

INTERCONTINENTAL HOTEL – STAGE 2 ENVIRONMENTAL IMPACT STATEMENT



PREPARED ON BEHALF OF
BISTRITA PTY LIMITED
SEPTEMBER 2020

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SIGNED DECLARATION

SUBMISSION OF ENVIRONMENTAL IMPACT STATEMENT

Environmental Assessment prepared by:

Names:	Andrew Harvey, Bachelor of Town Planning UNSW Edward Green, Bachelor of Planning UNSW
Address:	Urbis Pty Ltd Level 8, 123 Pitt Street Sydney NSW 2000
In respect of:	SSD-10454: Intercontinental Hotel – Stage 2

Applicant and Land Details:

Applicant:	Bistrita Pty Limited (Mulpha)
Applicant address:	Level 5 99 Macquarie Street, Sydney NSW 2000
Land to be developed:	Intercontinental Hotel, Sydney 115-119 Macquarie Street, Sydney NSW 2000
Legal description:	Lot 40 DP 41315 and Lot 4 DP 785393
Project Summary	Various internal refurbishments to the Intercontinental Hotel, together with a rooftop addition, in compliance with the approved envelope under Concept SSD 7693.

We certify that the content of the Environmental Impact Statement, to the best of our knowledge, has been prepared:

- In accordance with the Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*;
- Contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which that statement relates; and
- The information contained in this statement is neither false nor misleading.

Name/Position: Andrew Harvey, Director

Edward Green, Senior Consultant

Signature:



Date:

1 September 2020

1 September 2020

GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
CDA	Concept Development Application
CMP	Conservation Management Plan
CTMP	Construction Traffic Management Plan
DCP	Development Control Plan
DPIE	NSW Department of Planning, Industry and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
LEP	Local Environmental Plan
POM	Plan of Management
PSI	Preliminary Site Investigation
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	Lot 40 DP 41315 and Lot 4 DP 785393
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2009</i>
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

EXECUTIVE SUMMARY

The Environmental Impact Statement (EIS) has been prepared on behalf of Mulpha in support of a State Significant Development Application (SSDA) for tourist and visitor accommodation at 115-119 Macquarie Street, Sydney NSW 2000.

The SSDA seeks consent for various internal and external refurbishments to the Intercontinental Hotel, together with a rooftop addition, in compliance with the approved envelope under Concept SSD 7693. This SSDA does not propose any works to Transport House, which will be subject of further consideration via a separate planning approval.

The proposed development has an estimated capital investment value of \$10,330,310 and accordingly, is classified as a State significant development (SSD) under Schedule 1 Clause 13(2)(b) of *State Environmental Planning Policy (State and Regional Development) 2011*.

The proposal will upgrade the Intercontinental Hotel's amenity, enabling it to maintain its role as an internationally renowned five-star hotel. This, in turn, will help to consolidate Sydney's global position as a destination for people, business and investment, supporting the broader NSW economy.

This EIS has been prepared to support the SSDA and responds to the relevant matters listed within the Secretary's Environmental Assessment Requirements (SEARs) issued on 19 May 2020.

Figure 1 – Photomontage



Source: Woods Bagot

BACKGROUND

On 22 January 2020, the Independent Planning Commission (IPC) granted development consent for a Concept SSDA (pursuant to Section 4.22 of the EP&A Act) which established building envelopes to facilitate various internal and external alterations and additions. This SSDA only seeks consent for works to the Intercontinental Hotel tower, together with the Level 32 expansion of the club lounge and terrace.

THE SITE

This SSDA applies to 115-119 Macquarie Street, Sydney. The legal description of the site is Lot 40 DP 41315 and Lot 4 DP 785393.

The site is located in the north-eastern part of Sydney CBD and contains the 32-storey Intercontinental Hotel tower, which sits partly above the western wing of the State Heritage listed former NSW Treasury building.

Transport House is located directly to the north of the site at 99-113 Macquarie Street, Sydney. This lot was included within the original concept approval (SSD 7693), however is not included in this SSDA because no works are proposed in relation to it.

The locality contains a collection of historic Government buildings and streetscapes, largely of sandstone construction, representing Sydney's early colonial development.

More broadly, the site is surrounded by other hotel, residential and commercial uses, together with AMP's Quay Quarter development (immediately to the west) and the Royal Botanic Gardens (to the east).

THE PROJECT

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

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

The proposal will increase the GFA of the Intercontinental Hotel tower by 250sqm, equating to a total GFA of 40,919 sqm (across the whole SSD 7693 site, being the Intercontinental Hotel and Transport House). The proposal also results in a maximum height of RL 114.55m (consistent with the envelope approved under SSD 7693).

The design approach has put heritage at the forefront of each decision, to create complementary 'interventions' to both existing form and materiality. The proposal will improve accessibility, sustainability and public domain outcomes at the hotel, together with improving its streetscape presentation.

The intent of the proposal is to reposition the Intercontinental Hotel as world class visitor accommodation, through celebrating and reinvesting in its unique heritage fabric.

PLANNING CONTROLS

This EIS considers the relevant regulatory framework applicable to the site and the proposal and contains an assessment of the proposal against the following statutory controls and regulatory instruments:

- *Environmental Planning and Assessment Act 1979.*
- *State Environmental Planning Policy (State and Regional Development) 2011.*
- *State Environmental Planning Policy (Infrastructure) 2007.*
- *State Environmental Planning Policy No.55 – Remediation of Land.*
- *Draft State Environmental Planning Policy (Remediation).*
- *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017.*
- *State Environmental Planning Policy (Coastal Management) 2018.*

- *Draft State Environmental Planning Policy (Environment).*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.*
- *Sydney Local Environmental Plan 2012.*

The proposal has also been assessed in accordance with its consistency with the key planning objectives, priorities and actions outlined within relevant strategic land use and transport planning policies including:

- Future Transport 2056.
- Greater Sydney Region Plan: A Metropolis of Three Cities.
- Our Greater Sydney 2056: Eastern City District Plan.
- Sustainable Sydney 2030.
- Visitor Economy Industry Action Plan.
- Sydney Development Control Plan 2012.
- Central Sydney Planning Strategy.

STAKEHOLDER CONSULTATION

Community and stakeholder engagement have been undertaken by Urbis, in collaboration with Mulpha and other specialist consultants, as required. This includes direct engagement and consultation with:

- Adjoining landowners and occupants; and
- Government, agency and utility stakeholders listed within the SEARs.

The outcomes of the community and stakeholder engagement have been incorporated into the preparation of this EIS.

IMPACTS AND MITIGATION MEASURES

This EIS assesses the proposed development in relation to relevant planning instruments and policies and considers the likely environmental impacts of the proposal, including:

- Built Form and Urban Design.
- Environmental Amenity.
- Transport and Accessibility.
- Heritage; and
- Other environmental impacts including construction impacts.

Each of the recommended mitigation measures has been reviewed in detail and it is considered that they can be incorporated as conditions of consent and implemented during the demolition, construction and operational phases of the development.

CONCLUSION AND PUBLIC BENEFIT

The EIS demonstrates the proposal will not result in any significant departures from applicable controls or unreasonable environmental effects. The proposed development is considered appropriate and reasonable based on the following:

- The development facilities upgrade works to an internationally rated hotel, close to high profile tourist destinations and public transport in Sydney CBD. The works will provide an injection of some 35-40 construction jobs and 50 operational jobs, which will make a positive contribution to the NSW economy.
- The proposal satisfies the key strategic and statutory policies and guidelines, as outlined in this EIS, including the City of Sydney Council's strategic planning documents which support the provision of visitor

accommodation in the CBD. The project will contribute to the role of Sydney CBD as a global tourism destination with high-quality accommodation – attracting people, business and investment.

- The architectural design of the refurbishment works has been subject of detailed and ongoing collaboration/liaison between specialist consultants and NSW Government agencies. The proposal is considered to achieve design excellence, while respecting and preserving the significant heritage characteristics of the site.
- Considering the high level of compliance with the design parameters set out in the Concept approval, together with the scheme's consistency with the built form provisions contained within the relevant EPIs, the proposal is considered suitable for the site and its context.
- The location of the site provides significant access to existing and planned transport infrastructure, together with compatible services, facilities and uses. As such, the site is considered wholly suitable for the proposal.
- The proposal will not create any adverse significant social, economic or amenity impacts which cannot be mitigated via the proposed mitigation measures in this application.
- Pre-lodgement engagement has informed the development and direction of the project. Any additional matters raised during the public exhibition period by Agencies or members of the public will be further considered and addressed in accordance with Division 2 of the EP&A Act.

In view of the above, it is submitted that the proposal is in the public interest and should be approved subject to appropriate consent conditions.

1. INTRODUCTION

1.1. PROJECT OVERVIEW

This EIS is submitted to the Department of Planning, Industry and Environment (DPIE) on behalf of the Mulpha and in support of an application for SSD application number 10454 at 115-119 Macquarie Street, Sydney.

The SSDA seeks consent for:

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

The proposed development has an estimated capital investment value of \$10,330,310 (refer to Appendix B). Accordingly, the proposal qualifies as State Significant Development (SSD) as the Capital Investment Value (CIV) is in excess of the requisite SSD threshold of \$10 million for tourist related purposes in an 'environmentally sensitive area of State significance' per Schedule 1, Clause 13(2)(b) of *State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)*.

The Minister is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Accordingly, this application is being lodged with the DPIE as an SSDA.

Concept State Significant Development approval (SSD 7693) was granted by the IPC on 22 January 2020 for a New Ballroom Addition above Transport House (at 99-113 Macquarie Street) and Hotel Upgrades at the Intercontinental Hotel site. This EIS relates to a Stage 2 State Significant Development Application (SSDA) for the Intercontinental Hotel site only. The works pertaining to the Transport House site will be progressed separately.

The scope of this application includes various refurbishments to the hotel, together with a rooftop addition, in compliance with the approved envelope under Concept SSD 7693.

This EIS has been prepared to support the SSDA and responds to the relevant matters listed within the SEARs issued on 19 May 2020 (refer to Appendix A).

1.2. PROJECT OBJECTIVES AND PUBLIC BENEFIT

The proposal relates to land owned by Mulpha, who have been Malaysia's largest real estate investor and developer in Australia since the 1970s, establishing a significant portfolio as owner and manager of hotel, hospitality and leisure assets as well as extensive property development, education, retirement and infrastructure operations.

The vision for the proposal is to provide a comprehensive upgrade of the existing Intercontinental Hotel facilities. This includes architectural upgrades to the façade and entry spaces, replanning of the ground floor and Level 32 club lounge to improve efficiency and user experience, various upgrades to improve DDA outcomes at the site, together with the provision of a vertical extension of the eastern portion of the club lounge (over the existing roof slab) to construct a new deck and enclosed space.

The proposal will provide a range of local and regional benefits because it:

- Facilitates upgrade works to an internationally rated hotel, close to high profile tourist destinations and transport amenity in Sydney CBD.
- Supports the global role of Sydney CBD as a world-renowned tourist destination, contributing to a competitive visitor economy.
- Celebrates, and is sympathetic to, the State heritage listed characteristics of the site. There has been significant investment in the heritage components of the site to ensure their ongoing use and longevity.
- Provides refurbished hotel accommodation, meeting a demonstrated strategic need and the objectives of the Eastern City District Plan.

- Will result in significant employment generation during both the construction and operation phases.
- Includes measures to deliver Ecologically Sustainable Development (ESD); and
- Delivers a quality design outcome, entirely within the 'envelope' parameters set by SSD 7693, negating any additional visual/streetscape impacts that were not considered at the Concept stage.

1.3. PROJECT HISTORY

Stage 1 DA – SSD 7693

On 22 January 2020, the IPC granted development consent for a Concept State Significant Development Application, which establishes building envelopes to facilitate various internal and external alterations and additions.

The key components of this approval are:

- Building envelope above Transport House (maximum RL 48.3m).
- Two building envelopes above the Intercontinental Hotel (maximum RL 114.55m).

SSDA 7693 also sought Concept development approval for:

- Two new awnings (within Macquarie Lane and over the Phillip Street footpath).
- Replacement of hotel cooling towers (on the roof).
- Reglazing of hotel tower windows (within existing building openings).
- Refurbishment of the cortile and adjacent spaces.
- Alterations and upgrade work to entries and internal areas including rooms, corridors, lobbies, bars and restaurants (State heritage listed areas only).

It is noted that the IPC, in their determination, imposed the several conditions which must be satisfied prior to the lodgement of, or as part of, future development applications. These are summarised in Table 3 below.

Other Relevant Development Applications

The following development applications (approved by the City of Sydney Council) are considered to provide relevant background to this SSDA:

- DA/02/00739 granted consent for various alterations and additions to both the Intercontinental Hotel and Transport House. Of relevance to this application, DA/02/00739 approved various internal replanning in relation to the guest rooms and amenities, together with the addition of a restaurant on Level 32.
- D/2006/126 was approved by Council and related to the refurbishment of Transport House, including its adaptive reuse as a hotel school and commercial offices. These works are outside the scope of this application.
- D/2017/1609 on 12 March 2020 the Central Sydney Planning Committee (CSPC) resolved to approve D/2017/1609 at the Sir Stamford Hotel (at 93 Macquarie Street, Sydney) which sought a concept mixed-use building envelope to a height of 55 metres (approximately 16 storeys).

1.4. PROJECT ALTERNATIVES

Under the provisions of *Environmental Planning and Assessment Regulation 2000*, Schedule 2, Clause 7 there is a requirement to analyse any feasible alternatives to carrying out the development, including the consequences of not carrying out the development.

Table 1 – Project Alternatives

Option	Assessment
Do Nothing	<p>If the proposal is not progressed, the hotel will not be renewed and upgraded to meet contemporary DDA, accommodation and amenity standards. The works will be carried out in a sensitive manner, in accordance with the relevant heritage management principles that apply to the building.</p> <p>The refurbishment works are consistent with the strategic planning intent for the site and will provide high quality visitor accommodation in Sydney CBD. A 'business as usual' approach is not considered to yield the best outcome for the site.</p>
Alternative Design	<p>The concept application (SSD 7693) explored various massing scenarios for the site, having regard to visual impacts, shadowing, heritage and overlooking. During this process, rigorous analysis and independent review were undertaken, resulting in the conditional approval by the IPC.</p> <p>The concept application also saw the preparation of Conservation Management Plans (CMPs), which are considered to provide a robust framework for the protection of heritage values as the project moves into the (detailed) Stage 2 phase.</p> <p>Given the extensive options analysis and design development undertaken to date, an alternative design is considered unnecessary.</p>
Proposed Design	<p>The design reflected in the drawings submitted for SSDA represents a refined and considered response to the site and its environs and has been selected by Mulpha as the most suitable approach to the staged redevelopment of the site. The proposal will provide a high-quality hotel refurbishment, which respects the heritage and built form context of the site.</p>

1.5. SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The following table provides a summary of the SEARs and outlines where the requirements are addressed in the main body of the report or appendices (i.e. specialist consultant reports).

Table 2 – Summary of SEARs

Requirement	Location in EIS
General Requirements	
The environmental impact statement (EIS) must be prepared in accordance with, and meet the minimum requirements of clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation).	Throughout EIS and appendices
Environmental Risk Assessment	Section 7
Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.	

Requirement	Location in EIS
<p>Where relevant, the assessment of key issues below, and any other significant issues identified in the risk assessment, must include:</p> <ul style="list-style-type: none"> adequate baseline data consideration of the potential cumulative impacts due to other developments in the vicinity (completed, underway or proposed); and measures to avoid, minimise and if necessary, offset predicted impacts, including detailed contingency plans for managing any significant risks to the environment. 	
<p>Capital Investment Value</p> <p>The EIS must also be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Regulation) of the proposal, including details of all assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate applicable GST component of the CIV; an estimate of jobs that will be created during the construction and operational phases of the proposed development; and certification that the information provided is accurate at the date of preparation. 	<p>Quantity Surveyor Report and Employment Contribution Letter at Appendix B</p>
<p>Key Issues (The EIS must address the following specific matters)</p>	
<p>1. Statutory and Strategic Context</p> <ul style="list-style-type: none"> Address all relevant Environmental Planning Instruments, plans, policies and guidelines, including (but not limited to those) outlined at Appendix A. Provide details of the proposed use for each component of the development, and the relationship between the different uses within the building, including any changes in patron capacity to the rooftop lounge. Identify compliance with the development standards applying to the site and provide a detailed justification for any non-compliances. 	<p>Section 3 and Section 4</p>
<p>2. Design Excellence</p> <ul style="list-style-type: none"> Prepare a Design Excellence Statement to demonstrate how the proposal exhibits design excellence. 	<p>Embedded within Design Report at Appendix C and Section 6.1</p>
<p>3. Built Form and Urban Design</p> <ul style="list-style-type: none"> Address the height, bulk and scale of the proposed building extensions, including consideration of the building layout and surrounding context. Address the design quality of the proposal including consideration of building articulation, street activation and interface with the public domain. 	<p>Section 6.2</p> <p>Architectural Drawings at Appendix D</p> <p>Heritage Impact Statement at Appendix E</p>

Requirement	Location in EIS
<ul style="list-style-type: none"> ▪ Demonstrate how the future development potential of adjoining properties would not be compromised by the proposal. ▪ Identify any change to the use and or layout of the existing building(s) and associated impacts on circulation movements, access and linkages. ▪ Identify impacts on the relevant special character areas. ▪ Outline potential design considerations aimed at mitigating any impacts identified. ▪ Address Crime Prevention Through Environmental Design Principles (CPTED). 	
<p>4. Visual Impacts</p> <p>Prepare a Visual Impact Assessment and view analysis of the proposal to/from key vantage points including existing photographs, photomontages and perspectives of each elevation and 3 dimensional images of the proposal, addressing:</p> <ul style="list-style-type: none"> ▪ Key elements and views of the development from key locations. ▪ Key views, vistas and view corridors from the public domain and residential buildings that may be impacted as determined by the view analysis. ▪ Planning principles for impacts on private and public domain views. 	<p>Section 6.3</p> <p>Visual Impact Assessment at Appendix F</p>
<p>5. Amenity</p> <ul style="list-style-type: none"> ▪ Assess the environmental and residential amenity impacts associated with the proposal, including solar access, acoustic impacts, visual privacy, overshadowing, servicing requirements (including waste management, loading zones, mechanical plant), lighting impacts, air quality, odour and dust emissions, and wind impacts. ▪ Demonstrate how the proposal protects solar access to key public open spaces and the surrounding public domain. 	<p>Section 6.4</p> <p>Architectural Drawings at Appendix D</p> <p>Acoustic Report at Appendix G</p> <p>Lighting Impact Assessment Report at Appendix H</p> <p>Solar Reflectivity Study at Appendix I</p> <p>Environmental and Residential Amenity Letter at Appendix J</p> <p>Pedestrian Wind Environment Statement at Appendix K</p>
<p>6. Heritage</p> <p>Provide a Heritage Impact Assessment which assesses:</p> <ul style="list-style-type: none"> ▪ Any impacts on State and local heritage items, including conservation areas, natural heritage areas, relics, gardens, landscapes and views, and recommend mitigation and management measures where required. 	<p>Section 6.5</p> <p>Heritage Impact Statement at Appendix E</p>

Requirement	Location in EIS
<ul style="list-style-type: none"> Compliance with the current Conservation Management Plan (CMP) and/or any amendments to the CMP, noting that any amendments to the CMP for the former Treasury Buildings must first be endorsed by the Heritage Council and the CMP for Transport House must be accepted by Council. Demonstrate attempts to avoid and/or mitigate the impact on the heritage significance or cultural heritage values of the site and the surrounding heritage items and heritage conservation areas, and provide an evaluation of the effectiveness of the proposed mitigation measures. Demonstrate the integration of the interpretation of the site's heritage significance, archaeology and historical association within the development proposal. Outline pedestrian and circulation impacts on the heritage building and how the design addresses and mitigates any adverse impacts. If the SOHI identifies impact on potential historical archaeology, an historical archaeological assessment should be prepared by a suitably qualified archaeologist in accordance with the guidelines, Archaeological Assessment (1996) and Assessing Significance for Historical Archaeological Sites and Relics (2009). This assessment should identify what relics, if any, are likely to be present, assess their significance and consider the impacts from the proposal on this potential archaeological resource. Where harm is likely to occur, it is recommended that the significance of the relics be considered in determining an appropriate mitigation strategy. If harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations or salvage program. Provide a detailed Schedule of Conservation Works that outlines all works that are proposed to the former Treasury Building, accompanied by a set of detailed drawings indicating the extent of works. Provide an Interpretation Strategy/Plan prepared in accordance with Heritage NSW publication 'Interpreting Heritage Places and Items Guidelines' (2005). The interpretation strategy/plan must detail how information on the history and significance of The Intercontinental Hotel Former Treasury Building will be provided for the public, and make recommendations regarding public accessibility, signage and lighting. The plan must identify the types, locations, materials, colours, dimensions, fixings and text of interpretive devices that will be installed as part of this project. 	<p>Schedule of Conservation Works at Appendix L</p> <p>Heritage Interpretation Strategy at Appendix M</p>
<p>7. Transport, Traffic, Access and Parking (Construction and Operation)</p> <p>The EIS must include a Traffic Impact Assessment (TIA) prepared in accordance with relevant guidelines. The TIA must assess, including but not limited to, the following:</p> <ul style="list-style-type: none"> Existing transport networks. Daily and peak traffic movements generated by the project for all modes (driving, walking, cycling, public transport, bus/coach, taxi/point to point 	<p>Section 6.6</p> <p>Transport Impact Assessment at Appendix N</p>

