



Planning Proposal

65-79 Sussex Street

December 2014

Sydney 2030 Green/Global/Connected

INTRODUCTION

In October 2014 Alfasi Property Development Pty Ltd (Alfasi) submitted a planning justification report to the City of Sydney requesting that the City prepares a site-specific amendment to *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) to facilitate redevelopment of land at 65-79 Sussex Street, Sydney (the site) for 'Hotel or Motel Accommodation'.

The site presents an opportunity to deliver much needed mid-level visitor accommodation in a location ideally suited to this use. The current height control under Sydney LEP 2012, which allows development up to five storeys, would result in a hotel development of insufficient rooms to offer operator feasibility and incentivise redevelopment of the site. It is noted that a development application which is largely compliant with the existing controls is currently being assessed by the City but that it results in fewer rooms and an underutilisation of the site.

Accordingly, this Planning Proposal seeks additional height on the site to facilitate a viable redevelopment while also delivering a more appropriate setback and curtilage to the Bristol Arms Hotel and a better height transition. The additional height would only be available for development which provides for 'Hotel or motel accommodation' as defined in Sydney LEP 2012.



Figure 1 - Sussex Street Elevation of proposed hotel development

Building envelope controls will be contained within an associated amendment to Sydney Development Control Plan 2012 (Sydney DCP 2012) which has been prepared alongside this Planning Proposal. The proposed amendments to Sydney DCP 2012 will support the proposed changes to Sydney LEP 2012.

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the Act) and the relevant Department of Planning and Environment Guidelines including 'A Guide to Preparing Planning Proposals' and 'A Guide to Preparing Local Environmental Plans'.

BACKGROUND

Site Identification

65-79 Sussex Street, Sydney is a single landholding in central Sydney.

Table 1 details the legal description of the land affected by this Planning Proposal and the proposed amendments to Sydney LEP 2012.

Figure 2 shows the land affected by this Planning Proposal hatched in red.

Site	Legal Description	Proposed Amendment
65-79 Sussex Street, Sydney	Lot 2 DP 1188966	Change to LEP to allow additional height where 'Hotel or Motel' Use is proposed

Table 1 – Site description and proposed amendment



Figure 2 – Land affected by this Planning Proposal

Site Characteristics

65-79 Sussex Street, Sydney is a single landholding of approximately 1,180 square metres in the western corridor of central Sydney. It is located to the east of Darling Harbour and King Street Wharf and to the south east of Barangaroo.

The site has a 39 metre frontage to Sussex Street, backs on to the Western Distributor and forms part of the street block bounded by Erskine Street, Sussex Street, Slip Street and the Western Distributor. Other significant buildings in this street block include 51-63 Sussex Street and 81 Sussex Street.

To the immediate north of the site, at 51-63 Sussex Street, is the City North Zone Electricity Substation owned and operated by Ausgrid. To the immediate south of the site, at 81 Sussex Street,

is the Bristol Arms Hotel which is listed as a heritage item under both Sydney LEP 2012 and the State Heritage Register. The site itself currently contains a decommissioned electricity substation.

Current Planning Controls

Sydney LEP 2012 contains zoning and principal development standards for the site as follows:

- A 'B8 Metropolitan Centre' zoning. This zone does not prohibit any land uses. The proposed used 'Hotel or motel accommodation' is permitted with consent within this zone.
- A maximum height control of RL 28.6.
- A maximum FSR of 9:1. This comprises a 'base' FSR of 7.5:1 plus an additional 1.5:1 'Accommodation Floor Space' under Clause 6.4 of Sydney LEP 2012 where proposed development is for the purpose of residential accommodation, serviced apartments or hotel or motel accommodation,

Planning Proposal

In September 2014, Alfasi Property Development Pty Ltd (Alfasi) approached the City of Sydney to discuss the redevelopment of 65-79 Sussex Street, Sydney. Alfasi presented a scheme to demolish the existing decommissioned substation and redevelop the site as a hotel. The proposed scheme allows for 163 hotel rooms which represents a good strategic use of the site and good feasibility for a future operator. The built form required to accommodate this scale of development exceeds the current height controls for the site by up to 11.05 metres. At subsequent meetings, the City advised Alfasi that the most appropriate planning pathway was to prepare a Planning Proposal.

The City has reviewed the documentation lodged by Alfasi and following assessment has prepared this Planning Proposal to amend the planning controls.

PART 1 – OBJECTIVES AND INTENDED OUTCOMES

Objectives:

- To enable the orderly and feasible redevelopment of 65-79 Sussex Street, Sydney for 'Hotel or Motel Accommodation' with ancillary commercial premises at ground floor;
- To ensure that new development responds sympathetically to the adjacent heritage listed 'Bristol Arms Hotel' at 81 Sussex Street, Sydney; and
- To ensure that new development is appropriate to the urban context of the street block.

Outcomes:

- The amendment to the maximum permissible height will facilitate the provision of 'Hotel or Motel Accommodation' with ancillary commercial premises in a location with existing demand for this use and where this use is appropriate
- Redevelopment of the site will allow for the demolition of a decommissioned and disused electricity substation which detracts from streetscape and the adjacent heritage listed 'Bristol Arms Hotel'
- Revitalisation of the site will result in activation of the public domain on Sussex Street and an improved visual outlook for neighbouring properties
- Redevelopment of the site will achieve design excellence

PART 2 – EXPLANATION OF PROVISIONS

To achieve the intended outcomes, this Planning Proposal seeks to amend planning controls in Sydney LEP 2012 as follows:

- Introduce a new clause under 'Division 5 Site Specific Provisions' of *Sydney Local Environmental Plan 2012* to enable additional height, above that shown in the Height of Buildings Map, for development of the site for 'Hotel or Motel Accommodation' with ancillary commercial premises at ground floor

The proposed new clause would result in development of the site for the purposes of 'Hotel or Motel Accommodation' with ancillary commercial premises being permissible up to an increased height of RL 39.65. The final clause would be subject to drafting and agreement by Parliamentary Counsel's Office but may be written as follows:

- (1) The objective of this clause is to provide for additional building height on certain land if development provides only for Hotel or Motel Accommodation with ancillary commercial premises at ground floor*
- (2) This clause applies to 65-79 Sussex Street, Sydney, being Lot 2, DP 1188966*
- (3) Despite Clause 4.3, development consent may be granted to the erection or use of a building with a maximum height of RL 39.65 on land to which this clause applies*
- (4) Development consent must not be granted under subclause (3) unless the consent authority is satisfied that the development is solely for the purposes of 'Hotel or Motel Accommodation' and ancillary commercial premises at ground floor*

It should be noted that the above clause is intended to operate so as to not preclude development on the site from any additional height or floor space awarded through a competitive design process.

It should also be noted that retail uses are proposed at ground floor to activate the Sussex Street frontage. The wording of the clause should be such that the primary use of development must be hotel or motel accommodation but that ancillary commercial uses at ground floor, if proposed, are not prohibited.

PART 3 - JUSTIFICATION

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of any strategic study or report?

This Planning Proposal is the result of detailed work undertaken by the City in response to documentation lodged by a consultant team on behalf of Alfasi. This preliminary work was undertaken on the basis of advice given by the City to Alfasi that a Planning Proposal would be required to amend the height control for the site and providing advice on the requisite supporting documentation.

The package of supporting documentation provides a thorough and sound basis upon which to progress this Planning Proposal. The key findings of these studies are described and discussed in detail in Section C of this Planning Proposal.

The individual studies and documents are attached as appendices to this Planning Proposal as follows:

- Appendix A: Architectural Design Report (Fitzpatrick + Partners)
- Appendix B: View Impact Analysis (Fitzpatrick + Partners / Arterra Interactive)
- Appendix C: Solar Analysis (Fitzpatrick + Partners)
- Appendix D: Traffic Impact Assessment (Traffix)
- Appendix E: Statement of Heritage Impact (Graham Brooks and Associates)

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

This Planning Proposal to progress an amendment of Sydney LEP 2012 is the most effective way of allowing orderly and economic development of the land, allowing the community and surrounding landowners an opportunity to comment on changes to the controls and providing certainty for all affected stakeholders.

Section B – Relationship to strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and the exhibited draft strategies)?

In March 2013 the NSW Government published the draft *Metropolitan Strategy for Sydney to 2031*. Once adopted, it will replace the *Metropolitan Plan for Sydney 2036*. Consistency with both the current and draft Metropolitan Strategies and draft *Sydney City Subregional Strategy* is discussed below.

Metropolitan Plan for Sydney 2036

The Metropolitan Plan is a State Government strategic document that outlines a vision for Sydney to 2036. It identifies key challenges facing Sydney including a population increasing to 6 million by 2036, requiring 770,000 new homes and 760,000 new jobs.

In responding to these and other challenges, the Metropolitan Plan sets out five aims: enhancing liveability, strengthening economic competitiveness, ensuring fairness, protecting the environment and improving governance. To achieve these aims, the plan proposes nine strategic directions. These are: Strengthening a City of Cities, Growing and Renewing Centres, Transport for a Connected City, Housing Sydney's Population, Growing Sydney's Economy, Balancing Land Uses on the City Fringe, Tackling Climate Change, Protecting Sydney's Environment, Achieving Equity, Liveability and Social Inclusion and Delivering the Plan.

The Planning Proposal is consistent with relevant aims, objectives and targets of the strategy in that it will facilitate development of a site which is highly accessible by public transport and will enable growth and urban renewal in the western corridor of central Sydney which is expected to see an increase in demand for hotel rooms as the Sydney International Convention, Exhibition and Entertainment Centre and Barangaroo shape the city.

Draft Metropolitan Plan for Sydney to 2031

The draft Metropolitan Plan for Sydney to 2031, once adopted, will guide and shape development across the Sydney metropolitan area to 2031. The strategy contains a number of aims and objectives designed to achieve 5 key outcomes of balanced growth, a liveable city, productivity and prosperity, a healthy and resilient environment and accessibility and connectivity. This Planning Proposal is consistent with the plan in that it will:

- Create capacity for new jobs through the construction and ongoing operation of the hotel and associated restaurant and retail offerings
- Contribute towards the regeneration of the western corridor of central Sydney by improving the streetscape and increasing activation
- Enhance the day and night time economy through the provision of accommodation, restaurant and retail offerings
- Have minimal impact on the natural environment given the current use as an electricity substation and the proposed future use

Draft Sydney City Subregional Strategy

The NSW Government's draft Sydney City Subregional Strategy sets directions and actions for the implementation of the Metropolitan Strategy at a more detailed local level. Subregional planning provides a framework for coordinating planning, development, infrastructure, transport, open space networks and environmental actions across local and state government agencies.

The Sydney City Subregion is identified in the Metropolitan Strategy as being part of Global Sydney and the hub of the Australian Economy. Key directions of relevance to this Planning Proposal are:

- Reinforce global competitiveness and strengthen links to the regional economy
- Ensure adequate capacity for new office and hotel developments
- Plan for sustainable development of major urban renewal projects
- Develop an improved and increasingly integrated transport system that meets the subregion's multiple transport needs
- Improve the quality of the built and natural environment while decreasing the subregion's ecological footprints
- Enhance the subregion's prominence as a diverse global cultural centre.
- Influence travel choices to encourage more sustainable travel

This Planning Proposal supports the above key directions and the subregional strategy more broadly in that it will:

- Involve significant investment in the Sydney economy, particularly the visitor accommodation industry, through the provision of a 163 room mid-range hotel in an area of high demand for this offering
- Significantly improve the quality of the built form on site by demolishing a decommissioned electricity substation and replacing it with a building of high architectural quality
- Contribute to the urban renewal of the western corridor of central Sydney by improving the streetscape on Sussex Street and increasing activation
- Be of a sustainable design, accommodating energy and water saving features.
- Encourage sustainable travel behaviour through zero on-site parking provision and locating within 350 metres of Wynyard Station which provides multiple rail and bus connections.

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The City's Sustainable Sydney 2030 Strategic Plan is the vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This Planning Proposal is consistent with the key directions of Sustainable Sydney 2030 as demonstrated in the below table.

Consistency with Sustainable Sydney 2030	
Direction	Comment
Direction 1 – A globally competitive and innovative city	This Planning Proposal will facilitate redevelopment of the site for a future hotel, delivering much needed mid-range visitor accommodation and supporting Sydney's tourist economy. It will also offer employment opportunities. This investment in the site will contribute to making Sydney attractive to global visitors and investors.
Direction 2 – A leading environmental performer	The design of the proposed development, facilitated by this Planning Proposal, will incorporate sustainable design elements including energy and water saving features.
Direction 3 – Integrated transport for a connected city	The future use of the site as a hotel, as facilitated by this Planning Proposal, will capitalise on its excellent proximity to public transport infrastructure including trains, buses and future light rail. Zero on site car parking provision will encourage sustainable transport behaviours. The sites proximity to a broad range of services will further limit potential future trips by vehicle and encourage sustainable transport behaviour.

Consistency with Sustainable Sydney 2030	
Direction	Comment
Direction 4 – A city for walking and cycling	Redevelopment of the site as facilitated by this Planning Proposal will replace a blank façade with active retail frontage and an entrance to the hotel. This will activate this strip of Sussex Street and encourage greater pedestrian activity in the area resulting in greater pedestrian amenity and safety.
Direction 5 – A lively and engaging city centre	The provision of restaurants and retail at ground floor on Sussex Street, as facilitated by this Planning Proposal, will contribute to the activation of this area of central Sydney.
Direction 6 – Vibrant local communities and economies	This Planning Proposal will allow a significant investment into the local community and will increase the provision of hotel rooms in the western corridor of central Sydney.
Direction 7 – A cultural and creative city	This Planning Proposal will allow for an increase in the mix of uses on this section of Sussex Street. Furthermore, the future development has the capacity to contribute to this direction through the provision of public art. This will be determined as part of the future development application but may either showcase the northern masonry wall of the Bristol Arms Hotel or make a feature of the eastern elevation of the light well.
Direction 8 – Housing for a diverse population	This direction is not applicable to this Planning Proposal which seeks to facilitate delivery of Hotel or motel accommodation as defined in Sydney LEP 2012 only. Furthermore, given the constraints on the site and the proximity to the Western Distributor, the site is not considered suitable for residential accommodation.
Direction 9 – Sustainable development, renewal and design	This Planning Proposal will facilitate a development consistent with the principle of transit oriented development through co-location of accommodation and employment opportunities in a highly accessible location. The development will also include a range of sustainable building features which will be determined at the detailed design stage
Direction 10 – Implementation through effective partnerships	Alfasi has demonstrated a commitment to working with Council through pre-lodgement meetings and on-going correspondence. It is expected that this collaboration will continue throughout the Gateway process.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

The consistency of the Planning Proposal with applicable State Environmental Planning Policies (SEPPs) is outlined in the table below. SEPPs which have been repealed or were not finalised are not included in this table.

Consistency with SEPPs	
State Environmental Planning Policy (SEPP)	Comment
SEPP No 1—Development Standards	Consistent This Planning Proposal does not contradict or hinder application of this SEPP.
SEPP No 4—Development Without Consent and Miscellaneous Exempt and Complying Development	Consistent This Planning Proposal does not contradict or hinder application of this SEPP.
SEPP No 6—Number of Storeys in a Building	Consistent This Planning Proposal does not contradict or hinder application of this SEPP.
SEPP No 10—Retention of Low Cost Rental Accommodation	Not applicable.
SEPP No 14—Coastal Wetlands	Not applicable.
SEPP No 15—Rural Landsharing Communities	Not applicable.

Consistency with SEPPs	
State Environmental Planning Policy (SEPP)	Comment
SEPP No 19—Bushland in Urban Areas	Not applicable.
SEPP No 21—Caravan Parks	Not applicable.
SEPP No 22—Shops and Commercial Premises	Consistent This Planning Proposal does not contradict or hinder application of this SEPP.
SEPP No 26—Littoral Rainforests	Not applicable.
SEPP No 29—Western Sydney Recreation Area	Not applicable.
SEPP No 30—Intensive Agriculture	Not applicable.
SEPP No 32—Urban Consolidation (Redevelopment of Urban Land)	Not applicable
SEPP No 33—Hazardous and Offensive Development	Consistent This Planning Proposal does not contradict or hinder application of this SEPP.
SEPP No 36—Manufactured Home Estates	Not applicable.
SEPP No 39—Spit Island Bird Habitat	Not applicable.
SEPP No 41—Casino Entertainment Complex	Not applicable.
SEPP No 44—Koala Habitat Protection	Not applicable.
SEPP No 47—Moore Park Showground	Not applicable.
SEPP No 50—Canal Estate Development	Not applicable.
SEPP No 52—Farm Dams and Other Works in Land and Water Management Plan Areas	Not applicable.
SEPP No 53—Metropolitan Residential Development	Not applicable.
SEPP No 55—Remediation of Land	Consistent When carrying out planning functions under the <i>Environmental Planning and Assessment Act 1979</i> (including undertaking LEP amendments), this SEPP requires that a planning authority must consider the potential that a previous land use has led to contamination of the site as well as the potential health and environmental impacts of that contamination. Site assessment has been undertaken for the site which concluded that remediation is not required subject to removal and/or management of any contaminated materials or sediments during future redevelopment. This Planning Proposal does not contradict or hinder application of this SEPP.
SEPP No 59—Central Western Sydney Regional Open Space and Residential	Not applicable.
SEPP No 60—Exempt and Complying Development	Consistent - This Planning Proposal does not contradict or hinder application of this SEPP.
SEPP No 62—Sustainable Aquaculture	Not applicable.

Consistency with SEPPs	
State Environmental Planning Policy (SEPP)	Comment
SEPP No 64—Advertising and Signage	Consistent Future redevelopment of the site as facilitated by this Planning Proposal is likely to include signage. This signage will be subject to separate future development applications which will include assessment against this SEPP. This Planning Proposal does not contradict or hinder application of this SEPP.
SEPP No 65—Design Quality of Residential Flat Development	Not applicable.
SEPP No 70—Affordable Housing (Revised Schemes)	Not applicable.
SEPP No 71—Coastal Protection	Not applicable.
SEPP (Building Sustainability Index: BASIX) 2004	Consistent - The Planning Proposal does not contradict or hinder application of this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	Not applicable.
SEPP (Major Development) 2005	Not applicable.
SEPP (Sydney Region Growth Centres) 2006	Not applicable.
SEPP (Infrastructure) 2007	Not applicable.
SEPP (Kosciuszko National Park—Alpine Resorts) 2007	Not applicable.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not applicable.
SEPP (Temporary Structures) 2007	Not applicable.
SEPP (Exempt and Complying Development Codes) 2008	Not applicable.
SEPP (Rural Lands) 2008	Not applicable.
SEPP (Western Sydney Parklands) 2009	Not applicable.
SEPP (Affordable Rental Housing) 2009	Not applicable.
SEPP (Western Sydney Employment Area) 2009	Not applicable.
SEPP (Development on Kurnell Peninsula) 2005	Not applicable.

The below table shows the consistency of the Planning Proposal with former Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed to have the weight of SEPPs.

Consistency with REPs	
Regional Environmental Plan (REPs)	Comment
Sydney REP No 5—(Chatswood Town Centre)	Not applicable.
Sydney REP No 8 (Central Coast Plateau Areas)	Not applicable.
Sydney REP No 9—Extractive Industry (No 2—1995)	Not applicable.

Consistency with REPs	
Regional Environmental Plan (REPs)	Comment
Sydney REP No 11—Penrith Lakes Scheme	Not applicable.
Sydney REP No 13—Mulgoa Valley	Not applicable.
Sydney REP No 16—Walsh Bay	Not applicable.
Sydney REP No 17—Kurnell Peninsula (1989)	Not applicable.
Sydney REP No 18—Public Transport Corridors	Not applicable.
Sydney REP No 19—Rouse Hill Development Area	Not applicable.
Sydney REP No 20—Hawkesbury- Nepean River (No 2—1997)	Not applicable.
Sydney REP No 24—Homebush Bay Area	Not applicable.
Sydney REP No 25—Orchard Hills	Not applicable.
Sydney REP No 26—City West	Not applicable.
Sydney REP No 28—Parramatta	Not applicable.
Sydney REP No 29—Rhodes Peninsula	Not applicable.
Sydney REP No 30—St Marys	Not applicable.
Sydney REP No 33—Cooks Cove	Not applicable.
Sydney REP (Sydney Harbour Catchment) 2005	<p>Consistent.</p> <p>The site is located within the Sydney Harbour Catchment under this REP. It is unzoned and is not identified as a strategic foreshore site, a site for special purposes, a heritage item or as a wetlands protection area. It is not subject to the Opera House buffer area. However, the site is identified as being within the Strategic Foreshores and Waterways Area Boundary.</p> <p>The proposal is consistent with the REP as:</p> <ul style="list-style-type: none"> • It will not impact public access to Sydney Harbour Foreshore areas; • It will ensure maintenance of Sydney Harbour’s environmental qualities through improved stormwater retention and water quality measures for improved drainage and downstream flooding from the site; • It will be compatible with adjacent foreshore sites; • It is not listed under Schedule 2 for deferral to the Foreshores and Waterways Planning and Development Advisory; and • It will not have a significant impact on views to and from Sydney Harbour. <p>This Planning Proposal does not contradict or hinder application of this REP.</p>
Drinking Water Catchments REP No 1	Not applicable.
Greater Metropolitan REP No 2—Georges River Catchment	Not applicable.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Planning Proposal has been assessed against each Section 117 direction. The consistency of the planning proposal with these directions is shown in the table below.

