat which projects sunlight onto the landscaped platforms, construction of the surrounding public domain and stratum subdivision of the development.

A modification application to amend the approved building envelope, the internal layout of the podium and residential towers, the design of the heliostat, and the approved landscape design and green wall configuration was approved by the Department of Planning and Infrastructure in December 2011.

Block 3B/3C and 10

In June 2012, a Project Application (MP11_0090) was submitted for the construction of a mixed use student housing development with ground floor commercial uses. The application is currently under assessment. The proposed development comprises a total GFA of approximately 8,500m², with a maximum height of 8 storeys across the three blocks. The development will accommodate a total of 267 student beds.

1.2 Project Team

An expert project team has been formed to deliver the project and includes:

Proponent	Frasers Broadway Pty Ltd
Development Manager	Frasers Broadway Pty Ltd
Architects	TZG Architects
Urban Planning	JBA
Quantity Surveyors	MBM Pty Ltd

Services	WSP Building
Geotechnical	JK Geotechnics
Environmental Sustainability	WSP Built Ecology
CPTED	Elton Consulting
Water Cycle Management	Mott MacDonald
Traffic and Transport	GTA Consultants
Construction Management	Frasers Broadway Pty Ltd
Operational Management	Frasers Broadway Pty Ltd
Heritage	Paul Davies Pty Ltd
BCA	City Plan Services
Structural	Mott MacDonald
Noise	WSP Acoustics
Access	Accessibility Solutions (NSW) Pty Ltd

2.0 Site Analysis

2.1 Site Location and Context

Central Park is located on the southern edge of the Sydney Central Business District (CBD). As shown in **Figure 1**, the site is in close proximity to Central Station, Broadway Shopping Centre and the University of Technology, Sydney.

The Kensington Precinct is located on the eastern edge of the site and comprises a mixture of building types including the Clare Hotel, former administration offices of the Carlton United Brewery and terraces on Kensington Lane.

Originally the Central Park site was occupied by several buildings associated with the site's former use as a Brewery. Demolition works have now been completed and construction works are under way on Blocks 2 and 5 as well as the Main Park. The 33 heritage items identified in the Concept Plan area have been retained and protected.

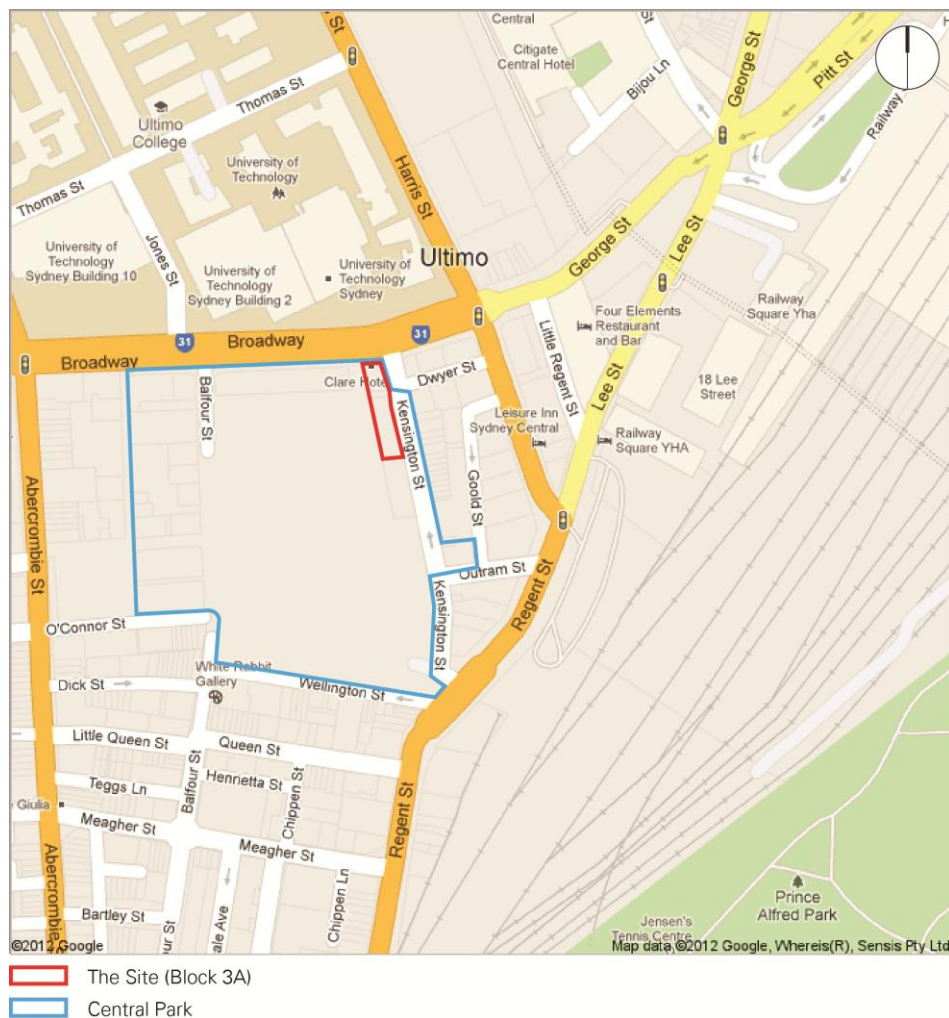


Figure 1 – Locality Plan

Source: JBA

2.2 Site Description

Block 3A is located within the Kensington Precinct and is legally described as Lot 1 in DP 191024 (Clare Hotel) and Lot 6 in DP 1142053 (Administration Building). Block 3A is bounded by Broadway to the north, Kensington Lane to the east, Block 3B, 3C and 10 to the south and Carlton Street to the west. The Block is regular in shape, and has a site area of 1,369m².

The location of Block 3A within the Central Park site is shown in **Figure 2**. The Block is owned by Frasers Broadway Pty Ltd.

A Survey Plan of the site has been prepared by Degotardi, Smith and Partners and is included at **Appendix C**.



Figure 2 – Development blocks within the Kensington Precinct

Source: *Frasers Broadway Pty Ltd*

Existing Development

The site is currently occupied by the Clare Hotel and the former Administration Building, which is associated with the site's previous use as the Carlton United Brewery. The two buildings are built to the site's boundaries, with a narrow (approximately 4.6m) wide laneway / driveway between the two buildings.

The County Clare Hotel was constructed in 1939, and is an Interwar-Functionalist style hotel with art deco styling. The existing building is three storeys in height with a curved facade and raised parapet to the corner of Broadway and Kensington Lane.

The Administration Building lies to the south of the Clare Hotel, and is a three storey brick and tile building constructed in 1930 and remains in good condition.

Photographs of existing development on the site are provided at **Figures 3 – 6**.



Figure 3 – Looking north-west towards the Clare Hotel from Kensington Lane



Figure 4 – Looking south down Kensington Lane towards the Clare Hotel (foreground) and Administration Building (background)



Figure 5 – Looking north-west down Kensington Lane, towards the Administration Building



Figure 6 – Looking north-west towards the rear of the Administration Building

Source: JBA

Heritage

Both buildings are identified as local heritage items under Sydney Local Environmental Plan 2005. They are also listed under the Conservation Management Plan for the Carlton United Breweries Site (prepared by Godden Mackay Logan Heritage Consultants). Under the CMP, the buildings are identified as:

- County Clare Hotel (Building 38); and

- Toth's Administration Buildings (Buildings 10A and 10B) where 10A is the northern part of the building and 10B is the southern part of the building.

Pedestrian and Vehicular Access

The site is bordered by Broadway to the north, an 8 lane roadway that runs east-west incorporating designated bus lanes and pedestrian footpaths to each side. The site is bounded by Kensington Lane to the east, which currently allows one lane of vehicle travel in a south – north direction (between Outram Street and Dwyer Street) and two-way traffic between Broadway and Dwyer Street.

2.3 Surrounding Development

To the North

Directly to the north of the site is Broadway, an 8 Lane roadway with designated bus lanes and pedestrian footpaths on either side. To the north of Broadway lies the University of Technology Sydney (UTS). A licensed premise, known as the Glasshouse also fronts Broadway, along with the Co-op bookshop that services UTS. To the northeast is the 'Agincoourt Hotel', located on the northeast corner of Harris Street and Broadway.

To the South

To the south of the site are Blocks 3B, 3C and Block 10 which are proposed for redevelopment as a student accommodation building, with non-residential and retail uses. The application for the development of these sites is currently under assessment (MP11_0090).

To the East

To the east of the site, on the opposite side of Kensington Lane is a new residential building which is currently under construction (not part of the Central Park site). Blocks 6 and 7, which will be developed for commercial and retail uses, is also located to the east of the site.

To the West

Block 2 is located to the west of the site, on the opposite side of Carlton Street. It is approved as a mixed use retail, commercial and residential building comprising 593 residential apartments, a food court, specialty retail and a supermarket. Block 2 also contains commercial floor space, and upper level terraces with a heliostat to provide sunlight onto landscape and public domain areas. The site is currently under construction.

Block 5B is located to the south-west of the site and is also under construction. Both Blocks 5A and 5B have been approved for two residential buildings including 319 residential apartments and approximately 1,696m² of retail floor space with surrounding public domain works.

Figures 7 – 10 show the surrounding development.



Figure 7 – The residential building currently under construction to the east of the site



Figure 8 – The Block 6 and 7 site to the east of the site



Figure 9 – The Block 3B, 3C and 10 sites to the south of Block 3A



Figure 10 – Block 2 to the west of the site

Source: JBA

3.0 Description of Development Proposal

This chapter of the report provides a detailed description of the proposed development. Architectural Drawings prepared by TZG Architects are included at **Appendix A**. The development consists of the following elements:

- Adaptive reuse of the existing Clare Hotel and Administration Building to accommodate a boutique hotel with 4,595.9m² of GFA comprising:
 - 60 hotel rooms;
 - 600m² of food and drink premises, including three restaurants and a lounge;
 - conference and meeting facilities;
 - staff offices and amenities;
 - a rooftop deck and pool; and
 - storage and loading facilities.
- Heritage interpretation and retention of significant heritage fabric;
- Removal of certain elements of the existing buildings, including the interior structures of the Administration Building;
- A single storey addition to the Clare Hotel and a two storey addition to the Administration Building; and
- Construction of a new glazed link between the two buildings to create a foyer and entry space for the hotel.

Photomontages of the proposed development are provided at **Appendix A**, and at **Figure 11**.



Figure 11 – The proposed development as viewed from Broadway

Source: TZG

3.1 Design Principles

A design statement has been prepared by TZG Architects, outlining the design principles which have been adopted in the proposed development. These are summarised below:

The Kensington Precinct

TZG were commissioned by Frasers in 2007 to assist in the development of the Concept Plan for the Kensington Lane Precinct. TZG have since been engaged to develop designs for three major redevelopments. Blocks 3B, 3C and 10, a student accommodation project, is currently at PPR stage. A Project Application for Blocks 6 and 7, a restaurant and retail refurbishment project, is to be submitted shortly. And Block 3A, a boutique hotel, is the subject of this application. This unique opportunity has allowed TZG to develop a unified urban design and detail approach for Kensington Lane. The Lane itself will also be improved through integrated landscaping in the future.