Requirement	Location in EIS
<p>transport, other as appropriate for the site), including how the area within the porte-cochere will be used to accommodate the forecast demand.</p> <ul style="list-style-type: none"> ▪ The safety and performance of the surrounding road network. ▪ The provision of sufficient car parking in accordance with the relevant guidelines/standards and/or justification for any inconsistencies. ▪ Connections to existing and planned public transport. ▪ Pedestrian amenity and cycle access within and to the site, including a wayfinding strategy, preparation of a travel access guide, cycle parking and end-of-trip facilities in accordance with the City of Sydney DCP 2012. ▪ Any proposed temporary or permanent changes to transport and access on surrounding streets. ▪ An assessment and details of proposed vehicle access arrangements, including a Delivery Service Plan detailing loading dock and servicing provision, adequacy and management ensuring all servicing and loading occurs on-site and does not rely on kerbside controls. ▪ Mitigation measures for the impacts identified in the TIA, including management practices proposed for loading, drop-off and pick-up, walking access, cycling access, vehicle access and parking, bus/coach parking, and any other transport management and access issues as appropriate to the site. ▪ In relation to construction traffic: <ul style="list-style-type: none"> - Details of vehicle routes, peak hour and daily truck movements, hours of operation, access arrangements and traffic control measures for all demolition / construction activities. - An assessment of road safety at key intersections and locations subject to pedestrian / vehicle / bicycle conflicts. - Details of temporary cycling and pedestrian access and end of trip facilities during construction. - An assessment of the likely construction traffic impacts, such as impacts on general traffic and bus operation, pedestrian and cycle movement taking into account other construction activities within the Precinct. - Preparation of a draft Construction Pedestrian and Traffic Management Plan to demonstrate the proposed management of impact. This Plan needs to include works zone location, vehicle routes, number of trucks, hours of operation, indicative construction program, access arrangements and traffic control measures for all demolition/construction activities. 	
8. Noise and Vibration	Section 6.4.2 (Operational) and 6.13 (Construction)
<ul style="list-style-type: none"> ▪ Prepare a noise and vibration assessment in accordance with the relevant EPA guidelines. This assessment must detail construction and operational 	

Requirement	Location in EIS
noise impacts on nearby sensitive receivers and outline the proposed management and mitigation measures that would be implemented.	Acoustic Report at Appendix G
9. Ecologically Sustainable Development <ul style="list-style-type: none"> Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i>) will be incorporated in the design, construction and ongoing operation phases of the development. 	Section 6.7 ESD Report at Appendix O
10. Building Code of Australia and the <i>Disability Discrimination Act</i> <ul style="list-style-type: none"> Prepare a BCA and access report demonstrating compliance with the Building Code of Australia and the <i>Disability Discrimination Act</i>. 	BCA Report at Appendix P Accessibility Design Compliance Statement at Appendix Q
11. Contamination <ul style="list-style-type: none"> Prepare a contamination assessment for the site, by a qualified environmental consultant and demonstrate that the site is suitable for the proposed development, in accordance with the requirements of SEPP 55. 	Section 6.8 Targeted Destructive Hazardous Materials Assessment Report at Appendix R
12. Water and Flooding <ul style="list-style-type: none"> Prepare a stormwater management report demonstrating how stormwater would be appropriately managed in accordance with Council's requirements. Provide an assessment of impacts to surface water and groundwater, including any impacts on acid sulphate soils, background conditions for any water resource likely to be affected, and impacts on hydrology. Provide a water quality assessment report to address impacts on water pollution. Provide consideration of water sensitive urban design measures. Assess flooding impacts in accordance with the Floodplain Development Manual (2005). 	Section 6.9 Stormwater & Flooding Report at Appendix S
13. Social & Economic Impacts <ul style="list-style-type: none"> The EIS must include an assessment of the social and economic impacts of the development, including consideration of any increase in demand for community infrastructure and services. 	Section 6.10
14. Servicing and Waste <ul style="list-style-type: none"> Prepare a Waste Management Plan to identify, quantify and classify the likely waste streams to be generated during construction and operation of the development and describe the measures to be implemented to minimise, manage, reuse, recycle and safely dispose of this waste with reference to relevant policies and guidelines. 	Section 6.11 and 6.13 Waste Management Plan at Appendix T Construction Management Plan at Appendix U

Requirement	Location in EIS
<ul style="list-style-type: none"> Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones and mechanical plant) for the site. 	
15. Utilities Assess the following, in consultation with relevant agencies: <ul style="list-style-type: none"> The capacity of existing services and utilities and identify any upgrades required to facilitate the development. The impacts of the proposal on existing utility infrastructure and service provider assets and describe how any potential impacts would be managed. 	Section 6.12 Utilities Letter at Appendix V
16. Construction Impacts <ul style="list-style-type: none"> Address potential impacts of the construction on surrounding areas with respect to noise and vibration, air quality and odour impacts, dust and particle emissions, water quality, stormwater runoff, groundwater seepage, soil pollution and construction waste. Assess cumulative impacts associated with constructions. Prepare a Community Consultation and Engagement Plan. 	Section 6.13 Construction Management Plan at Appendix U
17. Biodiversity <ul style="list-style-type: none"> Assess any biodiversity impacts associated with the proposal in accordance with the requirements of the <i>Biodiversity Conservation Act 2016</i>, including the preparation of a Biodiversity Development Assessment Report where required. 	Section 6.14 BDAR Waiver at Appendix W
18. Staging <ul style="list-style-type: none"> Provide details regarding the staging of the proposed development. 	Section 2.2.5
19. Developer contributions <ul style="list-style-type: none"> Outline the scope of developer contributions required. 	Section 4.11
Plans and Documents <p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Regulation. Provide these as part of the EIS rather than as separate documents.</p> <p>In addition, the EIS must include the following:</p> <ul style="list-style-type: none"> High quality files of maps and figures of the subject site and proposal Survey plan extending to the middle of each surrounding road Site context plan (A3) Overall site plan (A3) Architectural drawings, including floor plans, elevations and sections (A3) Materials schedule and photomontages 	Provided at various Appendices

Requirement	Location in EIS
<ul style="list-style-type: none"> ▪ 3D building height plane diagram (A3) ▪ Detailed overshadowing diagrams (A3) ▪ Public domain plans (A3) ▪ A table identifying the proposed land uses including a breakdown of GFA, total GFA and site coverage ▪ Physical and 3D digital model (in accordance with City of Council requirements) ▪ Quantity surveyor report. 	
Consultation	
<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> ▪ City of Sydney Council ▪ NSW Government Architect's Office ▪ Heritage NSW ▪ Heritage Council of NSW ▪ Australian Heritage Council ▪ Royal Botanical Gardens & Domain Trust ▪ Sydney Coordination Office within Transport for NSW ▪ Environment Protection Authority ▪ Environment, Energy and Science Group of the Department of Planning, Industry and Environment ▪ Ausgrid ▪ Sydney Living Museums ▪ Sydney Water ▪ Surrounding residents, businesses and local community groups. <p>The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>	<p>Section 5</p> <p>Engagement Outcomes Report at Appendix X</p>

1.6. CONCEPT/STAGE 1 DA – CONDITIONS OF CONSENT

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

Table 3 – Relevant Stage 1 SSDA Conditions

Requirement	Response
Part B Conditions to be satisfied prior to lodgement of future development applications	
B1. Prior to the lodgement of future development applications related to this consent, the Applicant must seek Planning Secretary's Environmental Assessment Requirements (SEARs).	Noted. SEARs were issued on 19 May 2020.
<p>B5. Prior to the lodgement of the first development application, revised concept proposal drawings shall be submitted to, and approved by, the Planning Secretary that provide for an amended Transport House building envelope that is located solely above the roof of Transport House (except where it connects to the IC Hotel tower northern facade). In this regard the revised concept drawings shall include the following amendments:</p> <ul style="list-style-type: none"> a) deletion of the ballroom lobby/access component of the Transport House building envelope that is located above the IC Hotel podium and between the IC Hotel tower eastern facade and rear of the Treasury Buildings Strong Room b) deletion of the component of the Transport House building envelope that cantilevers over Macquarie Lane, the IC Hotel podium and Treasury Buildings. <p>Notwithstanding condition B5(b) above, the Transport House building envelope may be permitted to cantilever over Macquarie Lane as part of future development application(s) where the requirements of Condition C1A have been met.</p>	These drawings have been prepared and approved by the NSW DPIE on 4 June 2020.
Part C Conditions to be satisfied in future development applications	
<p>C1. The future development application(s) must ensure that the development achieves a high-quality design and:</p> <ul style="list-style-type: none"> a) reduces the bulk and scale of the rooftop addition (Transport House Building Envelope) and minimises visual and heritage impacts b) maintains the visual prominence of the existing heritage buildings on the site and Macquarie Street streetscape, and the legibility of their composition, architectural style, form and features c) the architectural expression of the rooftop additions must present as a contemporary and complementary projection of the existing building and be visually subservient to the existing heritage buildings and streetscape d) the materials and composition of the facades are to respect and be submissive to the heritage sandstone facades e) street activation strategies need to minimise physical and visual impacts f) new balustrades within the Cortile arcade spaces should be designed to be reversible 	<p>Design Report at Appendix C</p> <p>Architectural Drawings at Appendix D</p> <p>Heritage Impact Statement at Appendix E</p>

Requirement	Response
<ul style="list-style-type: none"> g) changes to the Strong Room should be minimised h) any proposed awning/canopy within Macquarie Lane and/or at the corner of Phillip and Bridge Streets shall: <ul style="list-style-type: none"> i) demonstrate that it does not have an unacceptable visual or heritage impacts ii) avoid additional structure attached to heritage listed buildings; iii) avoid drainage of the canopy towards heritage facades and associated potential overflow onto the heritage facades iv) avoid fixings, chasings and insertions into the facades of heritage items v) demonstrate that any awning/canopy within the existing Macquarie Lane is recessive in scale vi) minimise impacts on existing street trees. i) includes a view analysis supported by artist's perspectives and photomontages j) considers the impacts of any overshadowing k) a qualified and experienced heritage consultant shall be engaged to provide input into the detailed design resolution to minimise impacts to heritage values and to ensure the detailed design is consistent with the endorsed Conservation Management Plan policies and guidelines. 	
<p>C2. The future development application(s) must demonstrate design excellence having regard to the following matters</p> <ul style="list-style-type: none"> a) a high standard of architectural design, materials and detailing appropriate to the building type and location b) the form and external appearance of the proposed development to improve the quality and amenity of the public domain c) how the proposed development addresses <ul style="list-style-type: none"> i) any heritage and archaeological issues and streetscape constraints or opportunities ii) an increased appreciation and integration of heritage values of the site into the design and operation of the development iii) the bulk, massing and modulation of the building within the approved envelope including street frontage heights iv) environmental impacts such acoustic privacy, solar access to buildings and public spaces, noise, wind impacts on surrounding areas and reflectivity v) the achievements of ecologically sustainable development vi) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network vii) the impact on, and any proposed improvements to the public domain viii) achieving appropriate interfaces at ground level between the building and the public domain ix) innovation in design and delivery 	<p>Design Report at Appendix C</p> <p>Architectural Drawings at Appendix D</p> <p>Heritage Impact Statement at Appendix E</p>
<p>C3. The future development application(s) must comply with the Conservation Management Plans (CMPs) for the former NSW Treasury Building endorsed by the NSW Heritage Council and for Transport House endorsed by the City of Sydney. Future development applications must not be lodged until the CMPs have been endorsed.</p>	<p>A Section 4.55(1) Modification has been lodged concurrently with this SSDA to defer the requirement to satisfy</p>

Requirement	Response
	<p>condition C3 until determination. Heritage NSW have provided support this approach. For information, the Draft NSW Treasury Building CMP is provided at Appendix Z.</p> <p>The Transport House CMP was endorsed by the City of Sydney on 7 May 2020.</p>
<p>C4. The future development application must include a Heritage Impact Assessment, including a schedule of conservation and restoration works to significant spaces and elements of both heritage buildings on the site and a Heritage Interpretation Strategy for the proposed works.</p>	<p>Heritage Impact Statement at Appendix E</p> <p>Schedule of Conservation Works at Appendix L</p> <p>Heritage Interpretation Strategy at Appendix M</p>
<p>C6. Prior to the lodgement of the future development application, the Applicant shall consult with the City of Sydney Council and Heritage Division to ensure the proposal is appropriately designed to minimise heritage and visual/streetscape impacts.</p>	<p>Section 5</p>
<p>C7. The future development application for new built form must include a detailed structural design report prepared by a Structural Engineer with experience in heritage buildings documenting investigations into the condition and structural performance of the former NSW Treasury building and Transport House to determine the most efficient structural solution to achieving seismic performance, which minimises invasive construction works and impact on the heritage significance of both buildings.</p>	<p>As agreed with DPIE, a concurrent Section 4.55(1) Mod has been lodged to negate the requirement of Conditions C7, C8 and C9, noting they relate to the Ballroom envelope (which is not being progressed as part of this SSDA).</p>
<p>C8. The structural design report must include details of all construction and building works associated with the preferred solution, and a detailed strategy for structural, fire safety and building services upgrades and the alternatives considered and initiatives applied to minimise disturbance to the historic fabric both internally and externally to both heritage buildings.</p>	<p>See above.</p>
<p>C9. The structural design report shall be accompanied by a detailed Heritage Impact Assessment prepared by a suitably qualified heritage consultant (see condition C3) in consultation with the NSW Heritage Council and Council.</p>	<p>See above.</p>

Requirement	Response
C10. Detailed guidelines for necessary upgrades to comply with the National Construction Code shall be developed in consultation with the NSW Heritage Council prior to the detailed design of the new built form for internal works to heritage areas.	Heritage Impact Statement at Appendix E BCA Report at Appendix P
C11. Future development application(s) must demonstrate the incorporation of Ecological Sustainable Development principles in the design, construction and ongoing operation phases of the development in accordance with the ESD report prepared by Energy Action dated 24 October 2016.	Section 6.7 ESD Report at Appendix O
C12. Future development application(s) shall provide bicycle access and servicing in accordance with Sydney Development Control Plan 2012.	Section 6.6.4 Transport Impact Assessment at Appendix N
C13. Future development application(s) shall include a Loading Management Plan prepared in consultation with the Sydney Coordination Office within TfNSW to manage loading and servicing that will detail servicing requirements including: a) forecast freight and servicing traffic volumes by time of day b) management of competing demands between the function space and hotel c) management of incidents at the access to the loading dock.	Consultation undertaken with TfNSW and DPIE has confirmed that, given the proposal does change the level of activity within the loading dock, this plan is not required.
C14. Future development application(s) shall include a draft porte-cochere management plan prepared in consultation with the Sydney Coordination Office within TfNSW to manage vehicles accessing the hotel (both hotel and function guests) to ensure that queuing does not occur to Phillip Street that will detail: a) forecast traffic volumes accessing the porte-cochere by time of day b) the details on how the area within the porte-cochere will be used to accommodate the forecast demand.	Consultation undertaken with TfNSW and DPIE has confirmed that, given the proposal does change the level of activity within the porte-cochere, this plan is not required.
C15. Future development application(s) shall provide analysis and assessment of the impacts of construction and include: a) a Construction Transport Management Plan, addressing traffic and transport impacts during construction b) cumulative Construction Impact Assessment (i.e. arising from concurrent construction activity) c) a Noise and Vibration Impact Assessment, addressing noise and vibration impacts during construction d) a Community Consultation and Engagement Plan, addressing complaints during construction e) a Construction Waste Management Plan, addressing waste during construction f) an Air Quality Management Plan, addressing air quality during construction	Construction Management Plan at Appendix U

Requirement	Response
<p>g) Water Quality Impact Assessments and an Erosion and Sediment Control Plan (including water discharge considerations) in accordance with 'Managing urban stormwater, soils and construction (Landcom 2005)'.</p> <p>The plans referred to above may be prepared as part of a construction environmental management plan, which is prepared and implemented under the conditions of any consent granted by future development applications.</p>	
<p>C16. Future development application(s) shall be accompanied by a detailed assessment of parking, traffic and transport impacts within the site and to the surrounding road and pedestrian networks. The assessment is to include mitigation measures and recommendations on intersection and infrastructure upgrades where this is deemed necessary.</p>	<p>Section 6.6</p> <p>Transport Impact Assessment at Appendix N</p>
<p>C17. Future development application(s) shall be accompanied by Green Travel Plan that promotes the use of public transport and other sustainable modes of transport by employees.</p>	<p>Section 6.6.7</p> <p>Transport Impact Assessment at Appendix N</p>
<p>C18. Future development application(s) shall be accompanied by a draft Construction Traffic Management Plan including, but not limited to, the following:</p> <ul style="list-style-type: none"> a) cumulative construction impacts of all projects adjacent to the site; b) assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists and public transport operations; and c) vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all construction activities. 	<p>Section 6.6.8</p> <p>Provided as an appendix within the Transport Impact Assessment at Appendix N</p>
<p>C19. Future development application(s) shall include a Noise Impact Assessment that identifies background noise levels, noise impacts, vibration impacts, and affected sensitive receivers and includes appropriate modelling and required mitigation/management measures for construction and operation of the development. The NIA must be undertaken by a suitably qualified acoustic consultant and generally be in accordance with the provisions of the EPA's Noise Policy for Industry, Interim Construction Noise Guideline and Assessing Vibration: A Technical Guideline.</p>	<p>Acoustic Report at Appendix G</p>
<p>C20. The recommendations of the Intercontinental Hotel Sydney Noise Impact Assessment, prepared by Acoustic Logic and dated 16 November 2016 are to be incorporated into the design detail in the future development application for the design and construction of the future addition within the building envelope.</p>	<p>Acoustic Report at Appendix G</p>
<p>C21. Future development application(s) shall include a Waste Management Plan.</p>	<p>Waste Management Plan at Appendix T</p>

Requirement	Response
	Construction Management Plan at Appendix U

1.7. STRUCTURE OF THE EIS

The EIS provides the following sections:

- **Section 2:** describes the site and provides a description of the proposed development.
- **Section 3:** details the strategic context including the planning policies and guidelines relevant to the site and the proposal.
- **Section 4:** provides a detailed assessment of the State, regional and local strategic planning policies and the development contributions framework.
- **Section 5:** details the community and stakeholder engagement undertaken by the applicant as part of the preparation of this EIS.
- **Section 6:** provides a comprehensive assessment of the existing environment, potential impacts, and mitigation measures for each of the key criteria in the SEARs.
- **Section 7:** provides an assessment of the proposal against the matters of consideration listed in Section 4.15 of the EP&A Act 1979.
- **Section 8:** lists the recommendations and mitigation measures based on the technical studies undertaken as part of this application.
- **Section 9:** provides concluding statements and a recommendation for determination of the application.

2. PROJECT DESCRIPTION

2.1. SITE AND SURROUNDING CONTEXT

The site is located in the north-eastern part of the Sydney CBD and occupies the southern third of the block bound by Macquarie Street, Bridge Street, Phillip Street and Albert Street – see Figure 2 below. The site is located within the City of Sydney LGA in an area characterised by historic Government buildings and streetscapes.

Figure 2 – Site Location and Context



Source: Urbis

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

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

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

- The 32-storey Intercontinental Hotel tower, which is located on the corner of Phillip and Bridge Streets set above a podium. The building was designed by Kann Finch and completed in 1985. The building is characterised by heavy concrete facades, punctuated by half-height windows.

The hotel contains 509 guest rooms and various ancillary hotel facilities (restaurants, basement level ballroom, meeting and conference rooms, retail outlets). The hotel also includes a health club and pool on Level 31 and a Club Lounge on Level 32.

At full capacity, the hotel accommodates 1,000 guests and employs 300 staff. Vehicular access to the basement is provided from Phillip Street. A porte-cochere also operates from Phillip Street, with egress provided via a right-of-way to Albert Street.