No.	Title	Comment
1. Employment and Resources		
1.1	Business and Industrial Zones	Consistent. This Planning Proposal will facilitate the delivery of floor space for employment uses and related activities.
1.2	Rural Zones	Not applicable
1.3	Mining, Petroleum Production and Extractive Industries	Not applicable
1.4	Oyster Aquaculture	Not applicable
1.5	Rural Lands	Not applicable
2. Environment and Heritage		
2.1	Environment Protection Zones	Not applicable
2.2	Coastal Protection	Not applicable
2.3	Heritage Conservation	Consistent. This Planning Proposal seeks to enable development that will respond sympathetically to the heritage significance of the adjacent State Listed Bristol Arms Hotel.
2.4	Recreation Vehicle Areas	Not applicable
3. Housing Infrastructure and Urban Development		
3.1	Residential Zones	Not applicable
3.2	Caravan Parks and Manufactured Home Estates	Not applicable
3.3	Home Occupations	Not applicable
3.4	Integrating Land Use and Transport	Consistent. This Planning Proposal is consistent with the aims, objectives and principles of <i>Improving Transport Choice – Guidelines for planning and development</i> (DUAP 2001), and <i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001). Furthermore, the site is well located in terms of access to existing public transport with major bus and rail services within close walking distance as well as future light rail.
3.5	Development Near Licensed Aerodromes	Not applicable
3.6	Shooting Ranges	Not applicable
4. Hazard and Risk		
4.1	Acid Sulfate Soils	Consistent. This Planning Proposal does not contradict or hinder application of acid sulphate soils provisions in Sydney LEP 2012.
4.2	Mine Subsidence and Unstable Land	Not applicable
4.3	Flood Prone Land	Consistent. This Planning Proposal does not contradict or hinder application of flood prone land provisions in Sydney LEP 2012.
4.4	Planning for Bushfire Protection	Not applicable
5. Regional Planning		
5.1	Implementation of Regional Strategies	Consistent. This Planning Proposal is consistent with key strategic directions within the Metropolitan Strategy, the draft

No.	Title	Comment
		Sydney Subregional Strategy and the draft Metropolitan Strategy for Sydney is outlined earlier in the document.
5.2	Sydney Drinking Water Catchments	Not applicable
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.8	Second Sydney Airport, Badgerys Creek	Not applicable
5.9	North West Rail Link Corridor Strategy	Not applicable
6. Local Plan Making		
6.1	Approval and Referral Requirements	Consistent. This Planning Proposal does not include any concurrence, consultation or referral provisions nor does it identify any development as designated development.
6.2	Reserving Land for Public Purposes	Consistent. This Planning Proposal will not affect any land reserved for public purposes.
6.3	Site Specific Provisions	Consistent. This Planning Proposal does not introduce unnecessarily restrictive site specific controls and instead offers greater flexibility to achieve a high quality development outcome.
7. Metropolitan Planning		
7.1	Implementation of the Metropolitan Plan for Sydney 2036	Consistent. This Planning Proposal is consistent with this direction and does not hinder implementation of the Metropolitan Plan for Sydney 2036..

Section C – Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The site is located in a heavily built up corridor of central Sydney. As such, this Planning Proposal does not apply to land that has been identified as containing critical habitat or threatened species, populations or ecological communities or their habitats.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

This Planning Proposal seeks to amend the maximum permissible height of building on the site and in doing so facilitate its redevelopment for a mid-range boutique hotel. Redevelopment of the site for this purpose will result in a positive urban outcome which respects the heritage of the adjacent Bristol Arms Hotel and, rather than resulting in a negative environmental outcome, will enhance the urban amenity within and around the subject site.

A range of potential environmental effects were considered during the preparation of this Planning Proposal and are discussed in detail below.

Overshadowing

Modelling of the proposed development, as facilitated by this Planning Proposal, has been undertaken by Fitzpatrick + Partners and Arterra Interactive and is included at Appendix C. The testing illustrates that the additional overshadowing created by the proposal, over and above that which would be created as a result of development which maximises the existing planning controls, is minor in nature. The 4 metre curtilage from the northern elevation of the Bristol Arms Hotel and the main eastern wing of the proposal means that overshadowing to the eastern part of the Bristol Arms Hotel roof terrace is less than would be experienced under a scheme which complies with the existing controls. While there is additional overshadowing to the western part of the Bristol Arms Hotel roof terrace, the overall effect is very minor in nature. Furthermore, given the fact that additional overshadowing to the public domain is limited to busy public roads, and that the area affected to the greatest extent is a private commercial roof terrace, overshadowing created by the proposal is acceptable.

Heritage

A Statement of Heritage Impact was prepared by Graham Brooks and Associates and is included at Appendix E. The report concludes that the Bristol Arms Hotel at 81 Sussex Street, shown in the photograph at Figure 3 and immediately to the south of the site, is the only heritage item in the vicinity of significance to the future redevelopment.

Constructed in 1898, the Bristol Arms Hotel is listed as an item of local heritage significance under Sydney LEP 2012 and is also listed on the State Heritage Register. Its significance arises from being part of a network of small purpose built hotels providing a social venue and accommodation close to the city and the waterfront. It also serves as a good example of the evolutionary process of a small corner hotel at the fringe of the city.

The proposed development provides a contemporary infill development that aims to provide a transition in height down from the taller City Zone North Substation, to the north of the site, to the Bristol Arms Hotel to the south. The proposed development acknowledges the Bristol Arms Hotel by providing a 4 metre setback to its northern elevation and incorporating this elevation in to the visual space of the new hotel lobby.

The Graham Brooks and Associates report provides a solid basis on which to progress this Planning Proposal prepared by the City. It concludes that the proposed development will not result in any adverse impact on the established heritage significance of the Bristol Arms Hotel and will provide a more sensitive development outcome than envisaged under the existing controls which allows for development hard up against its northern wall. Furthermore, the proposed setback will allow for

appropriate transition and facilitate a clear view of the heritage item, enhancing its visibility from the street and its prominence.

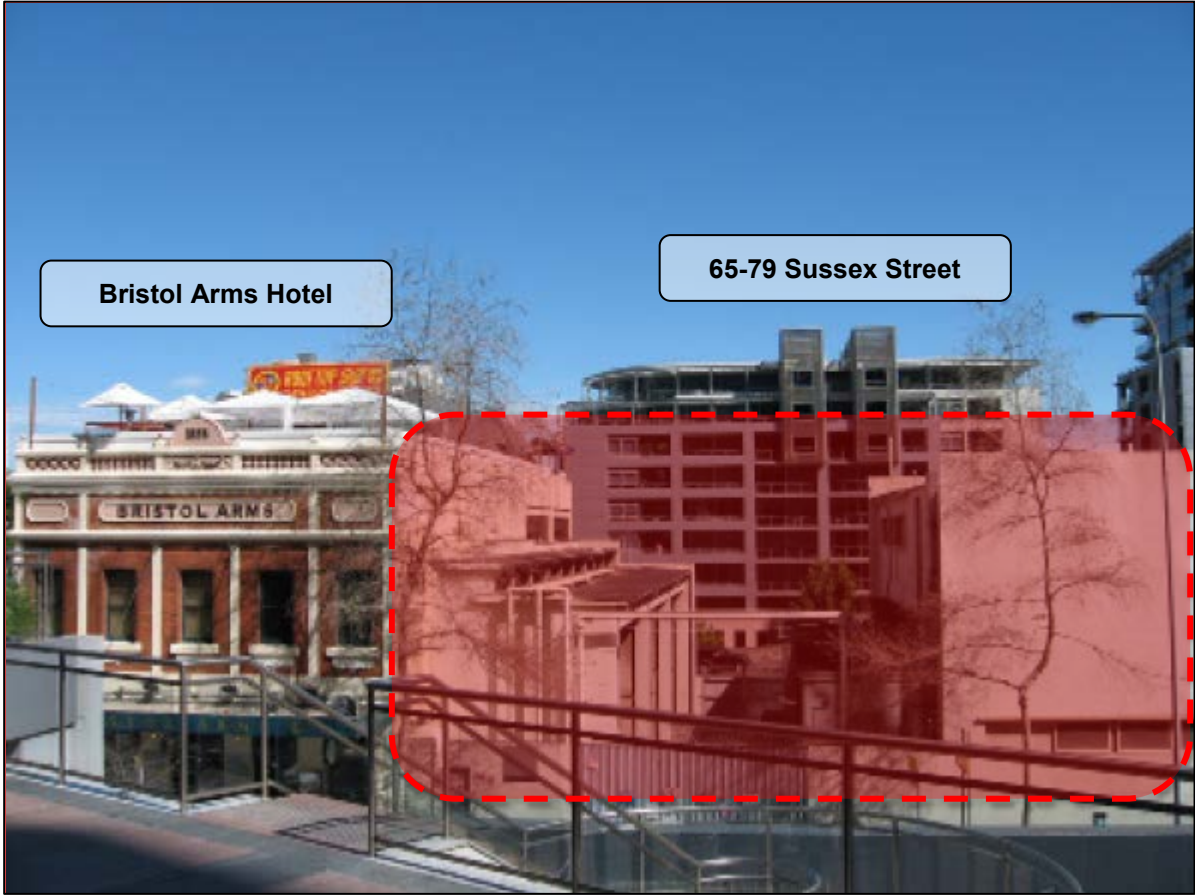


Figure 3 – View looking west across Sussex Street showing Bristol Arms Hotel and subject site indicated in red

View Impacts

A view impact analysis has been undertaken by Fitzpatrick + Partners and Arterra Interactive (refer to Appendix B) to assess the potential visual impacts of the proposal from key locations in the neighbouring area. The study concludes that views from west of the Western Distributor to the east towards the city and views from the residential apartments at 110-116 Sussex Street are those likely to be the most affected by the proposed development.

110-116 Sussex Street, known as the Chelsea Apartments and constructed in the early 1980s, is located to the south east of the site on the opposite side of the road. Key views from this residential building are indicated in Figure 4. The view impact analysis identifies the most significant view from this building as views west towards Darling Harbour along Slip Street. These views are unaffected by the proposal. The view impact analysis further identifies that views to the north-west from this building are impacted by the proposed development. Modelling of existing and proposed built form has been undertaken by Arterra Interactive to illustrate these impacts. Existing and proposed views to the north-west from low and mid-levels of the Chelsea Apartments are shown in Figure 6. It should be noted that since the height control for the site was introduced in *Central Sydney Local Environmental Plan 1996* the built form context of the vicinity has changed significantly with the development of King Street Wharf and will change dramatically with the development of Barangaroo.

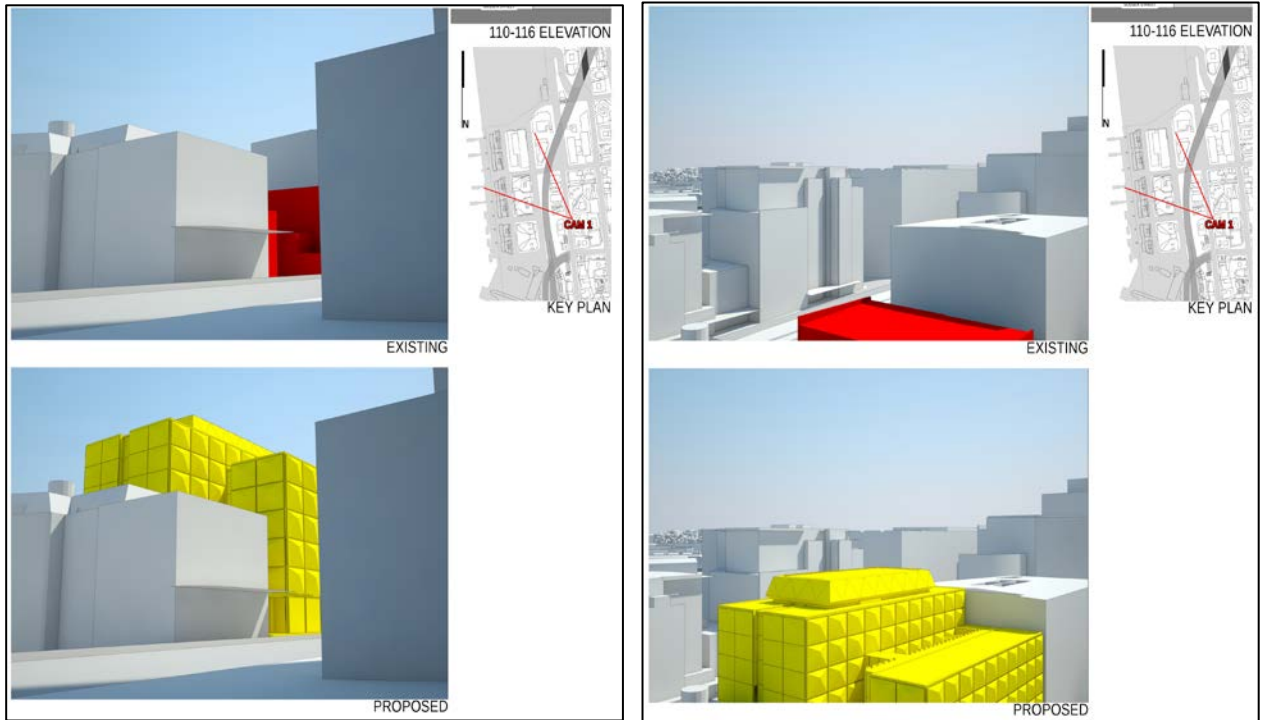


Figure 4 – Existing and proposed views from the Chelsea Apartments

With regard to the view from buildings to the west of the Western Distributor towards the city, the view impact study concludes that the proposed development represents a significant visual improvement on the decommissioned substation which currently occupies the site. The rendering at Figure 5 illustrates the improved outlook offered by the proposed development and illustrates that the existing view is of the significantly taller buildings on the eastern side of Sussex Street. As such, the proposed development will not block any existing significant views.



Figure 5 – Proposed development as viewed from west of the Western Distributor

The City's Planning Proposal is supported by the view impact study which concludes that overall the proposed development would not result in detrimental impacts to views from properties in the vicinity, particularly the Chelsea Apartments. Further, the proposal represents a significant improvement to the current condition of the site which will benefit views towards the site from neighbouring buildings in all directions.

Building Height

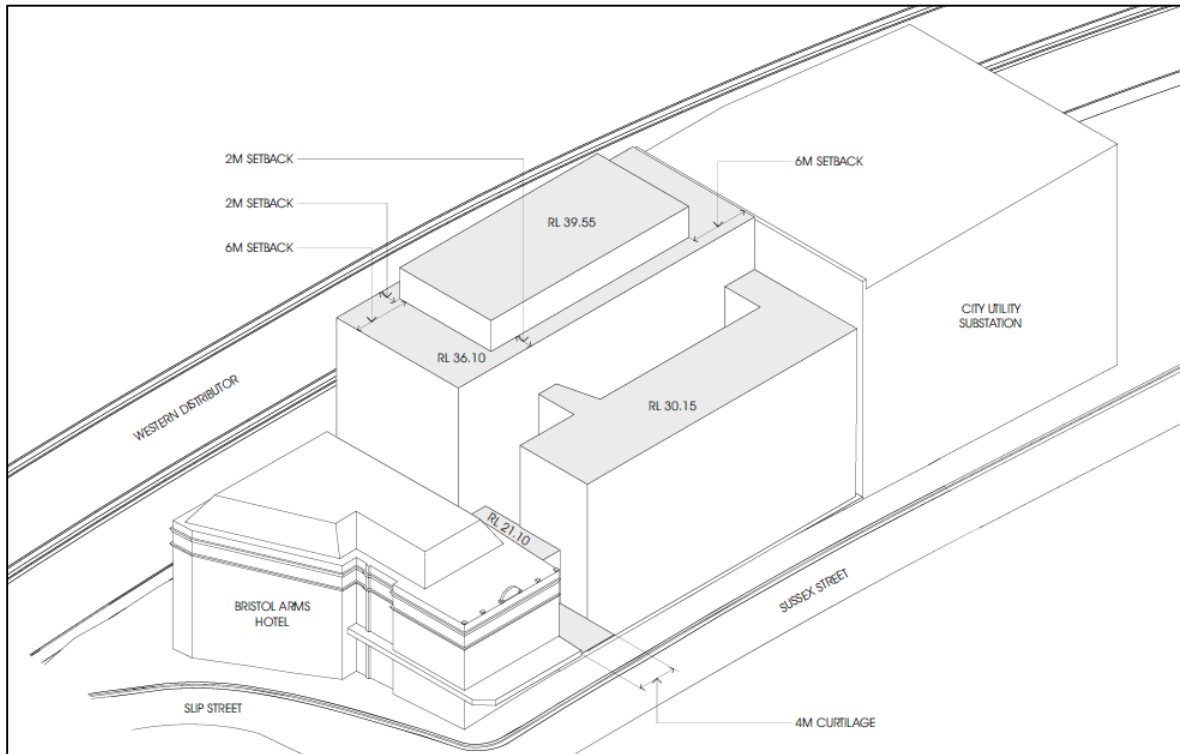


Figure 6 – Axonometric drawing of proposed development

The site is currently subject to a height control of RL 28.6 under Sydney LEP 2012. This Planning Proposal seeks to amend the LEP by 11.05 metres to allow development of the site up to RL 39.65. This additional height would allow realisation of the proposed hotel. The proposal comprises an eastern wing, fronting Sussex Street of ground floor plus five storeys with a height of RL 30.25 and a western wing, backing on to the Western Distributor, of ground floor plus seven storeys plus plant room with a height of RL 39.65 as illustrated in Figure 6.

The proposed height, massing, bulk and scale of the proposed buildings effectively respond to the context of the site and represent an appropriate urban design outcome. The eastern block is of an appropriate intermediate height between the Bristol Arms Hotel and the City Zone North Substation and has the potential to deliver an elevation of good scale and proportion. The western block aligns well with the adjacent substation and the non-significant rear wing of the Bristol Arms Hotel and has the potential to deliver an appropriate 'freeway scale building' that also fits well within the immediate urban context.

Detailed building envelope controls will be included in an associated amendment to Sydney DCP 2012.

Traffic and Transport

A Traffic Impact Assessment was undertaken by Traffix Consultants in support of this Planning Proposal and is at Appendix D. This report assesses the current traffic, transport and access context of the site and the forecast additional impact as a result of the proposed development.

The site is located approximately 350 metres from Wynyard Station and 400 metres from a number of major bus services and as such, it is highly accessible by public transport. On this basis, and given

the proximity of a public car park at 321 Kent Street, the proposed development does not include any on-site car parking. The City's Planning Proposal is supported by the Traffix report which concludes that this is acceptable given the highly accessible location of the site and the excellent public transport provision in close proximity.

The report provides a high level assessment of trips generated by the redevelopment of the site. These are calculated as 21 vehicles per hour in both the AM and PM peak periods equalling one additional vehicle trip every four minutes, split in both directions. Given the sites location, this impact is considered acceptable.

The City supports in-principle the provision of zero on-site car parking on this site as it will encourage sustainable transport behaviour and improve the pedestrian amenity of the area by resulting in development which will not require a vehicle cross over. The provision of on-site bicycle parking in accordance with Sydney DCP 2012 is also supported by the City and will encourage sustainable travel behaviour, particularly by staff.

Subject to further analysis at the development application stage, the traffic and transport impacts arising from the development are generally acceptable and can be appropriately managed.

Q9. Has the planning proposal adequately addressed any social and economic effects?

This Planning Proposal provides an opportunity for the redevelopment of a key site in the western corridor of central Sydney in a commercially viable and environmentally sustainable way for a hotel use.

Redevelopment will allow for positive economic effects including greater choice of accommodation in close proximity to business and leisure attractors including the Exhibition and Convention Precinct and Darling Harbour and employment opportunities in both the hotel and the restaurant and retail offerings.