Design Intent

The Clare Hotel and the Fosters Administration Building are to be retained in the redevelopment of Block 3A. Both buildings receive roof top additions and between the two buildings, a unifying link is proposed to form the Hotel lobby. The project sits within, and is an integral component of, a proposed precinct of regenerated Heritage and new development which seeks to energise and enliven Kensington Lane and its surrounds. The proposal is generally consistent with the approved Concept Plan for the site.

The architectural intent guiding the design of the contemporary components is to refer to elements of the Heritage buildings. For example, the panels of the new facade have proportions derived from those of The Clare and Administration Building. Whilst the older windows are in brickwork, the new facade is assembled in rich patterns of steel, glass and light weight metal cladding. The scale and proportions of the older building's features are reflected in the new, forging a strong compatibility between them.

Whilst the Concept Plan approval indicated steps in the levels at the top of the new building, a decision has been made to raise the roof top balustrade to the plant room height to create one strong horizontal parapet line which caps the building. This results in a more positive relationship between the new and the simplicity of the existing.

Building Layout

Hotel rooms are located in the former Administration Building while the Clare Hotel is proposed to house the hotel reception areas, meeting facilities, and a signature restaurant featuring a roof top terrace. Two restaurants are located on the ground floor of the Administration Building which has been opened onto Kensington Lane to maximise activation of the public realm.

Heritage Interpretation

The significant spaces and facade of the Clare Hotel are retained and refurbished with minimal intervention. Whilst the Administration Building requires a new internal structural system to meet regulations, allowance has been made in the design and construction methodology to preserve significant spaces and fabric. These include the level 1 bar, the level 2 boardroom and the main stair panelling which extends from level one to level two. The proposed approach allows the finished floor and ceiling levels at the windows to be at or similar to their original levels. The basement is largely proposed to be retained in its original form where possible, with conversions to house a gym, wine store, lavatories, services and storage. This allows the public to visit this interesting area of the old building and

appreciate its original parts (refer to the heritage report). It is proposed that various found objects from within the building will be displayed and celebrated within the hotel spaces.

The preservation of, and inventive reassignment of use to these buildings of heritage interest will re-energise the older areas touching them with the glamour that is inevitably to be found in the exciting contemporary additions. The new work will also benefit from its relationship to the old, gaining in complexity and interest.

3.2 Demolition and Site Preparation

Whilst the buildings are being retained, the majority of the internal walls, floors and internal structure of the Administration Building will be demolished and rebuilt in order to comply with current Building Code of Australia requirements. The internal structure of the Clare Hotel is largely retained due to the existing concrete slabs that form the building's superstructure.

Minimal in-ground excavation is proposed for the project. The only element requiring excavation is the service tunnel which will link the basements of the Clare Hotel and Administration Building.

3.3 Numerical Overview

Key development information is summarised in **Table 1**, below.

Table 1 – Key development information

Component	Proposal
Project site area	1,369m ²
GFA	4,595.9m ²
Height	RL 43.720 (to top of lift overrun)
Hotel GFA	4,595.9m ²
Food and Drink Premises GFA	600m ²
Hotel Rooms	60 (including 3 accessible rooms)
Restaurants / Restaurant Capacity	3 / 210 people
Lounges / Lounge Capacity	1 / 30 people
Meeting Rooms / Meeting Room Capacity	3 / 36 people

3.4 Gross Floor Area and Use by Floor

The proposed development generates a total GFA of 4,595.9m². **Table 2** provides a breakdown of GFA throughout the building on a floor by floor basis. GFA Plans prepared by TZG and a GFA Certificate prepared by Degotardi, Smith & Partners are located at **Appendix D**. The building comprises hotel rooms, three restaurants, a lounge, conference / meeting facilities, a rooftop pool and deck.

The reception, conference facilities, restaurants and lounge are predominantly located in the northern part of the building (the Clare Hotel). The southern part of the building (the former Administration Building) generally accommodates the hotel rooms, with the exception of part of the Ground Floor which is occupied by the two restaurants. Various service spaces to support the operation of the hotel are located in the basement.

Table 2 – Use and GFA by floor

Level	Use	Total GFA (m ²)
Basement	Clare Hotel – various storage spaces; – utilities and plant rooms; and – staff change rooms and toilets.	409.32
	Administration Building – various storage spaces; – two kitchens; – staff change rooms and toilets; – bicycle storage; – utilities and plant rooms; – guest gym, change rooms and toilets; and – garbage rooms.	
Ground	Clare Hotel – hotel foyer / reception; and – lounge area.	1,026.71
	Administration Building – two restaurants; – service kitchen; – loading dock and plant; and – hotel rooms.	
Level 1	Clare Hotel – meeting rooms / conference facilities; – office space; and – accessible toilet.	1,091.57
	Administration Building – hotel rooms.	
Level 2	Clare Hotel – signature restaurant; – kitchen; – plant; and – accessible toilet.	1,076.90
	Administration Building – hotel rooms; and – heritage boardroom suite.	
Level 3	Clare Hotel – signature wine and dessert bar; – open kitchen; and – roof terrace.	559.62
	Administration Building – lower level of split level hotel suites.	
Level 4	Clare Hotel – N/A	403.24
	Administration Building – upper level of split level hotel suites.	
Pool Deck	Clare Hotel – N/A	28.57

Level	Use	Total GFA (m²)
	Administration Building <ul style="list-style-type: none"> – pool; – pool deck and BBQ area; and – plant. 	
TOTAL		4,595.9

3.5 Heritage Interpretation

As noted at Section 2.2 both the Clare Hotel and Administration Building are locally listed heritage items under Sydney LEP 2005, as well as being nominated as heritage items under the site-wide Conservation Management Plan prepared by Noel Bell Ridley Smith & Partners Pty Ltd.

Significant elements of the two buildings will be retained and interpreted as part of the development. These elements are identified in the Heritage Impact Statement prepared by Paul Davies Pty Ltd (refer to **Appendix E**) and are replicated in **Table 3**, below. Photographs of the significant elements of both buildings are provided in the Heritage Impact Statement.

Table 3 – Heritage interpretation

Heritage Element	Proposed Treatment / Interpretation
Administration Building	
<i>Boardroom and its ancillary spaces</i>	<i>The Boardroom, ante-room and executive bathroom are all to be retained in-situ and adapted as a single Executive Suite. The former executive dining room has been stripped and converted to standard office spaces and will not be retained as part of the heritage works.</i>
<i>The Show Bar</i>	<i>The Show Bar will be archivally recorded and dismantled carefully for storage during construction of the new floor and core to the building. It will then be reconstructed in the same position within the building and used as a special suite with a bathroom attached to a new private ante-room</i>
<i>The former entrance to the Administration Building</i>	<i>The area between the existing entrance to the building and the executive lift will be adapted for use as a single suite. The stairs and external canopy will be retained as part of this suite.</i>
<i>The timber panelling to the main stair</i>	<i>All timber panelled surfaces will be required to be removed to allow the construction of the new core. They will be reconstructed as a new stair to the private dining areas on the lower level of the building.</i>
<i>The executive lift</i>	<i>This will be relocated. It will be included as an interpretive element within the new hotel.</i>
<i>The basement rooms</i>	<i>Although not identified separately as a historic element, as many of the existing rooms, such as the former strong room, will be retained and reused in the new development.</i>
Clare Hotel	
<i>The spaces of the County Clare Hotel</i>	<i>All significant spaces of the County Clare Hotel will be retained. The original bar counter will be reinterpreted and the saloon bar will be adapted to provide the check-in and concierge spaces for the new hotel. The upper levels will be used for meeting rooms (level 1) and a restaurant (Level 2)</i>

An assessment of the proposed works on the significance of the buildings, as well as the recommendations of the Specific Element Conservation Management Plan are addressed at Section 4.5 and **Appendix E** and **F**.

3.6 Operational Details

A preliminary Operational Management Plan (OMP) has been prepared by Frasers Broadway Pty Ltd (refer to **Appendix G**). The preliminary OMP addresses the following matters:

- responsibilities of the hotel operator and building management and the requirement for full-time management;
- emergency and evacuation procedures;
- critical incident management protocols;
- contactability (including over the holiday period);
- maintenance and cleaning schedule;
- deliveries, loading and unloading;
- car parking, guest arrival and hotel valet service;
- building security and access;
- registration and grievances and guest dispute procedure;
- external complaints handling procedure;
- guest behaviour – hotel rules; and
- management of internal and external common areas.

The OMP will be finalised prior to issue of an Occupation Certificate, to reflect the specific requirements of the hotel operator. This requirement is reflected in the Draft Statement of Commitments at Section 5.0.

3.7 Pedestrian Access

The hotel foyer will be provided within the new linking structure between the Clare Hotel and Administration Building. The foyer provides the main pedestrian entry to the building, and can be accessed from either Kensington Lane or Carlton Street. Whilst pedestrians can enter from either side, the main access will be provided from Kensington Lane near the guest drop-off zone. New canopies are provided on both sides of the lobby to identify the main entry points. A secondary entry to the hotel will be provided off Broadway, with access to the foyer provided in the north-western corner of the building.

Separate entries will be provided for the ground floor lounge and restaurants. Secondary access is provided into the lounge on the ground floor of the Clare Hotel from the corner of Broadway and Kensington Lane. Similarly, the two restaurants in the ground floor of the Administration Building can be accessed directly from the site's Kensington Lane frontage.

Once within the building, bridges have been provided on each level (within the glazed link) to provide access between the two buildings. A below-ground connection will provide access between the buildings at basement level.

3.8 Vehicular Access and Parking

Vehicular Access and Parking

Ten (10) parking spaces will be provided for use by staff of the proposed hotel. The parking spaces will also be available for use by hotel guests via a concierge service. The parking spaces will be located in the combined basement car park for Blocks 2, 5 and the Kensington Precinct. The provision of minimal guest parking is appropriate given the site's location, and is consistent with Council policy.

In addition, 10 bicycle parking spaces will be provided within the Basement for use by staff and guests. If guests wish to use a bicycle, they will be brought to ground level by a staff member, for pick-up outside the foyer.

To encourage sustainable transport use, a Workplace Travel Plan and Travel Access Guide will be prepared following the occupation of the building. The measures to be included in these documents are discussed at Section 4.8.

With regards to vehicular access around the site, ultimately, it is proposed to convert Kensington Lane into a shared zone where vehicular traffic will be required to give way to pedestrians (these proposed changes will form part of a separate application). However, for the purposes of this application, the existing traffic arrangements on Kensington Lane are proposed to remain essentially unchanged. That is, it will continue to operate as a one-way road from south to north, except between Broadway and Dwyer Street where it will continue to have two-way traffic flow operation. The intersection with Broadway will continue to operate as a left-in / left-out intersection, and will continue to provide one lane of parking (on the western side) and one traffic lane.

Guest Drop-Off

A drop-off and pick-up zone is proposed on the western side of Kensington Lane, adjacent to the hotel lobby doors. The zone will be used by taxis to drop-off and pick-up guests, as well as providing a point for guests using the concierge parking service to leave and collect their cars.

Servicing Access

Servicing will be via the site's Kensington Lane frontage, with a new loading dock proposed in the south-eastern corner of the building. The management of these deliveries and loading will be restricted to outside of peak hour times. It is noted that in the longer term, service vehicles will be permitted to park in the service vehicle bays within the east basement loading areas.