- The State Heritage listed former NSW Treasury Building, which is located on the corner of Macquarie and Bridge Streets. The buildings comprise:
 - The original Treasury Building on the corner of Macquarie and Bridge Streets.
 - The northern wing extension (Strong Room and Link Building).
 - The west wing extension, including highly intact sandstone façade on Bridge Street; and
 - An internal courtyard, which has since been converted into a covered atrium (the Cortile), located between the hotel tower and the Treasury Buildings.

Immediately to the north of the site (99-113 Macquarie Street) is a seven-storey commercial building known as Transport House, which is locally heritage listed. This site was part of the SSD 7693 Concept approval. Works relating to this portion of the Concept SSDA site will be progressed separately.

Transport House was built in 1938 for the Department of Roads, Transport and Tramways and has been extensively refurbished. The building has frontages to Macquarie Street and Phillip Street. The building is separated from the Treasury Buildings by a narrow laneway, known as Macquarie Lane.

Refer to Figure 3 below which provides an aerial view of the site and the relationship between the buildings:

Figure 3 – Aerial Photograph



Source: Urbis

The site is surrounded by the following buildings:

- **To the north:** Transport House (as described above) and the Sir Richard Stamford Hotel, fronting Macquarie Street (currently 10 storeys) and the State Heritage listed Justice and Police Museum buildings. It is noted that on Thursday, 12 March 2020 the Central Sydney Planning Committee (CSPC) resolved to approve D/2017/1609 which sought a concept mixed-use building envelope to a height of 55 metres (approximately 16 storeys).
- **To the east:** on the opposite side of Macquarie Street is the Royal Botanic Gardens.
- **To the west:** is the construction site for the AMP 'Quay Quarter' development block. This includes the Quay Quarter tower, which when complete, will be 50 storeys and the Sydney Cove Building, which is locally heritage listed and 26 storeys.
- **To the south:** is the four-storey State Heritage Listed Chief Secretary's Building and a locally listed 13-storey residential tower at 123-125 Macquarie Street.

Figure 4 – Site Locality



Source: Urbis

Figure 5 – Site Photographs



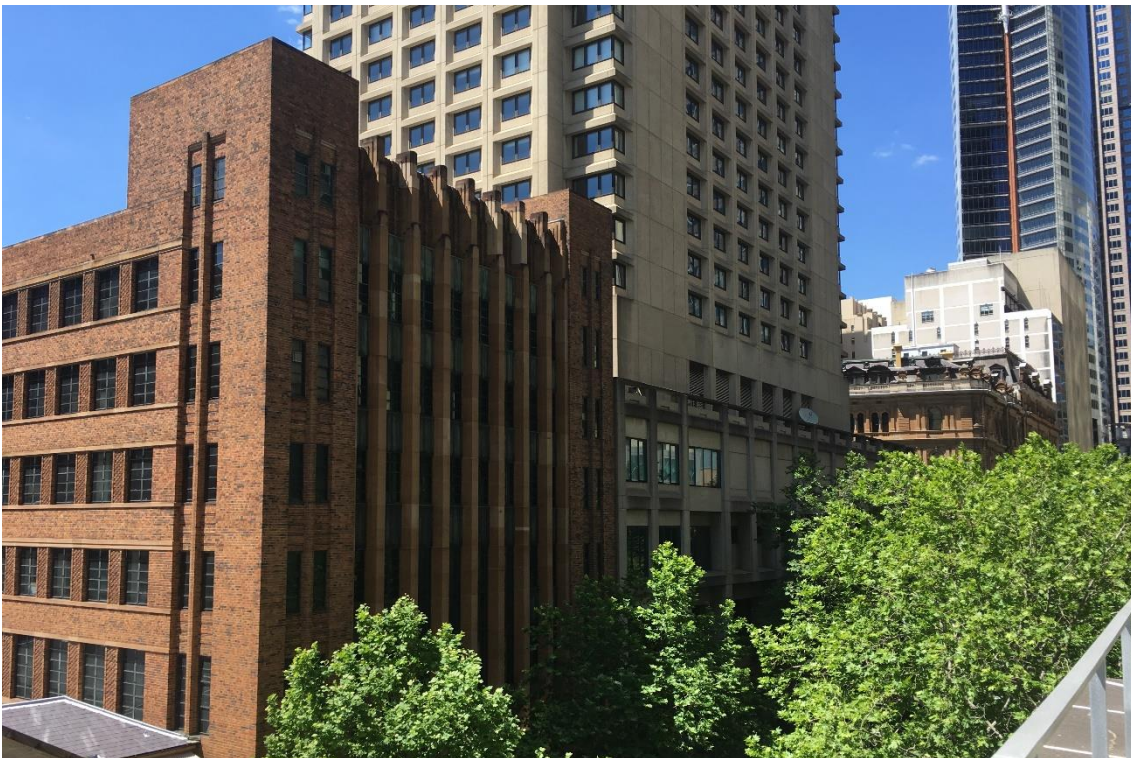
Picture 1 – View of the Intercontinental Hotel from the intersection of Bridge and Phillip Streets



Picture 2 – View of the Site from Bridge Street



Picture 3 – View of the Site from the Royal Botanic Gardens



Picture 4 – View of the Site from the West (showing Transport House and the Intercontinental Hotel)

Source: Urbis

2.2. DEVELOPMENT PROPOSAL

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

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

The proposed land use is 'tourist and visitor accommodation' (including ancillary uses), consistent with the existing use and what was considered/approved under SSD 7693.

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

The proposal will increase the GFA of the Intercontinental Hotel tower by 250sqm, equating to a total GFA of 40,919 sqm (across the whole SSD 7693 site). The proposal also provides a maximum height of building of RL 114.55m (consistent with the envelope approved under SSD 7693).

The design approach has put heritage at the forefront of each decision, to create complementary 'interventions' to both existing form and materiality. The proposal will improve accessibility, sustainability and public domain outcomes at the hotel, together with improving its streetscape presentation.

The intent of the proposal is to reposition the Intercontinental Hotel as world class visitor accommodation, through celebrating and reinvesting in its unique heritage fabric.

Level 9 will be converted from office to hotel via a separate approval process. It is noted that this space will be subject of future consideration as part of the access to the (future) Ballroom above Transport House. For more information, refer to the Architectural Drawings prepared by Woods Bagot at Appendix D.

The proposed development will generate 35 to 40 jobs during construction and 50 jobs during the operational phase. The proposal is described in further detail within the following sections of this report.

Figure 6 – Photomontages of the Proposal



Picture 5 – Bridge Street (Daytime)

Source: Woods Bagot



Picture 6 – Bridge Street (Evening)



Picture 7 – Alfred Street (looking South)

Source: Woods Bagot



Picture 8 – Royal Botanic Gardens (looking SW)

2.2.1. Numeric Overview

The SSDA has been lodged as a Stage 2 SSDA in accordance with Division 4.7 of the EP&A Act. The key features of the proposed development are summarised in the table below.

Table 4 – Numeric Overview of Proposal

Descriptor	Proposed
Site Location	115-119 Macquarie Street, Sydney NSW 2000
Land Use	Tourist and visitor accommodation
Site Area	Existing Site Area: Transport House: 1,424 sqm IC Hotel: 4,086 sqm Total = 5,510 sqm
Gross Floor Area (calculated over SSD 7693 site, including Transport House) <i>Note: existing GFA figures sourced from schedule prepared by Hassell, lodged with the Concept DA.</i>	Existing GFA: Transport House: 7,970 sqm IC Hotel: 32,699 sqm Total = 40,669 sqm Proposed Additional GFA = 250 sqm Proposed Total GFA = 40,919 sqm (FSR of 7.42:1)
Maximum Height of Building	RL 114.55m
Access	Vehicular access to the hotel is gained from Phillip Street via a two driveway entrance to the basement, loading dock and a one-way porte-cochere which existing to Albert Street via a right of way.

Descriptor	Proposed
Parking Spaces	<p>The Intercontinental Hotel currently accommodates 121 on-site parking bays, available to guests and the hotel's retail tenants.</p> <p>This parking provision is not proposed to change under this SSDA.</p>
Bicycle Parking and End of Trip Facilities	<p>At present there are 5 bicycle racks provided adjacent to the loading dock driveway outside the boom-gate. As part of this proposal, this provision is proposed to increase to 10 bicycle racks.</p> <p>There are currently six hoops on poles in Bridge Street, Macquarie Street and Phillip Street surrounding the hotel.</p> <p>All staff have access to locker and shower facilities on-site for personal use.</p>
Construction Staging	<p>Stage 1: Works to Level 5, 6 and 7 together with internal works to Level 32.</p> <p>Stage 2: Level 32 western and eastern floorplate extensions.</p>
Construction Hours	<p>Typically works will be undertaken during standard Council CBD hours of between 7am and 7pm Monday to Friday, and 7am and 5pm on Saturdays. No work is permitted to be carried out on Sundays or public holidays</p>
Operational Details	<p>At full occupancy, the Intercontinental Hotel accommodates up to 1,000 guests and employs 300 staff. This SSDA will increase the staff count by 50.</p>
Capital Investment Value (CIV)	\$10,330,310
Construction Jobs	35 to 40

2.2.2. Demolition

Minor demolition is proposed to facilitate the works:

- Existing floor finishes, stairs and slab (in selected locations).
- Existing water features on Phillip Street.
- Existing parapet, slab and mechanical equipment (on L32).
- Existing sandstone coping.

For further information, refer to the demolition drawings contained within the Woods Bagot Architectural Plans at Appendix D.

2.2.3. Built Form

As detailed in the Architectural Design Report (Appendix C), the design strategy has been developed around the following principles:

- **External Upgrades to Levels 5-7:** consistent with the Stage 1 SSDA, the design team have developed a strategy of minimal intervention with the original heritage fabric. The new works to the façade at the corner of Phillip and Bridge Streets will improve the streetscape presentation of the hotel. The curved glass proposed to Levels 6 will improve visual connectivity in and out of the hotel, while the double layer of glass to be installed on Level 7 will act as a visual screen (to the existing storeroom), while maintaining visual interest from the street.
- **Level 5 (Ground) arrival space:** the proposal seeks to reinstate and celebrate the importance of the heritage facades fronting the cortile by removing the intrusive 1980s additions. A new bar will anchor the space with levels reconfigured and simplified to tie in with surrounding datums. A new floor finish will take cues from the original black and white tile paving. Various other improvements are proposed to the balustrades, reception and concierge areas to improve the functionality of the space.
- **The Cortile:** the space is proposed to reinvigorate the heart of the hotel by providing an active focal point that will shift character between the morning and evening. The 1980s interventions will be reconfigured to create a new clarity to the space and limit changes in level. This calmer set out provides a renewed focus to the heritage façades with the inclusion of a carefully detailed central bar element, which will improve the current circulation and flow for guests and staff.
- **Balustrade upgrades (Levels 6 and 7):** in order to address existing compliance issues with the balustrades on Levels 6 and 7, the proposal will provide above code compliant safety, future proofing the space and avoiding the need for future interventions. The balustrades are visually recessive and will include a reversible fixing mechanism to ensure compliance with the Stage 1 consent.
- **Café Opera (Level 6):** the existing space is proposed to undergo light refurbishment to remove kitchen elements and replace the carpet, lighting and furniture. The refurbishment works will be sensitively detailed to ensure the heritage fabric is celebrated, while offering a contemporary dining experience to guests.
- **Level 32:** The level 32 extension has been developed as a lightweight steel and glass structure that appears to float above the heavy concrete base of the existing tower. The metal framing of the extension is proposed as a dark bronze, non-reflective tone to complete the sandstone coloured heritage façades and concrete of the 1980s hotel. The extension is modest in its expression and is deliberately recessive, complementing the existing building whilst being subtly read within the surrounding context.

The Level 32 expansion will include a glass skylight to allow natural light in, allowing visitors to feel like they are outside and enjoy the expansive view, yet being protected from the wind and sun.

The lounge space has been redesigned to maximise views out, whilst improving the operational aspects of the space. The interiors concept for the space is to connect to its external environment whilst creating a new bar, lounge and dining area to support the hotel delivering a new venue within the heart of Sydney's CBD.

2.2.4. Parking and Access

The existing vehicle entry points off Phillip Street will be retained as part of this DA – providing access to both the on-site car park and porte-cochere. It is also noteworthy that:

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

Vehicular access, parking and loading

The Intercontinental Hotel has a (two-way) vehicular entry off Phillip Street which provides access to the car park and loading area. The Intercontinental Hotel currently accommodates 121 on-site parking bays in the basement levels for guests and retail tenants. This is not proposed to change under this SSDA. Similarly, the existing loading activities (which occur wholly within the site) are proposed to be retained under this SSDA.

Bicycle parking and end of trip facilities

There are five bicycle racks provided adjacent to the loading dock driveway, in a secured and managed area. It is proposed to increase this provision to 10 spaces (in total). Additionally, there are six hoops on poles in Bridge Street, Macquarie Street and Phillip Street surrounding the hotel.

Porte Cochere

The porte-cochere is accessed via a one-way vehicular crossing from Phillip Street, which exits via a right of way to Albert Street. The porte-cochere can accommodate four vehicles along the kerb and four additional vehicles in the aisle. The entry ramp from Phillip Street has capacity for an additional four vehicles to queue. A taxi rank for five taxis is located in Phillip Street which feeds directly into the port-cochere.

This proposal will not increase pressure on the operation of the porte-cochere, given the nature of the works. Therefore, it is not proposed to change the operation of the porte-cochere as part of this application.

2.2.5. Development Staging

The proposal is intended to be undertaken in two main stages as follows:

1. Level 5, 6, 7 and 32 (internal) works

- (a) Demolition works.
- (b) Internal fit out and finishes works.
- (c) External works.

2. Level 32 Club Lounge Works

- (a) Façade and building envelope works.
- (b) Demolition works.
- (c) Internal/external fit out and finishes works.
- (d) External works.

Due to the timing of the works, it is important to ensure there is no impediment to the issue of staged CCs, and that the consent conditions are triggered for satisfaction at the relevant/appropriate time. For further information about the staging approach, please refer to the Construction Management Plan prepared by Built at Appendix U.

The approach to staging is shown diagrammatically in Figure 7 below:

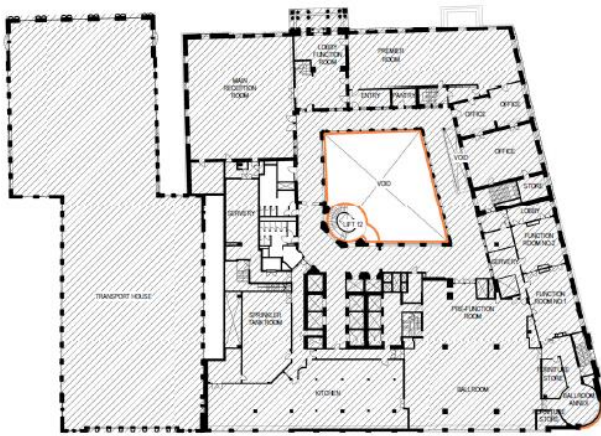
Figure 7 – Staging Drawings



Picture 9 – Staging Plan Level 5



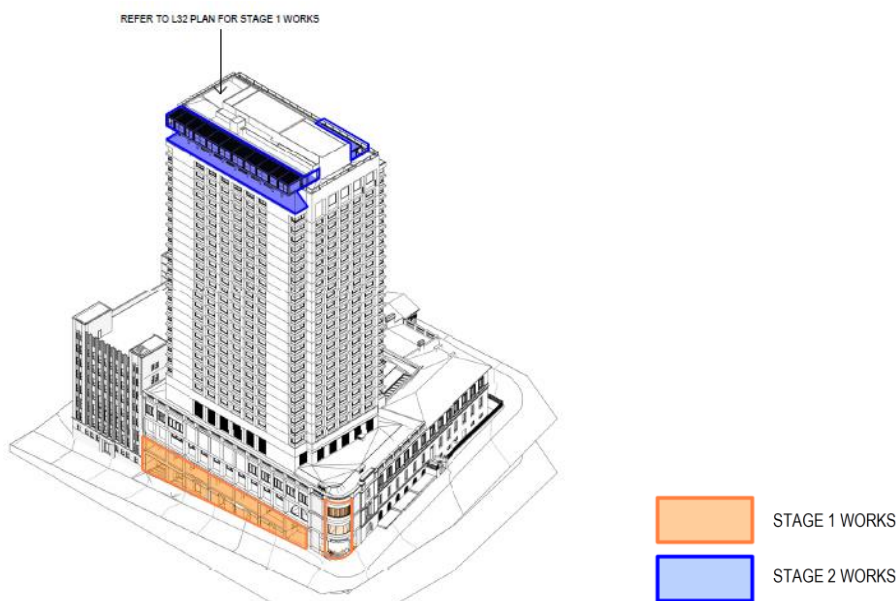
Picture 10 – Staging Plan Level 6



Picture 11 – Staging Plan Level 7



Picture 12 – Staging Plan Level 32



Picture 13 – 3D Staging

Source: Woods Bagot

2.2.6. Stormwater

With regard to stormwater management, the proposed Level 32 extension will direct stormwater to the existing box gutter and downpipes on the roof. The proposal will not result in any alteration to the impervious/pervious areas of the site.

2.2.7. Construction Strategy

A Preliminary Construction Management Plan has been prepared by Built (Appendix U) which outlines the indicative program, staging and environmental controls associated with the proposed development. As discussed above, the works are proposed to be undertaken in two main stages. Indicative timing to complete each stage of works will be confirmed by the appointed contractor. The proposed working hours of the site are:

- 7.00am to 7.00pm Monday to Friday.
- 7.00am to 5.00pm Saturday; and
- No work on Sundays or public holidays.

Refer to Section 6.13 which describes the proposed management of waste, noise, vibration and traffic during the construction phase of the development.

3. STRATEGIC CONTEXT

The strategic planning policies and design guidelines identified in the SEARs that need to be addressed include:

- Future Transport 2056.
- Greater Sydney Region Plan: A Metropolis of Three Cities.
- Our Greater Sydney 2056: Eastern City District Plan.
- Sustainable Sydney 2030.
- Visitor Economy Industry Action Plan.
- Sydney Development Control Plan 2012.
- Central Sydney Planning Strategy.

The following sections assess the proposed development against these strategic planning policies and guidelines as relevant.

3.1. FUTURE TRANSPORT 2056

The Future Transport Strategy is a 40-year vision for the transport system of NSW and seeks to ensure that transport planning is prepared for technological changes and new ways of travel into the future. The Strategy acknowledges the vital role that transport plays in the land use, tourism and economic development of cities and towns with a focus on integrated solutions.

The strategy outlines six state-wide outcomes to guide investment, policy and reform and service provision providing a framework for planning and investment to support a modern, innovative transport network. The strength of the economy supported by an advanced transport system is recognised in the strategy.

In relation to this proposal, the site is proximate to the Circular Quay Precinct Renewal, where the NSW Government is exploring opportunities to leverage investment to partner with private capital. This will potentially allow a whole-of-precinct renewal that integrates a renewed and vibrant waterfront destination with a modern transport interchange, inclusive of ferry and light rail services.

The location of the site (in Sydney CBD) means it is adequately serviced by public transport, which supports the viability of its visitor accommodation use and enhances the visitor experience, ensuring efficient transport options are available to visitors, as well as a walkable and pedestrian friendly public domain.

3.2. GREATER SYDNEY REGION PLAN: A METROPOLIS OF THREE CITIES

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following matters are relevant to the proposed development:

- Facilitates upgrade works to an internationally renowned hotel, which will attract major events and functions to Sydney (Objective 18); and
- Supports the global role of the Sydney CBD and contributes to the attractiveness of the city as a tourist destination (Objective 24).

3.3. OUR GREATER SYDNEY 2056: EASTERN CITY DISTRICT PLAN

The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the

District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The project responds to the priorities of the District Plan as follows:

- Contributes positively to the City's amenity, activity and renews an item of State heritage significance (Planning Priority E6).
- Supports growth in the tourism economy of the Harbour CBD (Planning Priority E7); and
- Improves the visitor experience by providing tourist accommodation close to high-profile tourist destinations with good access to public transport (Strategic Direction 1 – Infrastructure supporting new developments).

3.4. SUSTAINABLE SYDNEY 2030

Sustainable Sydney 2030 sets out the City of Sydney's vision to make Sydney a more Global, Green and Connected metropolis by 2030. The proposal will achieve the objectives of Sustainable Sydney 2030 as it contributes to a strong international and domestic tourist base in the CBD, underpinned by high quality accommodation facilities. This enhances the City's global position and attractiveness as a destination for people, business and investment.

3.5. VISITOR ECONOMY INDUSTRY ACTION PLAN 2030

The Visitor Economy Industry Action Plan 2030 was released by the NSW Government in August 2018 and seeks to support the continued growth of the NSW visitor economy by more than tripling the 2009 overnight visitor expenditure amount by 2030 (to \$55 billion).