The redevelopment also offers the key social benefit of activating a section of Sussex Street with poor pedestrian amenity while preserving and celebrating the heritage and history of the adjacent Bristol Arms Hotel.

Section D – State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

Being located in central Sydney, the site is already well serviced by the full range of public utilities including electricity, telecommunications, water, sewer and stormwater. It is expected that these services would be upgraded where required by the developer.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Gateway Determination will advise the full list of public authorities to be consulted as part of the Planning Proposal process and any views expressed will be included in this Planning Proposal following consultation.

PART 4 - MAPPING

The Planning Proposal does not seek to amend any maps contain in Sydney LEP 2012. Instead, additional building height is proposed to be allowed through insertion of a new clause in Sydney LEP 2012 as discussed earlier in this Planning Proposal.

PART 5 – COMMUNITY CONSULTATION

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination.

It is proposed that, at a minimum, this will involve the notification of the public exhibition of the Planning Proposal:

- on the City of Sydney website;
- in the Sydney Morning Herald and/or a relevant local newspaper; and
- in writing to the owners and occupiers of adjoining and nearby properties and relevant community groups.

It is expected that the Planning Proposal will be publicly exhibited for a period of not less than 28 days in accordance with section 5.5.2 of 'A guide to preparing local environmental plans'.

It is proposed that exhibition material will be made available on the City of Sydney Website and at the following Council locations:

- Town Hall House, 456 Kent Street, Sydney

Consultation with relevant NSW agencies and authorities and other relevant organisations will be undertaken in accordance with the Gateway Determination.

PART 6 – PROJECT TIMELINE

The following project timeline will assist with tracking the progress of the planning proposal through its various stages of consultation and approval. It is estimated that this amendment to *Sydney Local Environmental Plan 2012* will be completed by November 2015.

Stage	Timeframe
Submit Planning Proposal to Department of Planning and Environment seeking a Gateway Determination	December 2014
Receive Gateway Determination	February 2015
Public exhibition and public authority consultation of Planning Proposal and DCP Amendment	March 2015
Review of submissions received during public exhibition and public authority consultation	April to May 2015
Council and Central Sydney Planning Committee approval of Planning Proposal and DCP Amendment	June 2015
Drafting of instrument and finalisation of mapping	July to September 2015
Amendment to <i>Sydney Local Environmental Plan 2012</i> legally drafted and made	October 2015

APPENDIX A: ARCHITECTURAL DESIGN REPORT

PREPARED BY FITZPATRICK + PARTNERS



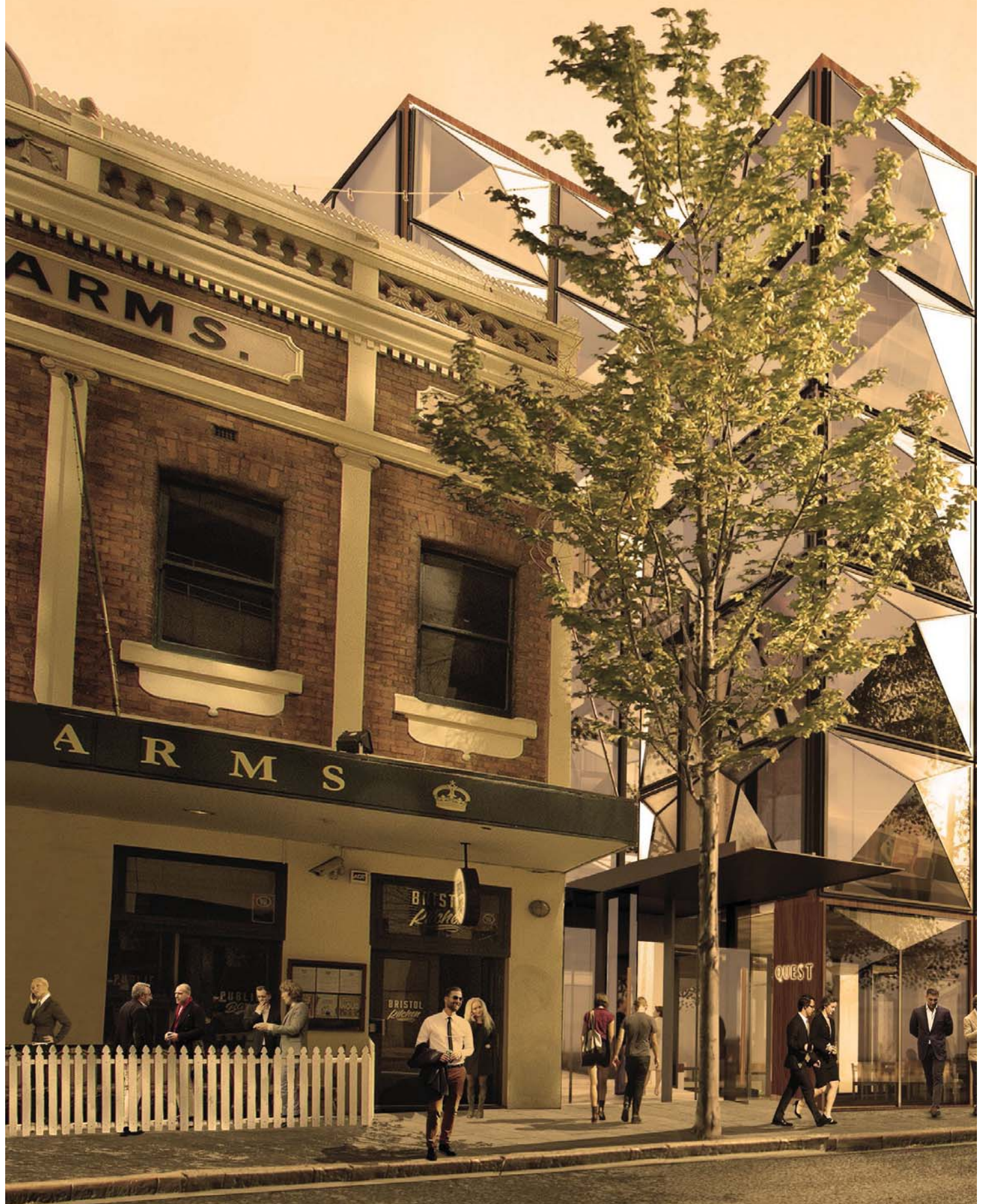
QUEST

boutique hotel

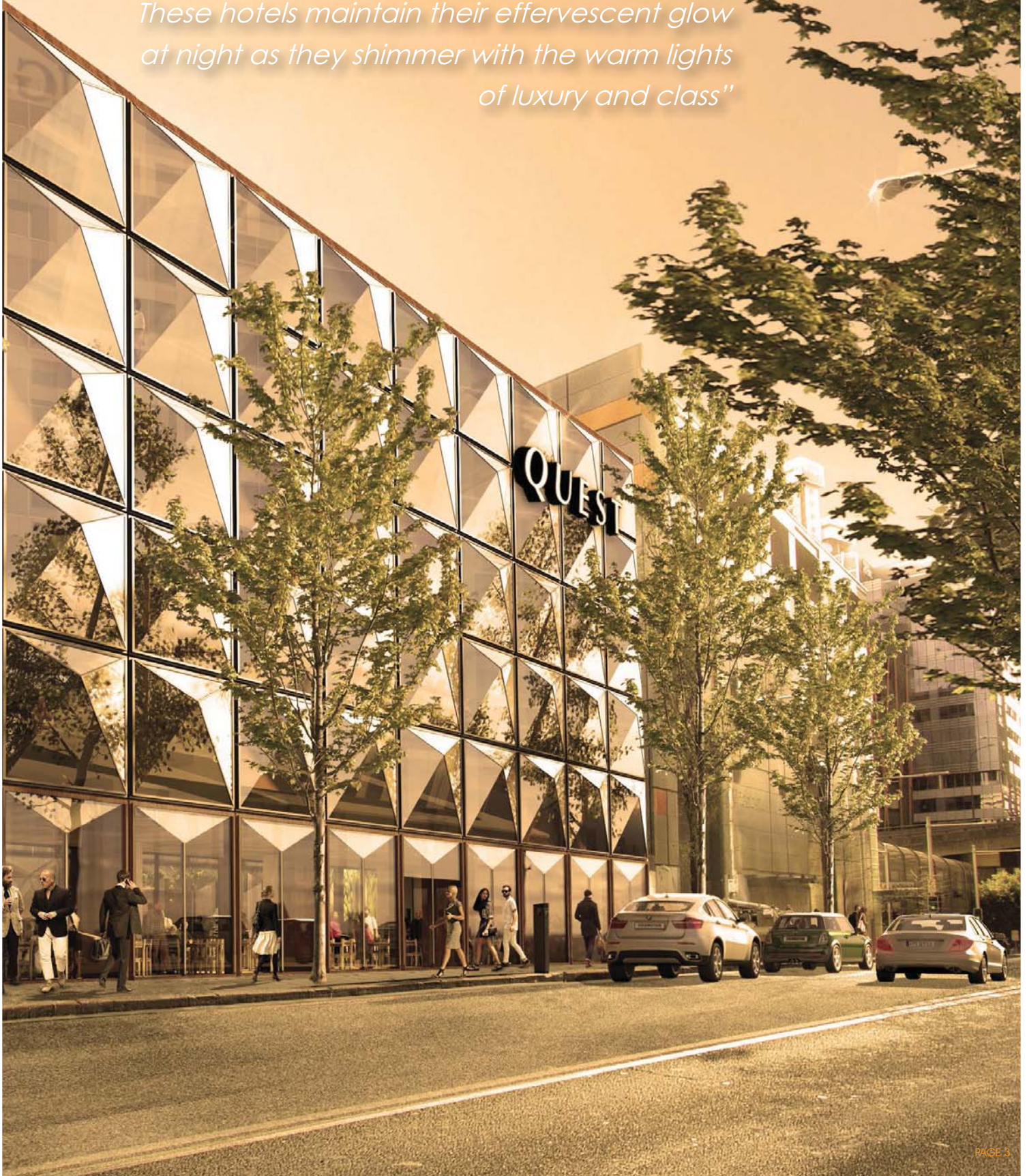
65 - 79 SUSSEX STREET SYDNEY NEW SOUTH WALES
AUSTRALIA

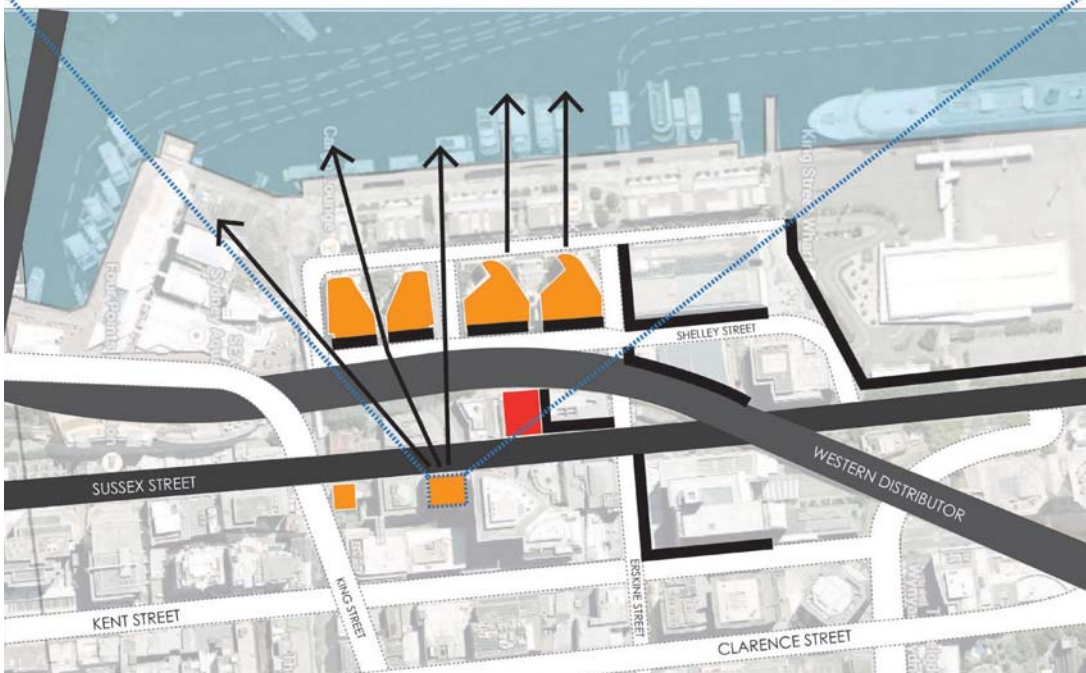
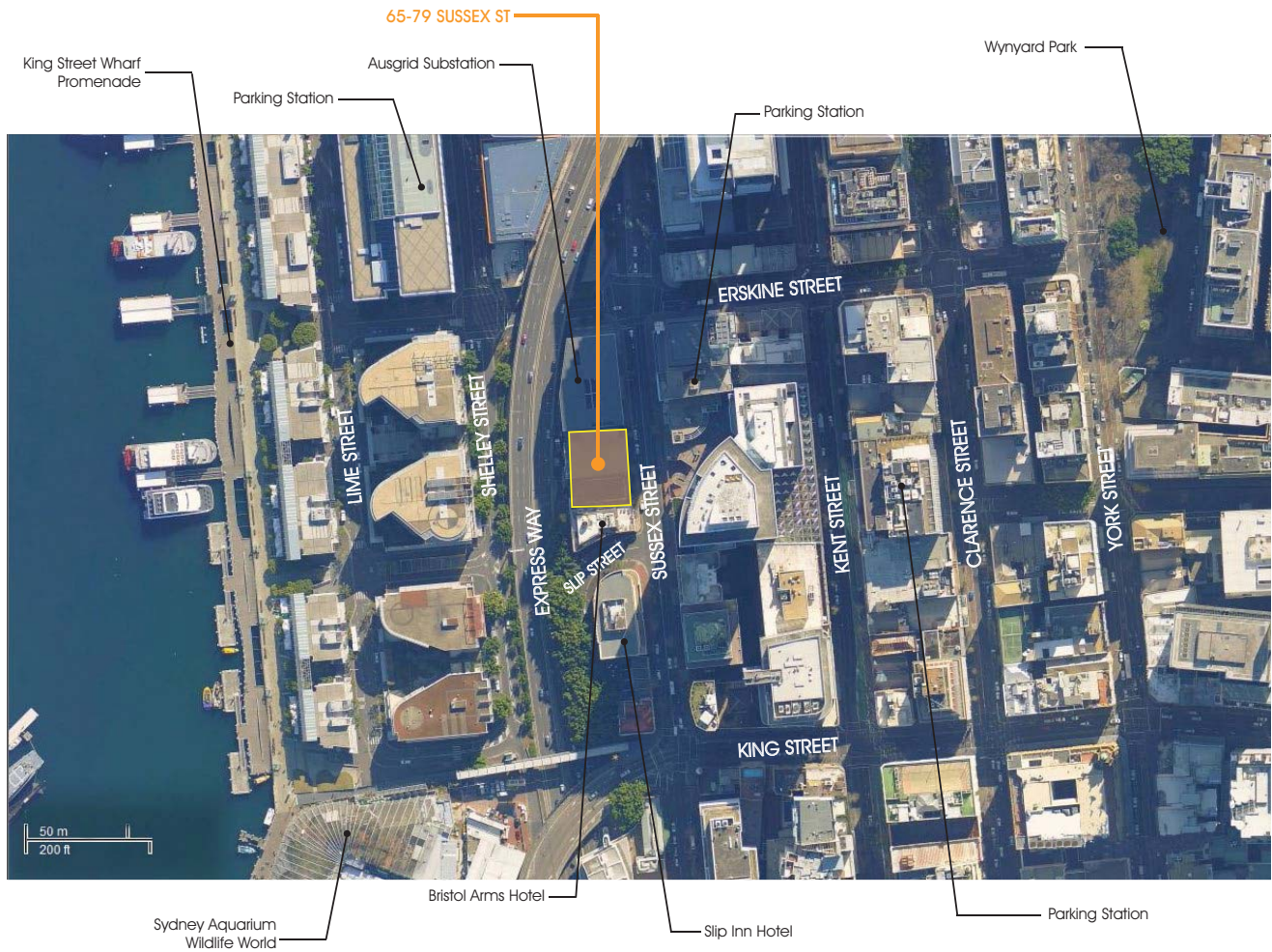
BUILDING CONCEPT + DESIGN

FITZPATRICK + PARTNERS



... "favourite business hotels are found in the heart of busy metropolis' throughout the world, where sprawling urban environments offer reliable access to city splendors, historic sites, and convention centres. These hotels maintain their effervescent glow at night as they shimmer with the warm lights of luxury and class"





SURROUNDING RESIDENTIAL DEVELOPMENTS - VIEW CORRIDORS

THE SITE

The site is 65–79 Sussex Street, Sydney, located on the western side of Sussex Street, marking the western fringe of the city centre.

The site is in close proximity to the King Street Wharf precinct as well as the core retail and business hub of the CBD. The development of the Barangaroo precinct, with Erskine Street acting as one of the major pedestrian feeders to this zone, marks this site as opportune for a boutique hotel offering.

The site is positioned in the centre of a small block containing three properties. To the north on the corner of Sussex and Erskine Streets is a recently completed Ausgrid Zone Substation, and to the south on the corner of Sussex and Slip streets is the Bristol Arms hotel. This hotel straddles two buildings, the circa 1898 structure on the corner of Sussex and Slip Streets, and the 1980's concrete and brick structure to Slip Streets.

The site was previously owned by Ausgrid and is currently occupied by a decommissioned powerstation - No. 781. Alfasi Group purchased the site through an EOI in 2014 with the intent of developing a boutique hotel offering.

The site has an area of approximately 1,176sqm and has an approximate frontage of 39 metres to Sussex Street and to a rear shared access way (Formerly Day Street).

The site sits amongst predominately low rise buildings on the western boundary of Sussex Street.

To the west, the expressway provides a separation from the King Street Wharf Portside residential towers which results in an unobstructed elevation to the western distributor.

The site offers the best of both worlds; connection to the city centre and all its services. It is within walking distance to the waterfront and surrounding King Street Wharf entertainment precincts.



SUSSEX STREET VIEW



SUSSEX STREET VIEW



SUSSEX STREET VIEW SOUTH

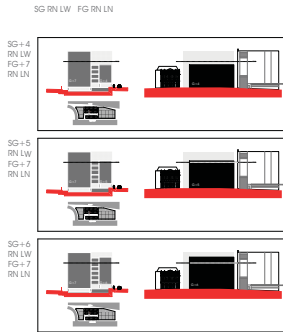
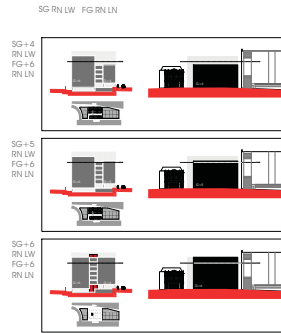
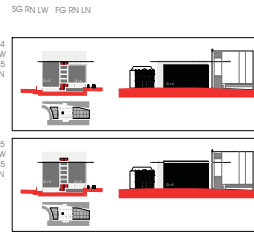
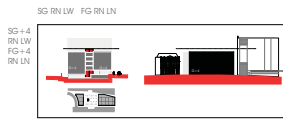
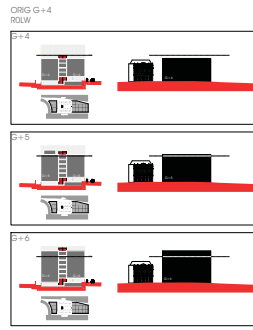
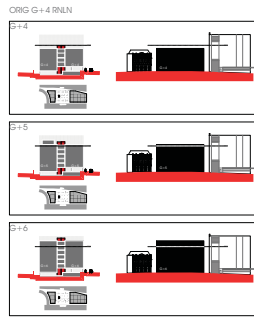
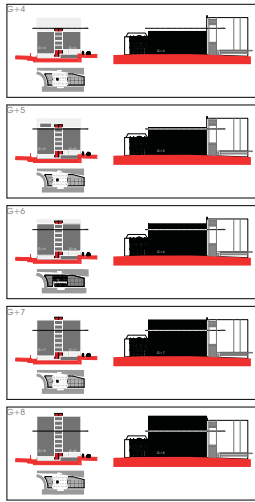


WESTERN DISTRIBUTOR VIEW NORTH

THE CONCEPT

The proposed building needs to:

- Sit comfortably between the two neighbouring developments
- Comfortably manage the transition in the streetscape wall heights from the lower southern neighbour to the higher northern neighbour
- Respect the scale and proportions of the streetscape
- Assist in the rebuilding of an Active Sussex Streetscape by providing an engaging and activated building, particularly to its ground floor presentation to the street
- Provide an identifiable architectural language for the building form which is immediately recognisable from wherever the building is seen
- Provide a level of amenity, particularly addressing the issues of privacy, acoustics and light.
- Achieve a positive commercial density of use for the site as a boutique hotel.