3.9 Landscaping and Public Domain

No landscaping or public domain works are proposed as part of this Project Application. The existing buildings are generally built to the block boundary, providing little / no opportunity for any landscaping or public domain works. Notably, all works associated with the through-site link between Block 3A and Block 3B form part of MP11_0090. Similarly, the pathways surrounding the building will be paved with concrete unit pavers and bricks (halmet blue or equivalent) consistent with the remainder of the Kensington Lane Precinct under the Stage 2 Infrastructure Approval (MP09_0164). On this basis, the landscaping and public domain works will be consistent with the guiding principles for public domain works in the Precinct, as established by Jeppe Aagaard Andersen + Turf Design Studio in the approved Public Domain Plan.

3.10 Safety and Security

As detailed in the Safety Management Strategy and Safety Management Plan prepared by Elton Consulting (refer to **Appendix H**) the proposal includes active uses along the Kensington Lane frontage. This provides an active edge to the public domain, promotes clear and unobstructed natural surveillance of the street, and encourages ground level pedestrian activity. In addition, extensive glazing is provided to the hotel lobby, link structure and the ground floor lounge and restaurants. This creates good visual connections between internal uses and public environments, and will deter crime by making the offender's behaviour more easily noticeable to passers-by.

Further, the hotel's reception area will be manned by reception staff for the majority of the day. Reception staff will have visual sight lines into the lobby area to identify people entering the building from Kensington Lane and Carlton Street. The lobby area will also be manned 24 hours a day by a member of security staff or the concierge.

3.11 Building Services

The site is already serviced with potable water, electricity, sewer, gas and telecommunications. These will be augmented as necessary to accommodate the proposed development. This includes the installation of a new electrical substation between Blocks 3A and 3B, which forms part of the application for the redevelopment of Blocks 3B, 3C and Block 10 (MP11_0090).

The substation will service the proposed development, as well as the remainder of the Kensington Precinct. The substation and associated exhaust and supply air ducts will be constructed below ground between Blocks 3A and 3B with service access via an entry at ground level from Carlton Street, with vehicle access available, as required. A secondary means of escape will be provided by way of an access hatch in the pavement along Kensington Lane.

A Building Services Report has been prepared by WSP Building (refer to **Appendix I**) which describes the approach to servicing across the site and the centralised utilities provided at Central Park, including the Hot Water Thermal Reticulation Network (TRN) and Central Thermal Plant (CTP) which Block 3A will be connected to, as well as the following infrastructure and service details for Block 3A:

- Mechanical Services;
- Electrical Services;
- Communications Services;
- Hydraulic Services;
- Vertical Transportation Services;
- Fire Services; and
- Fire Safety Engineering.

All of the above services will be designed in accordance with the relevant standards and authority requirements.

The proposed Fire Services and Fire Safety Engineering measures are discussed in detail at Section 4.17.

3.12 Waste Management

3.12.1 Waste Storage

ARUP has provided waste generation estimates for the hotel, restaurant / lounge and conference facilities within Block 3A using the applicable waste generation rates in the City of Sydney's Waste Policy (see **Appendix J** for calculations and assumptions). Based on these waste estimates, the following waste storage areas have been provided for Block 3A (refer to **Table 4**).

Table 4 – Waste storage areas

Waste Storage Room	Floor Area (m ²)	Description	Storage Equipment
Garbage Room 1	42.18	General Waste	<ul style="list-style-type: none"> – 10 x 240L bins for organic landfill waste – 14 x 240L bins for mixed landfill waste – 1 x 240L single bin compactor
Garbage Room 2	35.43	Comingled Recycling and Glass	<ul style="list-style-type: none"> – 5 x 240L bins for comingle recycling and glass – 2 x 660L recycling bin for cardboard / paper – 1 x 0.42m² of cooking oil storage – 1 x 0.25m² for storage of small electronic waste – 1 x 2.5m² storage and sorting area of recycling and reusable waste – 1 x 3m² storage for hard rubbish and large electronic waste

These requirements have been incorporated into the architectural drawings.

3.12.2 Waste Management

It is noted that separate waste services compartments will not be designated to each storey of the building, contrary to the requirements of Council's Waste Policy. However, as waste collection will be centrally managed by hotel staff, operational procedures will adequately ensure the correct storage and segregation of waste throughout the building.

The following waste management measures will be adopted for the hotel development:

- general cleaning rubbish and recycling from all hotel levels will be moved directly to the basement storage area via the service lift once it is collected from its source by cleaning or service staff;
- lounge and restaurant rubbish and recycling will be held temporarily in specified bins / areas within the kitchens, prior to transfer to the basement at the completion of each food service, as necessary; and
- recyclables and general waste will be stored in separate areas, and in colour coded bins to ensure waste streams are not inadvertently mixed.

Landfill waste will generally be collected every 3 days and organic waste will be collected every 2 days. It is anticipated that recyclable waste will be collected twice a week (every 4 days). Electronic waste, hard rubbish and waste cooking oil will be collected on an as-needs basis. The following waste collection arrangements will be put in place:

- prior to collection, all waste will be moved up the hoist and arranged temporarily in the loading dock to await collection;
- a licenced waste contractor will transfer waste bins from the loading dock to the collection truck (approximately 3m – 5m);
- empty bins will then be returned immediately to the waste storage areas by hotel staff, via the hoist; and
- the hoist will be inspected and cleaned with water after each use.

4.0 Environmental Assessment

This section of the report provides an assessment of the environmental impacts of the proposal in accordance with the Director-General's Environmental Assessment Requirements (DGRs). The draft Statement of Commitments complements the findings of this section.

4.1 Director General's Requirements

In August 2011, in accordance with Section 75F of the EP&A Act, the Director-General of the Department of Planning and Infrastructure issued the requirements for the preparation of an Environmental Assessment to accompany a Project Application for the development. A copy of the DGRs is included in **Appendix B**.

Table 5 provides a summary of the individual matters listed in the DGRs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Table 5 – Director General's Requirements

Director General Requirement	Location in Environmental Assessment Report	
General	Report	Appendix
Executive Summary	Introduction	-
Statement of Validity	Introduction	-
Quantity Surveyor's Certificate	Submitted Separately	-
Site Analysis	Section 2.0	Appendix A
Description of the Proposed Development	Section 3.0	
Relevant EPI's Policies and Guidelines to be Addressed	Section 4.1 and Section 4.2	
Concept Plan (as amended)	Section 4.3	-
Built Form and Urban Design	Section 4.4	Appendix A
Heritage	Section 4.5	Appendix E and F
Transport and Accessibility Impacts (Construction and Operation)	Section 4.8 and Section 4.18	Appendix K and Appendix L
Ecologically Sustainable Development (ESD)	Section 4.9	Appendix M
Contamination	Section 4.11	-
Landscaping and Public Domain Management	Section 3.9	-
Drainage and Flooding	Section 4.12	Appendix N
Utilities (Infrastructure and Services)	Section 3.11	Appendix I
Staging	Section 4.18	-
Draft Statement of Commitments	Section 5.0	-
Consultation	Section 4.19	-
Conclusion and Justification	Section 6.0	-
Plans and Documents	Technical Study	
Existing Site Survey	Appendix C	
Site Analysis Plan	Appendix A	
Locality/Context Plan	Appendix A	
Architectural Drawings	Appendix A	
Geotechnical and Structural Report	Appendix O and Appendix P	
Stormwater Concept Plan	Appendix N	
Erosion and Sediment Control Plan	Appendix N	

Director General Requirement	Location in Environmental Assessment Report
fView Analysis	-
Landscape Plan	-
Shadow Diagrams	Appendix A
Construction Management Plan	Appendix Q
Construction Traffic Management Plan	Appendix L

4.2 Compliance with Relevant Strategic and Statutory Plans and Policies

The DGRs require the following legislation, strategies and planning instruments, which are relevant to the proposed development to be addressed:

- Objects of the *Environmental Planning and Assessment Act 1979*;
- Metropolitan Strategy 2036;
- Metropolitan Transport Plan 2010;
- Draft Sydney City Subregional Strategy;
- State Environmental Planning Policy No.55 – Remediation of Land;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No 64 – Advertising and Signage;
- Sydney Local Environmental Plan 2005;
- Draft Sydney Local Environmental Plan 2011;
- City of Sydney Access DCP 2004;
- City of Sydney Heritage DCP 2006;
- The Planning for Entertainment Guidelines 2009;
- Development Near Rail Corridors and Busy Roads - Interim Guideline; and
- Planning Guidelines for Walking and Cycling.

The Project Application's consistency with the relevant strategic and statutory plans and policies is discussed in **Table 6** below. Variations to, and non-compliance with, the key standards and guidelines highlighted in the table are discussed in detail in the following sections of this environmental assessment.

Consistency with the Frasers Broadway Concept Plan Approval and Statement of Commitments, as amended, is addressed at Section 4.3.

Table 6 – Compliance with strategic policies and statutory plans

Instrument / Strategy	Comments
Acts	
Objects of the EPA Act	Refer to discussion below
Strategic Plans	
NSW State Plan	Refer to discussion below
Metropolitan Strategy 2036	Refer to discussion below
Draft Sydney City Subregional Strategy	Refer to discussion below
State Planning Instruments and Controls	
SEPP 55 (Remediation of Land)	Remediation works have been carried out on the site in accordance with MP 07_0163.

Instrument / Strategy	Comments
SEPP (Infrastructure)	The proposed development comprises traffic generating development and must be referred to the RMS during the assessment of the application.
SEPP 64 – Advertising and Signage	The proposal does not involve any signage. Separate Development Applications will be required to be submitted for any signage.
Local Planning Instruments and Controls	
Sydney Local Environmental Plan 2005	The proposal provides parking in accordance with the LEP and MP 06_0171 (Mod 6). Refer to Section 4.8 and Appendix K .
Draft Sydney Local Environmental Plan 2011	The proposal remains permissible with consent under draft LEP 2011.
City of Sydney Access DCP 2004	Refer to Appendix R and Section 4.16
City of Sydney Heritage DCP 2006	Refer to Appendix E , Appendix F and Section 4.5
Planning Policies and Guidelines	
The Planning for Entertainment Guidelines 2009	Refer to discussion below
Metropolitan Transport Plan 2010	Refer to discussion below
Development Near Rail Corridors and Busy Roads – Interim Guideline	Refer to discussion below
Planning Guidelines for Walking and Cycling	Refer to discussion below

Objects of the EPA Act

The proposed development is consistent with the objects of the EP&A Act in that it:

- promotes the orderly and effective use of the land by providing development within close proximity of existing services and facilities; and
- comprises and ecologically sustainable development through the adaptive reuse of two existing buildings.

NSW State Plan

The NSW State Plan aims to support jobs and attract business investment to NSW, as well as improve quality of life in NSW's cities by providing attractive places to live, work and visit. In addition, the State Plan sets new targets and actions to increase the supply of affordable housing for low and moderate income households. Under the State Plan, the Director-General of the Department and Minister for Planning and Infrastructure have direct responsibility for achieving these objectives.

The proposed development, which seeks approval for a boutique hotel within a highly accessible location is consistent with the aims and targets of the State Plan

Metropolitan Strategy 2036 and Metropolitan Transport Plan 2010

In March 2010, the then Department of Planning announced the first five year review of the Metropolitan Strategy. The resulting Metropolitan Plan for Sydney 2036 seeks to respond to recent challenges facing growth in Sydney including the global financial crisis, housing affordability and climate change.

The review integrated the Metropolitan Strategy with the Metropolitan Transport Plan, while accommodating increased population projections across Sydney, such as:

- a population forecast to reach nearly 6 million by 2036 (an increase of 1.7 million from the 2006 projections);
- a need for 770,000 additional homes by 2036; and
- a need to provide 760,000 more jobs by 2036.