The proposal is consistent with the objectives set out in the Visitor Economy Industry Action Plan as it facilitates a comprehensive upgrade to existing hotel accommodation in Sydney CBD, which supports the visitor economy by contributing to accommodation capacity, and in turn increased visitation.

3.6. SYDNEY DEVELOPMENT CONTROL PLAN 2012

Clause 11(a) of the SEPP (SRD) provides that development control plans do not apply to State Significant Development. Notwithstanding, the objectives of the relevant parts of the SDCP are considered in Table 5 below:

Table 5 – SDCP 2012 Compliance Table

Section	Control	Comment	Compliance
Section 2.1.5 <i>Bridge Street, Macquarie Place, Bulletin Place Special Character Area</i>	<p>The relevant principles contained in the character statement include:</p> <ul style="list-style-type: none"> ▪ Recognise Bridge Street as a pre-eminent public space. ▪ Protect and extend morning sun to Bridge Street. 	<p>The vertical extensions to the Level 32 club lounge will not be readily visible from Bridge Street and are not considered to detract from its streetscape character.</p> <p>The proposed external works to the Bridge/Phillip St façade and porte-cochere</p>	Yes

Section	Control	Comment	Compliance
	<ul style="list-style-type: none"> Conserve existing significant laneways in the area. Maintain and reinforce existing important public spaces and views. Maintain and reinforce the cohesive and rare streetscape character of Bridge Street. 	<p>entrance space are considered to maintain and reinforce the streetscape character of Bridge Street.</p> <p>For further commentary on heritage impacts, refer to the Heritage Impact Statement prepared by Urbis at Appendix F.</p>	
<p>Section 2.1.6</p> <p><i>Macquarie Street</i></p> <p><i>Special Character Area</i></p>	<p>The relevant principles contained in the character statement include:</p> <ul style="list-style-type: none"> Recognise Macquarie Street as one of Sydney's pre-eminent public spaces. Protect and extend mid-winter lunchtime sun to the RBG. Improve and enhance the public domain and pedestrian amenity of the street. Maintain and reinforce the urban character and scale of Macquarie Street. Emphasise Macquarie Street as the eastern built edge of the City and Maintain the stepped building form from it westwards. 	<p>The proposed works are not considered to have a detrimental impact upon the heritage values of the Macquarie Street SCA.</p> <p>The Visual Impact Assessment prepared by ae design partnership concludes the proposal is acceptable on urban design grounds.</p> <p>The Level 32 additions will not increase overshadowing of the Royal Botanic Gardens.</p>	Yes

Section	Control	Comment	Compliance
	<ul style="list-style-type: none"> ▪ Maintain and enhance existing views to the Harbour and Opera House. ▪ Conserve and enhance the heritage significance of the area. 		
Section 3.9.1 Heritage Impact Statements	A Heritage Impact Statement (HIS) is required to be prepared as the site is identified on the City of Sydney Council's heritage register.	In accordance with the SEARs requirements, a HIS has been prepared by Urbis and is included at Appendix E.	Yes
Section 3.9.2 <i>Conservation Management Plan</i>	A Conservation Management Plan (CMP) is required to be prepared as the applications seeks to alter the fabric of a State heritage listed item.	In accordance with local and state heritage requirements, a CMP has been prepared by Urbis and is imminently awaiting formal endorsement.	Yes
Section 3.9.5 <i>Heritage items</i>	Ensure that development in the vicinity of heritage items is designed and sited to protect the heritage significance of the item.	The proposal is not considered to have an adverse impact on the heritage items or heritage setting of the site. For further information, refer to Section 6.5 of this EIS.	Yes
Section 5.1.2.1 <i>Front setbacks</i>	New buildings or additions above a heritage item must have a setback of at least 10m from the street frontage.	<p>The Transport House building envelope has not been progressed via this application.</p> <p>The 1980s Intercontinental Hotel tower is not heritage listed.</p> <p>The extension of the Level 32 club lounge is considered to comply</p>	Yes

Section	Control	Comment	Compliance
		with the Sydney DCP setback guidance.	
Section 5.1.3 <i>Street frontage heights and setbacks for special character areas</i>	Minimum and maximum street frontage heights and front setbacks for buildings in or adjacent to a Special Character Area must be provided in accordance with Table 5.1 and as shown in Figures 5.12 to 5.19. Where the figure shows the entire site as shaded, additional storeys above the street frontage height is not permitted. A minimum 30m setback above street frontage height applies to the Macquarie Street setback.	The Transport House building envelope has not been progressed via this application. The 1980s Intercontinental Hotel tower is not heritage listed. The extension of the Level 32 club lounge is considered to comply with the Sydney DCP setback guidance.	Yes
Section 5.1.10 <i>Sun access planes</i>	Sydney LEP 2012 requires buildings to maximise sunlight access to public places by establishing sun access planes for 8 major public areas including Belmore Park, Hyde Park, Macquarie Place, Martin Place, Pitt Street Mall, the Domain, Royal Botanic Gardens and Wynyard Park. A building must not project above any part of a sun access plane.	The expansion of the existing Level 32 club lounge will not increase overshadowing to the Royal Botanic Gardens.	Yes

3.7. CENTRAL SYDNEY PLANNING STRATEGY

The Central Sydney Planning Strategy is a 20-year growth strategy for Central Sydney, outlining a vision to deliver a resilient, global city centre. The strategy establishes a strategic direction to position and strengthen Sydney as Australia's leading global city.

The CSPS received Gateway determination from the NSW DPIE on 11 March 2020, which has enabled Council to exhibit new and amended planning controls to implement the strategy (from 1 May until 10 July 2020). It is anticipated that the amended LEP (giving effect to the strategy) will be made in November 2020.

Under the strategy, tourism is noted as one of the fastest growing economic sectors in the world, contributing more than \$30 billion to the NSW State economy annually. The tourism economy is estimated to support 10,000 businesses, making up 11% of Sydney's workforce by providing some 47,000 jobs. In order to maintain its global attractiveness as a tourist destination, Sydney has to ensure it has an adequate supply of accommodation in the CBD, close to large attractions and well connected by public transport.

Broadly, the Central Sydney Planning Strategy aims to implement 10 key moves. The key moves relevant to this proposal are:

- Prioritise employment growth and increase capacity.
- Ensure development responds to context.
- Protect, enhance and expand Central Sydney's heritage, public places and spaces.
- Move towards a more sustainable city.
- Reaffirm commitment to design excellence.

The proposal is considered to align with the broad aims and objectives of the Central Sydney Planning Strategy by upgrading an existing five-star hotel, generating employment, protecting heritage and achieving positive sustainability outcomes.

4. STATUTORY CONTEXT

Various legislative and statutory planning instruments require consideration in the assessment of the proposal. The permissibility of the proposed development and the application of the relevant statutory planning instruments that apply to the site and the proposed development are addressed in detail below.

As noted in the SEARs, the following local and state-wide statutory planning instruments are to be considered in relation to the proposed development:

- *Environmental Planning and Assessment Act 1979.*
- *State Environmental Planning Policy (State and Regional Development) 2011.*
- *State Environmental Planning Policy (Infrastructure) 2007.*
- *State Environmental Planning Policy No.55 – Remediation of Land.*
- *Draft State Environmental Planning Policy (Remediation).*
- *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017.*
- *State Environmental Planning Policy (Coastal Management) 2018.*
- *Draft State Environmental Planning Policy (Environment).*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.*
- *Sydney Local Environmental Plan 2012.*

The following sections assess the proposed development against these planning instruments as relevant.

4.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The proposed development is classified as State Significant Development in accordance with the provisions of Part 4 Division 4.7 of the EPA Act.

Under Section 4.38 of the EP&A Act, the Minister for Planning and Public Spaces (or delegate) is the consent authority for SSD. Section 4.12(8) requires that a DA for SSD is to be supported by an EIS.

4.2. SEPP (STATE AND REGIONAL DEVELOPMENT) 2011

Schedule 1, Clause 13(2)(b) of the SEPP (State and Regional Development) 2011 (SEPP SRD) identifies development for tourist related purposes that has a CIV of more than \$10 million as State Significant Development, if it is located in an 'environmentally sensitive area of State significance'. The term 'environmentally sensitive area of State significance' is defined in Clause 4(h) of the SEPP SRD to mean:

"(h) land, places, buildings, or structures listed on the State Heritage Register under the Heritage Act 1977"

The former NSW Treasury Building is retained on the State Heritage Register and qualifies as an 'environmentally sensitive area of State significance' under the SEPP SRD.

Accordingly, as the proposal comprises tourist related development with a CIV of more than \$10 million (refer to the QS Statement at Appendix B) in an 'environmentally sensitive area of State significance', the proposal is SSD.

4.3. SEPP (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 came into force in December 2007 and aims to facilitate the effective delivery of infrastructure across the State. The SEPP identifies matters for consideration in the assessment of types of infrastructure development, including all new development that generates large amounts of traffic in a local area.

JMT Consulting has advised that the proposal:

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

It is also noteworthy that the site is not in or adjacent to any railway corridors identified by the ISEPP.

4.4. SEPP NO. 55 – REMEDIATION OF LAND

SEPP 55 requires a consent authority to consider whether the land is contaminated and if it is suitable for its proposed use, after remediation has been completed if required. The site was not previously (and is not currently) used for any purpose which could give rise to site contamination (per the SEPP 55 Planning guidelines in Table 1 Activities that may Cause Contamination). No excavation of the site is proposed as part of this DA. Accordingly, no further assessment against SEPP 55 is required.

4.5. DRAFT SEPP (REMEDIATION)

Draft State Environmental Planning Policy for the Remediation of Land was on exhibition until April 2018. The Department of Planning is in the process of identifying and considering issues identified in the submissions received. The draft SEPP Remediation maintains the objectives and key aspects of SEPP 55, including its key operational framework.

As above, the site is considered suitable for the proposed development from a contamination standpoint, and accordingly it is considered that the proposal would be consistent with the intent of the draft SEPP (Remediation).

4.6. SEPP (VEGETATION IN NON-RURAL AREAS) 2017

SEPP (Vegetation in Non-Rural Areas) 2017 aims to protect the biodiversity values of trees and other vegetation in non-rural areas and was prepared to regulate the clearing of native vegetation for activities which do not require consent in non-rural areas. This SSDA does not seek consent to remove any vegetation and therefore the SEPP is not relevant to the scope of works.

4.7. SEPP (COASTAL MANAGEMENT) 2018

State Environmental Planning Policy (Coastal Management) 2018 (Coastal SEPP) aims to ensure that future coastal development is appropriate and sensitive to coastal environments, public access to beaches and foreshore areas is protected and enhanced. The SEPP categorises land into a variety of coastal management areas.

While the site is proximate to a coastal environment, there has not been a 'Coastal Vulnerability' map developed for the SEPP at the time of writing. Notwithstanding, the proposal is unlikely to be located in or near a coastal vulnerability area given its CBD context. It is also noteworthy that the site is located outside the nominated 'Coastal Environment' area on the Coastal Management SEPP online mapping tool.

4.8. DRAFT SEPP (ENVIRONMENT)

The Explanation of Intended Effect for the draft Environment SEPP was exhibited from the 31 October 2017 until the 31 January 2018. The draft SEPP proposes revisions to current SEPPs to remove unnecessary or outdated policy and locate provisions in the most appropriate level of the planning system. The new SEPP will repeal and replace seven current SEPPs.

The SEPP will deliver a new policy that is consistent with the Standard Instrument Local Environmental Plan Order 2006 and contains a single set of planning provisions for catchments, waterways, bushland and protected areas.

As the site falls within the SREP (Sydney Harbour Catchment) land application boundary, it is likely to be captured by this policy. According to the exhibited Explanation of Intended Effects, the provisions of the Sydney Harbour Catchment SREP relevant to the proposal are proposed to remain largely unchanged under the Draft SEPP (Environment). Therefore, it is not anticipated that the proposed development will result in any non-compliances of the new provisions of the SEPP (Environment).

4.9. SREP (SYDNEY HARBOUR CATCHMENT) 2005

The site is within the designated hydrological catchment of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (the 'Harbour REP'). It is noteworthy that the site is not within the Foreshores and Waterways Area, or the Opera House Buffer Zone.

Development within the Foreshores and Waterways Area must consider the matters included in clauses 21-26 of the Harbour REP, which primarily relate to the visual impacts of proposed structures when viewed from the foreshore and the impact of proposal on the visual, aesthetic and cultural qualities of Sydney Harbour.

Given the scope of the proposal, it is considered to be wholly consistent with the relevant clauses of the SREP, as outlined in Table 6 below:

Table 6 – SREP (Sydney Harbour Catchment) 2005 Compliance Table

Provision	Criteria	Assessment	Compliance
Clause 21 Biodiversity, ecology & environmental protection	The proposal must take into consideration the matters listed in relation to biodiversity, ecology and environmental protection.	The proposal has been assessed to have no biodiversity or ecological impacts, which is confirmed through the BDAR waiver granted by the EES division of DPIE.	Yes
Clause 22 Public access to, and use of, foreshores and waterways	The proposal must take into consideration the matters listed in relation to public access to, and use of, the foreshores and waterways.	The proposal does not impact access to the foreshore and waterways.	Yes
Clause 23 Maintenance of a working harbour	The proposal must take into consideration the matters listed in relation to the maintenance of a working harbour.	The proposal does not impact on the ability to maintain a working harbour.	Yes
Clause 24 Interrelationship of waterway and foreshore uses	The proposal must take into consideration the matters listed in relation to the interrelationship of waterway and foreshore uses.	The proposal would not adversely impact on the waterway or waterway uses.	Yes
Clause 25	The proposal must take into consideration the matters listed in relation to the maintenance,	The bulk and scale of the proposed vertical extension above Level 32 is considered	Yes

Provision	Criteria	Assessment	Compliance
Foreshore and waterways scenic quality	protection and enhancement of the scenic quality of foreshores and waterway.	appropriate for the site (as assessed under the Concept SSDA) and sits against the backdrop of other tall buildings in Sydney CBD. It is considered that the scenic qualities of the foreshores and waterways of Sydney Harbour are maintained.	
Clause 26 Maintenance, protection and enhancement of views	The proposal must take into consideration the matters listed in relation to the maintenance and protection of views.	A VIA has been prepared, which confirms that the proposal will not result in significant view loss from private residences or the public domain.	Yes

4.10. SYDNEY LOCAL ENVIRONMENTAL PLAN 2012

The Sydney Local Environmental Plan 2012 (SLEP 2012) establishes the permissibility of the proposal. The site is zoned B8 (Metropolitan Centre) under clause 2.2. of the SLEP. The proposal for *'hotel or motel accommodation'* (a sub-set of *'tourist and visitor accommodation'*) is permitted with development consent in the B8 zone.

It is noted that the (approved) extensions to the roof level of the Intercontinental Hotel extend outside the existing building envelope and above the sun access plane prescribed in the Sydney LEP 2012, under clause 6.17. This proposal does not extend past the approved envelope and can be approved as it is not wholly prohibited (per Section 4.38(3) of the EP&A Act).

Figure 8 – SLEP 2012 Land Use Zoning Map



Source: Urbis

CI 4.3 – Height of Buildings

The site is subject to a maximum height of building above ground level of 55m (for those parts of the site within approximately 30m of Bridge and Macquarie Streets – see Figure 9 below). The maximum building height is also affected by the sun access plane – outlined in Clause 6.17. It is noted that the existing Intercontinental Hotel tower (as built) already exceeds both controls. This proposal will maintain compliance with the Stage 1 envelope approved under SSD 7693 (maximum building height – RL 114.55m), which will not introduce any additional overshadowing of the Royal Botanic Gardens.

Figure 9 – SLEP 2012 Height of Buildings Map



Source: Urbis

CI 4.4 – Floor Space Ratio

The maximum FSR of 14:1 applies to the site comprising a 'base' of 8:1 + 6:1 'accommodation floor space'. The proposed additional GFA as part of this SSDA is 250 sqm, equalling a total GFA of 40,919 sqm (across the whole SSD 7693 site) and an FSR of 7.49:1. Therefore, the proposed FSR complies with the 'base' 8:1 control and does not rely on any 'accommodation floor space'.

Figure 10 – SLEP 2012 Floor Space Ratio Map

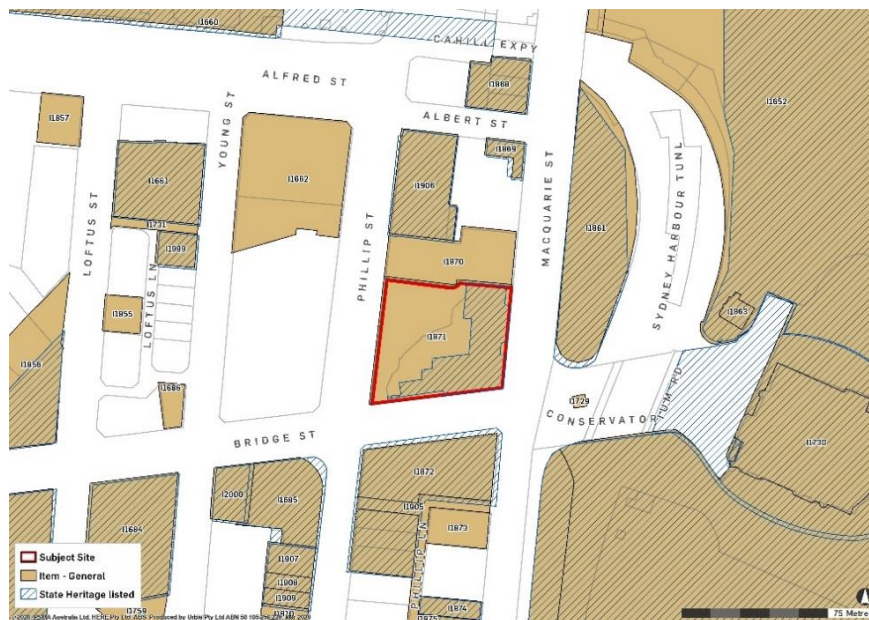


Source: Urbis

CI 5.10 – Heritage Conservation

The site comprises an item listed in the LEP as heritage listed, being the NSW Treasury Building. The siting, form and height of the proposed building extension (and internal works within) have been carefully designed and have been supported by a Heritage Impact Statement as part of this EIS (Appendix E). Heritage impacts are discussed further at Section 6.5 of this report. Figure 11 below illustrates both the LEP and State Heritage listings (combined).

Figure 11 – Heritage Listings



Source: Urbis (SLEP + SHR)

CI 6.17 – Sun access planes

Development consent must not be granted on land if the development will result in any building projecting higher than any part of a sun access plane. It is noted that the (approved) extensions to the roof level of the Intercontinental Hotel extend outside the existing building envelope and above the sun access plane prescribed in the Sydney LEP 2012. This proposal does not extend past the approved envelope. As noted above, the proposal can be approved as it is not wholly prohibited (per Section 4.38(3) of the EP&A Act).

Figure 12 – Sun Access Protection Map



Source: Urbis

CI 6.21 – Design excellence

Clause 6.21 states that development consent must not be granted to which this clause applies unless the proposal exhibits design excellence. A Design Excellence Statement (refer to Appendix C) has been prepared by Woods Bagot, demonstrating how it achieves the design excellence provisions listed under Clause 6.21(4) of the Sydney LEP 2012. It is noted that Clause 6.21(5) requires a competitive design process to be held if a building has, or will have, a height above ground level exceeding 55m (on land in Central Sydney).

During the IPC assessment and determination for SSD 7693, it was recognised that a competitive design process applied to, and was required for, the Transport House building envelope. This was largely because of its visual and heritage sensitivities together with the fact that the envelope sought to establish non-compliant setbacks. Accordingly, the determination (Condition B2) requires the Applicant to undertake a competitive design process prior to the lodgement of the first development application relating to the Transport House building envelope and/or associated works – see below:

B2. Prior to the lodgement of the first development application relating to the Transport House building envelope and/or associated works, a competitive design process must be undertaken in accordance with the provisions of Sydney Local Environmental Plan 2012 and the City of Sydney Competitive Design Policy.

Because this Application does not propose any works to Transport House or its envelope, a competitive design process is not required (per the SSD 7693 consent). Further assessment of design excellence is provided at Section 6.1 of this EIS.

CI 7.3 – Car parking spaces not to exceed maximum set out in this Division

The Sydney LEP 2012 sets a maximum provision of car spaces for the site. It is noted that the existing basement structure accommodates 121 car spaces, which exceeds the maximum parking requirement. The parking count is not proposed to change as part of this DA. The non-compliance is considered acceptable because the car parking is existing.