STUDY OPTIONS

THE BUILDING IN CONTEXT

The proposed building solution needs to manage the multiple contextual issues of height, scale, proportions, materiality, activity and heritage.

Working from the permissible heights for the site, a simple massing study demonstrates that this resolves in an uncomfortable relationship between the southern neighbour (Bristol Arms Hotel) and the proposal, whilst the combined horizontal width and the vertical height of the proposal sits comfortably with, and could be considered to resolve the increase in massing and scale along the streetscape to the northern neighbour - the Zone Substation.

This compliant solution visually overpowers the Bristol Hotel, removing this existing Heritage Building from any context of scale, and therefore visually isolating it within the contemporary streetscape.

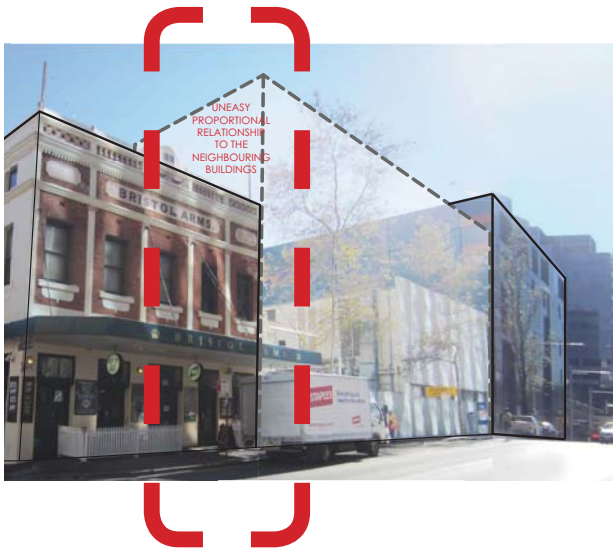
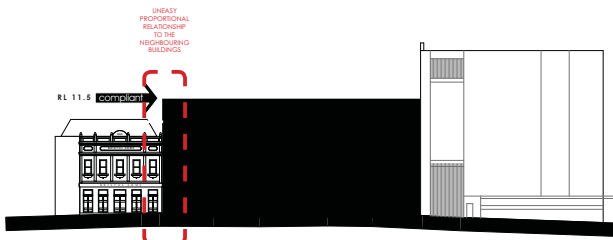
Reducing the proposal to a matching height of approximately ground + 3 storeys results in an unviable commercial solution, and simply pushes the issue of context to the northern end of the site - against the Zone Substation via the need to balance the area and mass of the overall development.

The introduction of a curtilage zone was tested between the Bristol Arms and the proposal, with the intent that any vertical and horizontal setback could also define the entry sequence for the proposal.

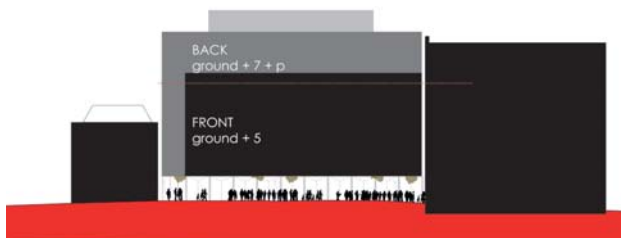
This study of multiple combinations of height and setback demonstrated that the most harmonious solution, balancing the varying scales of buildings, was achieved by:

- The Sussex Street frontage reading as a ground floor (approximating the height of the ground floor zone on the Bristol Arms) + 5 stories
- Inserting a visual curtilage of approximately 4 metres wide between the Bristol Arms and the proposal
- Setting back the street frontage of this curtilage by approximately 1.8 metres at street level and 3.5 metres above street level
- Assuring that the roof over the curtilage was comfortably contained within the vertical height of the Bristol Arms
- Exposing the existing side wall of the Bristol Arms through the curtilage zone, allowing the building to simultaneously read as a linked streetscape element, but also maintaining some integrity of the original built fabric.
- Insertion of a small negative joint between the Zone Substation and the proposal to continue the new pattern of articulating the individual buildings within the street block.

The study also demonstrated that an increase in vertical scale of the rear component of the building was visually appropriate, with clear vertical and horizontal articulation required for any component (plantroom) which exceeded the height of the Zone Substation parapet height.



COMPLIANT HEIGHT FORM
PREVIOUSLY APPROVED DA



PROPOSED SOLUTION



111
Sussex Street

107 - 117
Sussex Street

95 - 99
Sussex Street

81
Sussex Street

65 - 79
Sussex Street



Face Brick + Render
heritage listed
'The Slip Inn'
(Former 107 - 113 Sussex St -
'Royal George Hotel' / 'Cuthbert's
Patent Slip')
1869



Face Brick + Render
with tuscan pilasters
(Former 'Royal George Hotel' /
'Cuthbert's Patent Slip')
1903



Brick Faced with
Stucco
historical facade only
(Former 'Hawken & Vance
Produce Exchange')
1883



Brick + Render
new development
95 - 99 Sussex Street
1989



Brick + Render
heritage listed
'Bristol Arm Hotel'
(Former 'Welcome Inn')
1989

HISTORICAL + MATERIALITY STUDY

SCALE AND PROPORTION

The proposed building is seen as an infill building within the streetscape. Fulfilling such a visual purpose but acknowledging its different function, required a careful study of the complete relevant streetscape to Sussex Street. The intent is not to mimic the findings of this study in the proposal, but to use them to define an appropriate architectural language for the proposal which relates in scale and pattern, and shows a respect for its neighbours, and therefore sits comfortably within its context.



Metal Screen
'City Utility'
2006

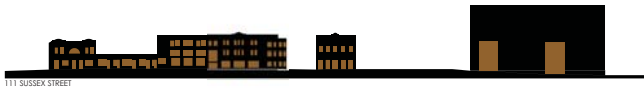


Concrete +
Metal Clad
'City Utility'
2006

55 SUSSEX STREET



The street has a mixture of building typographies, ranging from heritage fabric, non descript infill development and contemporary commercial product. Whilst this typography varies, there are clearly defined patterns within the street elevations.



The buildings are generally constructed or finished with a selection of warm finishes, with the recessive or glazed elements generally reading as black or reflective against this warm palette.

OPENINGS

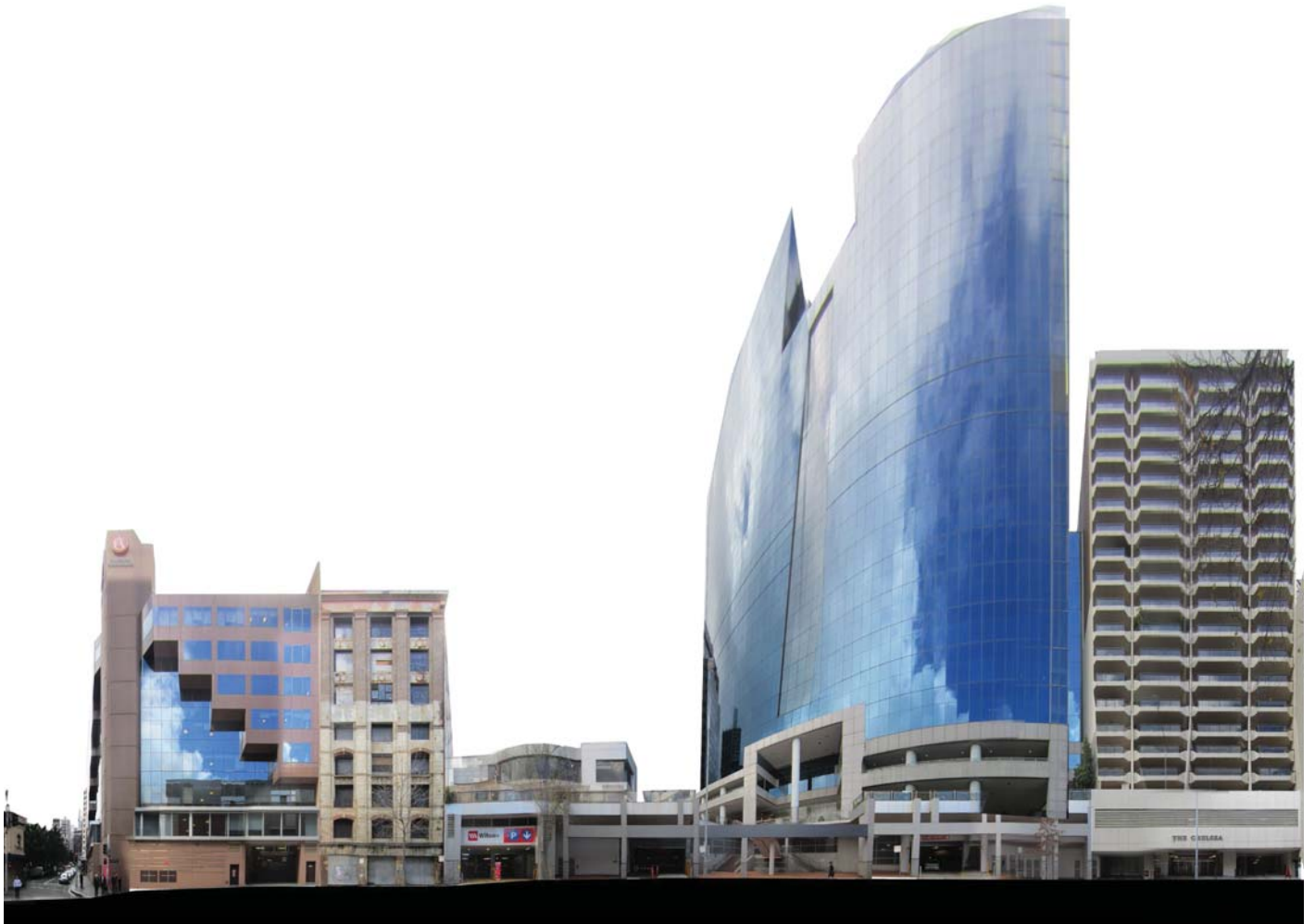


The buildings generally have defined or punched openings sitting within the warm palette background. These generally have an appropriately larger scale at street level, and reduce at the higher level. The patterns and uses of the buildings generally hint that the openings are generally placed proportionally into single spaces within the built form.



Clearly defined horizontal and vertical lines reading as recesses, cornice lines or awnings run along the street visually connecting the buildings. These are then generally crossed with similar width vertical lines.

HORIZONTAL + VERTICAL LINES



SUSSEX STREET WEST



SUSSEX STREET EAST



WESTERN DISTRIBUTOR

ACTIVE STREETScape

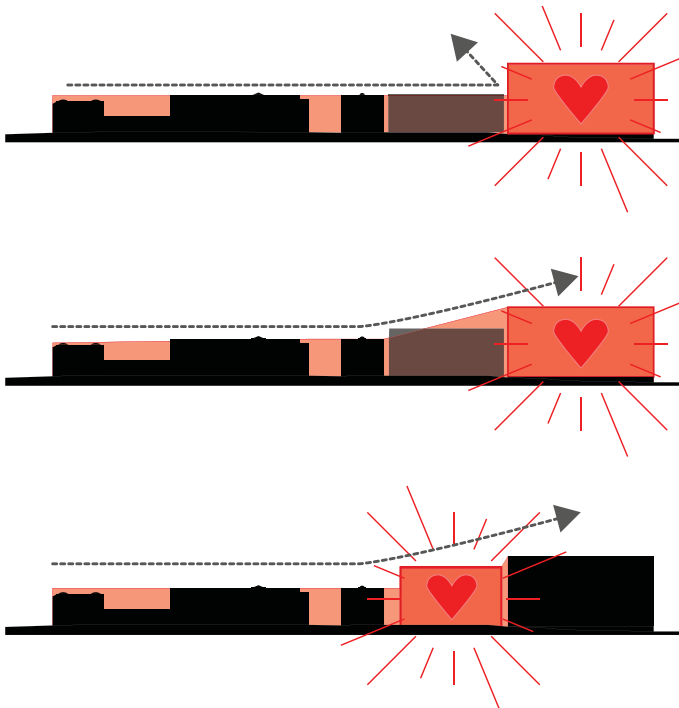
Through the changing patterns of use along Sussex Street, as well as heavy transport uses both on Sussex Street and the Western Distributor, this end of Sussex Street has become isolated and predominately inactive along its street frontages and footpaths.

The eastern street elevation consists of a empty buildings, carpark facades with access to upper level commercial podiums, residential lobbies and multiple carpark entry points. The western street elevation maintains an eclectic mix of buildings and uses, generally closed tight to the traffic noise.

Prior to the construction of the Zone Substation on the Corner of Erskine and Sussex Streets, the streets northern visual termination was a commercial office tower. This tower had its lobby address to Sussex Street, and had an quasi active ground plane associated with its podium.

Sussex Street now terminates itself at its northern end with the largeness of the Zone Substation structure - its scale, and solidity dominating the streetscape.

The proposal has the opportunity to address this imbalance within the street. Through providing a positive contribution to the streetscape, it has the opportunity to begin the repositioning of Sussex Street.



ACTIVATION AND FOCUS

The intent is to reduce the focus on the substation as the termination of the streetscape.

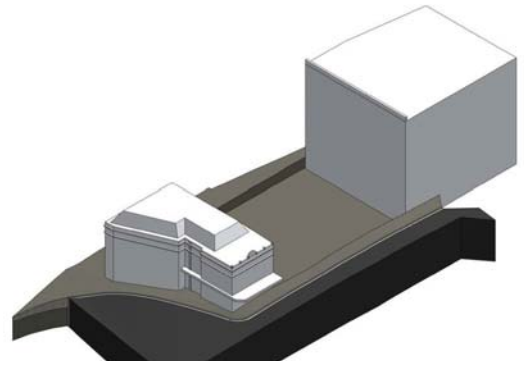
The stepping in the vertical scale of the proposal from the low height southern end typified by the height of the Bristol Arms will start to unify the streetwall.

Allowing the proposal to "sparkle" to draw focus through changes in form, reflection and activity will draw attention to this building away from the Zone Substation. This "sparkle" is further enhanced by maximising the active streetfront for all of the building facade, connecting to that of the Bristol Arms.

A similar logic is used for the facade of the building facing the Western Distributor. It creates visual interest in the fleeting views experienced as people move at speed along this elevated roadway. More importantly, it provides a visual linkage to the Sussex Street Frontage - "that building".

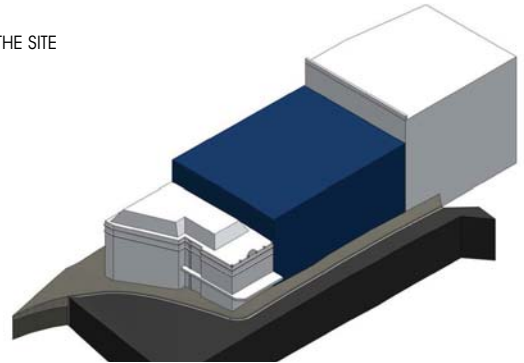
Providing a focus, some activity and population to the streetscape may provide opportunities for surrounding buildings to engage with this active renaissance, providing amenity and linkages to re-engage Sussex Street to the people.

1



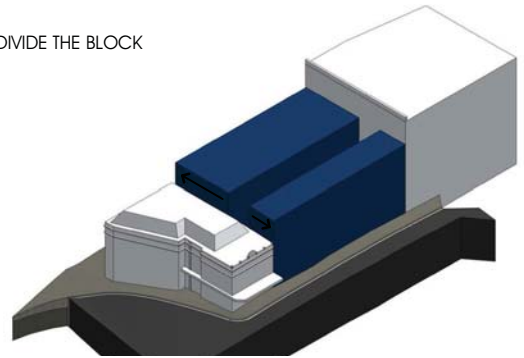
THE SITE

2



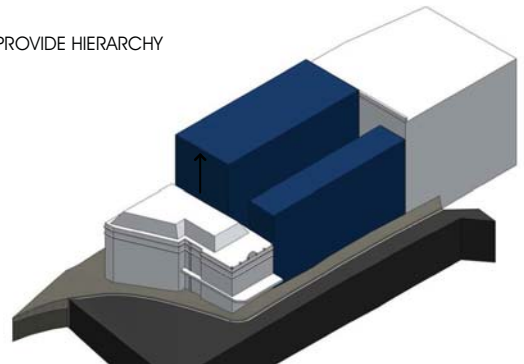
DIVIDE THE BLOCK

3



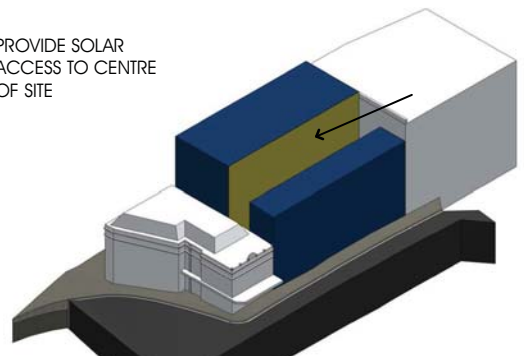
PROVIDE HIERARCHY

4

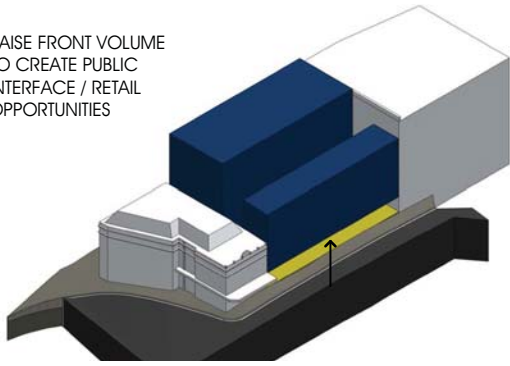


PROVIDE SOLAR ACCESS TO CENTRE OF SITE

5

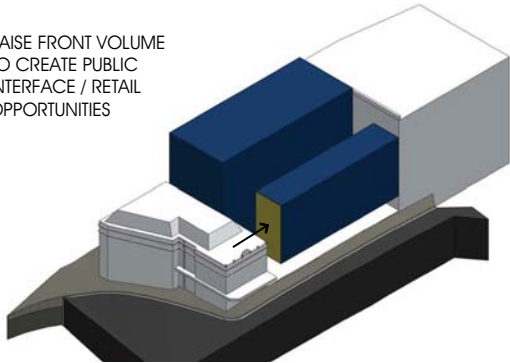


RAISE FRONT VOLUME
TO CREATE PUBLIC
INTERFACE / RETAIL
OPPORTUNITIES



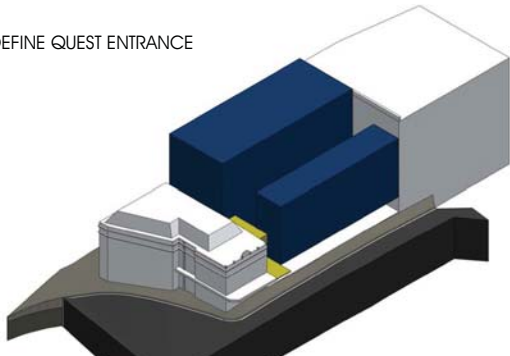
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RAISE FRONT VOLUME
TO CREATE PUBLIC
INTERFACE / RETAIL
OPPORTUNITIES



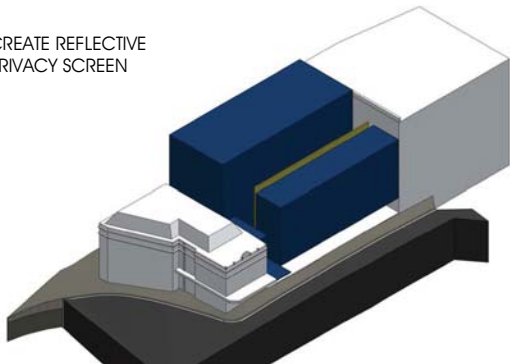
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DEFINE QUEST ENTRANCE

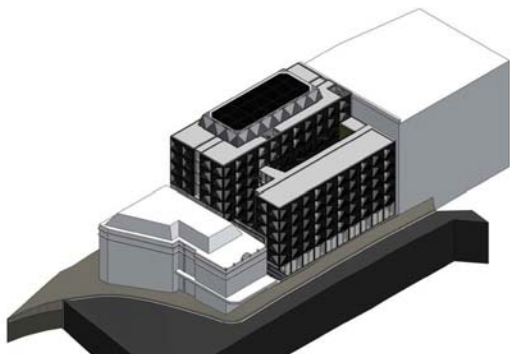


8

CREATE REFLECTIVE
PRIVACY SCREEN



9



10

ARCHITECTURAL FORM AND AMENITY

The proposal is created from a logical and progressive series of steps, defined by the site, the context and the programme.