The Concept Plan will capitalise on the site's accessible location to public transport, retail facilities and employment opportunities, to ensure the proposal supports key actions within the Metropolitan Plan for Sydney 2036, namely:

- A3 contain Sydney's urban footprint;
- B1.3 locate new housing within the walking catchments of centres of all sizes with good public transport; and
- D1.1 locate at least 70% of new housing within existing urban areas.

Draft City Sub-regional Strategy

The Sydney Metropolitan Strategy outlines seven key strategies for the development of Sydney over the next 25 years. The strategy sets specific targets for increasing housing and jobs in the major centres of Sydney. Central Park is located within the Sydney City subregion. The Sydney subregion is nominated as a 'Global Centre' which is the *"main focus for national and international business, professional services, specialised health and education precincts, specialised shops and tourism, it is also a recreational and tourist destination for the Sydney region and has national and international significance"*.

The specific targets that are set for the Sydney region are approximately:

- 48,400 new jobs; and
- 31,793 new dwellings.

The proposed development, with the provision of 60 boutique hotel rooms will support the objectives of the Strategy by supporting tourism and job creation in the Sydney subregion.

The Planning for Entertainment Guidelines 2009

The Planning for Entertainment Guidelines seek to explain how the current planning system addresses premises in which entertainment is provided for patrons. In doing this, the framework recognises that the provision of entertainment is now an integral part of the activities provided at many premises. The guidelines go on to establish when a development application is required, as well as the matters for consideration in preparing an application for an entertainment venue.

The use and fit-out of the restaurants will be the subject of a future, separate application. The character and context of the area, local amenity, hours of operation, number of patrons and building safety, as well as the management of the premises will be addressed as part of that application.

Integrated Land Use and Transport Policy

Both the Metropolitan Transport Plan and Integrating Land Use and Transport – a Planning Policy Package seek to reduce car usage and promote public transport and alternative transportation modes through integrated transport plans, and promoting development within close proximity of public transport.

The site is within convenient walking distance of Central Railway Station and the bus stops at Railway Square. In combination, these provide an exceptionally good level of public transport accessibility. The services include suburban and country trains, a wide range of commuter bus services; links to the inner west light rail,

taxi ranks and long distance coaches. The Central Park site has a 'likely natural high proportion of non-car borne modal choice' and presents real opportunities for development that takes advantage of the existing transport infrastructure.

In front of the site is Broadways' high frequency bus corridor, with a bus arriving every 30 seconds on week days and every two minutes on a Saturday morning.

The proposed hotel, with limited parking provision for staff, will encourage the use of more sustainable forms of transport.

Development near Rail Corridors and Busy Roads - Interim Guidelines

The Department's Interim Guidelines on Development near Rail Corridors and Busy Roads makes recommendations for the assessment of noise impacts to developments from rail and road corridors and for mitigating such impacts.

Pursuant to *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP), a consent authority must take the guidelines into consideration before determining an application for a residential building adjacent to a road with an Annual Average Daily Traffic volume (AADT) of over 40,000 vehicles. The Interim Guidelines are to be referred to as best practice for developments adjacent to roads with an AADT of 20,000 to 40,000 vehicles.

The guidelines only require the impact of railway noise to be considered if the site is within 60m of a railway line. The site is outside of this distance, and so no further consideration is required with respect to rail vibration.

The key potential source of noise is road traffic noise intrusion from the highly trafficked roads that surround the site, particularly Broadway and Regent Street.

In accordance with the Guidelines, acoustic treatments such as upgraded glazing and acoustic seals will be required to reduce the impact of road noise on the proposed development.

Further, the site is identified as being within Zone B (Tunnel) of the CBD Metro corridor identified under the Infrastructure SEPP. As there will only be limited excavation associated with the construction of the basement link, and no excavation beneath the Clare Hotel, the proposed development will not have any adverse impact on future development within the CBD Metro corridor.

Planning Guidelines for Walking and Cycling

The Department of Planning's "Planning Guidelines for Walking and Cycling" aim to improve the consideration of walking and cycling in urban environments, and provides a walking and cycling focus to the Integrated Land Use and Transport Policy.

The development is consistent with the Planning Guidelines for Walking and Cycling as it provides increased densities within a site highly accessible to public transport. The site is also within walking distance of other services and amenities, including retail and employment opportunities of the CBD. In addition, the Concept Plan and Project Application have made provisions for pedestrian and cycle facilities within the site.

4.3 Consistency with Concept Plan

The key issues to be assessed are compliance with:

- the approved concept plan envelope;
- the approved building height;

- the approved land use and the maximum GFA permitted on the site;
- the approved public domain; and
- the achievement of design excellence.

4.3.1 Concept Plan Envelope and Building Height

Minor modifications are proposed to the Concept Plan approved envelope and height, in order to provide equitable access to the rooftop and to enable retention of the site's significant heritage fabric.

The variations to the Concept Plan approved building envelope and height are detailed below. The proposed changes remain generally consistent with the Concept Plan approval. Given the minor nature of the proposed alterations, and the lack of any adverse environmental impacts, no formal modification of the Concept Plan Approval is considered necessary.

Building Envelope

The approved and proposed massing is shown at **Figures 12**. The diagrams show that the proposed building envelope generally complies with the approved Concept Plan, providing additions to the Clare Hotel and Administration Building and a new glazed linking structure.

However, during detailed design of the building, TZG has made some minor revisions to the Concept Plan approved envelope (and subsequently the building height) to accommodate equitable access and heritage conservation measures. The proposed changes to the approved envelope are limited to the Administration Building, and include:

- **Lift overrun** - projects 2,700mm above the maximum approved RL of 41.5m. The glass awning roof over the lift door and pool access stair is 300mm higher than the maximum approved RL of 41.5m.

The lift overrun is required to allow equitable access to the roof deck level. Only one lift has been brought to the roof level due to the shape of the approved envelope and to minimise the extent of the non-compliant area. The lift is set back from the edge of the approved envelope to mitigate visual impact from the public realm.

- **Roofs of the rooftop accessible WC, the electrical plant area and the poolside bar** – projects 400mm higher than the maximum approved RL of 41.5m (the various roofs have a total area of 60m²).

These exceedences are required to accommodate the proposed heritage conservation measures. The Heritage Boardroom Suite on Level 2 is of high heritage significance and has been retained in situ. In order to achieve code compliant acoustic, structural and fire outcomes, a new concrete slab is required above the level of the existing heritage ceiling. This existing (retained) ceiling sets the Level 3 floor level, with minimum floor to floor heights being provided above this for Levels 4 and 5.

The roofed areas on the top level have been kept to an absolute minimum, with minimal ceiling heights. Further, they are set back at least 1,500mm from the edge of the approved envelope to mitigate any visual or overshadowing impacts.

The proposed changes do not radically alter the appearance of the building and do not generate any unacceptable environmental impacts on neighbouring properties in terms of privacy or overshadowing (see Section 4.7 for an assessment on overshadowing). Further, as detailed at Section 4.6, the additional building mass will not be visible from the public domain.



Figure 12 - Concept Plan analysis view from the north-west

Source: TZG

Building Height

The modifications to the building envelope result in a subsequent increase in height. A comparison between the Concept Plan approved height and the proposed building height is provided in **Table 7**.

As above, the proposed changes do not radically alter the appearance of the building, and the additional height will not result in any adverse environmental impacts.

Table 7 – Approved and proposed building height

Approved Maximum Height	Proposed Maximum Height
Clare Hotel	
RL35.390 (AHD)	RL35.390 (AHD)
Tooth Administration Building	
RL 41.50 (AHD)	RL 44.20 (AHD)

4.3.2 Land Use and Gross Floor Area

Condition A1(d) of the Concept Plan limits the maximum GFA of Blocks 3A, 3B and 3C to 10,500m². Given that the achievement of GFA for Block 3A is dependent on the GFA of Block 3B/3C, the proposed development involves the following variations to the approved concept plan:

- reallocation of GFA from Block 6, 7 and 11; and
- increased amount of floorspace on Block 3.

Consequently an amendment to the approved Concept Plan has been lodged concurrently with this application which seeks the following amendments to the Kensington Precinct, as shown in **Table 8**. The modification seeks to increase the GFA of Block 3 to 11,100m², with 4,975m² of non-residential uses. The development of Block 3A comprises approximately 4,600m² of non-residential floor space, and so is consistent with the proposed modification. The proposal will not alter the approved overall GFA, or residential / non-residential mix across the Central Park Site.

The use of the site as a hotel is consistent with the approved use under the Concept Plan. With respect to the nature of the ground floor uses, the approved Concept Plan nominates retail and 'new hotel' uses on the ground floor of the Clare Hotel and Administration Building in order to activate Kensington Lane. Under the proposed development, the Administration Building comprises two restaurants fronting Kensington Lane which will be publicly accessible, and will operate independently of the proposed hotel. As food and drink premises are classified as a retail use under the Standard Instrument LEP, this is

consistent with the approved Concept Plan and will serve to activate the site's Kensington Lane frontage. Similarly, whilst the lounge (also a food and drink premises) on the ground floor of the Clare Hotel will be associated with the operation of the new hotel, it will be publicly accessible and will also activate Kensington Lane. It is noted that the hotel suites on the ground floor of the Administration Building are a permissible use under the Concept Plan, however have been limited to the Carlton Street frontage to ensure the activation of Kensington Lane.

Table 8 – Proposed GFA Distribution

Block	Approved GFA (m2)	Proposed GFA (m2)	Difference (m2)
1 + 4 (incl Brewery)	77,000	77,000	0
2	68,000	68,000	0
3	10,500	11,100	+600
5A	11,000	11,000	0
5B	16,000	16,000	0
6	2,180	2,000	-180
7	1,250	1,100	-150
8	14,500	14,500	0
9	27,000	27,000	0
10	2,070	2,070	0
11	26,000	25,730	-270
Total	255,500	255,500	0

Public Domain

The Concept Plan approved Public Domain Plan (refer to **Figure 13**) nominates two areas of 'Publicly Accessible Throughway' between the Clare Hotel and Administration Building. It is noted that the intention of these areas was never to provide a formal through-site link between the buildings, rather, it was imposed to ensure that the Clare Hotel and Administrative Building could be read as two distinct elements.

In response to this requirement, these areas will be publicly accessible and they will not be built upon at ground level. Similarly, the glazed linking structure proposed in this location will ensure that the two buildings can still be read as two separate, distinct buildings. Subsequently, it is proposed to remove the Publicly Accessible Throughway between the Clare Hotel and Administration Building (areas shaded blue in **Figure 13**). However, it is important to note that the intent of these areas will be preserved as 'un-built' areas, as shown in the Architectural Drawings at **Appendix A**.

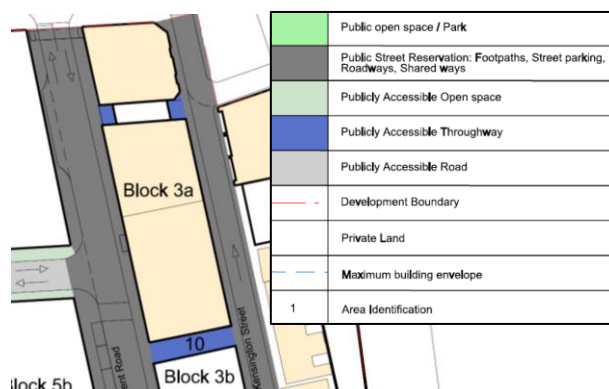


Figure 13 - Extract from the Concept Plan Approved Public Domain

Source: *Foster and Partners*

4.3.3 Design Excellence

As the Design Integrity Panel has not been in operation for some time, Frasers and TZG have met with staff from the Department, the NSW Heritage Office, as well as officers from the City of Sydney Council to discuss the proposed scheme.