CI 7.20 – Development requiring or authorising preparation of a development control plan

Clause 7.20 applies to the proposal because it is made on land in Central Sydney and results in a building higher than 55m above ground level. Section 83C of the EP&A Act provides that this obligation is satisfied by the making and approval of a Stage 1 DA (i.e. SSD 7963). Accordingly, a site-specific DCP is not required.

4.11. DEVELOPER CONTRIBUTIONS

The site is subject to the Central Sydney Development Contributions Plan 2013, which authorises the Council to seek contributions from development to contribute to the cost of new or existing public facilities, amenities and services in Central Sydney required by a growing residential and workforce population. The plan has been prepared in accordance with Section 61 of the *City of Sydney Act 1988*.

Building projects in the city centre that are expected to exceed \$200,000 in development costs must make cash contributions to the City amounting to 1% of the expected total development costs before a construction certificate or complying development certificate can be released. The calculation of the contributions payable will be determined by the total development cost of \$10,330,310 as identified in the QS Report at Appendix B and will be included as a condition of consent.

4.12. CONSERVATION MANAGEMENT PLAN POLICIES

Conservation Management Plans (CMPs) were prepared as part of the Concept SSDA for the project. The objective of these CMPs is to guide the conservation and management of the heritage listed buildings in perpetuity, to assist with the ongoing management and maintenance of the site. It is noted that this (detailed) development application must comply with the relevant CMP, being the Former NSW Treasury Building Conservation Management Plan. The Heritage Impact Statement (HIS) prepared as part of this SSDA demonstrates how the works achieve this, with commentary included within this EIS at Section 6.5.

It is also noted that the Australian Heritage Council is considering the National Heritage listing of the Governors' Domain and Civic Precinct, which incorporates the site. This is also considered within the HIS prepared in support of this application.

5. COMMUNITY AND STAKEHOLDER ENGAGEMENT

Community and stakeholder engagement have been undertaken by Urbis, in collaboration with Mulpha and other specialist consultants, as required. This included direct engagement and consultation with:

- Adjoining landowners and occupants; and
- Government, agency and utility stakeholders listed within the SEARs.

Details of the outcomes of the community and stakeholder engagement is contained in the Engagement Outcomes Report submitted in support of the proposal and provided in Appendix X.

A summary of the responses to issues raised by stakeholders during the engagement process is provided in the table below.

Table 7 – Community and Stakeholder Engagement: Issues and Responses

Stakeholder	Summary of Issues Raised and Response
NSW DPIE	<p>The Applicant met with NSW DPIE officers on 10 March 2020 for a ‘Scoping Meeting’. The meeting comprised a short question and answer discussion, together with a presentation from Woods Bagot. Key points discussed during the meeting included:</p> <ul style="list-style-type: none"> ▪ DPIE acknowledged the Applicant’s desire to progress the Intercontinental Hotel works first, with the Ballroom extension (and associated design competition) to form part of a separate planning approval. ▪ Any future SSDA on the IC Hotel site will need to consider D/2017/1609 (the recent Stamford Concept approval) and vice versa. ▪ It was noted that a CDC was being progressed for internal works to the IC Hotel rooms/windows. ▪ DPIE are open to issuing staged consent conditions, in the event some works at the IC Hotel were more urgent than others. <p>The outcome of the pre-lodgement meeting has been considered and implemented during the design development of the project where relevant. Various follow-up questions relating to SEARs/submission requirements were workshoped with DPIE in the preparation of this EIS.</p>
City of Sydney Council	<p>The project team conducted a Skype call with City of Sydney Council officers on 23 March 2020. Key points discussed during the call included:</p> <ul style="list-style-type: none"> ▪ The scope of the Application, including an explanation of the limited impacts upon heritage components of the Intercontinental Hotel site. ▪ The pending ‘endorsement’ of the Conservation Management Plan (CMP) for locally heritage listed Transport House by the City of Sydney Council (and an explanation of the timing implications of this). ▪ No planning-related issues were identified by the City of Sydney Planning officers, provided the vertical extensions were within the Stage 1 approved envelope(s). <p>On 2 July 2020, an email (accompanied by a 60% drawing set) was sent to Andrew Rees at the City of Sydney Council. Council advised that they did not have any further comment on the proposal at the pre-lodgement stage and will review the EIS during public exhibition.</p>

Stakeholder	Summary of Issues Raised and Response
NSW Government Architect's Office	On 2 July 2020 , an email (accompanied by a 60% drawing set) was sent to Rory Toomey at the NSW GA. On 4 August 2020 , Rory Toomey advised that NSW GA did not require a formal design review session, with a desktop assessment and written comments to DPIE being preferred.
Heritage NSW and Heritage Council of NSW	The Applicant and their heritage consultant (Urbis) have had ongoing dialogue and engagement with Heritage NSW in resolving the SSD 7693 CMPs for formal 'endorsement'. A presentation to Heritage NSW (Rajeev Maini and Mariyam Nizam) was provided on 24 July 2020 . The presentation was generally well received with the final drawings and HIS being prepared in-line with feedback received. Formal minutes from the meeting were issued by Heritage NSW and these are addressed in Section 7.5 of the HIS.
Australian Heritage Council	On 29 July 2020 , an email was sent to the Australian Heritage Council outlining the proposal and seeking comment on 90% drawings. To date no response has been elicited from this email. The Australian Heritage Council will be able to provide comment on the EIS during public exhibition.
Royal Botanical Gardens & Domain Trust	On 29 July 2020 , an email was sent to the Royal Botanical Gardens & Domain Trust outlining the proposal and seeking comment on 90% drawings. To date no response has been elicited from this email. The Royal Botanical Gardens & Domain Trust will be able to provide comment on the EIS during public exhibition.
Sydney Coordination Office within Transport for NSW	On 26 June 2020 , Kerry Ryan at TfNSW responded to an enquiry from Josh Milston (of JMT Consulting) via email. Advice was obtained regarding the requirements for the CPTMP, vehicular access arrangements, loading and servicing, the green Travel Plan and the provision of bicycle facilities. TfNSW indicated that, provided the proposal doesn't influence/increase traffic movements to the hotel, the preparation of a draft porte-cochere Management Plan and/or a Loading Management Plan are not required (per the Concept SSDA conditions). Following this correspondence/advice, further liaison with TfNSW was not deemed necessary.
Environment Protection Authority	In EPA's correspondence to the NSW DPIE dated 7 May 2020, EPA clarify that <i>"the EPA has no further interest in the proposal and no further consultation is required"</i> . In view of this, the Applicant has not consulted further with EPA, who are able to make additional comment during the public exhibition of the EIS, if needed.
EES Group of the DPIE	Throughout the pre-lodgement phase of the project, the Applicant has been liaising with EES on the BDAR Waiver request that was approved on 31 August 2020 . We understand EES has no further role in the assessment of this SSDA.
Ausgrid	WSP (services engineer) consulted with Ausgrid to confirm the hotel had the requisite electrical capacity to accommodate the proposed works. Ausgrid confirmed on 24 July 2020 that the required capacity will be available via a 'connection to offer' letter.
Sydney Living Museums	On 29 July 2020 , an email was sent to Sydney Living Museums outlining the proposal and seeking comment on 90% drawings. To date no response has been elicited from this email. Sydney Living Museums will be able to provide comment on the EIS during public exhibition.

Stakeholder	Summary of Issues Raised and Response
Sydney Water	<p>WSP undertook a utilities and services capacity assessment for the proposal, which concluded that no augmentation to the existing water supply is required. On this basis, engagement with Sydney Water was not deemed necessary.</p>
Surrounding residents, businesses and local community groups	<p>Comprehensive engagement was undertaken as part of the Concept SSDA, which addressed various key issues. Considerable analysis and examination occurred to resolve these, to ensure the proposal was suitable for approval by the IPC.</p> <p>Urbis Engagement undertook a program of targeting engagement with surrounding business and local community groups, which involved the creation of a fact sheet and information hotline together with targeted door knocking (which sought feedback from approximately 50 businesses and residents located in the nearby catchment area).</p> <p>The fact sheet was distributed on 23 July 2020 to the mailboxes of approximately 50 businesses and residential neighbours located in the adjacent catchment area.</p> <p>Overall feedback about the Intercontinental Hotel was neutral. Residents and business near neighbours located in the catchment area provided minimal feedback regarding the proposed development during the door knock consultation exercise.</p> <p>At the time of writing this report no feedback has been submitted through the Urbis Engagement enquiry line or email address and no mention of the project was detected on social media.</p> <p>The feedback email and phone line will remain open until determination of the SSDA is completed. For further information, refer to the Engagement Outcomes Report at Appendix X.</p> <p>We expect an appropriate condition of consent will be imposed to manage construction related impacts to surrounding residents, businesses and local community groups.</p>

6. ENVIRONMENTAL IMPACT ASSESSMENT

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts.

6.1. DESIGN EXCELLENCE

As illustrated in the design report, Woods Bagot have considered the building and site within its context, ensuring an appropriate character and expression is presented by the proposed works. Heritage considerations have been at the forefront of the design interventions, together with sustainability and accessibility.

The following key moves have been included within the scheme to ensure it achieves 'design excellence' and is consistent with the NSW GA's Better Placed design policy:

- Throughout the design process, Woods Bagot have adopted a strategy of minimal intervention with the original heritage fabric. Intrusive interventions have been removed or reconfigured to renew the focus on heritage elements while improving the functionality of the hotel.
- The proposed façade works at the Phillip/Bridge Street corner will improve the streetscape presentation of the hotel to the public domain.
- The Level 32 extension has been developed as a lightweight steel and glass structure that is modest in expressed and is deliberately recessive. The extension will complement the existing building, while being subtly read within the surrounding CBD context.
- The Level 32 extension has been developed using high performing materials. Increased access to natural light, together with increased building insulation, will improve the environmental performance of the building.
- The proposed balustrade improvements, together with the simplification of levels at the ground floor, will offer a vastly improved DDA outcome for visitors to the building.

Based on the strategies outlined above, and in accordance with the Design Excellence Statement embedded within the Woods Bagot Design Report (Appendix C), the proposal is considered to exhibit design excellence and has been prepared in accordance with the NSW GA Better Placed policy.

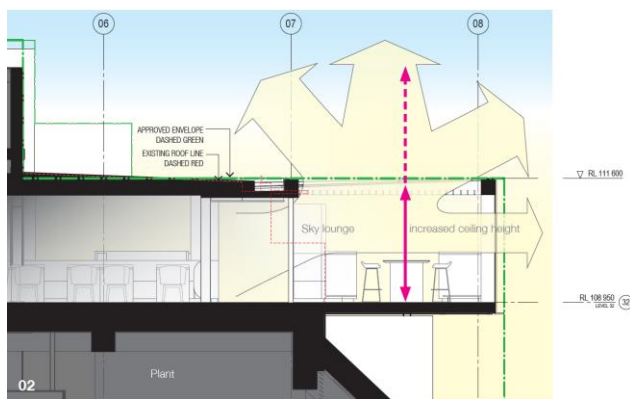
6.2. BUILT FORM AND URBAN DESIGN

As noted above, the proposal has been carefully designed and sited to ensure it is contextually appropriate and responsive to the heritage characteristics of the site. The height bulk and scale of the proposed building extension is contained wholly within the parameters of the approved Stage 1 envelope.

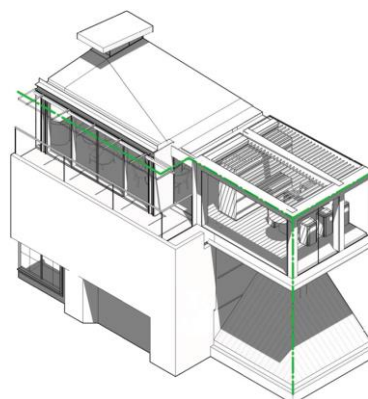
The extension will be subtle and elegant in its expression and has been developed as a lightweight steel structure that appears to 'float' above the heavy concrete base of the existing tower. The metal framing of the extension if proposed as a dark bronze, non-reflective tone to complete the sandstone coloured heritage facades and concrete of the 1980s hotel.

The 'sky lounge' concept was based off international precedents, which successfully blend indoor and outdoor space. The intention is to utilise a glass skylight to allow natural light in. The layout of the bar has been carefully designed to ensure the expansive views outward are celebrated, while also improving the operational use of the space. The external terrace space will be refurbished to include a new balustrade and small-scale planting, to integrate nature with the lounge.

Figure 13 – Level 32 Extension Diagrams



Picture 14 – Sketch section of Level 32



Picture 15 – Part axonometric of extension

Source: Woods Bagot

The upgrades to the Phillip/Bridge Street façade will improve the public domain presentation of the hotel. The curved glass proposed to Levels 6 will improve visual connectivity in and out of the hotel, while the double layer of glass to be installed on Level 7 will act as a visual screen (to the existing storeroom), while maintaining visual interest from the street.

Figure 14 – Phillip and Bridge Street Presentation



Source: Woods Bagot

The proposal is not considered to impact the development potential of any nearby properties. Analysis presented below in Section 6.4 demonstrates that overshadowing and privacy impacts will not result from the proposal. The Sir Stamford concept approval (D/2017/1609) is noted, however is relevant to the Transport House building envelope, and will be assessed once that stage of works is progressed.

The Ground Floor arrival and Cortile space seeks to reinstate and celebrate the importance of the heritage facades fronting the cortile by removing intrusive 1980s additions. A new bar will anchor the space with levels reconfigured and simplified to tie in with surrounding datums. Various other spatial improvements are proposed to improve the functionality of the space, improving the current circulation and flow for guests and staff.

Café Opera at Level 6 will also undergo light refurbishment to remove kitchen elements and replace the carpet, lighting and furniture. The refurbishment works will be sensitively detailed to ensure the heritage fabric is celebrated, while offering a contemporary dining experience to guests.

Figure 15 – Photomontage of the Proposed Cortile Space



Source: Woods Bagot

Crime Prevention Through Environmental Design

A CPTED assessment identifies and analyses potential improvements to design which may help reduce crime and anti-social behaviour. The proposed development has been assessed against the four key CPTED principles. A summary of the proposal's consistency with the CPTED principles is provided below:

Table 8 – Assessment against CPTED Principles

CPTED Principle	Assessment
Natural Surveillance	<p>Opportunities for crime can be reduced by providing natural surveillance, where users of a space can see and be seen by others. Natural surveillance is a by-product of well-planned, well-designed and well-used space. It involves maximising opportunities for passers-by and users to observe what happens in an area.</p> <p>The existing building already provides various opportunities for natural surveillance between entry, arrival and transitional spaces, which are not stymied by the proposed works. The façade upgrades to Levels 6 and 7 will improve sight lines in and out of the hotel, while the building (and surrounds) will continue to be well-lit at all times of the day.</p>
Access Control	<p>Access control 'restricts, channels and encourages' people and vehicles into, out of and around a building. It is based on the premise that restricting the entry and exit of visitors will reduce the likelihood of intruders accessing certain areas and increase the length of time it takes for a crime to be committed.</p>

CPTED Principle	Assessment
	A reception area is retained by the proposal which (in combination with existing security protocols) restricts and controls the movement of people within certain spaces within the building.
Territorial Reinforcement	<p>Territorial reinforcement is based on the premise that people are more likely to protect spaces they feel a sense of ownership towards. Territoriality relates to the way in which a community has ownership over a space. According to the NSW Police Safer by Design Guidelines, effective guardians are often ordinary people who are spatially 'connected' to a place and feel an association with it.</p> <p>Existing practices which promote territorial reinforcement (such as the maintenance of the space) will be retained by staff and security at the hotel. The proposed works will activate the ground floor, mitigating any opportunity for concealed spaces.</p>
Activity and Space Management	<p>Activity and space management seeks to ensure that space is appropriately utilised and cared for. Space management strategies include activity coordination (i.e. having a specific plan for the way different types of activities are carried out in space), site cleanliness and ongoing care of a development. Spaces that are infrequently used are more likely to experience crime.</p> <p>Space management will be maximised through the ongoing maintenance of the hotel's public and communal spaces, which encourage people through the site, minimising the opportunities for crime. The layout maintains a clear distinction between the uses at ground floor intended for public use (vs. exclusively guest, or staff use).</p>

6.3. VISUAL IMPACTS

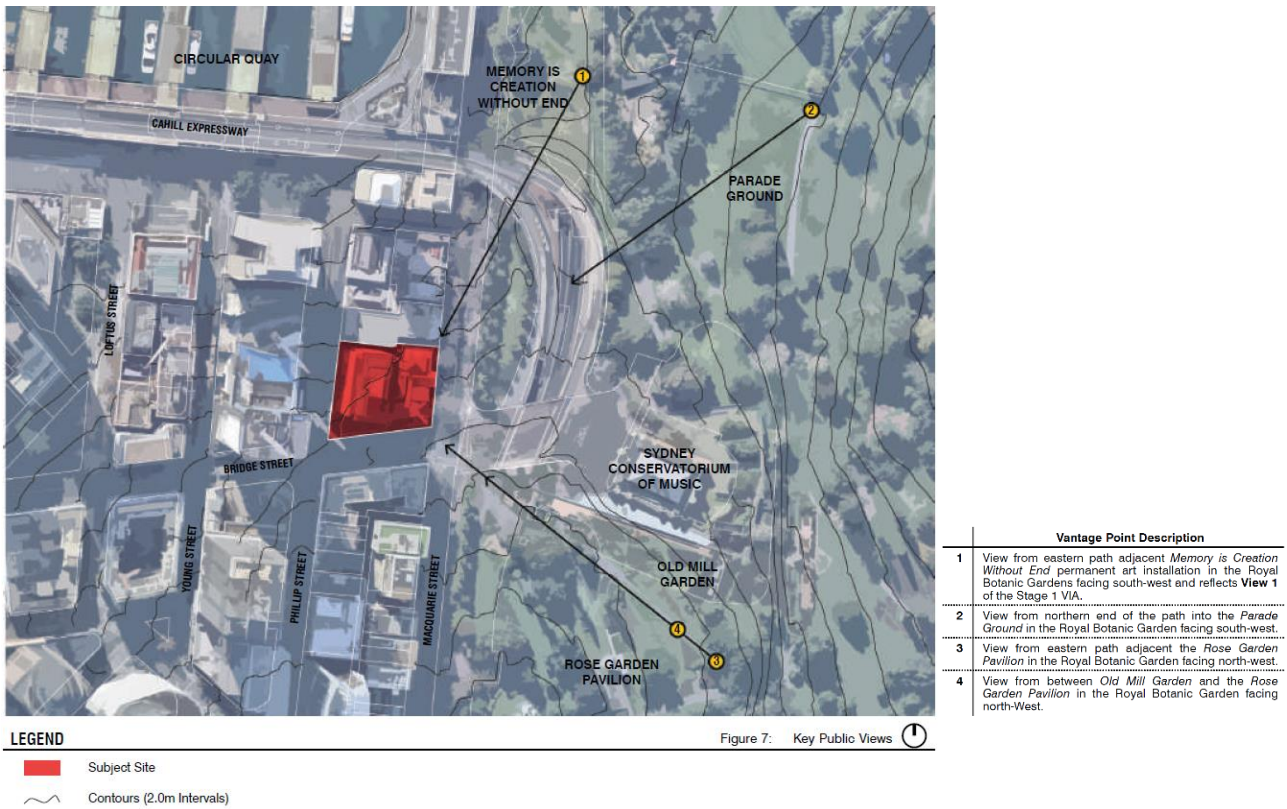
The visual impacts of the proposal from key vantage points as been assessed by ae design partnership in accordance with the SEARs requirements. The Visual Impact Assessment (VIA) has reviewed the work previously undertaken for the Stage 1 SSDA. In considering which views needed further assessment at this (detailed) stage, ae design partnership has selected views with high sensitivity, which are characterised by places where:

- People engage in outdoor recreation (active or passive), whose attention or interest is likely to be focused on the landscape and on particular views.
- Visitors to heritage assets, or to other attractions, where views of the surrounds are an important contributor to the experience.
- Views to the site are obtained from a recognised scenic route.

It is noteworthy that photographs used to prepare Photomontages for NSW Land and Environment Court (L&E Court) proceedings are generally taken at 18mm, 24mm, 35mm, 45mm and 55mm focal lengths to replicate the view from a human eye at 1.55m from the ground looking straight on, and in this particular matter, towards the subject site. The purpose of this is to reproduce the views obtained from pedestrians traversing in a normal manner from selected vantage points. Photographs produced with lower focal lengths would distort the views from such vantage points by increasing the extent visible to the subject matter.

Based on the above matters, four views were selected by ae design partnership for further assessment. They present unobstructed pedestrian views in the direction of path to the site from the public domain which show the building in its entirety, these are shown at Figure 16.