The solution balances the overall development yield by utilising the change in height from the Sussex Street Elevation to the Western Distributor Elevation. It relocates the dominant mass against the Western Distributor primarily in response to the urban design studies. The move also opens more of the internal spaces up to an increased depth of visual field - and allows light to penetrate the central open light well to its base.

The object based architectural solution treats the two boxes as 3 dimensional objects, with the facade solution developed to relate to the interior and wrap the exterior.

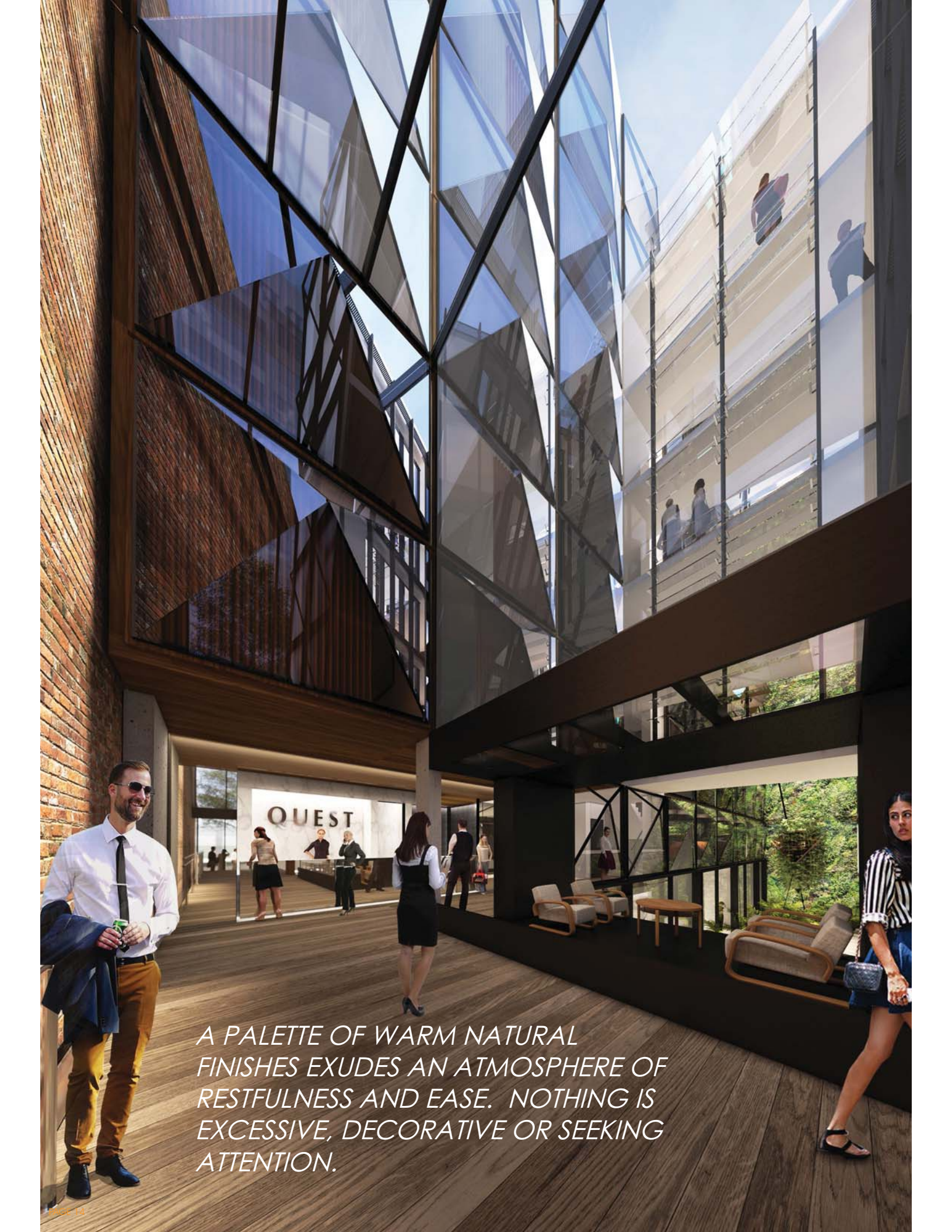


The diamante, studded or chanel handbag treatment of the facade has been designed to resolve the issues of heat load, aspect and privacy and acoustics as a singular unit without an applique of systems or techniques. The facetting allows for subtle changes of reflectivity to each plane, which change and diminish under different lighting conditions - day and night, occupation and entry. This creates the visual interest and immediate identity for the building - reflected and used on all of the primary facades.

The eastern facade of the lightwell against the circulation hallway is treated as a fractured glazed mirror surface, reflecting distorted images of the gridded facade back upon itself. This is further distressed with the introduction of the green zone and green wall in the interstitial garden space. This performance art installation plays with the filmoir concepts of voyeurism within a tightly packed urban environment, yet provides individual privacy through the distortion of the imagery, internal lighting and the opt out blind option within the rooms.

The curtilage zone against the Bristol arms is left as graphic and transparent as possible, only lightly touching the existing fabric.

The overall solution maximises daylight penetration to all facades, whilst also allowing light and air to all public or common spaces throughout the building.



A PALETTE OF WARM NATURAL FINISHES EXUDES AN ATMOSPHERE OF RESTFULNESS AND EASE. NOTHING IS EXCESSIVE, DECORATIVE OR SEEKING ATTENTION.



GROUND

THE SOLUTION

GROUND

The Sussex Street entry to the hotel is contained within the curtilage zone neighbouring the Bristol Arms Hotel. The entry is defined by a projecting black steel and glass awning. The glazed entry doors are slightly recessed from the streetscape. The internal timber floor zone starts inside the doors, and continues up towards the hotel reception zone - under the western building block. The floor is separated from the Bristol Arms with a "gutter" zone, further accentuating the curtilage zone established by the building form externally.

The glazed roof line folds as it follows the plan of the entry zone and defined geometry of the glazed diamante facade. The glass edge lightly touches the existing fabric of the Bristol Arms hotel, leaving the existing wall exposed. The atrium space terminates with a steel framed viewing box, separated by a low steel barrier from the access ramp. This pocket becomes the waiting lounge zone, offering views down the landscaped lightwell to the terminating vertical green wall. The glazed roof sections also offer views up and across the 3dimensional facade and bridges.

The remaining frontage to Sussex Street sits under the Sussex Street accomodation block. Its fully glazed shopfront zone is framed between the supporting structure of the form above. The edge of the retail zone is blurred internally as it meets the reception zone, separated by a folding glass wall. This effect achieves a balance between creating a suitable frontage and exposure for the hotel reception and maintaining an active presentation to the streetscape. Retail doors are placed in locations which work with the potential tenancy split internally and the external pavement levels. The intent is to maximise the active streetfront zone, such that all fire egress doors are positioned along the western elevation. The required fire booster valves sit behind a glazed front wall, allowing vision into the space beyond.

BASEMENT

The basement follows the same pattern of the building above; being split into two blocks separated by the garden lightwell.

The western basement block has access to the rear lane via a series of ramps contained within the building envelope. These ramps provide access for deliveries and rubbish removal to the lane access easement on grade. No carparking is provided in the development. Lift and stair access from the main lobby and tower provide access for guests to the guest laundry, conference facilities, the external light well garden and the retail space under the eastern block. Similarly, staff access is provided for access to staff facilities and other back of house areas.

All external plant access and firestair egress is via the western lane access.

The eastern block retail zone also has a designated zone for access from the Sussex Street retail frontage. It has been designed to operate as a stand alone retail space, or as an extension of the ground floor retail environment above.

By extending the base of the light well garden to the lower level, light penetration into this retail space, the conference facilities and staff areas is achieved.



BASEMENT



TYPICAL LOWRISE



TYPICAL HIGHRISE

THE SOLUTION

EASTERN LOWRISE BLOCK (SUSSEX STREET FRONTAGE)

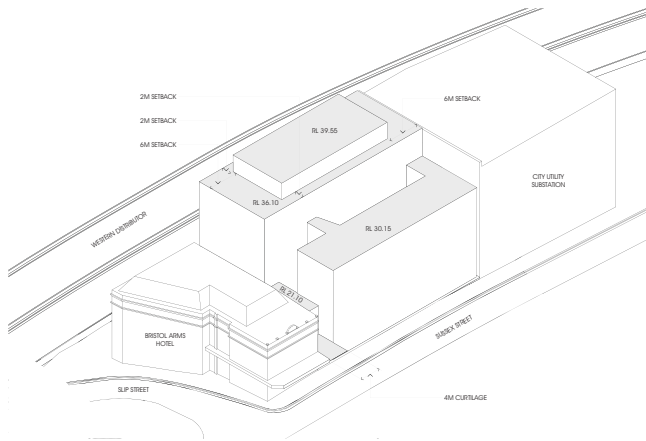
This block consists of 5 typical levels above ground. These levels contain a mixture of standard hotel rooms and suites. It also incorporates the ambulant access rooms.

The rooms are accessed by a naturally ventilated walkway to the western elevation of the block. This walkway is enclosed with a full height glazed wall against the atrium. The wall is treated with a partial mirror frit, providing vision from the walkway into the atrium, but reflecting the view back from the hotel rooms contained within the western block. The walkway links to a fire egress/maintenance corridor against the northern boundary behind the proposed greenwall.

The primary linking bridge is opposite the lift lobby, with the glazed walls incorporated large format glass louvres to provide the natural ventilation to the public spaces.

The roof of this block is flat and finished with a ballast material in a defined pattern. Any service penetrations are grouped and contained with the northern linking service zone.

For future flexibility, the roof has the potential to act as a roof terrace space with linkages to the lift lobby.



MASSING

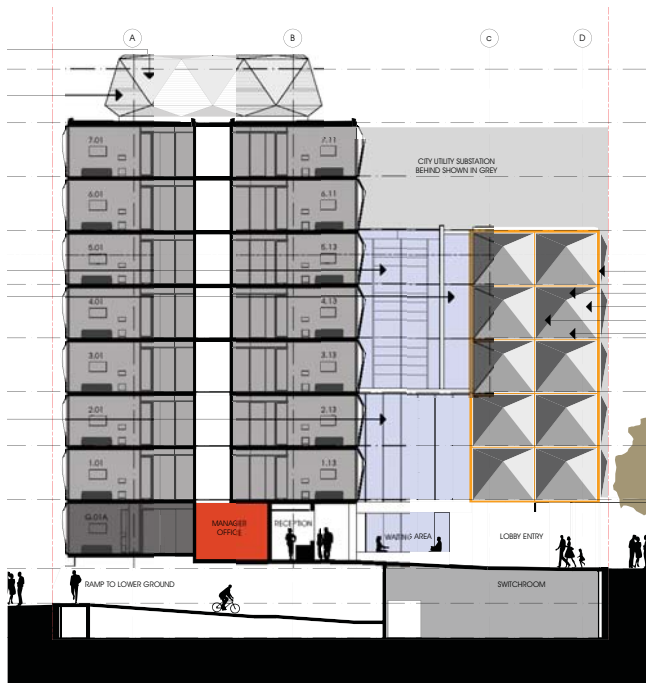
WESTERN LOW/HIGHRISE BLOCK (WESTERN DISTRIBUTOR FRONTAGE)

This block consists of 8 typical levels above the basement level. The first of these levels (ground) incorporates the lift lobby and administration zones.

These levels contain a mixture of standard hotel rooms, suites, main lift and fire stair cores, service risers and linen stores. Each end of the central circulation zone is terminated with a light well or window allowing natural light to illuminate the majority of the naturally ventilated space. The fire stair located next to the lift core is designed as an open stair servicing all floors, behind a glazed facade. The intent of this is to provide an alternative vertical circulation system than just the enclosed elevators.

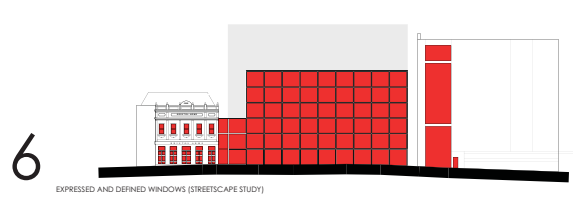
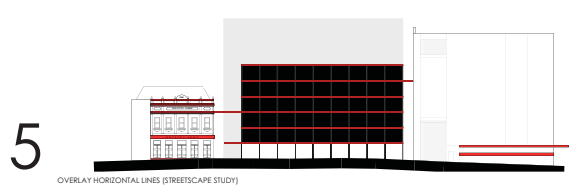
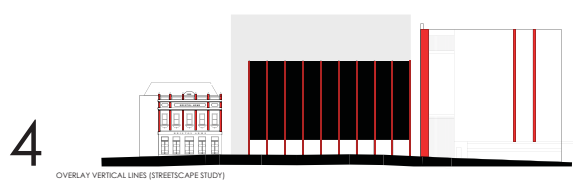
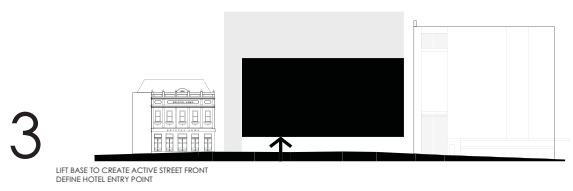
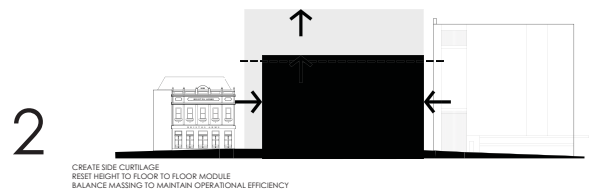
The western block is capped with a plant room setback from all facades. Its triangulated facade solution consists of black louvred and mirrored panels mimic the facade solution for the primary blocks. Fire stairs are designed with access wells at the roof level so not to project above the parapet height. All roof service penetrations are contained within the plantroom.

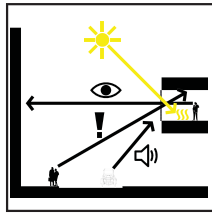
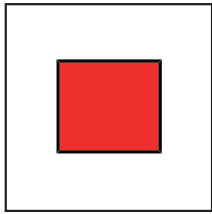
The roof of this block is flat and finished with a ballast material in a defined pattern.



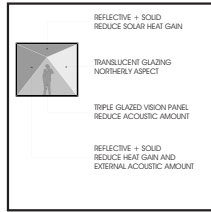
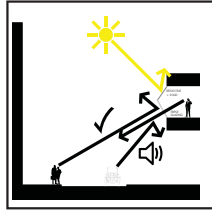
SECTION - LOOKING NORTH



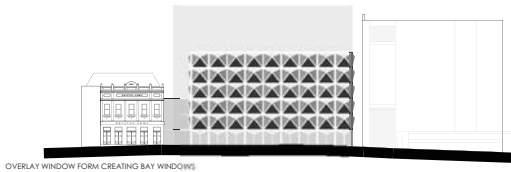




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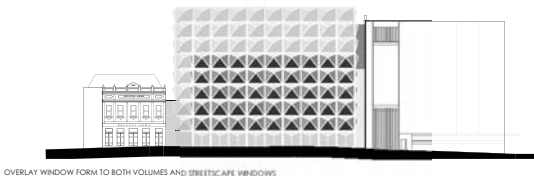


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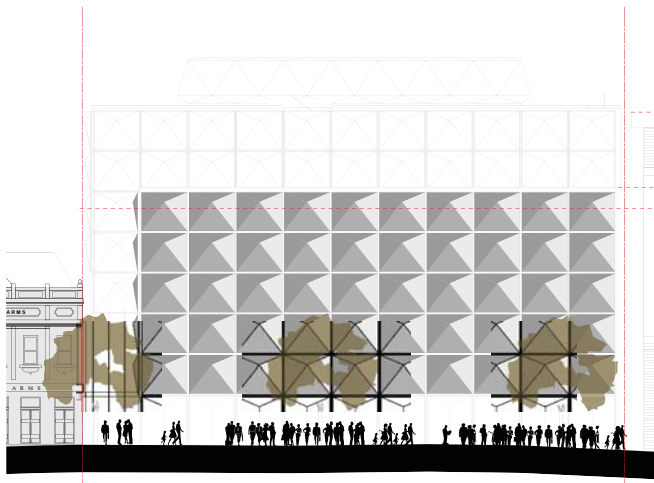
OVERLAY WINDOW FORM CREATING BAY WINDOWS

9



OVERLAY WINDOW FORM TO BOTH VOLUMES AND STREETSCAPE WINDOWS

10



THE FACADE

The facade solution has been developed as a response to the issues of context, relationship, function and amenity.

From understanding the context, a patternation has been developed which responds to, but without replicating, the neighbouring geometrical orders. The ordering is defined by an overlaying of matching width vertical and horizontal lines, also responding to the internal function of dividing walls and floor slabs.

The window geometry is then overlayed as punched outward openings, clearly expressing their square edge frame proud of the defining horizontal and vertical lines.

The geometrical form of the windows responds to the issues of privacy, glare, outlook and thermal performance. The intent is to create a bay window solution from the interior, such that the window stretches to the full dimensional height and width of the room interior. The faceted shape creates the bay, lifting the apex above the eye line. The top and southern facet are then treated as spandrel glass, maintaining the external reflectance, but with no transparency. This achieves the aesthetic intent of each facet reading and reflecting differently, but resolves the issues of heat load upon the interior. The northern light and large bottom light become the vision panels, focussing the view down and to the north. These panels also use different glass panels to again enhance the variability of reflectance of each facet. The low iron or clear glass is deliberately coloured in the grey to black range to enhance the reflectivity/mirror effects without the visual distortion of a colour in the glass.

The faceted west facade within the primary lightwell plan and vertical zone reduces the vision panel to a single triangle to balance the issues of privacy and reflectivity. Whilst the same form and dimensional aspect of the facets is maintained, the opaque facets are faced in a painted panel system. The glass panel makeup is defined by achieving a balance between the required thermal performance, external reflectance, acoustic performance and visual colour.

The faceted studs are applied to all accommodation blocks, to all surfaces, creating an object based architectural solution. The eastern facade within the lightwell against the walkway has an alternative solution in response to its function. This wall is treated as a planar skin of glass with an applied variable striping of mirror frit. This will reflect the faceted facade solution, visually distorted creating an increase sense of lightwell width and a wildly variable visual overlay, whilst maintaining privacy for the occupants within the reflected rooms and users of the walkway.

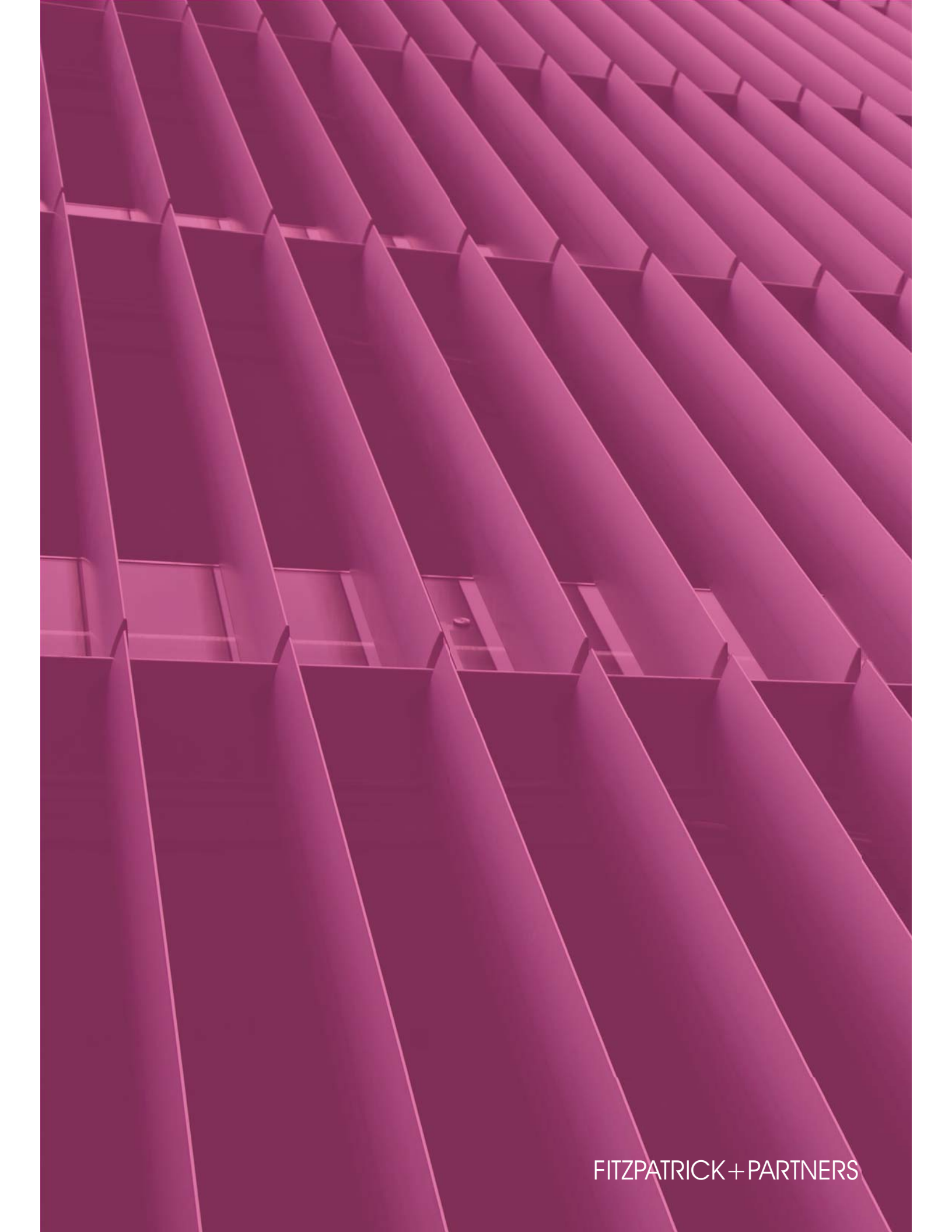
The roof top plantroom continues this theme, but sits more as a jewel upon the roof top, using the undercut facet to create a 3 dimensional object. It combines dark louvred facets to achieve the functional requirements offset with reflective panels.