Frasers has also undertaken separate site visits with both the Department and Council. On these occasions, the proposed development was described and discussed, including the particular design opportunities and constraints of development within the Kensington Precinct and the specific design measures proposed in response to these.

4.4 Built Form

The proposal comprises the adaptive reuse of the Clare Hotel and Administration Building, and whilst both buildings will receive modern additions, there will not be a dramatic change to the built form appearance of the buildings. New building elements have been designed to be sympathetic to the existing buildings in terms of bulk, proportions and scale. With respect to materiality, the proposed materials for the new elements will be differentiated from the existing fabric so as to enhance the interpretative potential of the site. The new works are further distinguished from the heritage fabric through recessed detailing, separating new and old elements, and by their varied material quality.

The glazed link, which will house the hotel lobby, forms the most significant addition to the existing envelope at street level. The link has been designed as a light weight glass structure in order to maintain sight lines between the two buildings, and to enable the two buildings to be read as two separate elements. Together with the proposed food and drinks premises fronting Kensington Lane, the glazed link will assist in activating the immediate public domain and the Kensington Precinct more broadly.

4.5 Heritage and Archaeology

Paul Davies Pty Ltd has been engaged to assess the heritage impacts of the proposed adaptive reuse of the Clare Hotel and Administration Building (refer to the Heritage Impact Statement at **Appendix E**). They have also been engaged to prepare a Specific Element Conservation Management Plan (SECMP) to guide the redevelopment of the two buildings (refer to **Appendix F**). The key findings and recommendations of these reports are summarised below.

The earlier studies included a formal assessment of the heritage values of the two buildings against the Heritage Council's adopted criteria. The buildings were assessed as follows:

Clare Hotel

The Kegroom Tavern, original named the Hotel Clare, is significant as a largely intact and operational hotel which has a direct relationship to the main entrance of the Carlton (Tooths) Brewery site. The building is one of five hotels constructed in this style in the city between 1938 and 1942; the others are the Australian (Broadway), Sutherlands, the Hollywood and the Civic Hotel. The Kegroom Tavern has significance as the finest example of a well maintained corner hotel in the Inter-War Functionalist style in the CBD. The interior of the hotel is significant for the quality of the timber paneling and plaster Art Deco ceilings which have been retained largely intact, and which are fine examples of the interior décor in hotels of this period. The exterior of the building has aesthetic significance as an important element in the streetscape and as a fine example of the decorative style

of the period. The building has social significance as part of the network of corner hotels that provided a social / recreational venue for the local community, and as one of the group of five brick hotels in similar style, located in close proximity to the Carlton (Tooths) Brewery. This site has a lengthy association with the hotel trade as an earlier hotel existed on it.

Administration Building

Note: the Administration Building is identified as two separate buildings (Buildings 10A and 10B) where 10A is the northern part of the building and 10B is the southern part of the building.

Rebuilt on the site of the former Aerated Water Building, Building 10A has historical significance retaining fragmented associations with the Federation period of the Brewery. The building has aesthetic significance as an example of Interwar Free Classical architecture consistent in material, height, massing and scale with the larger adjacent Administration Building 10B, and contributing to the Main Avenue and Kensington Street streetscapes. Building 10B has a high level of historical and aesthetic significance as an example of the early 20th century custom of breweries to build in prestigious styles and the interwar alterations continue to project this prestigious public image. The building has aesthetic significance as the most prestigious and elaborate example of the Brewery's continued association with prominent Sydney architects Spain & Cosh throughout the Federation period. The original 2 storey section of the building holds high significance at a local level, for its fine architecture and streetscape values as an intact example of the Federation Free style. (4 Jan 2006)

4.5.1 Heritage Impacts

The adaptive reuse of the buildings requires considerable new work, including structural works required to satisfy the requirements of the Building Codes and relevant Australian Standards.

The solution proposed includes the removal of all interior structures from the Administration Building (with the exception of the Boardroom area) and building a new core with concrete slab floors, to which the existing exterior walls (the historic fabric) will be tied. This will have the significant positive impact of allowing the floor and ceiling levels to once again respond to the existing window heights. The new core will also be capable of carrying the loads of the additional floors to be added above the existing building. A similar supporting core will be added to the Clare Hotel.

The main external impact of the proposed adaptive reuse will be the construction of the link between the two buildings. This link will be contemporary in design and visually lightweight to ensure that it will be read as new work. It will also provide an important link between the main Central Park site and the historic Kensington Street Precinct immediately to the east, by re-interpreting the roadway that once occupied the space.

Penetrations will also be made within the existing window bays on the Kensington Street elevation to allow access through the lower level of the Administration Building. The HIS notes that the current Kensington Street elevation of the Administration Building dominates the streetscape, however does not interact with it, with the existing windows set high in the wall and no doors providing access to the interior of the building. The HIS identifies this 'fortress character' as a contributing factor to the building's heritage value, and so the creation of new openings will have the potential to challenge this reading, unless they are designed and located with careful attention to the streetscape values and the integrity of the original building.

In this regard, the HIS notes that whilst the creation of openings at ground level will have some impact on both the fabric of the building and the accessibility of its

presentation to Kensington Street, the impact is acceptable within the context of the proposed scheme, and in particular the aim of activating the Kensington Street precinct as an important community space. Further, the design of the vertical additions has been sensitively undertaken to minimise immediate visibility, and to establish a pattern of design that relates to the existing building. Finally, the openings have been designed to be visually consistent with the rhythm of the existing openings in the building and as spatially effective links to the activated street precinct of Kensington Lane.

In addition to the above, the HIS gives particular consideration to the timber paneled lift and stair, which form part of the executive installations within the building. Whilst consideration has been given to retaining these items in-situ, this was considered a sub-optimal heritage outcome. Whilst the stair paneling will be incorporated into the new stair construction, it has been deemed inappropriate to incorporate the lift into the building's new circulation system due to the size of the lift car and its inability to operate in two directions. On this basis, it is proposed to relocate the lift car into a publicly accessible part of the building to enable its reinterpretation. Whilst the final location of the lift has not yet been determined, the final location and how it integrates into the building will be developed as part of the required interpretation plan that is currently being prepared.

A detailed assessment of the impacts that the proposed work will have on the heritage significance of the two buildings is provided at Table 1 of the HIS (refer to **Appendix B**). The table includes the options that have been considered, and the reasons why the preferred solution has been chosen. The assessment focuses on the interface between old and new fabric and how potential tensions and problems have been resolved through the planning and design processes.

The HIS confirms that the design development process has placed a high priority on the conservation and protection of not only the identified elements of significant fabric, but also the spatial qualities of the building's interaction with other buildings in the precinct. The proposed conservation / interpretation works are listed at Section 4.5 of this EAR.

The HIS concludes that the adaptive reuse of the Administration Building and Clare Hotel will facilitate their long-term conservation. Further, the introduction of a use that facilitates and encourages use by the wider community will allow a level of interaction and understanding of the two buildings.

4.5.2 Conservation Management

The SECMP builds on the previous heritage studies and Conservation Management Plans that have been prepared for the site, and provides a framework for the conservation works required to protect the significance of the Administration Building and Clare Hotel.

A detailed outline of the recommended conservation policies is provided at Section 6.2 of the SECMP. Specific recommendations for the adaptive reuse of the two buildings include:

- **Administration Building** - future development should conserve the exterior facades and the identified significant interior fabric and spaces of the building and identified intrusive elements removed or modified as opportunities present themselves; and
- given the low level of significance of much of the interior fabric, adaptive reuse is feasible in these sections provided the work has no adverse impact on those sections of the interior identified as significant or on the exterior.
- **Clare Hotel** - the external form, scale and detailing should be conserved;

- surfaces never intended for painting, notably face brickwork and tiling, should remain unpainted, while surfaces such as render and timber which were originally painted should continue to be painted in appropriate colours; and
- the principal room layout and planning configuration as well as significant internal original features including ceilings, cornices, joinery, flooring and fireplaces should be retained and conserved.

The recommendations are based on a number of conservation principles, including:

- ensuring that all conservation work appropriately responds to the level of significance;
- establishing the correct and most appropriate works through research and analysis of the existing fabric;
- carrying out regular repairs and ongoing maintenance in accordance with the SECMP;
- preserving the fabric and spatial integrity of the identified significant elements;
- ensuring that new work carefully considers any physical or visual impacts on the original fabric so that impacts are managed and minimised; and
- ensuring that new work is visually recessive in relation to the heritage structures in significant views of the site.

These principles are supported by a series of conservation policies, which focus on:

- the use of the buildings;
- the approach and interpretation;
- urgent works;
- conservation works;
- archaeology;
- appropriate skills; and
- maintenance.

The SECMP confirms that the strategies identified will help to establish a sound policy framework that will protect and conserve the heritage significance of the two buildings, including the significant elements and components of their interiors. A commitment to undertake the works in accordance with the recommendations of the SECMP has been included in the draft Statement of Commitments at Section 5.0.

4.5.3 Archaeology

The SECMP notes that the earlier studies undertaken for the Brewery identified that the Kensington Lane Precinct has moderate archaeological potential, with the potential for some deposits associated with an earlier well that was located under the basement of the northern end of the Administration Building. However, as the basement of each building has already been excavated, it is unlikely that any archaeological deposits would be disturbed as part of the proposed development.

Notwithstanding this, there is potential for archaeological finds during construction of the pedestrian access tunnel, which is proposed to link the two buildings at basement level. This area is not known to have been excavated in the past, and there may be relics associated with the Indigenous or European phases of occupation of the site. However, the SECMP notes that the proposed excavation

is very small in scale and so the likelihood of uncovering any significant relic is minimal.

On this basis, it is recommended that the usual provisions of the *NSW Heritage Act 1980* apply, whereby no formal archaeological monitoring is required, however if a relic is found during works, then the NSW Heritage Council should be advised and the site managed in accordance with their requirements.

The recommendations of the SECMP have been included in the draft Statement of Commitments at Section 5.0.

4.6 Visual Impacts

The visual impacts of the Central Park development as a whole were given detailed consideration as part of the Concept Plan approval. In determining the Concept Plan, the built form and visual impacts of the development were considered appropriate as it:

- is appropriate to the site's city edge context and to the desired urban form for the southern part of the Sydney CBD;
- reinforces the landmark significance of the site as one of the pre-eminent gateways to the CBD;
- recognises and celebrates the site's heritage significance;
- provides a transition in building height across the site, limiting the height of buildings on the south-western part and ensuring that taller buildings are located towards the northern-eastern part of the site, where it is compatible with the adjoining higher density of development in Central Sydney; and
- is of a density consistent with the site's size and strategic location within the broader metropolitan area and its accessibility to a wide range of services and infrastructure.

The proposed development of Block 3A is generally consistent with the Concept Plan approved envelope, and so remains consistent with the matters considered above. The photomontages at **Appendix A**, and at **Figures 14 – 16**, show that the proposed development is sympathetic to the existing building's scale and materiality. In particular, the glazed link which forms a key feature of the new building, provides a functional light weight addition, whilst still enabling the two buildings to be read separately. The photomontages also demonstrate that the proposed exceedences of the Concept Plan envelope (as discussed at Section 4.3) are not visible from the public domain and so will not result in any adverse visual impacts.