Figure 16 – Key Viewpoints



Picture 16 – Viewpoint 1



Picture 17 – Viewpoint 2



Picture 18 – Viewpoint 3



Picture 19 – Viewpoint 4

Source: ae design partnership

Based on an assessment against the planning principle *Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor* [2013] NSWLEC 1046 at 39-49, ae design partnership makes the following conclusions:

Table 9 – Summary of VIA Findings

Viewpoint	Comment
Viewpoint 1	<ul style="list-style-type: none"> ▪ The proposal does not impact views to Governor Phillip Tower in the background. ▪ The southern and western facades are not visible. ▪ The material used for the expansion of the club lounge is frameless fixed glazing and is consistent with the existing glazing therefore the proposed will not result in any additional solid massing.
Viewpoint 2	<ul style="list-style-type: none"> ▪ The proposal has less of a view impact when compared with the 'loose fit' envelope that has been approved. ▪ The southern and western facades are not visible. ▪ The material used for the expansion of the club lounge is frame-less fixed glazing and is consistent with the existing glazing therefore the proposed will not result in any additional solid massing.
Viewpoint 3	<ul style="list-style-type: none"> ▪ The proposed alterations and additions to the roof do not affect any views to any neighbouring buildings from this vantage point. ▪ Views of the proposal are partially visible and obstructed by the tree canopy above the path from this vantage point. ▪ The proposed glass balustrade consistent with the existing balustrade of the existing terrace on the site will result in a negligible view impacts and would not be easily discernible from this vantage point.
Viewpoint 4	<ul style="list-style-type: none"> ▪ The proposed alterations and additions to the roof do not affect any views to any neighbouring buildings and are not easily discernible from this vantage point. ▪ The northern and western facades of the proposal are not visible. ▪ The proposed glass balustrade consistent with the existing balustrade of the existing terrace on the site will result in a negligible view impacts and would not be easily discernible from this vantage point.

In summary, ae design partnership make the following concluding statement regarding the acceptability of the proposal on urban design grounds:

- The proposed glazing of balustrades of the roof terrace (consistent with the existing roof terrace balustrades) will assist with alleviating any visual impacts from the public domain.
- The proposed alterations and additions to the roof are not easily discernible from all vantage points investigated in the VIA. The eastern facade of the alterations and additions to the roof is the only part of the proposal visible from each vantage point; and
- There is no material view impact of the proposal from key public vantage points identified in the Concept SSDA.

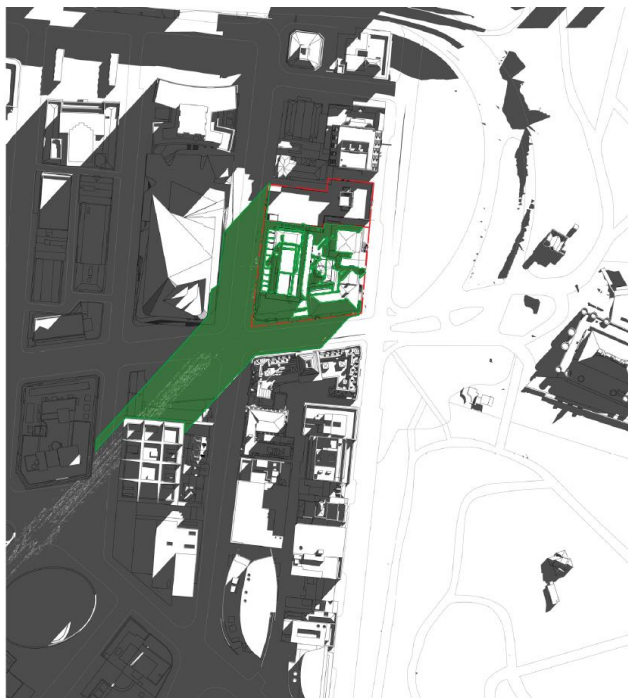
It is noted that the SEARs call for an assessment of views from residential properties. While the Stage 1 VIA considered view sharing principles from the Astor apartments, this was in relation to the proposed envelope above Transport House. Because the Level 32 extension is unsighted from Level 10 of the Astor, and does not block any views from the rooftop, an assessment of view sharing is not considered relevant to this SSDA.

6.4. AMENITY

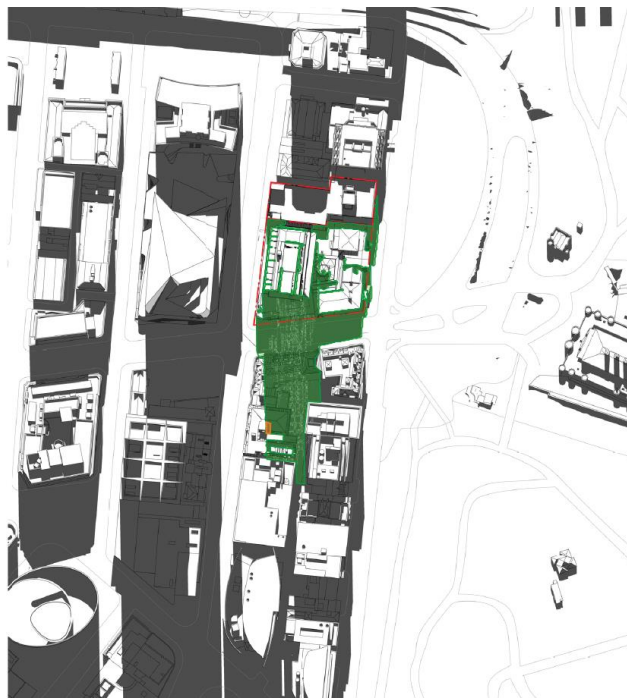
6.4.1. Solar Access and Overshadowing

Shadow diagrams have been prepared by Woods Bagot and are included within the Architectural Plans at Appendix D. These drawings show that the proposal is wholly within the Stage 1 envelope and does not generate any additional overshadowing to the Royal Botanic Gardens or the Domain.

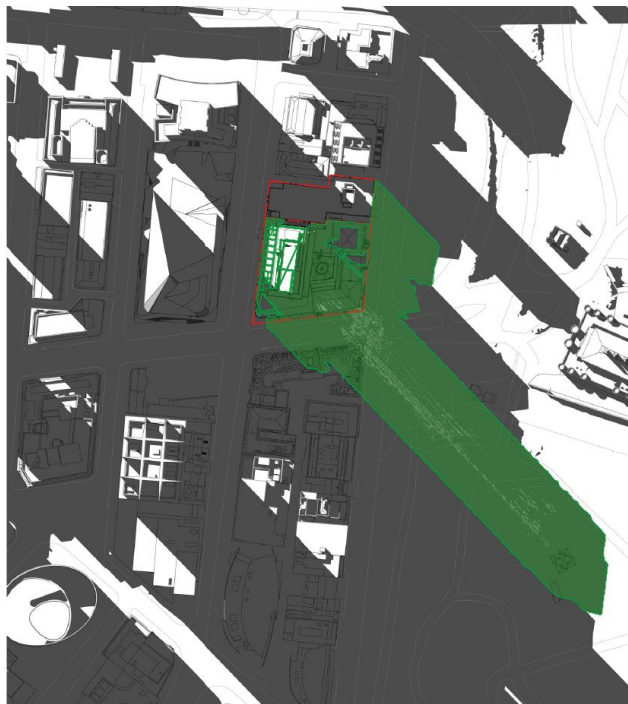
Figure 17 – Shadow Diagrams (Winter Solstice)



Picture 20 – June 21 9am



Picture 21 – June 21 Noon



Picture 22 – June 21 3pm

Source: Woods Bagot

- Existing building shadow
- Additional shadow

6.4.2. Operational Acoustic Impacts

An Acoustic Report has been prepared by Acoustic Logic (Appendix G), which assesses the operational noise associated with the proposal. The operational noise assessment pertains to both nearby receivers (residential, commercial) and the internal spaces within the Intercontinental Hotel itself. Acoustic Logic identified two potential noise sources:

- Plant room.
- Level 5 (Ground) and 32 food and beverage spaces.

A noise survey was carried out to obtain the background noise level of the site. Acoustic Logic confirm the following noise emission management 'trigger levels' for operational noise.

Figure 18 – Operational Noise Emission Trigger Levels

Noise Receiver	Noise Limit – dB(A) $L_{Aeq}(15min)$		
	Daytime (7am – 6pm)	Evening (6pm – 10pm)	Night (10pm – 7am)
Closest Residential Receivers	58	48	43
Closest Commercial Receivers	65 (when in use)		
Passive Recreation	50 (when in use)		

Source: Acoustic Logic

Based on the above information, Acoustic Logic conclude:

- Because there are no changes proposed to the number of patrons or activities carried out within the food and beverage spaces, the proposal will have no impact on the existing level of noise emission. Acoustic Logic also note that these spaces are significantly separated from any residential receivers by both distance and screening and conclude that noise emissions from dining activities would be inaudible at these receivers (so too the surrounding commercial spaces and public domain).
- The selection of plant equipment has not been finalised and will be determined at the CC stage. Based on a preliminary review of mechanical information, Acoustic Logic expect the plant equipment to comply with the noise criteria noted above.

Accordingly, operational noise impacts are expected to be suitably mitigated by the proposal.

6.4.3. Visual Privacy

It is noted that the SEARs call for an assessment of visual privacy. Given the height above ground (and siting) of the proposed vertical extension, it is not expected to give rise to any visual privacy impacts to nearby residential properties, including the Astor, which sits well below (and out of view of) the hotel's vertical extension. Similarly, the approved Stamford building envelope under Concept DA (D/2017/1609), has an approved RL of 70.130 (AHD), approximately 53.33 metres from the ground level of Macquarie Street, will not suffer visual privacy impacts due to it being at a significantly lower level than the Level 32 extensions. Visual privacy impacts associated with the proposed ballroom extension above Transport House will be assessed via a future planning application.

6.4.4. Lighting Impacts

Light Spill

WSP have prepared a Lighting Impact Assessment Report (Appendix H), in order to provide an assessment of the lighting impacts associated with the proposal. The lighting assessment pertains to:

- Podium and entries.
- Level 32 Club Lounge and Terrace.
- Exterior illuminated signage.

A visual inspection of the existing lighting was undertaken on 30 June 2020. WSP observed that the current installed exterior lighting is a combination of traditional and contemporary lighting technologies including LED, fluorescent and metal halide.

The proposed works were reviewed in light of the relevant standards, including Australian Standard AS4282:2019 – Control of the Obtrusive Effects of Outdoor Lighting. The proposed lighting will use high efficiency LED light sources (or equivalent). The controls will be connected to a centralised BMS and allow for dimming to suit a range of ambient light levels from dusk to dawn.

Having undertaken an assessment of the proposed lighting strategy and specifications, WSP confirm the proposed exterior lighting at the Intercontinental Hotel will be:

- Integrated with the architecture.
- Dimmable, and responsive to ambient light conditions and curfew hours.
- Single colour and static; and
- Capable of compliance with AS 4282:2019.

WSP conclude that, when considered in the context of the Sydney CBD at night, it is anticipated that the lighting impact will be limited. For further information, refer to the Lighting Impact Assessment Report at Appendix H.

Solar Reflectivity

Windtech have prepared a Solar Light Reflectivity Study (Appendix I) for the proposal. The report addresses the potential for solar glare impacts from the proposed refurbishment works to motorists, pedestrians and occupants of neighbouring buildings.

The reflectivity analysis of the refurbishment has been carried out using the academic technique published by Hassall (1991). The limiting veiling luminance of 500 cd/m² for the comfort of motorists, as suggested in Hassall, has been adopted as a basis of assessing glare impacts.

Six study points were chosen where motorists were facing the general direction of the refurbishment. The viewpoint of motorists at each study point location is assessed using either photographs from a calibrated camera, or images generated from a 3D computer model of the local area. A scaled glare protractor is used to assess the amount of glare likely to be caused and to provide a direct comparison with the criterion of 500 cd/m². The results of this study conclude that there will be no adverse solar glare observed by motorists in these locations.

Separately, Windtech have stated that, based on their experience and academic research, buildings that cause a nuisance to pedestrians and occupants of neighbouring buildings are those that have a normal specular reflectivity of visible light greater than 20%. Hence a recommendation is made that all glazing and other reflective materials used on the façade of the proposed refurbishment have a maximum normal specular reflectivity of visible light of 20% to avoid adverse solar glare to pedestrians and occupants of neighbouring buildings.

In summary, subject to the recommendations outlined above, Windtech have indicated that the refurbishment works will not cause adverse solar glare impacts to motorists, pedestrian or occupants of neighbouring buildings.

6.4.5. Air Quality, Odour and Dust Emissions

The SEARs require an assessment of the operational impacts relating to air quality, odour and dust emissions. Upon clarification, DPIE have confirmed this requirement relates to the upgrade of kitchen areas. WSP have prepared an Environmental and Residential Amenity Letter (Appendix J) which confirms that the proposed modifications to the air conditioning and ventilation systems allow for a design in accordance with the National Construction Code 2019 and relevant Australian Standards, including AS1668.2.

The purpose of AS1668.2 is to set out *“design requirements for mechanical air-handling systems that ventilate buildings and car parks, and requirements for ventilation based on the need to control odours, particulates and specific gases”*.

WSP notes that compliance with AS1668.2 is current best practice within the property industry in terms of air quality, odour and dust emission. Accordingly, provided the upgrades are installed in compliance with this standard, there are not anticipated to be any impacts on residential air quality, odour or dust emissions.

6.4.6. Wind Impacts

A Pedestrian Wind Environment Statement has been prepared by Windtech and is provided at Appendix K. The report presents an opinion on the likely impact of the works on the local wind environment at critical outdoor areas within and around the site. The analysis of the wind effects relating to the proposal have been carried out in the context of the local wind climate, building morphology and land topography. The analysis also uses a modified Beaufort scale which summarises the effects of wind on people (scale 0-9).

- Ground level trafficable areas: the existing site conditions along Phillip, Bridge and Macquarie Streets, where some side streaming and funnelling occur, are expected to be comparable to the existing site conditions (i.e. not worsened by the proposal).
- Elevated Areas (Level 32 Outdoor Lounge): The eastern and northern aspects of the outdoor lounge benefit from shielding (due to the building form). However, some aspects of the outdoor lounge are prone to prevailing winds and side streaming effects. With the inclusion of a 1.4m high impermeable balustrade around the perimeter of the Level 32 Outdoor Lounge, it is expected that the wind conditions at this area will be similar to the existing site conditions.

In summary, Windtech conclude the with the inclusion of the 1.4m balustrade, it is expected that suitable wind conditions will be experienced at all outdoor trafficable areas within and around the proposed refurbishment. For further information, refer to the Pedestrian Wind Environment Statement at Appendix K.

6.5. HERITAGE

In response to the SEARs requirements, Urbis Heritage have prepared the following reports:

- Heritage Impact Statement (Appendix E).
- Schedule of Conservation Works (Appendix L); and
- Heritage Interpretation Strategy (Appendix M).

The site includes the State heritage listed item known as the Former Treasury Buildings (State Heritage Register Item No. 00355). The built improvements across the subject property can be summarised into four distinct building stages, as follows:

1. Original Treasury Building, c.1849-1851 (within the SHR curtilage).
2. Northern wing extension to the Treasury along Macquarie Street, including the Link Building and Strong Room Building, c.1896-1899 (within the SHR curtilage).
3. Western wing extension to the Treasury along Bridge Street, c.1916-1919 (within the SHR curtilage, with some areas of 1980s' hotel development overlapping within the curtilage).
4. InterContinental Hotel development, comprising the Phillip Street frontage building, the central cortile structure, three basement levels of car parking and hotel tower, c.1982 (outside of the SHR curtilage).

These stages of development are shown illustratively on an aerial photograph in Figure 19 below:

Figure 19 – Site Plan (showing stages of development)



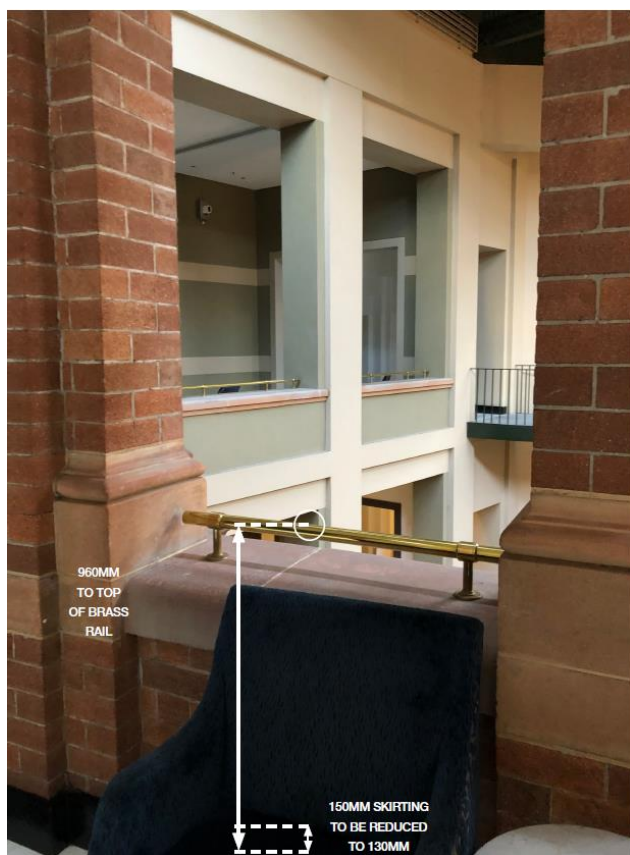
Source: Nearmap and Urbis

The proposed works are almost entirely located within the existing building envelope and are essentially limited to internal refurbishment of the later 1980s' hotel spaces. It is noted that the internal refurbishment of the 1980s cortile space interfaces with the heritage buildings, however these works are considered sympathetic to the ongoing use and conservation of the heritage fabric.

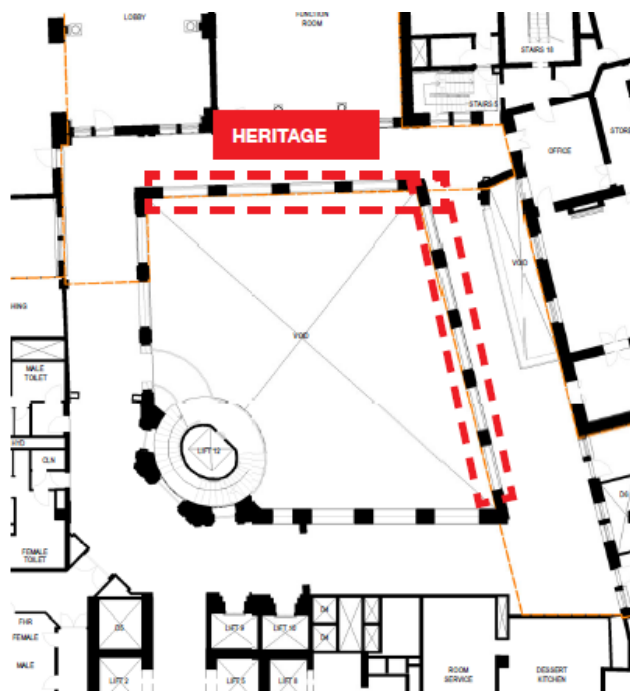
Urbis Heritage have confirmed that there are no works proposed that will have an adverse heritage impact on significant fabric of the Former Treasury Buildings. The only proposed works which will have any physical impact on the Former Treasury Buildings are outlined in the below dot points. These works are minor and will have no adverse heritage impacts for the reasons outlined:

- The existing metal balustrades at Level 7 of the cortile arcade will be replaced. The new elements will be minimal in appearance and respond to the overall design intent of the refurbishment works by utilising a dark bronze material finish. The new balustrades will utilise the existing fixing points, with no further penetrations required, meaning the elements are entirely reversible and replaceable. This change allows the hotel to continue operation while upgrading for code compliance. Urbis Heritage confirm that this proposed change is minimal and will have no adverse or material impact on the significance of the place.

Figure 20 – Level 7 Balustrades



Picture 23 – Photo of Level 7 Balustrade



Picture 24 – Floor Plan showing Heritage Elements

Source: Woods Bagot

- Within the existing group entrance space at Level 5 of the Strong Room fronting Macquarie Street, the later retail partitions will be removed. This will recapture some sense of the original space and provide an enhanced amenity for the hotel's group entrance. It also provides the opportunity to refurbish the later internal finished such as the floor covering and decoration, to provide a more detailed connection of this space with the remainder of the hotel and internal cortile space. Urbis Heritage conclude that this proposed change is minimal and will have no adverse or material impact on the significance of the place.
- The proposed refurbishment of the cortile is located outside of the SHR curtilage of the Former Treasury Buildings and the proposed changes to this space will not have any adverse heritage impacts to any fabric of heritage significance. These works are minor and will enhance the amenity of the place and facilitate the ongoing use and appreciation of the hotel and the Former Treasury Buildings.