Other facade solutions are kept as recessive or secondary systems to provide separation from the main forms. These define the entry and shopfront retail zones and the southern light well zipper line between the primary faceted facade boxes.



A quality addition to Sussex Street. The building carefully addresses the issues of context, scale and relationship to resolve the streetscape with a harmonious and balanced solution. The building use creates the missing element of activity facing onto and within the public realm, perhaps acting as a stimulus to the "renaissance of Sussex"...





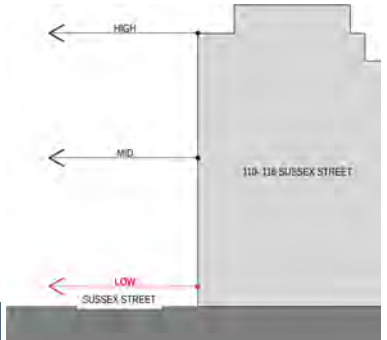
FITZPATRICK+PARTNERS

APPENDIX B: VIEW IMPACT ANALYSIS

PREPARED BY FITZPATRICK + PARTNERS AND ARTERRA INTERACTIVE

65-79 SUSSEX STREET SYDNEY

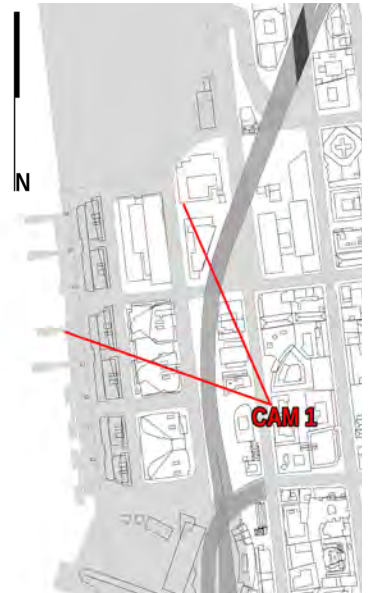
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CAMERA LENS: 35MM



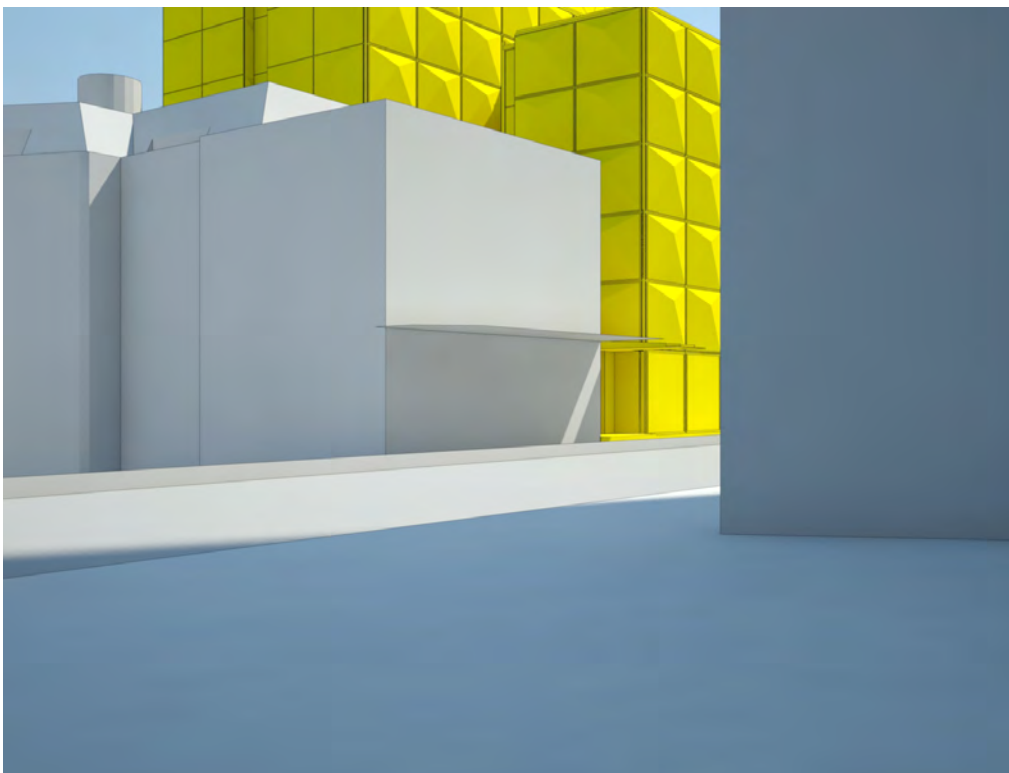
110-116 ELEVATION



EXISTING



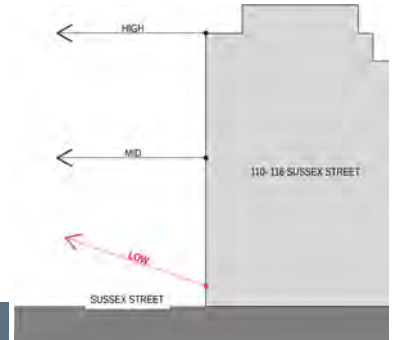
KEY PLAN



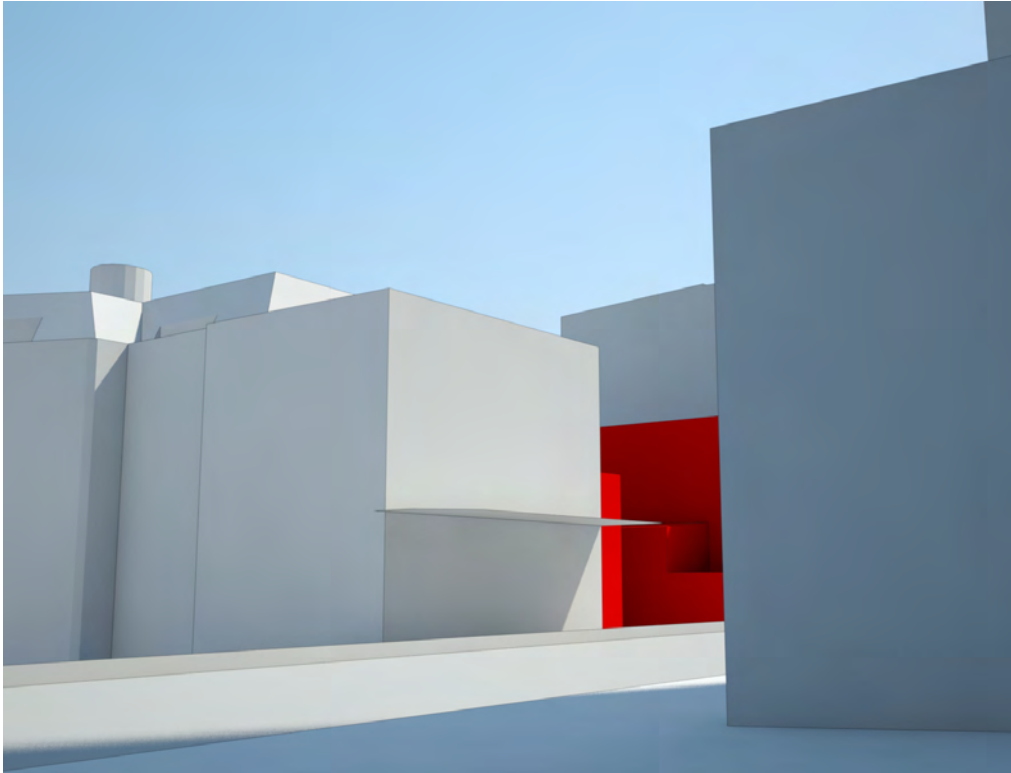
PROPOSED

65-79 SUSSEX STREET SYDNEY

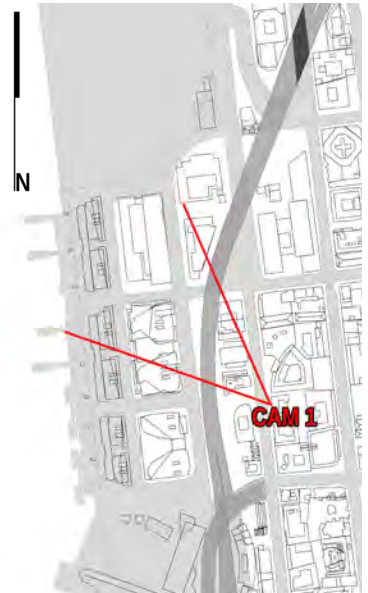
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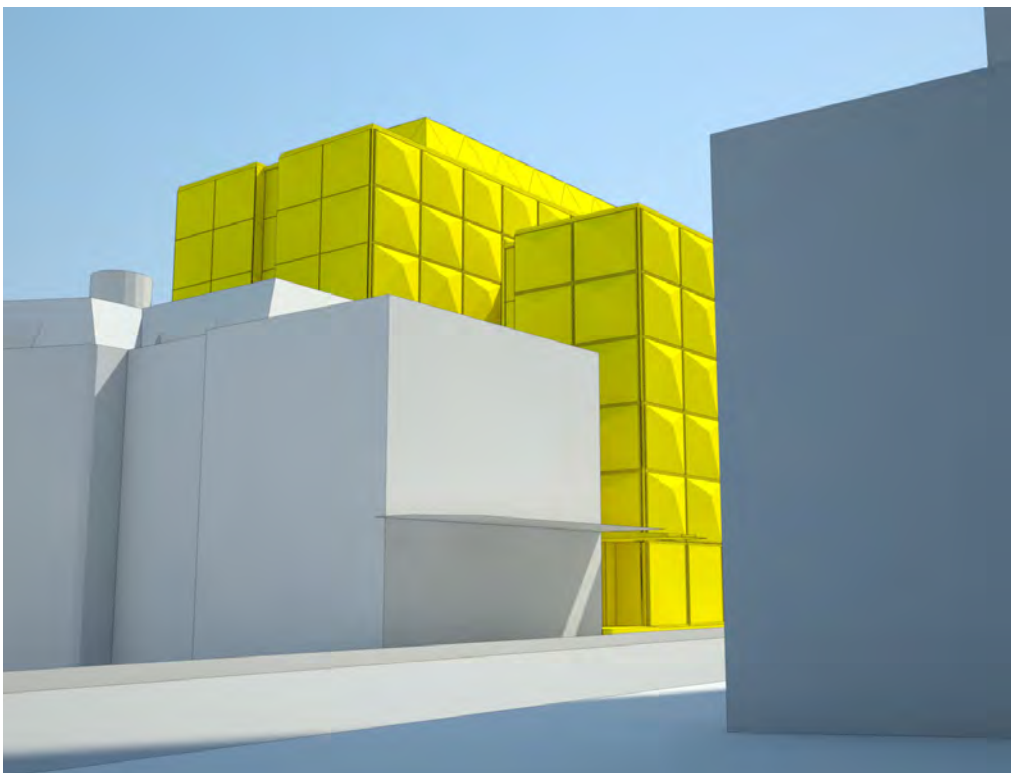
110-116 ELEVATION



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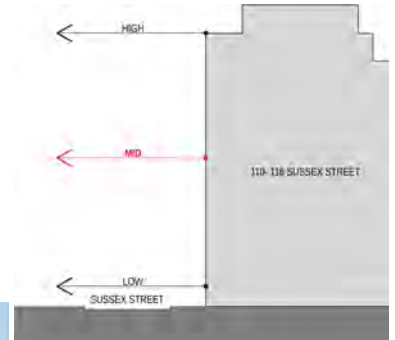
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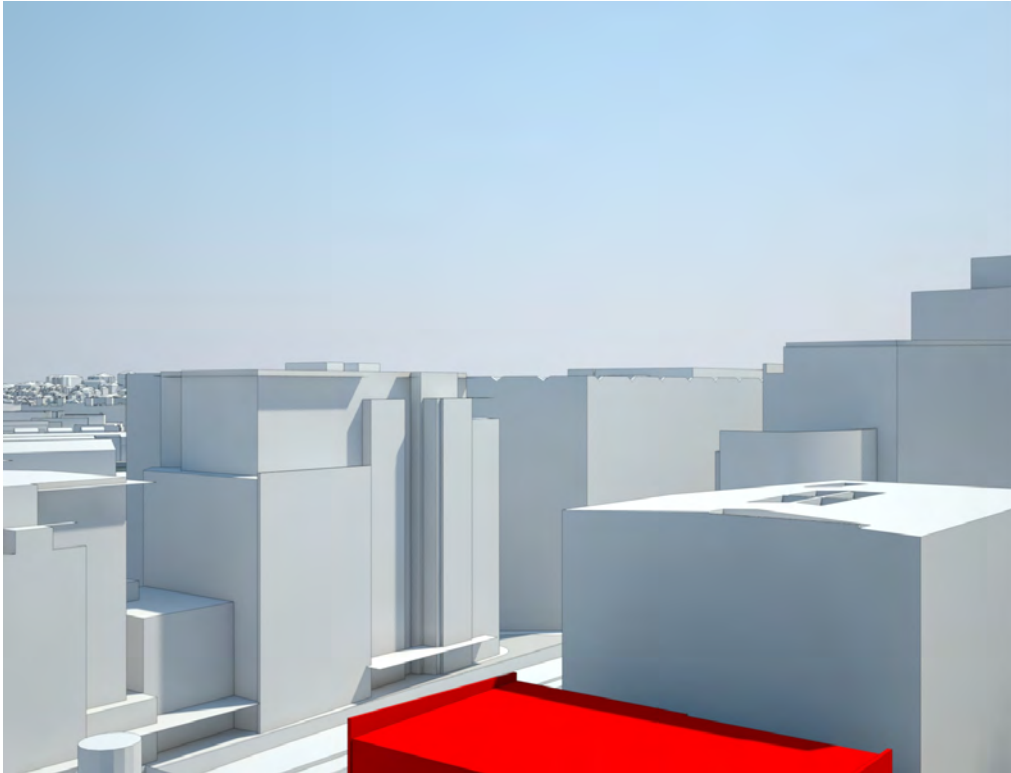
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65-79 SUSSEX STREET SYDNEY

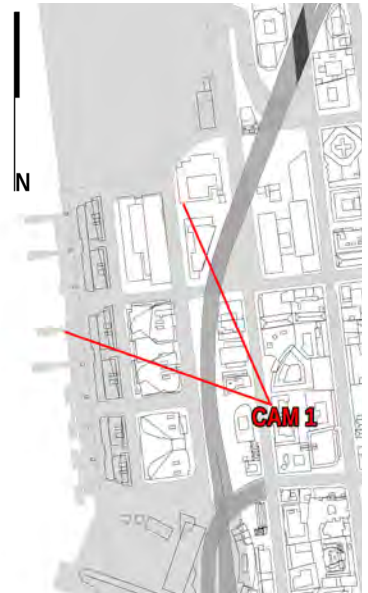
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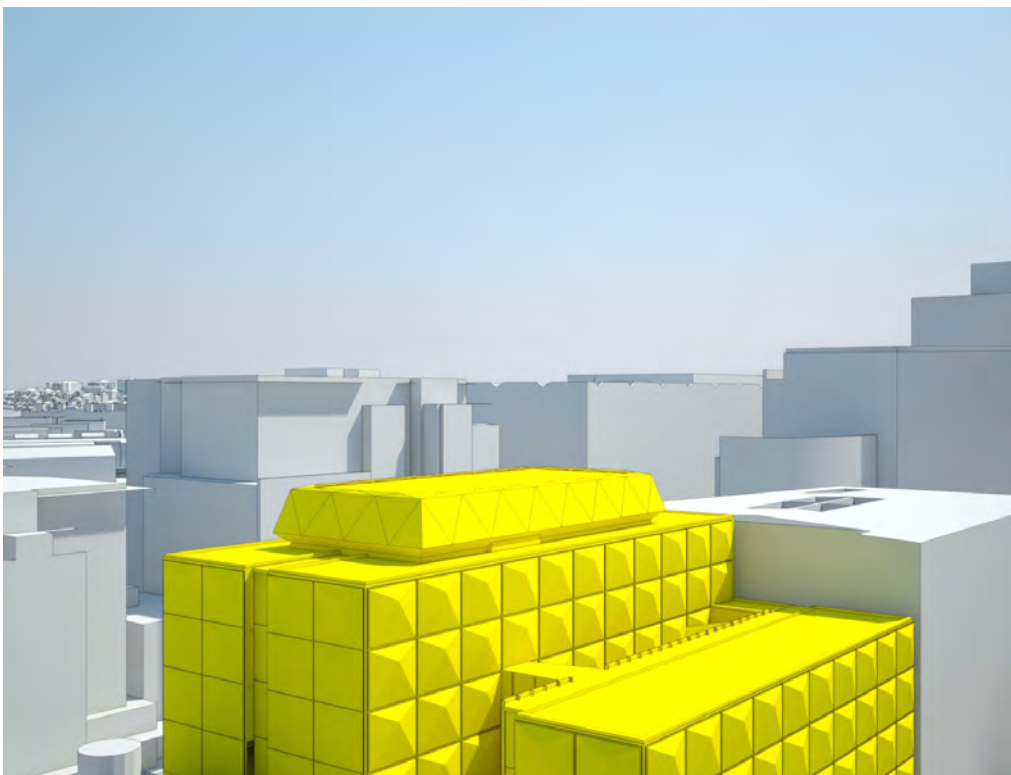
110-116 ELEVATION



EXISTING



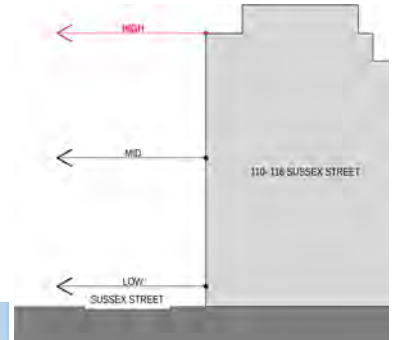
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PROPOSED

65-79 SUSSEX STREET SYDNEY

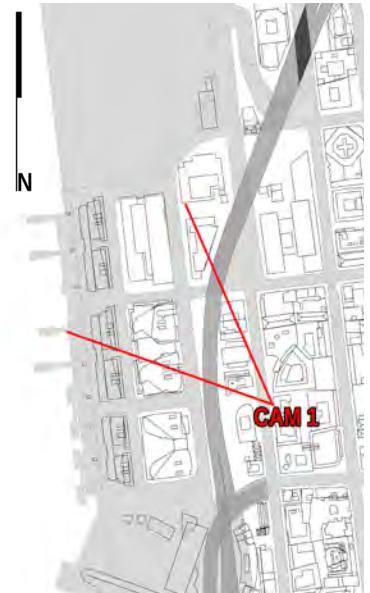
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110-116 ELEVATION