Figure 14 - The hotel as viewed from Broadway

Source: TZG



Figure 15 - Looking west towards the hotel from Dwyer Street, showing the new glazed link

Source: TZG



Figure 16 - Looking north-west towards the site, and the relationship with Block 3B

Source: TZG

4.7 Overshadowing

Shadow Diagrams have been prepared by TZG (**Appendix A**) to illustrate the shadows cast by existing surrounding buildings and the proposed development on the summer and winter solstice and on the March and June equinox.

The studies shows that whilst there will be some minor additional areas of overshadowing, the shadows generally fall on Carlton Street and do not result in any significant impacts on surrounding developments or the public domain. The proposal will only result in minimal additional overshadowing of the Block 3B student accommodation development, and no additional overshadowing of Kensington Lane.

Finally, the built form and building envelope are generally consistent with that approved as part of the Concept Plan, which also considered overshadowing impacts to surrounding development.

4.8 Traffic, Access and Parking

A Transport Assessment Report has been prepared by GTA Consultants (refer to **Appendix K**). The report assesses the proposed traffic and parking arrangements, and gives consideration to the provisions of the DGRs, Concept Plan and relevant planning controls.

As detailed at Section 3.7, the proposal provides 10 car parking spaces, which will be located within the combined basement for Blocks 2, 5 and the Kensington Precinct. The proposal will also accommodate 10 bicycle parking spaces for use by hotel guests and staff, within the building's basement.

4.8.1 Traffic

During the assessment of the Concept Plan application it was estimated that the whole of the Central Park site would generate approximately 493 vehicular trips per hour (vph) during the peak periods. With the subsequent changes to Blocks 2 and 5, the overall traffic volume for the development was increased to 535 vph. The Concept Plan assessed the traffic impacts of the Kensington Precinct (i.e. Blocks 3, 6, 7 and 10) collectively, and assumed that the Precinct would generate 20 vph.

Using the RMS's recommended traffic rates for 5-star luxury hotels (although acknowledging that traffic generation will be less intense than a traditional luxury hotel due to the constrained parking provision and proximity to public transport) and food and drink premises, the development of Block 3A will generate a total of 17 vph. Taking into consideration the proposed development of the remaining Blocks, the Kensington Precinct will generate 25 vph (5 more vehicle trips per hour than anticipated under the Concept Plan).

GTA Consultants concludes that increasing the overall site development traffic from 535 vph to 540 vph is acceptable, and would have negligible traffic impacts. Further, the proposed development of Block 3A in its own right is unlikely to generate significant development traffic, as on-site parking has been limited to 10 spaces. Similarly, the proposed food and drink premises will largely serve the local population, including residents and workers of the Central Park site. In addition, the site is located within easy walking distance of a range of public transport services.

4.8.2 Access

The combined basement for Block 2, 5 and the Kensington Precinct can be accessed from either Carlton Street or O'Connor Street. The basement has been designed to comply with the relevant Australian Standards.

4.8.3 Parking

GTA Consultants has assessed the proposed parking provision based on the number of hotel rooms and the quantum of floor space dedicated to food and drink premises. As demonstrated in **Table 9**, the maximum number of parking spaces permitted under Sydney LEP 2005 is 16. The proposal provides 10 parking spaces for use by hotel staff and guests (via a concierge service), 6 less than the maximum permitted.

Table 9 – Parking provision rates

Use	LEP Maximum Allowable	Proposed Provision
Hotel	12	10
Food and drink premises	4	
All car spaces	16	10

A lesser provision of spaces on the site is considered appropriate in this instance given the close proximity of the site to the Sydney CBD, major public transport nodes, shops, education facilities and the like.

Provisions will also be made for 10 bicycle parking spaces, in order to meet ESD requirements.

4.9 Ecologically Sustainable Development

Frasers Broadway Pty Ltd is targeting a 5 star rating for all buildings on the Central Park site. However, due to the proposed use of the building, an official green star rating cannot be awarded.

A formal online eligibility query was submitted to the Green Building Council of Australia (GBCA). The following response was received on 16 October 2012:

*The Green Building Council of Australia has reviewed the eligibility query for the hotel to be located at Kensington Lane, Chippendale and deems the project **ineligible** to be rated under the Green Star – Multi Unit Residential v 1 rating tool. Projects eligible under the Green Star – Multi Unit Residential v1 rating tool must have at least two or more residential units with a minimum of 80% of the building's GFA (measures to exclude internal car parks) comprised of any combination of BCA Class 2 and 1a(ii).*

As the project does not meet the space use criterion of the Green Star – Multi Unit Residential v1 rating tool, it cannot be rated under this tool.

Notwithstanding this, an ESD Guide has been prepared by WSP Built Ecology in order to demonstrate that the building meets the high level of sustainable design performance expected of a building with a 5 Star Green Star rating (refer to **Appendix M**). This approach is consistent with what was adopted for other Blocks within the Central Park development (which have already been approved by the Department), including the Brewery Precinct.

The ESD Guide has been developed based on:

- key and relevant targets found in The Green Star Multi Unit Residential (MURT) V1 tool;
- key and relevant targets found in the Green Star Public Buildings Tool;
- the NABERS for Hotels Energy Benchmarking tool; and
- best practice environmental design principles.

WSP Built Ecology has provided a number of ESD initiatives, which will be adopted to ensure that the building meets a high level of sustainable design. The initiatives fall under the following categories:

- Design, Construction and Operation Management
 - comprehensive commissioning and tuning of all building services;
 - adherence to a site specific Environmental Management Plan;
 - recycling of 80% of demolition and construction waste;
 - metering of all major water and energy uses, connected to a BMS for monitoring and control; and
 - providing visual learning displays to educate guests on environmental features included in the design of the building.
- Water Efficiency
 - all water fixtures and appliances will be at or within one star of the most efficient WELS rated fixtures on the market;
 - non potable water from the Central Park Recycled Water Treatment Plant will be provided for toilet flushing and irrigation; and
 - a pool blanket will be used to reduce heat loss and evaporation from the roof top pool.
- Energy Efficiency
 - the hotel will be designed to achieve the equivalent energy efficient performance of a 5 Star NABERS Energy rated hotel;
 - lighting and air conditioning in rooms and common areas will switch off when the space is unoccupied;
 - appliances will be within one star of the most efficient Energy Star rated appliances;

- all refrigerants and insulants will have an Ozone Depleting Potential (ODP) of zero;
- external lighting will not be directed to the sky, to reduce light pollution; and
- a refrigerant leak detection system will be installed.
- **Transport**
 - no more than the Council minimum car parking spaces shall be provided;
 - bicycle parking and facilities will be provided for staff and guests; and
 - an interactive transport information display will be provided for guests.
- **Materials and Waste Management**
 - appropriate space will be provided for recycling waste storage and separation;
 - a significant amount of the existing façade and structure will be reused to reduce the use of materials for new construction;
 - portland cement quantities will be reduced by 30% in concrete mixes;
 - steel from a responsible steel manufacturer will be used;
 - 95% of timber will be FSC or AFS certified; and
 - flooring and joinery materials will have reduced environmental impact.
- **Indoor Environmental Quality**
 - daylight availability to spaces is maximised by the window size and shading design;
 - thermal comfort in spaces has been maximised through smart design of services and use of high amounts of insulation;
 - the acoustic design achieves a high level of amenity between adjacent hotel rooms; and
 - all paints, adhesives, sealants and carpets will have low VOC levels.

A commitment to implementing these measures during the detailed design, construction and operation of the hotel is included in the Statement of Commitments at Section 5.0.

Section J

The building services will be designed to meet the Deemed-to-Satisfy provisions of Section J of the BCA. However, it is proposed to demonstrate that the building fabric and glazing meets the functional requirements of Section J via Verification Method JV3. Preliminary modeling demonstrates that the building has the potential to meet the functional requirements of Section J.

4.10 Acoustic Impacts

WSP Acoustics has prepared an Acoustic Report to assess the noise emissions from the site, as well as the measures required to control prevailing external noise levels to meet suitable internal noise criteria (refer to **Appendix R**).

External Noise Environment

The external noise levels surrounding the site have been taken from the *Fraser's Broadway Site Concept Plan – Acoustic Report* which was prepared by Heggies Pty Ltd to accompany the Concept Plan in 2008. **Figure 17** shows the predicted noise levels across the site, based on future (post development) traffic flow data.

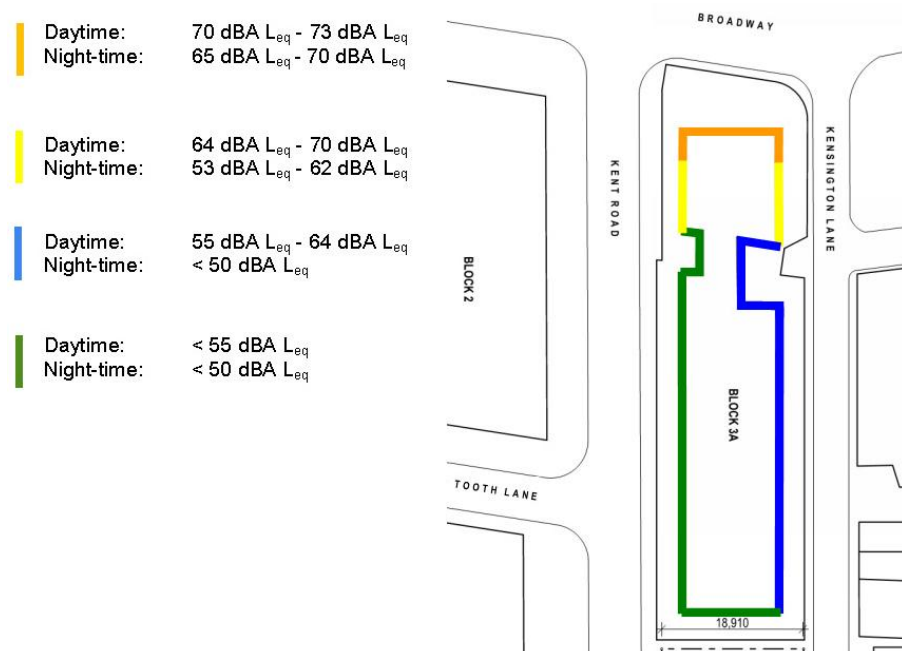


Figure 17 - Summary of external noise levels at Block 3A

Source: *Heggies Pty Ltd*

External Noise Intrusion

The internal noise criteria for the guest rooms, office and meeting areas, restaurants and lounges has been assessed against AS107:2000, which outlines the acceptable internal noise levels. The criteria are outlined at Table 3-1 of WSP's Acoustic Report.

WSP Acoustics has made a series of recommendations for the external building envelope and glazing based on the predicted external noise levels, the recommended internal noise criteria from AS107:2000 and the proposed method of ventilation for each component of the building (i.e. natural or mechanical). These include:

- **Solid areas of the façade** - where new built elements are employed for solid areas of the façade, a façade system will be selected which achieves a minimum sound insulation performance of 40dBR_w. These are not generally onerous design criteria, and can be achieved with many lightweight façade systems or cavity masonry traditional façade constructions.
- **Glazing** - where existing glazing is used within guestrooms, an internal glazing panel is proposed to ensure the acoustic rating of the window. New glazing will be selected which achieves the recommended design criteria. It is anticipated that a proprietary 6mm single glazed frame and sealed unit will be capable of achieving the nominated performance of 32R_w and 10.8mm acoustic laminated glass is generally capable of achieving 35dBR_w.