There are no significant views towards or from the Former Treasury Buildings that will be affected by the proposal. It is noteworthy that the only visible change will be in southward views toward the hotel tower, where the vertical extension will be visible amongst the CBD skyline. The significant existing views of the Former Treasury Building are from the west and south – with the proposed works having no material impact on these views. The proposal will also have no material or adverse impact on any significant views towards or from any of the heritage items in the vicinity.

None of the proposed works will affect the existing heritage curtilages of the Former Treasury Building or any of the heritage items in the vicinity. Urbis Heritage conclude that the works are minor and have limited physical intervention to the place. The works will enhance the place and its use which will facilitate its ongoing conservation.

The significance of the place will be interpreted through the careful retention and conservation of significant fabric, the sympathetic introduction of new elements where required, and the application of an interpretation strategy which is provided at Appendix M. It is also noteworthy that the proposed works are consistent with the intent and policy of the current CMP, and an assessment against this policy is outlined below at Section 7.4 of the Heritage Impact Statement.

It is noted that because there are no excavation works proposed, the proposal has an acceptable (nil) archaeological impact, and further analysis in a Historical Archaeological Assessment is not considered necessary, and therefore has not been included within this EIS.

With regard to the Sydney DCP 2012, Urbis Heritage confirm that the proposed works will have no detrimental impact on the character statement or significance of any Special Character Areas.

Overall, Urbis Heritage conclude that *“the proposed works are considered to have an acceptable heritage impact and are recommended for approval”*.

6.6. TRANSPORT, TRAFFIC, ACCESS AND PARKING

JMT Consulting has prepared a Transport Assessment (Appendix N), which addresses the requirements of the SEARs. It is noteworthy that because this application does not propose to change the existing number of hotel rooms or parking provision, there is not expected to be any significant changes in travel demand.

An additional 30 to 50 staff may be employed by the hotel following the completion of the works, however this is to service the specific boutique offerings that the proposal enables, rather than to service an increase in general visitation to the site. Employees typically travel to the site via public transport, or by walking – therefore the relatively small increase in staff numbers will not impact the function or operation of the adjacent transport network.

6.6.1. Vehicular Access and Capability of Road Network

The existing vehicular access points off Phillip Street are proposed to remain unchanged as part of this proposal. No operational road network safety impacts are anticipated for the following key reasons:

- The proposal does not increase the number of hotel rooms, nor does it provide for a material increase in the overall building GFA; and
- The development does not propose to change the parking provision at the hotel.

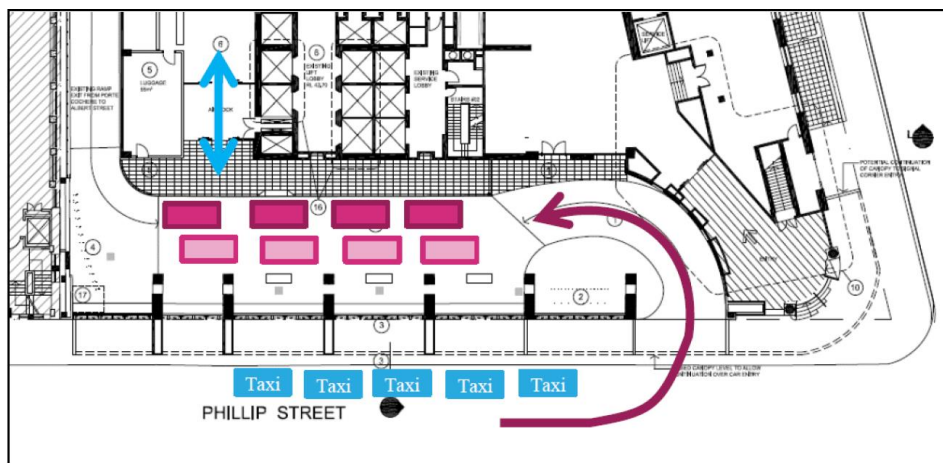
6.6.2. Loading Dock

The existing loading dock activities are detailed within section 2.7 of the Transport Assessment. JMT consider that the loading dock operates well and has capacity and flexibility to accommodate the hotel's requirements without relying on any on-street loading areas. Given the proposal will not alter travel demands or behaviours, there is not expected to be any changes in activity for the on-site loading dock.

6.6.3. Porte Cochere

The porte-cochere currently accommodates up to eight vehicles. There is also space for five taxis on Phillip Street immediately adjacent to the porte-cochere entry – refer to Figure 21. JMT considers this to be a satisfactory arrangement and will be retained under this proposal.

Figure 21 – Porte-cochere configuration



Source: JMT/ARUP

6.6.4. Bicycle Parking

There are currently five bicycle racks provided adjacent to the loading dock driveway, outside the boom-gate. Condition C12 of the Stage 1 SSDA approval notes that future development application(s) shall provide bicycle access and servicing in accordance with Sydney Development Control Plan (DCP) 2012. The breakdown of this requirement is shown in Figure 22 below:

Figure 22 – SDCP 2012 Bicycle Parking Rate

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

Source: JMT

As part of this SSD, it is proposed to add another five bicycle parking spaces to this provision, taking the total to 10 spaces. These spaces would be provided within a secure area of the car park. While this does not meet the Sydney DCP 2012 provision, it is considered acceptable for the following reasons:

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

For the reasons above, the doubling of the bicycle provision (from 5 to 10) is considered appropriate. Hotel management will continually monitor demand for bicycle parking and consider expanding the provision if necessary, including as part of a future SSDA at the site associated with the Transport House Ballroom envelope.

6.6.5. Public Transport

The site is located close to the Circular Quay transport interchange, which includes heavy rail, light rail, bus and ferry options. The site will also benefit from the opening of the Martin Place Metro Station (in 2024) which will be located approximately 400m from the hotel. Overall, it is considered that the site is well serviced by existing and planned public transport amenity.

6.6.6. Car Parking

The Sydney LEP 2012 nominates a 'maximum' parking rate for the hotel. Using the LEP rate, a maximum provision of 105 car parking spaces is permitted. The site currently contains 121 car parking spaces, which allow for the wide range of uses on-site. This provision is considered acceptable because it is an existing building and this application does not propose any changes to the parking count. Traffic demand generated by the site will be continually monitored to ensure there are no additional impacts to road user safety.

6.6.7. Green Travel Plan

JMT have prepared an outline of a Green Travel Plan for the site. The Premier's Council for Active Living (PCAL) describes the three key objectives for a travel plan as follows:

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

JMT have provided the following framework objectives and measures for the preparation of a travel plan for the hotel:

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

As noted above, the hotel enjoys excellent public transport accessibility. Over 80% of workers in the area utilise non-car modes of travel to work. The Martin Place Metro Station will serve to further reduce private vehicle dependency.

With the application of green travel plan initiatives (described above), together with the introduction of the Metro Station, a further mode shift away from private vehicle could be expected for staff of the Intercontinental Hotel. The existing (2016 census journey to work) and target mode shares are summarised in Figure 23 below:

Figure 23 – Existing and Target Mode Share

Mode	2016 Census	Target
Train / Metro	53%	55%
Walk only	23%	23%
Car driver	16%	13%
Bus / Light rail	6%	7%
Other	2%	2%
Total	100%	100%

Source: JMT

6.6.8. Construction Traffic Management

An Outline Construction Traffic Management Plan (CTMP) has been prepared by JMT Consulting, which is provided as an appendix to the Transport Impact Assessment at Appendix N.

The Preliminary CTMP has provided mitigation measures that will be adopted during the construction phase of the project to ensure that traffic movements have minimal impact on surrounding land and the community. This is described under Section 6.13 below pertaining to Construction Traffic and Pedestrian Management.

6.6.9. Summary

JMT Consulting has provided a comprehensive Transport Assessment which provides support for the proposal. The key findings from the assessment are provided below:

- Given the development does not propose to change the number of hotel rooms or parking provision at the hotel, there is not expected to be any changes in travel demand associated with the proposal.

Therefore, no operational road network or safety impacts are anticipated, nor will there be any changes in activity at the hotel loading dock or porte-cochere.

- The site is highly accessible and has good public transport availability, served by the high-quality Circular Quay public transport interchange. The future introduction of a Metro station at Martin Place will further improve public transport accessibility to the precinct.
- A series of pedestrian footpaths and dedicated crossing facilities provide good connectivity between the building entries and these public transport stops.

The assessment concludes that the traffic and transport impacts arising from the proposed works are minimal and can be appropriately managed.

6.7. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

An Ecologically Sustainable Development Design Report (ESD Report) has been prepared by BCA Energy (Appendix O). The ESD Report assesses the proposed design against the principles of ecologically sustainable development (ESD) in accordance with the requirements of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

This report has identified a range of ESD options covering to the scope of work within this refurbishment project, including:

- Building fabric elements.
- Heating, ventilation, and air conditioning (HVAC) systems.
- Electrical services; and
- Hydraulic services.

BCA Energy address the ESD principles defined in clause 7(4) of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*:

Table 10 – Response to Clause 7(4) of Schedule 2 of the EP&A Regulation 2000

Principle	Response
<p><u>Precautionary Principle</u></p> <p>The precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation.</p>	<ul style="list-style-type: none"> ▪ Review of hazardous materials within the existing building and implement safe practice protocol for removal and disposal. ▪ When replacing and upgrading the current HVAC, review refrigerant type and the associated environmental impacts. ▪ Promote responsible sourcing, reduce waste through recycled and reduced materials usage during construction. ▪ Provide high performance glazing to passively reduce building heating and cooling loads which reduce carbon emission.
<p><u>Intergenerational Equity</u></p> <p>Intergenerational equity ensures the needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations.</p>	<ul style="list-style-type: none"> ▪ Requirement for zero/low-toxicity materials for interior fit out. ▪ Use recycled and recovered construction materials where possible to mitigate the environmental impacts associated with manufacturing and transportation.

Principle	Response
<p><u>Conservation of biological diversity and ecological integrity</u></p> <p>The conservation of biological diversity and ecological integrity is to be a fundamental ESD consideration.</p>	<ul style="list-style-type: none"> Where possible, all new toilets to be supplemented with onsite rain-water system to reduce potable water use on site.
<p><u>Improved valuation, pricing and incentive mechanisms</u></p> <p>This requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation.</p>	<ul style="list-style-type: none"> The existing building is located on a developed site with limited biological and ecological values. The proposed scope aims to enhance the current biological and ecological value by converting existing ground water features on Phillip Street into landscape and planter boxes. Consider the use native plant species which promote environmental health with minimum water demand.
<p><u>Improved valuation, pricing and incentive mechanisms</u></p> <p>This requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation.</p>	<ul style="list-style-type: none"> The value of maximise building sustainability performance can create long term both monetary and non-monetary benefits to occupants, owners and other stakeholders. This refurbishment project aims to improve the level of sustainability performance on the existing building which will impose additional capital costs to the development; but the benefits in improved occupant health and comfort, reduced carbon emission through passive reduction to operational loads, and decreased potable water demand, over the life cycle of the building, which ultimately contribute to the increased asset value and improved financial performance.

Combining the design initiatives and strategies noted in the ESD Report, the proposal can reduce its environmental impact, providing a suitable sustainability outcome.

6.8. CONTAMINATION

The SEARs require a contamination assessment for the site, in accordance with SEPP 55, to confirm if it is suitable for the proposed development. This is in spite of there being no excavation proposed as part of this application. Upon clarification, DPIE confirmed that the contamination requirements related to internal demolitions and the potential presence of hazardous materials within the existing building.

Accordingly, a Targeted Destructive Hazardous Materials Assessment Report was undertaken by EDP (Appendix R). The report sought to identify any potential hazardous materials that could be encountered, together with mitigation strategies on how to deal with these through the construction phase.

The investigation identified the following hazardous materials:

- Non-friable Asbestos.
- Lead Paint; and
- Synthetic Mineral Fibre (SMF) materials.

To mitigate the risk associated with the presence of these materials, the following mitigation measures are proposed:

- When asbestos removal works are required, the person that commissions the works must ensure that this is undertaken by an appropriately licensed asbestos contractor. The asbestos removal works must be conducted under controlled asbestos removal conditions; and
- Further risk assessment required for works relating to lead paint. If the lead containing paint (LCP) is in good condition, it should be left in place. Prior to demolition works, LCP may be disposed of attached to the substrates as long as they are in good condition. If the LCP are chalking or delaminating, the paint residues should be removed from the substrates in accordance with AS/NZS 4361.2:2017 and the waste must be disposed of as a lead-containing material in accordance with the NSW Environmental Protection Authority (EPA) requirements.

It is noteworthy that SEPP 55 relates to land contamination and is not associated with the condition of built structures on a property. With regard to SEPP 55, the site was not previously (and is not currently) used for any purpose which could give rise to site contamination (per the SEPP 55 Planning guidelines in Table 1 Activities that may Cause Contamination). No excavation of the site is proposed as part of this DA. Accordingly, no further assessment against SEPP 55 is required.

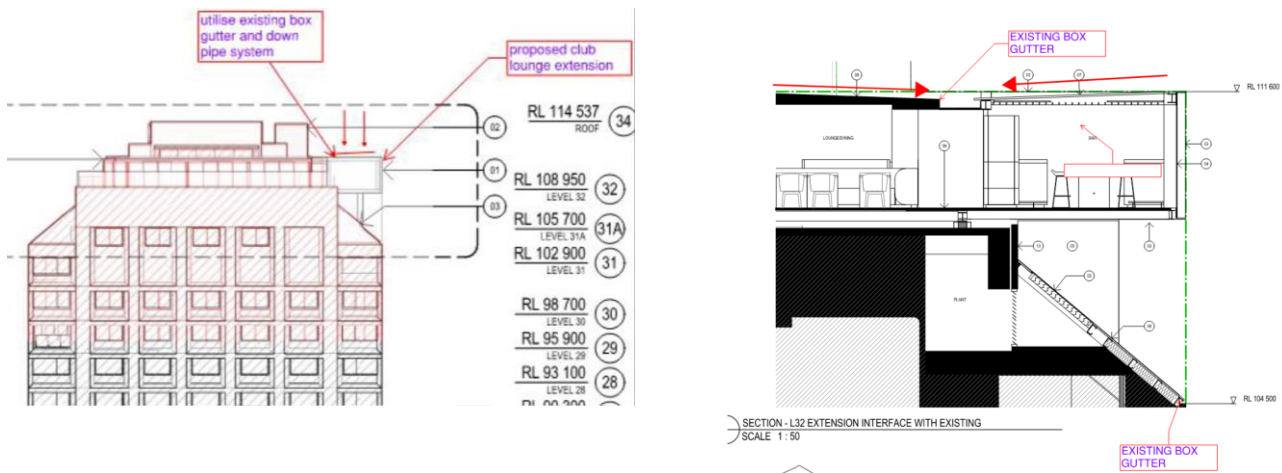
Having regard to the above, the consent authority can be satisfied, in accordance with Clause 7(1) of SEPP 55, that the site is suitable for the proposed development; and that the targeted HAZMAT recommendations can be implemented during the construction phase to negate any risk to human health.

6.9. WATER AND FLOODING

A Stormwater & Flooding Report has been prepared by Northrop Consulting Engineers (Appendix S) which outlines the civil engineering approach for the proposal.

The proposed works will not impact on the functionality of existing stormwater infrastructure located on the hotel roof. Currently, there is a sloped section of roof of the building fronting Phillip Street which directs stormwater to the edge of the building which contains a box gutter and a series of downpipes. The location of the proposed lounge room extends over the roof and will allow stormwater to be redirected into existing box gutters and downpipes on the roof, as illustrated in Figure 24.

Figure 24 – Proposed Stormwater Flow



Source: Northrop

With regard to other potential impacts considered by the SEARs:

- The works will not impact surface water and/or groundwater, as there is no ground excavation proposed, nor amendments to the surface water flow regime.
- The works involve minor adjustments to stormwater flow (as described above) and do not result in adjustments to impervious/pervious areas. The usage of areas exposed to stormwater are not changing. On this premise, there are no negative impacts on water quality for the site.
- Based on Northrop's review of City of Sydney's City Area Catchment Floodplain Risk Management Plan there is no risk of flooding during a 1% AEP or PMF storm event. The proposed works do not result in any changes to existing floor levels and will not result in any flooding negative impacts on site.

Based on the assessment undertaken by Northrop, the proposed stormwater management design can effectively manage stormwater runoff and ensure that the proposed refurbishment works will not result in any negative impacts.

6.10. SOCIAL & ECONOMIC IMPACTS

This proposal is considered to provide a range of social and economic benefits, as outlined below:

- It supports the global role of Sydney CBD as a world-renowned tourist destination. It will assist in attracting significant international and local tourists who will spend on businesses in the local area.
- The works celebrate, and are sympathetic to, the State heritage listed characteristics of the site. The works represent a significant reinvestment in the ongoing use of this important building.
- The proposed upgrades involve a number of architectural strategies that will improve the ground plane and pedestrian experience of the hotel, improving the aesthetics and vitality of a key Sydney CBD streetscape. Moreover, the works will resolve existing BCA and DDA compliance matters, and will generally create spatial improvements that improve the functionality of the space for staff and guests.
- The works will provide an injection of some 35-40 construction jobs and 50 operational jobs, which will make a positive contribution to the NSW economy.
- The proposal includes measures to deliver Ecologically Sustainable Development (ESD).

Due to the minor nature of the application, it is not expected to generate a consequential impact on the demand for community infrastructure or services.

6.11. SERVICING AND WASTE

A Waste Management Plan has been prepared by Waste Audit (Appendix T) to identify likely waste streams and mitigation measures to be generated during construction and operation of the development. The WMP has been prepared in accordance with the relevant City of Sydney, EPA and SEARs guidance.

Construction Waste

The Waste Management Plan identifies a range of waste materials which are likely to be generated during refurbishment works and demolition including glass, plaster, timber and plasterboard offcuts.

Additional details on construction waste management are incorporated in the Construction Management Plan prepared by Built (Appendix U) including strategies to minimise the generation of waste and maximise on and offsite reuse and recycling. All waste materials that are exported offsite will be tracked, recorded and reconciled by the Site Contractor. Daily inspections will also be undertaken to ensure the worksite is left in a rubbish free state.

Negotiation will be undertaken with sub-contractors and suppliers to reduce the extent of packaging of materials and furniture items used during construction. A take back policy is also recommended for relevant packaging including cardboard, bubble wrap and other plastics that are used to protect materials in storage and transportation.

Operational Waste

In calculating future operational volumes of general waste and recycling, Waste Audit reviewed:

- Existing and proposed areas/functions of the hotel.
- Existing general waste and recycling generation; and
- Future usage and occupancy levels.

Based on the nature of the proposed works, Waste Audit conclude that the current operational arrangements can meet the minor forecasted increase in waste volumes.

Servicing Arrangements

While the current servicing arrangements can meet the expected increase in capacity from the proposed works, recommendations have been made to optimise the existing servicing on site including upgrades to the current general waste compactor and cardboard baler.

The site's central waste and recycling storage facilities will be located on Level 3 with dedicated rooms for storage of waste and recycling, including a bin wash area, and space for bulky goods storage. All rooms will be locked and accessible by authorised staff only, and will follow strict maintenance practices to minimise odours, deter vermin, and maintain a user-friendly and safe environment.

6.12. UTILITIES

SWP were engaged to undertake an analysis of the availability and capability of services for the proposal. As part of this work, WSP has undertaken an assessment of the capacity of the following utilities and services:

- Electrical Power.
- Natural Gas.
- Telecommunications.
- Domestic water; and
- Sewer.

WSP has estimated the demands of the proposal and determined that they are within current capacities being supplied to the site, with the possible exception of the incoming electrical power supply to development. WSP liaised with Ausgrid, who have assessed the proposed capacity requirement and issued a 'connection offer', confirming that the required capacity will be available (refer to Appendix V).

6.13. CONSTRUCTION IMPACTS

Hours of Operation

A Construction Management Plan (CMP) has been prepared by Built (Appendix U) to demonstrate that construction impacts can be appropriately managed and mitigated. The preferred working hours of the site are:

- Monday to Friday – 7:00am to 7:00pm.
- Saturday – 7:00 am to 5:00pm; and
- No works on Sundays or Public Holidays.

If due to unforeseen circumstances works may need to occur outside this period, approval will be sought from the City of Sydney, Stakeholders and other parties immediately affected and if necessary, application for an Out of Hours Permit will be submitted.