EXISTING



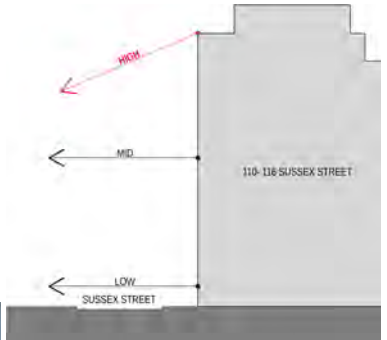
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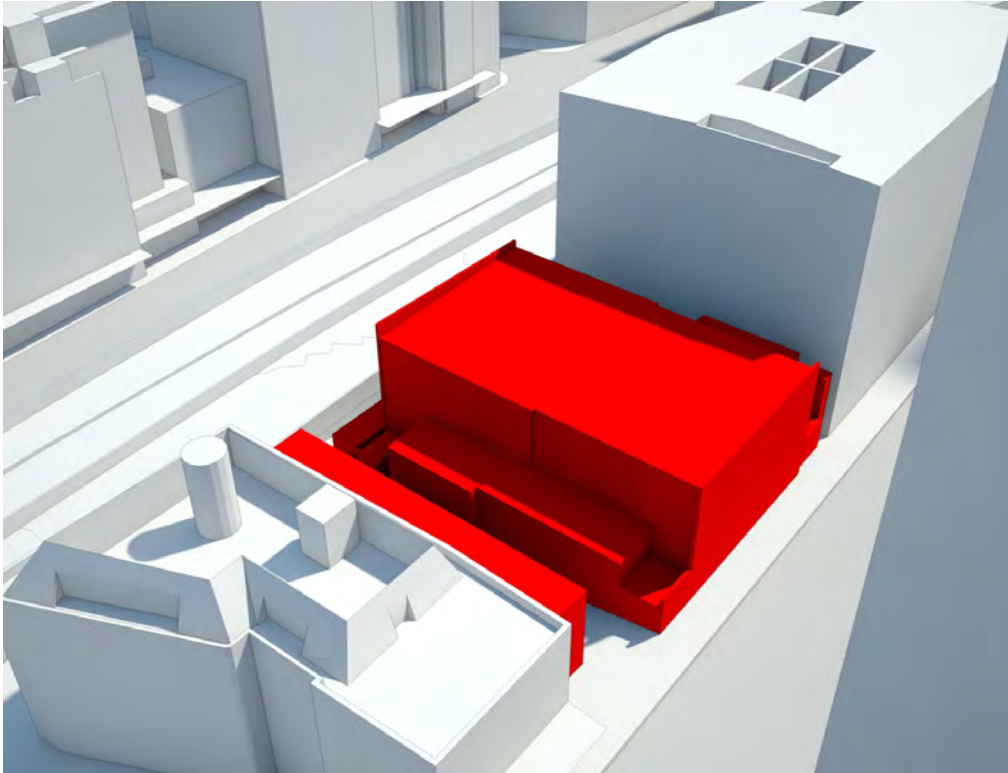
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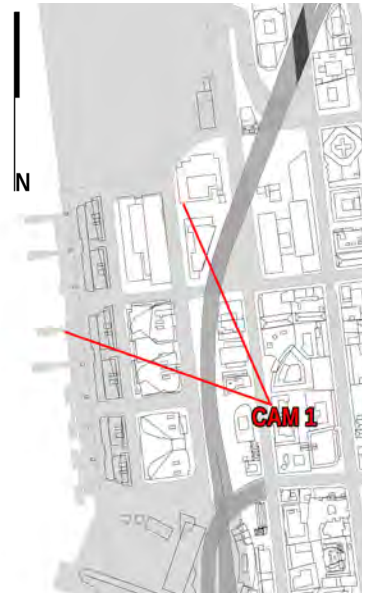
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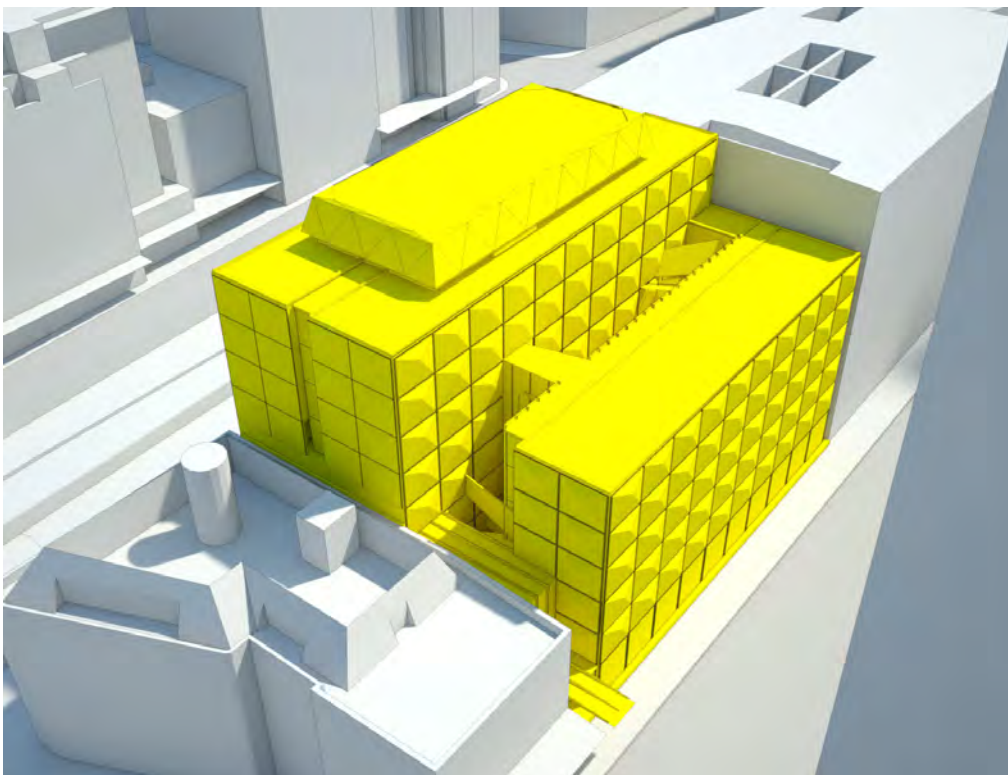
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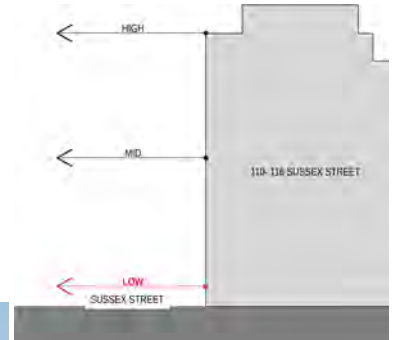
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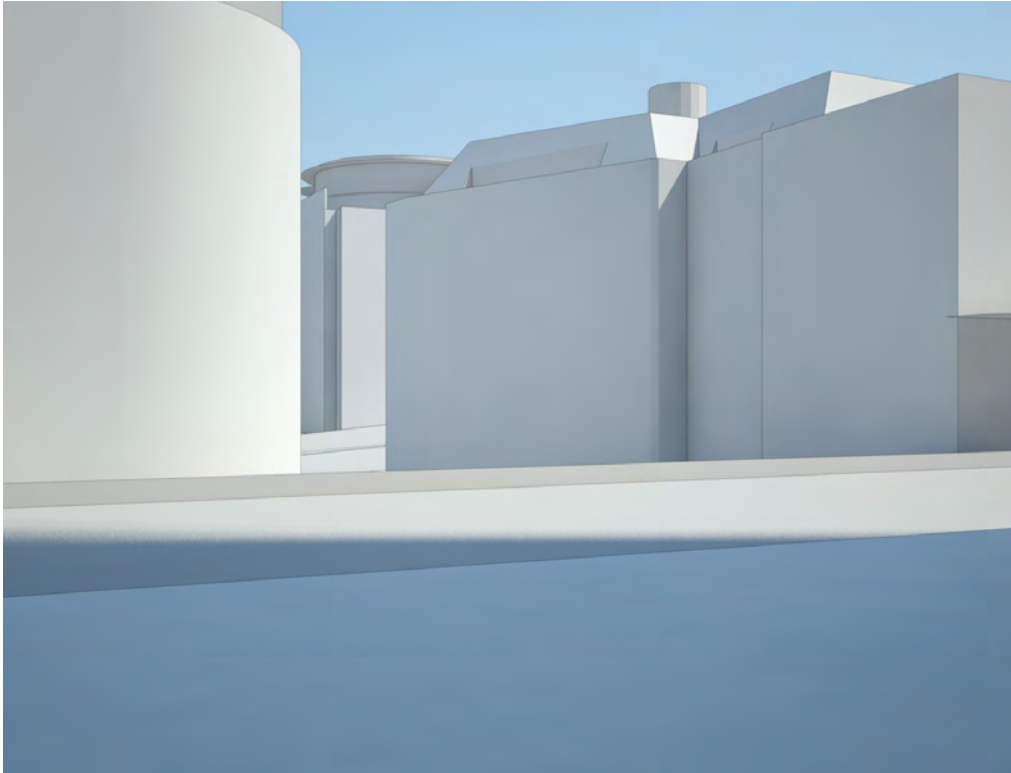
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65-79 SUSSEX STREET SYDNEY

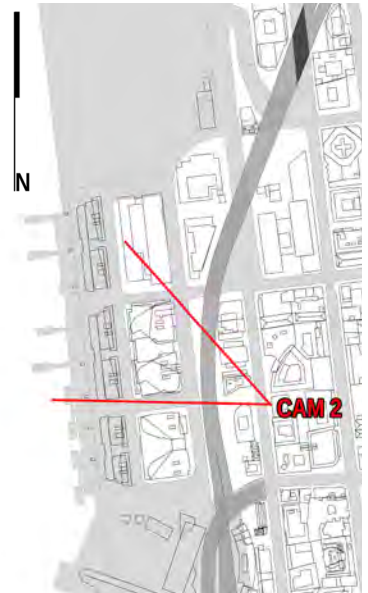
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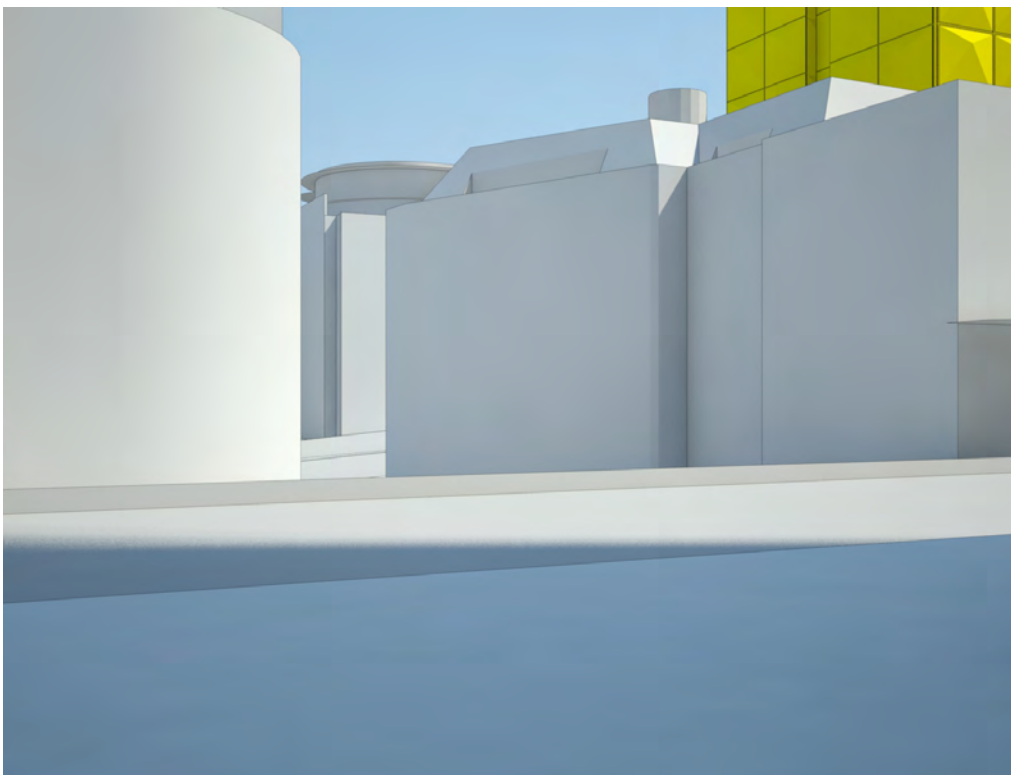
110-116 ELEVATION



EXISTING



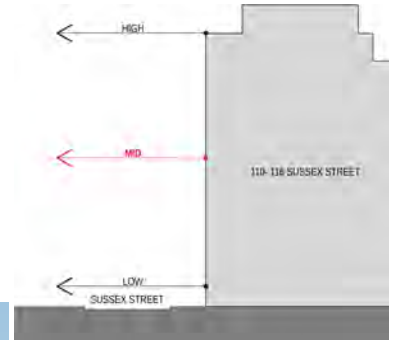
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PROPOSED

65-79 SUSSEX STREET SYDNEY

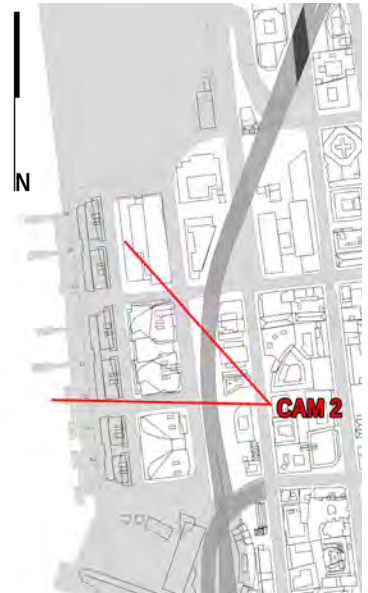
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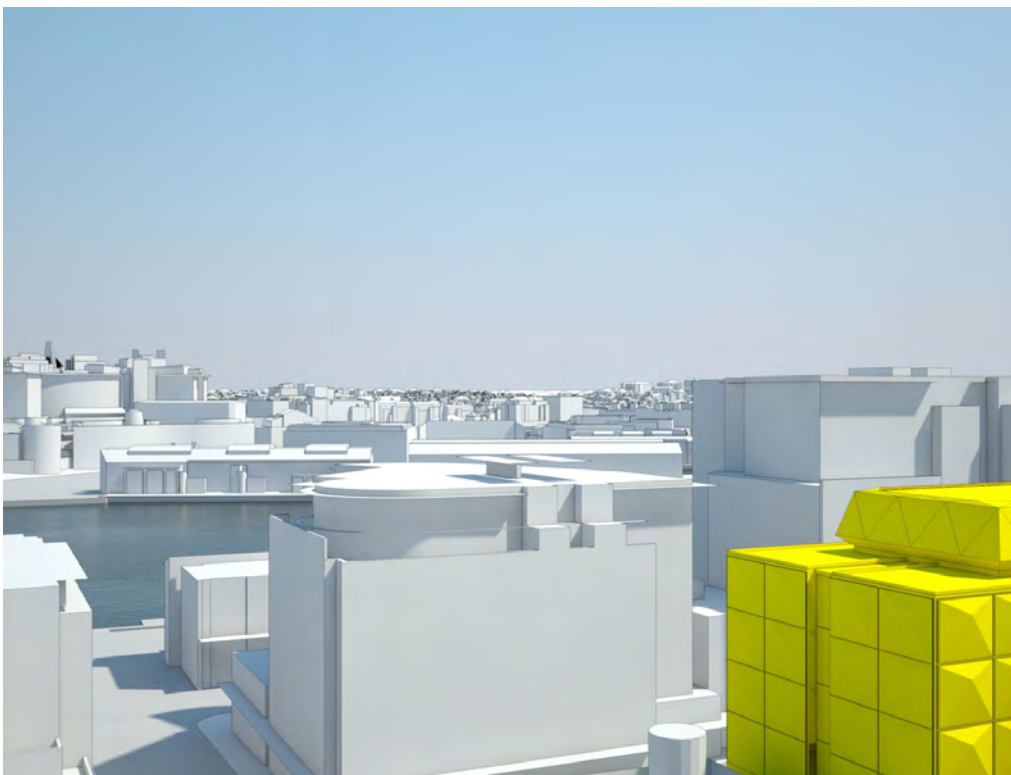
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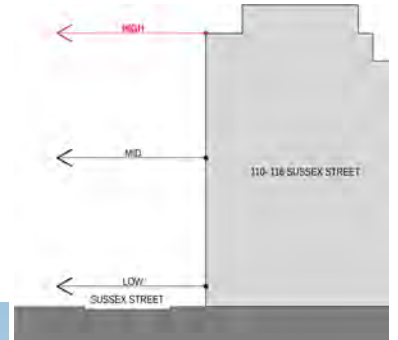
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PROPOSED

65-79 SUSSEX STREET SYDNEY

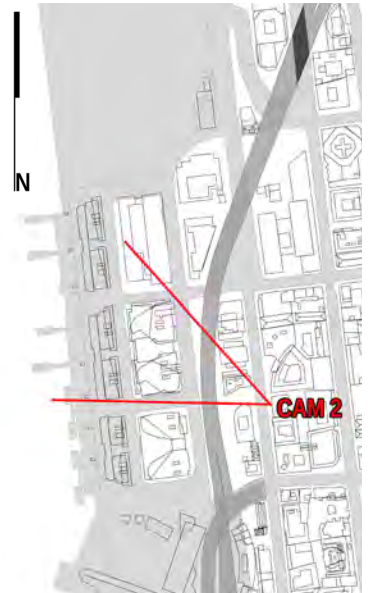
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110-116 ELEVATION