Mechanical Services Noise

In order to achieve the target internal noise levels set out in Table 3-1 of WSP's Acoustic Report, mechanical services noise is to be controlled to meet the criteria set out in **Table 10**.

Table 10 – Mechanical services noise emissions limits

Area	Noise Level (dBA $L_{eq, 1hr}$)
Sleeping area	35
Living areas	40
Meeting spaces	40
Restaurant areas	45
Commercial areas	45
Bars and lounges	50

WSP notes that whilst detailed noise levels for mechanical plant are unable to be determined prior to detailed design, appropriate equipment selection and attenuation measures (such as lined ductwork, acoustic attenuators, enclosures and screening) can be implemented where necessary.

The recommendations of the Acoustic Report have been incorporated into the draft Statement of Commitments at Section 5.0.

4.11 Contamination and Geotechnical

4.11.1 Contamination

The proposal is to be consistent with the Remediation and Transitional Works approval MP 07_0163, dated 18 August 2008 (including relevant modifications). Subsequently, AECOM has prepared a Site Audit Statement for Block 3A which confirms that the site is suitable for the proposed development (refer to **Appendix U**).

4.11.2 Geotechnical

JK Geotechnics has prepared a Geotechnical Investigation for the site (refer to **Appendix O**). The subsurface conditions on the site comprise a combination of pavements and fill, natural sands, natural clays, weathered shale bedrock and weathered sandstone bedrock. Based on the testing carried out, JK Geotechnics has made a series of recommendations to be implemented during the construction process. In summary:

- a retention system is required for the underground ramp construction between the Administration Building and the Clare Hotel;
- new footings are to be founded within the sandstone bedrock as near-surface soils will not be capable of supporting substantial structures; and
- test pits should be carried out at the existing building walls to determine footing dimensions and founding materials.

The recommendations of the Geotechnical Investigation have been included in the draft Statement of Commitments at Section 5.0.

4.12 Stormwater and Flooding

A Stormwater Report has been prepared by Mott MacDonald and is included at **Appendix N**.

The site stormwater system has been designed to accept the 20 year and 100 year design flows (piped and overland respectively) and the flows resulting from the development of all Blocks within the site. The existing building at Block 3A discharges via a piped system to Broadway. The proposed Block 3A will discharge to the street stormwater system in Carlton Street. The stormwater system has been designed to accommodate flows from Block 3A.

Erosion and sediment control measures will be implemented as part of the development works to maintain water quality.

4.13 Public Art

Jennifer Turpin Studio and Michealie Crawford have prepared a Public Art Strategy for the Central Park site. The strategy covers the following:

- themes of the artworks;
- permanent and temporary artworks;
- digital art;
- heritage interpretation; and
- budgets and implementation strategies.

The approved Strategy requires the provision of three permanent artwork sites within the Kensington Precinct as shown in **Figure 18** below.

The detailed design of the public art is yet to be developed. In light of this, a commitment has been made that requires the detailed design to be developed in consultation with City of Sydney Council and the Department of Planning and Infrastructure and installed prior to the issue of a final occupation certificate.

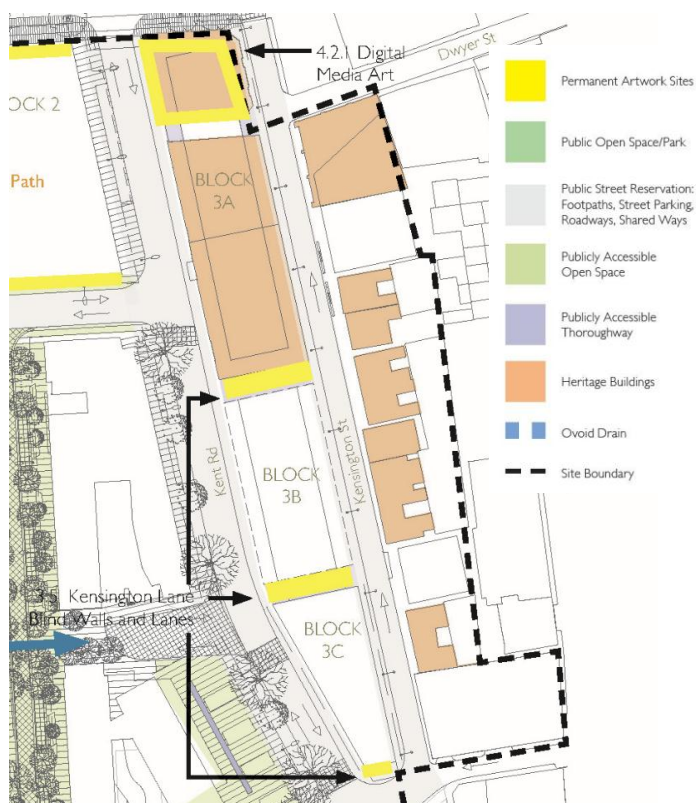


Figure 18 - Public Art Strategy

Source: *Foster and Partners*

4.14 Safety and Security

Elton Consulting has prepared a Safety Management Strategy and Safety Management Plan for the proposed development (refer to **Appendix H**). The report demonstrates the proposal's consistency with the Concept Plan and Statement of Commitments, as well as the broader principles of Crime Prevention Through Environmental Design (CPTED). In preparation of the scheme, consultation has been undertaken with:

- City of Sydney Council Community Safety Officer;
- NSW Department of Planning and Infrastructure (formerly NSW Department of Planning);
- UTS Security Service;
- TAFE (Sydney Institute); and
- State Transit Authority (STA).

It is noted that whilst the NSW Police Crime Prevention Officer for Redfern Local Area Command was contacted regarding the proposal, no comments had been received at the time of lodgement. Notwithstanding this, Elton Consulting has taken into account comments previously received from NSW Police regarding the Concept Plan and Project Applications for other Blocks.

The Safety Management Strategy addresses the following aims:

- create a safe public domain for all users at all times;
- facilitate a safe and easily accessed pedestrian and transport network;
- create a safe environment during the development process;
- address safety needs of special user groups;
- develop a safe community for residents around and on-site;
- promote health and injury prevention;
- promote and support safety; and
- create a safe, secure and well maintained built environment.

For each of these aims, Elton Consulting has development design objectives, design features and recommendations which have been used to guide the preparation of the Safety Management Plan.

The Safety Management Plan details how the design of Block 3A (and the Kensington Precinct more broadly) meets and / or exceeds safety and crime compliance requirements. In particular, the activation of Kensington Lane and the use of glazing at the hotel lobby and ground floor restaurants will create good visual connections and will increase opportunities for passive surveillance.

The recommendations of the Safety Management Strategy and Safety Management Plan have been included in the Statement of Commitments at Section 5.0 of this report.

4.15 Structural Suitability

As detailed in the Structural Design Certificate prepared by Mott MacDonald (refer to **Appendix P**) the building has been designed with the structural design requirements of the BCA and the relevant Australian Standards including:

- AS1170 General Principles – Loading;

- AS1170 Imposed Loads and Actions;
- AS1170 Wind Loads;
- AS1170 Seismic Loads;
- AS3600 Concrete;
- AS3826 Strengthening existing buildings for earthquakes;
- AS3700 Masonry; and
- AS4100 Steelwork.

The statement confirms that, subject to appropriate detailed design, the building is structurally adequate to accommodate the structural alterations and altered loading conditions associated with the proposed alterations and adaptive reuse.

4.16 Accessibility

An Access Report has been prepared by Accessibility Solutions (see **Appendix S**) which has considered the proposed works and their compliance with the relevant access provisions of the BCA and Disability (Access to Premises) Standards 2010. The Report concludes that the ground floor entry foyer and hotel development will provide appropriate access for people with disabilities. Further, an appropriate quantity of accessible hotel accommodation has been provided (3 of 64 rooms) with adequate spatial areas to meet the relevant provisions of the BCA and the DDA Access Codes.

The recommendations of the Access Report have been included in the draft Statement of Commitments at Section 5.0.

4.17 BCA and Fire Safety

4.17.1 BCA

A BCA Report has been prepared by City Plan Services to assess compliance of the proposed development against the Deemed-to-Satisfy provisions of the BCA (refer to **Appendix T**). The report confirms that the proposed works are generally able to comply with the relevant Deemed-to-Satisfy provisions.

Where non-compliances arise, Alternative Solutions will be employed to address these matters. All Alternative Solutions will be developed for approval prior to the issue of a Construction Certificate.

4.17.2 Fire Safety

The Services Report prepared by WSP outlines the various fire safety measures that will be adopted for the proposed development (see **Appendix I**).

Fire safety services within Block 3A will include:

- smoke detection and alarm system;
- building occupant warning system;
- fire hydrant system;
- fire hose reel system; and
- portable fire extinguishers.

The fire services will be designed to comply with the relevant Australian Standards, and the requirements of the BCA. Where non-compliance arise, fire

engineered solutions will be developed during detailed design development, prior to the issue of a Constriction Certificate.

Alternative solutions are proposed around the following aspects of the scheme:

- the provision of an open stair and void between floors;
- the provision of a single exit from Level 5 with an extended travel distance;
- reduced FRLs to the food and drink premises;
- the provision of fire hydrants on mid-level landing;
- the provision of doors which swing inwards to the direction of escape; and
- fire separation to the southern boundary.

The recommendations of the Services Report have been included in the draft Statement of Commitments at Section 5.0.

4.18 Construction Management

A preliminary Construction Management Plan (CMP) has been prepared by Frasers Broadway Pty Ltd (refer to **Appendix Q**).

The preliminary CMP sets out the measures that will be put in place to ensure that the construction process does not result in unacceptable amenity impacts, and to assist the contractor in managing the project, in accordance with the relevant policies, procedures, regulations and Australian Standards. It is anticipated that the construction process will take approximately 18 months, generating approximately 200 construction jobs. The works will be carried out over one stage.

Each area of consideration is addressed below. The measures set out in the CMP are reflected in the Statement of Commitments at Section 5.0.

4.18.1 Air Quality and Dust Control Procedures

Air pollution will be minimised through the use of the following measures:

- Dust emissions will be controlled by the use of water spraying when required.
- Concrete decks will be kept clean to reduce dust emissions.
- Equipment will be operated in a proper, efficient and correct manner which includes proper maintenance in order to control noise and associated exhaust emissions.
- Odour emissions from the site which could adversely affect air quality or the amenity of the local area to be monitored.

4.18.2 Erosion, Sediment and Stormwater Management Plan

In order to minimise site erosion and control the quality of surface water leaving the construction site, the following measures will be implemented:

- Provide temporary drainage channels and detention pondage to appropriately manage storm water.
- Stormwater drain grates will be wrapped in filtration medium. The filtration medium will be periodically cleaned and changed as and when required.
- Diversion drains will be constructed to minimise runoff from rainfall flowing into the works area. Stormwater diversion drains are to be constructed in the vicinity of areas to be excavated to minimise water flow into excavations.

- Regular visual inspection of the site drainage system will be undertaken by the Contractor.

The Stormwater, Sediment and Erosion Control Plan prepared by Mott MacDonald outlines the specific measures that will be adopted on the site (refer to **Appendix N**).