Site Establishment

Prior to works beginning on site, the following actions will be undertaken:

- A dilapidation survey will be undertaken to establish the existing conditions of neighbouring properties and council assets including footpaths, services, roads and public domain.
- Installation of hoardings and temporary fencing including a single pedestrian gate to accommodate site access to and from the site for construction workers and visitors.
- Site amenities including lunchrooms, changerooms to be established within Basement 1.
- Site office and first aid room to be established on Level 9.

Construction Waste Management

Waste management training will form part of the site induction program for all employees, contractors and sub-contractors to ensure all site visitors are aware of the materials on site and waste disposal requirements.

Waste management requirements will be stipulated in contracts with subcontractors. This includes the use of recycled materials where possible and the need to recycle any trade waste. Where possible, construction waste such as concrete, steel, formwork, plasterboard, metals etc. will be reused or recycled.

Nominated on-site personnel will be in charge of the daily collection and disposal of workers rubbish and proposed waste collection areas. All waste collection will occur during the standard construction hours. All collected waste will be handled by accredited waste removal contractors only who shall transport the waste to their off-site sorting facilities. At the facilities, waste materials are separated from recyclables and disposed of accordingly. Recyclables will be sorted and distributed to various facilities depending on material.

During construction works, Basement 5 will be allocated for the storage of materials and machinery. These areas will be safe and secure. All dangerous chemicals will be stored in secure areas located away from emergency exits and stormwater pits with designated signage identifying any hazardous materials.

Construction Traffic Management

A Construction Traffic Management Plan (CTMP) prepared by JMT Consulting is appended to the CMP prepared by Built. The CTMP details the proposed management of traffic during the construction phases, including the type of constructing vehicles, haulage routes, hours of operation, access arrangements, traffic control and proposed locations for handling materials, having regard to existing levels of traffic in the surrounding road network, it is found that construction vehicle movements to and from the site can be satisfactorily accommodated without impacting on existing levels of service.

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

All construction vehicles will be unloaded within the existing site loading dock on Basement 2, with no vehicle loading or unloading to occur beyond the site boundary on public streets. Entry and exit to the basement will be through the carpark entrance on Phillip Street. No parking will be permitted at any time in this loading dock.

The number of daily construction vehicles accessing the site is expected to be low – in the order of 5 to 10 vehicles per day. Given the likely number of truck movements, the existing loading dock has the capacity to accommodate all construction vehicles associated with the proposed works.

The following measures are recommended to ensure construction traffic is managed appropriately:

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

Overall, the impact on pedestrian movements and vehicular traffic is seen as insignificant as the proposed works will seek to use the existing vehicle network and loading zone operations.

Cumulative Impacts

Any simultaneous projects occurring around the vicinity of the Intercontinental Hotel will be managed and coordinated effectively to ensure the safety and wellbeing for pedestrians and vehicles is maintained. There are currently a limited number of projects directly surrounding the Intercontinental Hotel site including the AMP Quay Quarter and other projects within the Circular Quay area.

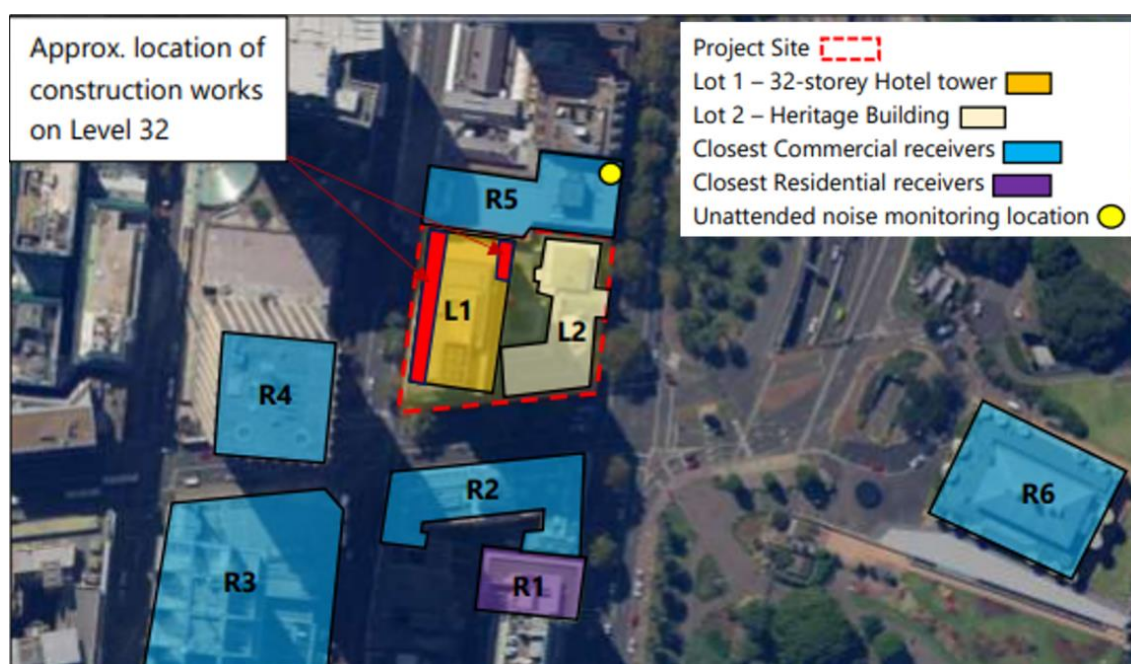
As the scope for the proposed refurbishment is predominantly internal works with few external upgrades the impacts are largely internalised within the hotel, with cumulative impacts on surrounding construction projects considered inconsequential. Works will be carried out in standard construction hours, with no significant noise, air quality and other associated environmental impacts. Vehicular entry into the site is available from existing entry points on Phillip Street. All workers on site are encouraged to enter from an existing back of house entrance to reduce interaction with publicly accessible areas of the site.

Construction Noise and Vibration Impacts

An Acoustic Assessment has been prepared by Acoustic Logic (Appendix G) to assess construction and vibration impacts on surrounding commercial and residential buildings.

The existing acoustic environment is primarily generated from traffic noise. As environmental noise constantly varies with fluctuations in traffic, it is not possible to accurately determine prevailing environmental noise conditions by measuring a single, instantaneous noise level. For the basis of the assessment, background noise levels were obtained by installing an unattended noise logger on the rooftop of 95 Macquarie Street, a commercial building adjacent to the north-eastern boundary of the site and the closest noise receiver to the site (see Figure 25).

Figure 25 – Location of Noise Logger and Noise Sensitive Receivers



Source: Acoustic Logic

Construction Noise

Construction noise criteria has been established in accordance with City of Sydney Council – Code of Practice for Construction Hours/Noise within the Central Business District 1992 and EPA Interim Construction Noise Guidelines.

Figure 18 establishes the management levels for construction noise emission levels based on background noise level, requirements of Council’s Code of Practice for Construction Hours/Noise within the Central Business District 1992 and the proposed construction hours.

Figure 26 – Construction Noise Requirements

Receiver	Period/Time	Background Noise Level dB(A)	Construction Noise Management Levels dB(A) L _{10(15min)}
Residential receivers (R1)	Monday – Friday 7.00am – 8.00am	62	67 dB(A) L _{10(15min)}
	Monday – Friday 8.00am – 9.00am	63	73 dB(A) L _{10(15min)}
	Monday – Friday 9.00am – 5.00pm	62	72 dB(A) L _{10(15min)}
	Saturday 7.00am – 8.00am	59	64 dB(A) L _{10(15min)}
	Saturday 8.00am – 9.00am	60	70 dB(A) L _{10(15min)}
	Saturday 9.00am – 4.00pm	57	67 dB(A) L _{10(15min)}
Commercial Receivers (R2-R5)	Monday – Friday 7.00am – 8.00am	62	70 dB(A) L _{eq(15min)} when in use
	Monday – Friday 8.00am – 9.00am	63	
	Monday – Friday 9.00am – 5.00pm	62	
	Saturday 7.00am – 8.00am	59	
	Saturday 8.00am – 9.00am	60	
	Saturday 9.00am – 4.00pm	57	
Receiver 6	When in use		45 dB(A) L _{eq 15 min} (internal)

Source: Acoustic Logic

In summary, no exceedances of the highly noise affected management level is predicted.

Construction Vibration

Vibration impacts for the amenity of surrounding development are recommended within the EPA Document *Assessing Vibration: A Technical Guideline document*. The only activity identified as likely to generate any significant vibration is the use of handheld jack hammers. Based on the proposed works and location of the activity, vibrations will not be perceptible in any of the surrounding structures

Potential impacts would be limited to protection of the heritage features within the Intercontinental site should this activity occur within 10m of these. Additional measures are recommended to occur to manage vibration from this activity should this occur.

Management Recommendations and Mitigation Measures

Based on the proposed works and heritage significance of the site, the following project specific and standard noise mitigation measures are recommended:

- For works in close proximity to heritage fabric, the use of percussive demolition techniques should be avoided where possible, and where required should be undertaken using the smallest practical equipment.
- Vibration monitoring should be undertaken at heritage items during the works to confirm there is a low risk of damage from the activities occurring nearby.
- Any trucks associated with the proposed development must turn off their engines when on site to reduce impacts on adjacent land use (unless truck ignition needs to remain on during concrete pumping).

- Prior to the commencement of works on the building façade, any residential receiver in the vicinity of the site should be notified.
- The use of any of the following noise control measures can also be implemented during construction:
 - Silencing devices for tools, engines and exhausts.
 - Installation of rubber matting over material handling areas.
 - Establish work practices for all employees, contractors and subcontractors on site to reduce noise generation including detailed signage and restricted areas; and
 - Regular equipment noise checks.

Noise and vibration impacts on the surrounding sensitive noise receivers associated with the proposed works are considered minimal as the works required a largely internalised. Provided that the recommendations, management controls and procedures outlined in this report are implemented, noise and vibration impact from the proposed works will not result in any negative impacts on the heritage significance of the building or surrounding development.

Air Quality and Odour Impacts

Due to the minor nature of the proposed works, air quality and odour impacts are unlikely on site. Nevertheless, air quality during construction will be maintained at acceptable level through material selection and reduction of deliveries on site. Dust suppression strategies to be used include (but are not limited to) water sprays, controlled speed of vehicles onsite and inspection of vehicle wheels upon leaving the site and washing down as required. Where required, skips will be covered to prevent any rubbish and/or removed concrete rubble (dust) from becoming airborne.

Stormwater and Sediment Control

Based on proposed stormwater management outlined in Section 6.9, it is not anticipated that the proposed works will cause sediment to flow into the drainage system external to the site. However, if it is apparent that any overground water is to flow from the site, then stormwater drains external of the site will have silt and affluent barriers in place to limit silt entering stormwater drains. In conjunction all stormwater pits and pipes within the site perimeter shall be sealed and plugged to minimise on-site water exiting the site.

Community Consultation and Engagement Framework

Due to the high-profile nature of this project and the increased awareness of potential impacts that any construction activity may have on the immediate community surrounding and within the construction site, the Intercontinental Hotel is committed to keeping neighbours and members of the broader community informed of the project throughout the construction process.

Ongoing engagement and communication activities during the construction period will include regular and transparent updates to staff, guests and visitors of the Intercontinental Hotel via face to face briefings (circumstances permitting), phone calls, letters and emails.

Other forms of management and consultation processes that will be implemented will include:

- A letter drop to surrounding properties following the receipt of the approved Construction Management Plan with information including project details, construction hours, duration and staging as well as contact details of site personnel.
- Follow up mail drops prior to any major construction activity on site.
- Installation of signage on site with contact details for the purpose of complaint management with all complaints logged on a Complaints and Incident Register; and
- Coordination with Services Providers to ensure no services are shut down without notification.

6.14. BIODIVERSITY

It is noted that the Biodiversity Conservation Act 2016 (BC Act), clause 7.9(2) states:

“Any such application [SSD] is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values”

WSP have undertaken an assessment of the proposal against the relevant provisions of the Biodiversity Conservation Act 2016 and Biodiversity Conservation Regulation 2017 (under separate cover) and are of the opinion that the proposal is unlikely to have a significant impact on the eight biodiversity values (as defined in Section 1.5 of the Biodiversity Conservation Act 2016 and Clause 1.4 of the Biodiversity Conservation Regulation 2017).

Accordingly, a BDAR Waiver process has been progressed with EES. The BDAR Waiver was approved on 31 August 2020 and is included within this EIS at Appendix W.

7. MITIGATION MEASURES

The measures identified to mitigate the potential environmental impacts of the proposed development are described in detail within Section 6 of the EIS and summarised in the table below.

Table 12 – Proposed Mitigation Measures

Impact	Potential Impact	Proposed Mitigation Measure
Visual Impacts	Imposition on the surrounding context.	<ul style="list-style-type: none"> ▪ Maintain compliance with the approved Stage 1 envelope. ▪ Maintain the 'lightweight' and 'recessive' appearance of the proposed vertical extension.
Noise Impacts	Noise impacts during construction and operation.	<ul style="list-style-type: none"> ▪ Operational: Plant selection and design to comply with relevant noise criteria noted in Figure 18 of this EIS. ▪ Construction: Noise and Vibration Management Plan to be created by the contractor during the construction phase to ensure compliance with the relevant noise standards noted in Figure 26 of this EIS.
Overshadowing	Shadow impacts to adjacent public open space.	<ul style="list-style-type: none"> ▪ Maintain compliance with the approved Stage 1 envelope, which does not result in any additional shadowing to the RBG.
Lighting Impacts	Potential for light spill impacts.	<ul style="list-style-type: none"> ▪ Maintain compliance with AS 4282:2019.
Reflectivity	Potential for solar reflectivity/glare impacts to pedestrians and neighbouring buildings.	<ul style="list-style-type: none"> ▪ All glazing and other reflective materials used on the façade shall have a maximum normal specular reflectivity of visible light of 20%.
Air Quality	Air quality, odour and dust emissions.	<ul style="list-style-type: none"> ▪ Maintain compliance with AS1668.2.
Wind Impacts	Potential for general and localised wind effects.	<ul style="list-style-type: none"> ▪ Maintain 1.4m balustrade on Level 32 outdoor lounge.
Built Heritage	Imposition on the Former Treasury Building/s and nearby heritage items	<ul style="list-style-type: none"> ▪ Adopt the recommendations of the Heritage Impact Statement with regard to balustrade upgrades.
Contamination	Health and ecological impacts risks from presence of contaminants.	<ul style="list-style-type: none"> ▪ Adopt the recommendations of the Targeted Destructive Hazardous Materials Assessment Report with regard to the removal of hazardous materials.

Impact	Potential Impact	Proposed Mitigation Measure
Construction Impacts	Impacts associated with public safety, visual amenity, noise, waste and traffic management in the locality during construction.	<ul style="list-style-type: none"> ▪ A Construction Pedestrian Traffic Management Plan (CPTMP) will be implemented to manage impacts of the project during construction, particularly around pedestrian movement and safety. ▪ A Construction Management Plans to be prepared at CC stage, which should detail how screening, hoarding and construction zones should be coordinated to ensure public safety and amenity.

8. SECTION 4.15 ASSESSMENT SUMMARY

The proposed development has been assessed in accordance with the relevant matters for consideration listed in Section 4.15 of the EP&A Act.

Table 11 – Summary Section 4.15 Assessment

Consideration	Comment
Environmental Planning Instruments and Draft Environmental Planning Instruments	<p>The proposed development is partially permitted with consent in accordance with the Sydney Local Environmental Plan 2012 (because the proposed extensions to the roof level of the tower extend above the sun access plane).</p> <p>However, the proposal is only partly prohibited because only a part of the development extends part the sun access plane. Development consent may therefore be granted in accordance with Section 4.38(3) of the EP&A Act.</p> <p>The proposal also satisfactorily addresses each of the other relevant environmental planning instruments as outlined within Section 4.</p>
Development Control Plans	<p>Pursuant to clause 11 of State Environmental Planning Policy (State and Regional Development 2011) a development control plan does not apply to State significant development.</p> <p>However, high-level consideration has been given to the Sydney Development Control Plan 2012 (the DCP) at Section 3.6. The assessment concludes the proposal complies with the relevant provisions within the DCP.</p>
Planning Agreements	No planning agreements are relevant to this proposal.
Any Matters Prescribed by the Regulations	This EIS has been prepared in accordance with Sections 6 and 7 of Part 3 of the <i>Environmental Planning and Assessment Regulation 2000</i> .
Likely Impacts of the Development	An impact and risk assessment have been provided in Section 6 of this report. Mitigation measures to the risks and impacts identified within Section 6 are contained within an Environmental Risk Assessment Matrix in Section 7.
Suitability of the Site	<p>The site is considered highly suitable for the proposed development for the following reasons:</p> <ul style="list-style-type: none"> ▪ It specifically zoned to accommodate the proposed use. Tourist and visitor accommodation of this nature is concentrated in Sydney CBD. The refurbishment works will strengthen the 'global city' role of Sydney CBD, meeting its desired future character. ▪ The location of the site provides significant access to transport and services amenity. The site is already appropriately serviced to accommodate the proposed development. ▪ The character of the surrounding area is compatible with and enhanced by the project. The works will be carried out in compliance with the parameters set out in the Concept approval (i.e. building envelopes, CMPs).

Consideration	Comment
<p>Any Submission made in accordance with this Act or the Regulations</p>	<p>The proposal will be publicly exhibited as part of the assessment process in accordance with the requirements of the consent authority.</p> <p>The applicant has undertaken consultation with stakeholders and relevant government agencies in accordance with the SEARs. The outcomes of the consultation have been incorporated in the development scheme.</p> <p>Details of the consultation undertaken as part of this EIS process is detailed in Section 5.</p>
<p>The Public Interest</p>	<p>The development is compliant with the relevant planning instruments and controls applying to this site. The proposal will not create any adverse significant social, economic or amenity impacts which cannot be mitigated via the proposed mitigation measures in this application.</p> <p>The detailed planning of the refurbishments has been undertaken with respect to the building's significant heritage fabric/value and has considered impacts upon the site's immediate context. The proposal will contribute to the ongoing appreciation of a State heritage listed item (former NSW Treasury Building).</p> <p>The proposal is consistent with relevant State and local strategic plans and controls. The refurbishment of five-star hotel accommodation in this location will assist in attracting significant international and local tourists who will spend on businesses in the local area.</p> <p>The construction phase of the project is estimated to create 35 to 40 temporary jobs, which are critical in the current economic environment caused by the global COVID-19 pandemic.</p> <p>Overall, the proposal is considered to be in the public interest given its expected positive social and economic impacts in the locality, and for the broader NSW economy.</p>

9. CONCLUSION AND JUSTIFICATION

This EIS has been prepared to assess the environmental, social and economic impacts of the proposed refurbishment of the Intercontinental Hotel at 115-119 Macquarie Street, Sydney NSW 2000. The EIS has addressed the issues identified in the SEARs and has been prepared in accordance with Schedule 2 of the EP&A Regulation.

Having regard for the biophysical, economic and social considerations, including the principles of ecologically sustainable development, the proposed development is justified for the following reasons:

- The development facilities upgrade works to an internationally rated hotel, close to high profile tourist destinations and public transport in Sydney CBD. The works will provide an injection of some 35-40 construction jobs and 50 operational jobs, which will make a positive contribution to the NSW economy.
- The proposal satisfies the key strategic and statutory policies and guidelines, as outlined in this EIS, including the City of Sydney Council's strategic planning documents which support the provision of visitor accommodation in the CBD. The project will contribute to the role of Sydney CBD as a global tourism destination with high-quality accommodation – attracting people, business and investment.
- The architectural design of the refurbishment works has been subject of detailed and ongoing collaboration/liaison between specialist consultants and NSW Government agencies. The proposal is considered to achieve design excellence, while respecting and preserving the significant heritage characteristics of the site.
- Considering the high level of compliance with the design parameters set out in the Concept approval, together with the scheme's consistency with the built form provisions contained within the relevant EPIs, the proposal is considered suitable for the site and its context.
- The location of the site provides significant access to existing and planned transport infrastructure, together with compatible services, facilities and uses. As such, the site is considered wholly suitable for the proposal.
- The proposal will not create any adverse significant social, economic or amenity impacts which cannot be mitigated via the proposed mitigation measures in this application.
- Pre-lodgement engagement has informed the development and direction of the project. Any additional matters raised during the public exhibition period by Agencies or members of the public will be further considered and addressed in accordance with Division 2 of the EP&A Act.

Based upon the conclusions arising from the assessment of this SSDA, and the implementation of recommended mitigation measures, the project is considered to warrant approval. Having considered all the relevant matters, it is concluded that the proposal will facilitate a sound development outcome that upholds the NSW Government's vision for the site, and it is requested that the Minister approve this SSDA under Section 4.38 of the EP&A Act.

DISCLAIMER

This report is dated 1 September 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Bistrita Pty Limited (Mulpha) (Instructing Party) for the purpose of Environmental Impact Statement (Purpose) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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