4.18.3 Noise and Vibration Management Plan

A Noise and Vibration Management Plan will be prepared prior to the commencement of works on the site.

The following noise management measures will be implemented during the construction works.

- The Contractor shall set up noise and vibration monitors around the site at locations identified by the Acoustic Consultant as sensitive areas and high risk areas.
- Works on site will only be carried out during approved hours.
- The Contractor will be responsible for scheduling activities that generate high noise to short term duration wherever possible and practical.
- Establishment of site practices and strategic positioning of processes on site.
- Establishment of direct communication with affected parties.

Activities that have the potential to produce significant ground vibration include jack hammering during excavation and demolition works, and noise from plant and equipment. Vibration monitoring will be used in the following instances:

- At the commencement of a new activity near a sensitive structure, establish and confirm safe working distances from the sensitive structure
- When operating very close to sensitive structures, attended monitoring is to ensure that any preventative action is taken immediately to prevent the targets from being exceeded.
- When an activity identified as producing significant ground vibration is occurring within the safe working distance established, continuously record vibration levels at sensitive structures using unattended vibration loggers. These will also provide a visual / audible alarm when vibration limits are approached

When a monitoring alarm is activated, all vibration producing works in the vicinity of the alarm will stop immediately and the cause of the exceedence will be investigated and resolved.

4.18.4 Demolition and Construction Waste Management

The Waste Management Statement prepared by ARUP sets out the management procedures for the significant volume and variety of wastes which will be generated during the demolition and construction phases (refer to **Appendix J**).

Both buildings will be subject to partial demolition during the initial stages of the adaptive rebuild. The Clare Hotel will be subject to some localised demolition (retention of reinforced concrete foundation) and the Administration Building will be subject to full demolition of the basement slabs, localised demolition throughout the ground and upper levels, as well as the removal of timber and structural steelwork.

The main waste streams of waste which will be produced during the demolition phase are concrete, timber, structural steel and steel reinforcement, primarily associated with the Administration Building.

The most significant waste streams to be produced during the construction phase will be concrete and structural steel.

In accordance with the proposed ESD principles for the project (refer to Section 4.9) at least 80% of all demolition and construction waste will be reused or recycled, and waste will be diverted from landfill wherever possible. During the construction phase, the primary goal will be to minimise waste generation through materials procurement, handling, storage and use.

The size and location of waste and materials storage and management areas will be determined by the construction contractor and stipulated in the Waste Policy Design Compliance Certificate (to be submitted prior to the issue of a Construction Certificate). Suitable areas onsite (or offsite, if necessary), will be provided to ensure adequate space and access for:

- storage of building materials;
- storage of demolition and construction waste;
- sorting of demolition and construction waste; and
- removal of demolition and construction waste for recycling, re-use or landfill.

4.18.5 Access and Traffic Management Plan

A separate Construction Traffic Management Plan (CTMP) has been prepared by GTA Consultants (refer to **Appendix L**). It is anticipated that construction activities will take approximately 18 months, with peak truck movements occurring during the construction phase, when there will be less than 9 truck movements per day. Construction traffic will be managed in accordance with the following measures:

- A 20m work zone will be established on Kensington Lane, adjacent to Block 3A. All loading and unloading of trucks will be undertaken within this designated zone. Frasers Broadway Pty Ltd is in the process of gaining approval for the proposed works zone. This will result in the loss of a small number of parking spaces on the western side of Kensington Lane, however general vehicular access will be maintained at all times.
- Heavy vehicle warning signs will be installed to warn motorists that heavy vehicles are accessing the work zone on Kensington Lane, and a traffic controller will be present near the work zone to assist pedestrians, cyclists and general traffic.
- Kensington Lane will be maintained as a one-way northbound road (between Outram Street and Dwyer Street) with construction vehicles entering Kensington Lane via Regent Street in a forward direction. Construction vehicles will exit Kensington Lane in a forward direction via a left-out movement onto Broadway, as per the existing permitted egress movement.
- Designated truck routes will be established for construction vehicles travelling to and from Block 3A. All building contractors shall be notified of the truck routes and will be required to adhere to the routes when accessing the site. Construction vehicles will be required to radio site office on approach, to ensure that the access is available to the work zone.

The CTMP concludes that given the existing traffic volumes along Broadway and Regent Street, and the small volume of construction traffic that the proposal will generate, there will be no adverse impact on the operation of the surrounding road network.

In accordance with the approach for other sites within Central Park, no on-site parking will be provided for construction workers.

4.19 Consultation

In accordance with the DGRs for this project, 'an appropriate and justified level of consultation' must be undertaken. This section details the consultation undertaken as part of the preparation of the proposal.

4.19.1 Council

On 16 October 2012, a meeting was held on-site with Council officers. Council was generally supportive of the proposal, particularly with regard to heritage conservation. The following items were raised, which have been addressed in this EAR and will be addressed as part of future separate Development Applications:

- impacts on residential amenity;
- the concentration of licensed premises; and
- pedestrian movements and amenity.

4.19.2 NSW Department of Planning and Infrastructure

On 30 October 2012, a meeting was held on site with the NSW Department of Planning and Infrastructure to discuss the project application. An inspection of the Administration was also carried out with the Officers from the DPI.

4.19.3 NSW Heritage Office

On 15 October 2012, a meeting was held with the NSW Heritage Office where Frasers Broadway Pty Ltd and TZG presented the project application scheme and proposed plans. The NSW Heritage office was generally supportive of the application. An inspection of the site was also carried out by an officer from the NSW Heritage Office on 24 October 2012.

4.19.4 Community Consultation

It is noted that during the preparation of the Concept Plan, Frasers Broadway Pty Ltd undertook a significant level of public consultation to gain an understanding of the issues and concerns neighbouring residents had regarding the redevelopment of the site. Most recently, a community information and feedback session was held on 31 March 2012. Information was displayed about the redevelopment of Kensington Precinct as a whole. A consultation outcomes report was prepared summarising the feedback received (this can be provided upon request). Further, Frasers Broadway Pty Ltd implements a number of ongoing consultation strategies to keep the community abreast of development on the site. These include:

- updates to the Central Park Sydney Facebook page;
- publication of a Gazette, which is circulated to a list of email recipients;
- updates to the Central Park website, with details about construction road closures, forthcoming applications etc.

Further, as part of the application process, this environmental assessment will be publicly exhibited for a period of 30 days. Any submissions received during that consultation period will be responded to by the Proponent.

5.0 Draft Statement of Commitments

In accordance with the Director-General's Environmental Assessment Requirements, the proponent is required to include a Draft Statement of Commitments in respect of environmental management and mitigation measures on the site. The following are the commitments made by Frasers Broadway Pty Ltd to manage and minimise potential impacts arising from the project.

Table 11 – Draft Statement of Commitments

No.	Issue	Commitment	Timing
1	Design	The proposed development will be constructed in accordance with the Architectural Plans prepared by TZG and dated November 2012 and documentation submitted with the Project Application.	Ongoing.
2	ESD	The proposed development will be consistent with the recommendation of the ESD Guide prepared by WSP Built Ecology and dated 30 October 2012 and will be carried out in accordance with the measures outlined at Table 8 of that report.	Throughout construction works and during the occupation of the building.
3	Construction Management	An updated Construction Management Plan will be prepared once a building contractor is appointed, in accordance with the preliminary Construction Management Plan prepared by Frasers Broadway Pty Ltd and dated 1 November 2012.	Prior to commencement of works.
4	Accessibility	All publicly accessible areas of the building will be designed to equitable access for the mobility impaired in accordance with the Access Report prepared by Accessibility Solutions (NSW) Pty Ltd dated 1 November 2012. The proposed development will comply with AS1428 and the City of Sydney Access DCP.	Prior to issue of the relevant Construction Certificate.
5	Waste Management	Waste management will be undertaken in accordance with the Waste Management Statement prepared by ARUP and dated 2 November 2012.	Ongoing.
6	Plan of Management	The preliminary Operational Management Plan prepared by Frasers Broadway Pty Ltd and dated 1 November 2012. will be updated once an operator is appointed for the management of the hotel.	Prior to occupation of the building.
7	Plan of Management	Mitigation measures outlined in the detailed Operational Management Plan will be implemented during the operation of the hotel.	Prior to and during occupation
8	Safety and Security	Details and requirements outlined in the Safety Management Plan, prepared by Elton Consulting and dated 30 October 2012 will be implemented.	During construction and prior to occupation of the building.
9	Fire Engineering	Fire Engineering Solutions will be developed in accordance with the recommendations of the Services Report prepared by WSP and dated 31 October 2012.	Prior to the issue of a Construction Certificate
10	Noise Management	The plant selected for the building will be acoustically treated so as to meet the acoustic goals set in the Acoustic Report prepared by WSP Acoustics dated 31	Prior to occupation of the building.

No.	Issue	Commitment	Timing
		October 2012.	
11	Noise management	Window and facade treatments to mitigate against acoustic privacy impacts will be adopted in accordance with the recommendations of the Acoustic Report prepared by WSP Acoustics dated 31 October 2012.	Prior to the issue of the relevant construction certificate
12	Heritage	The proposed works will be carried out in accordance with the recommendations of the Heritage Impact Statement and Specific Element Conservation Management Plan prepared by Paul Davies Pty Ltd and dated November 2012.	Throughout the duration of the construction and operation of the building.
13	Archaeology	If a relic is found during works, then the NSW Heritage Council will be advised and the site managed in accordance with their requirements.	As relevant
14	Public Art	Public Art will be designed in consultation with the City of Sydney Council and the Department of Planning and Infrastructure and installed in accordance with the approved Public Art Strategy.	Prior to the issue of a Final Occupation Certificate.
15	Geotechnical	Works will be carried out in accordance with the Geotechnical Investigation prepared by JK Geotechnics and dated 2 November 2012.	Prior to the issue of a Construction Certificate
16	Contamination	Works will be carried out in accordance with the Site Audit Report and Site Audit Statement prepared by AECOM and dated 2 November 2012	Ongoing.

6.0 Conclusion and Justification

Project approval is sought for the following development:

- Adaptive reuse of the existing Clare Hotel and Administration Building to accommodate a boutique hotel with 4,595.9m² of GFA comprising:
 - 60 hotel rooms;
 - 600m² of food and drink premises, including three restaurants and a lounge;
 - conference and meeting facilities;
 - staff offices and amenities;
 - a rooftop deck and pool; and
 - storage and loading facilities.
- Heritage interpretation and retention of significant heritage fabric;
- Removal of certain elements of the existing buildings, including the interior structures of the Administration Building;
- A single storey addition to the Clare Hotel and a two storey addition to the Administration Building; and
- Construction of a new glazed link between the two buildings to create a foyer and entry space for the hotel.

This environmental assessment report has demonstrated that the proposed development is generally consistent with the Frasers Broadway Concept Plan, as modified, and will not result in any adverse environmental impacts. A list of commitments has been provided at Section 5.0 of the report which will ensure that the implementation of the project is consistent with the recommendations of the specialist consultant reports.

In addition to the above, it is expected that the proposed building will result in the following benefits:

- preservation and ongoing maintenance of two heritage listed building through a high quality adaptation;
- provision of boutique hotel accommodation, in close proximity of public transport;
- contribution to the vision of Kensington Lane as an active and integral part of the Central Park development; and
- creation of construction and operational jobs.

In view of the above, and in the absence of any adverse environmental impacts, the proposal is recommended for approval.