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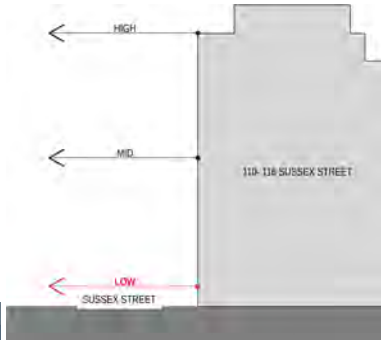
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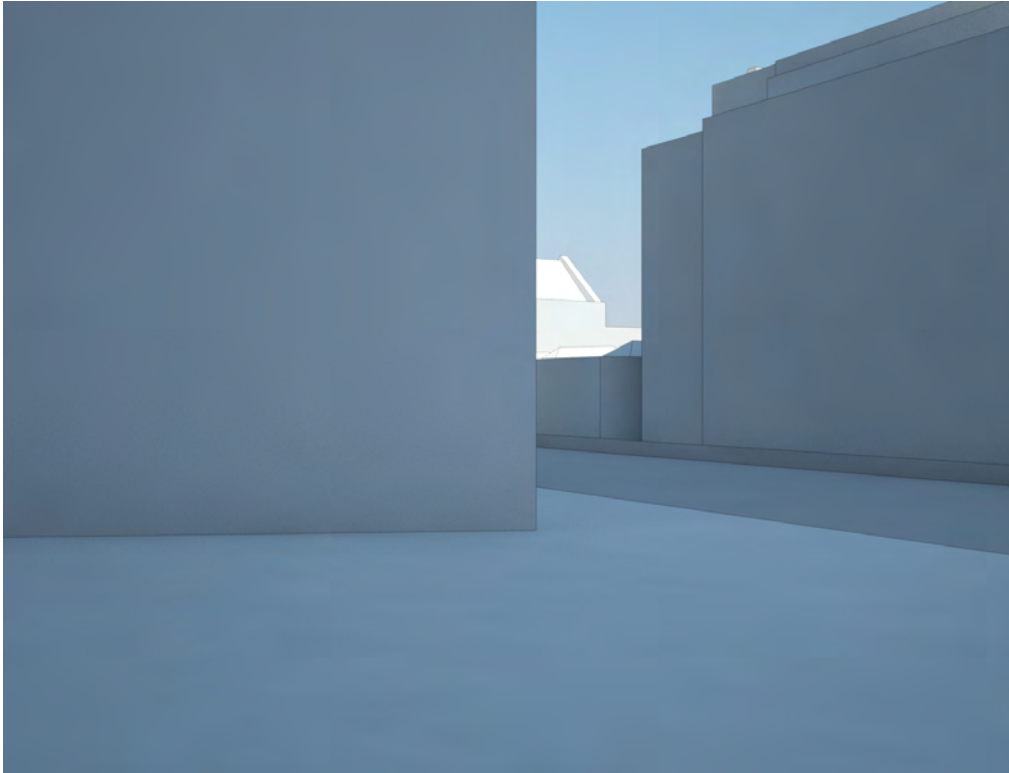
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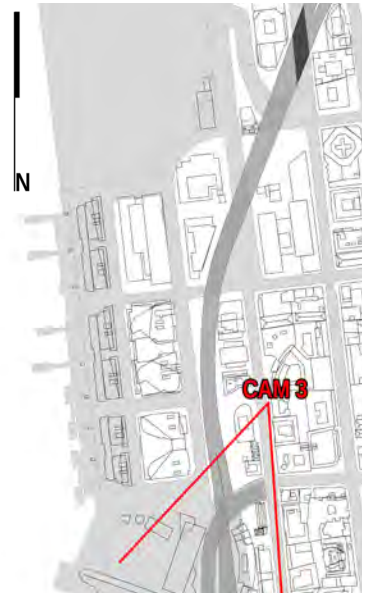
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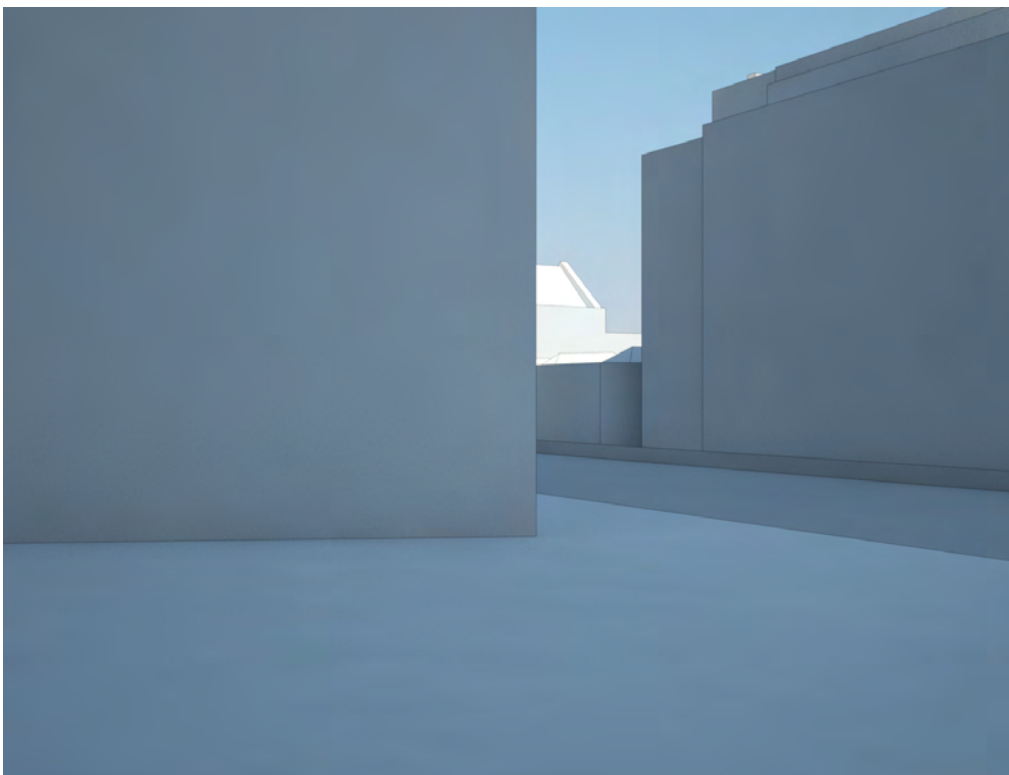
110-116 ELEVATION



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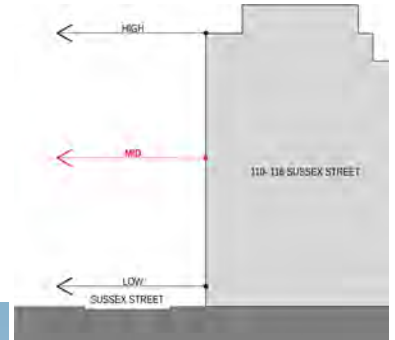
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PROPOSED

65-79 SUSSEX STREET SYDNEY

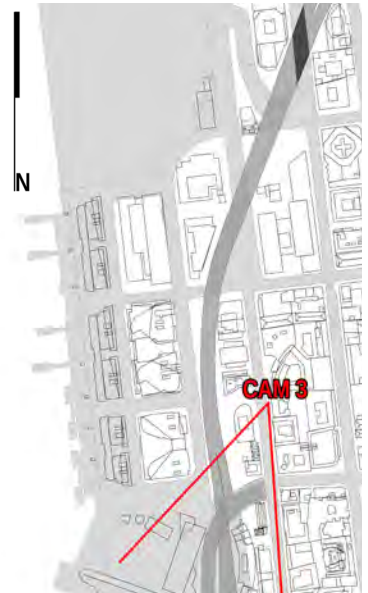
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110-116 ELEVATION



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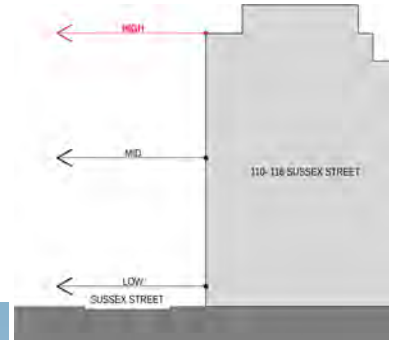
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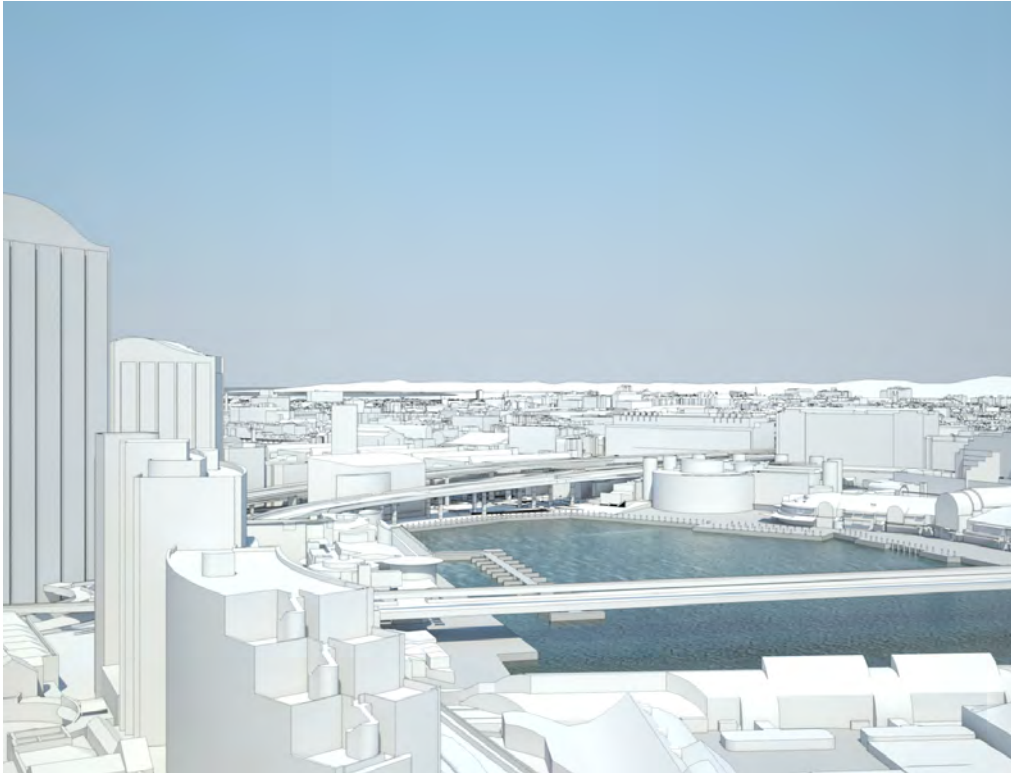
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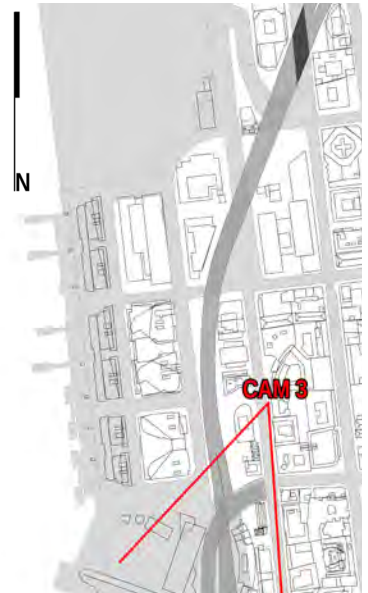
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110-116 ELEVATION



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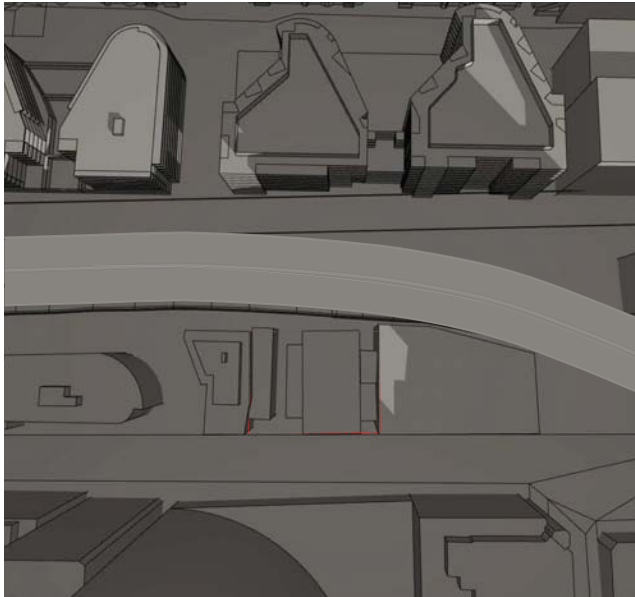
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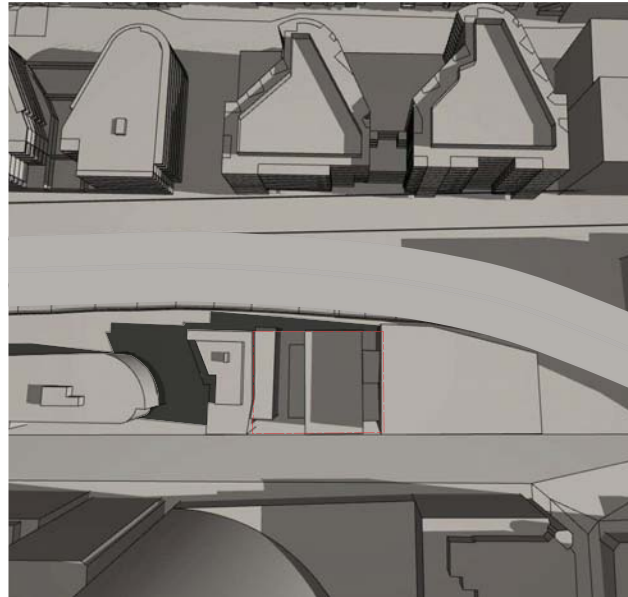
PROPOSED

APPENDIX C: SOLAR ANALYSIS

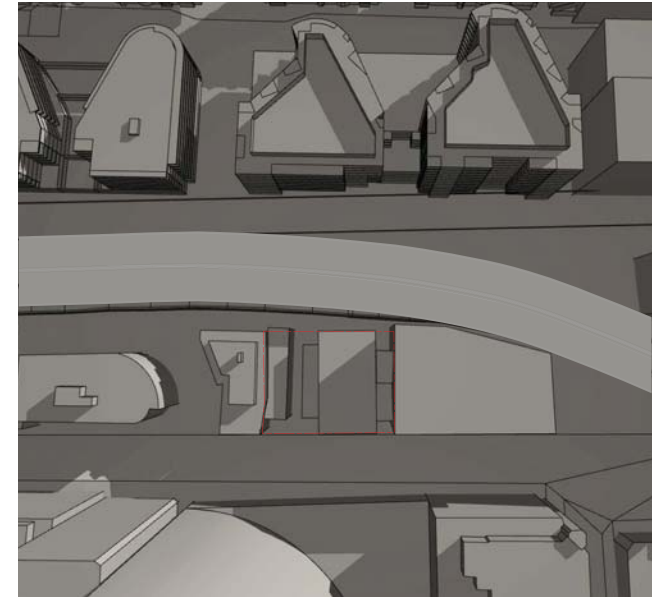
PREPARED BY FITZPATRICK + PARTNERS AND ARTERRA INTERACTIVE



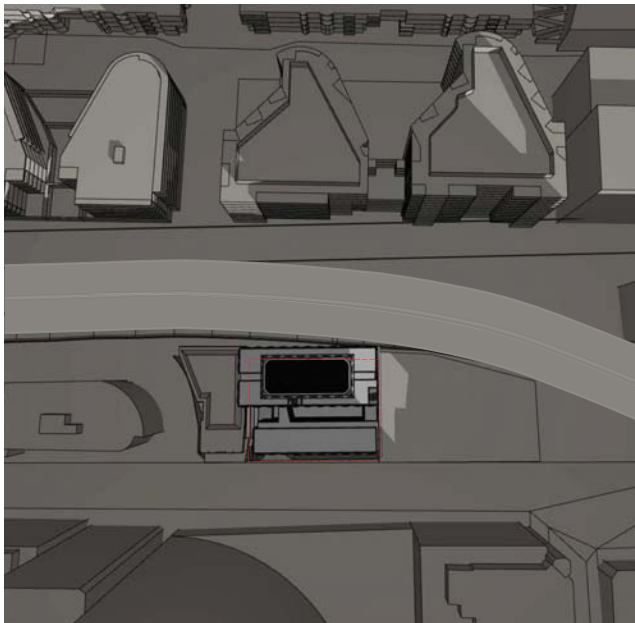
1 EXISTING - JUNE 21 - 9am



2 EXISTING - JUNE 21 - 12 noon



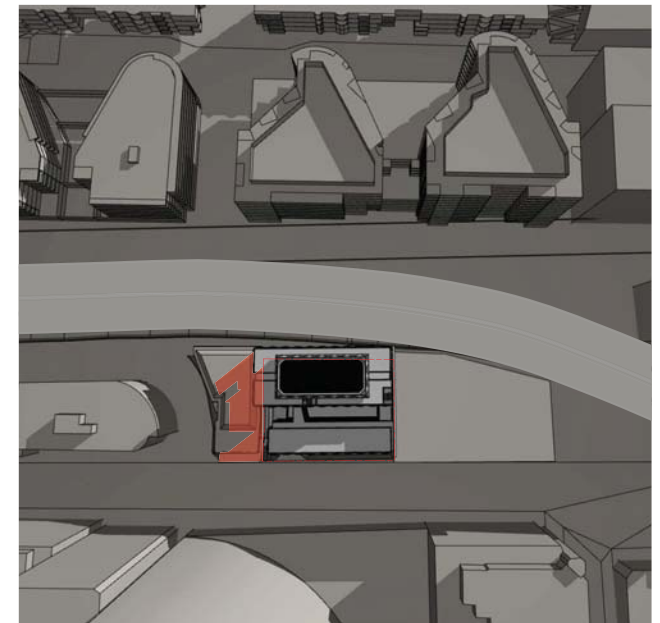
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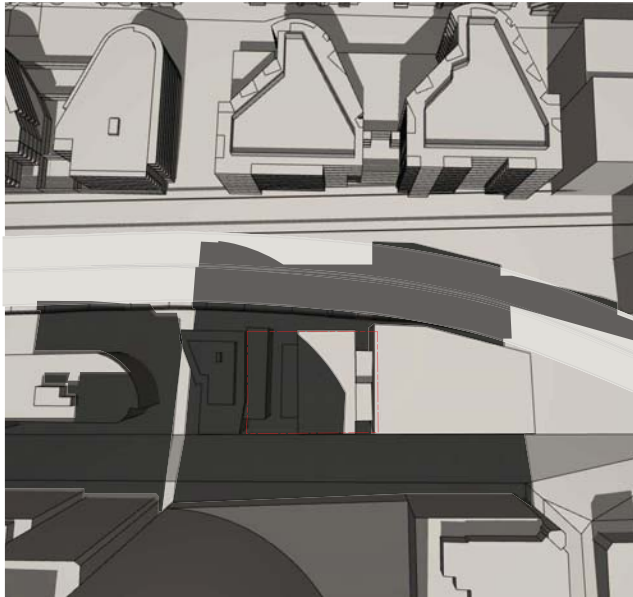
6 JUNE 21 - 3pm

■ ADDITIONAL SHADOW THROUGH PROPOSED DEVELOPMENT

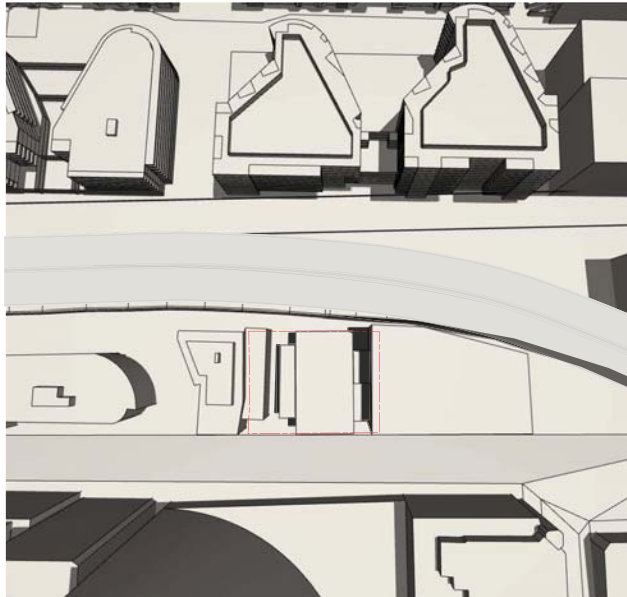
QUEST - SUSSEX STREET

The shading is based upon the condition of a clear, cloudless atmosphere. It is not intended to be used as a basis for any construction or other activity. It is not intended to be used as a basis for any construction or other activity. It is not intended to be used as a basis for any construction or other activity.

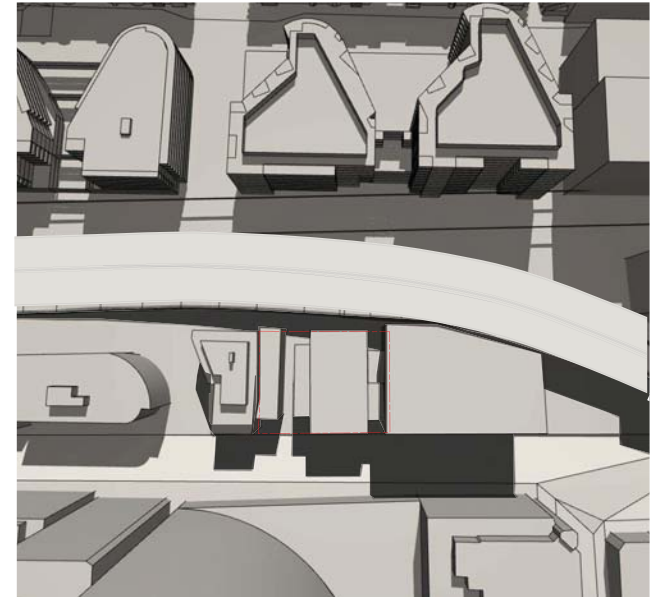
DRAFT ONLY



1 EXISTING - DECEMBER 22 - 9am



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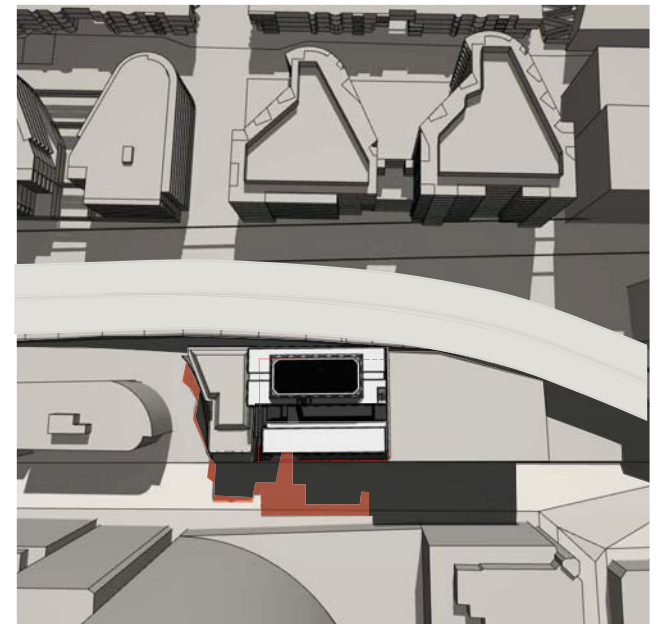
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4 DECEMBER 22 - 9am



5 DECEMBER 22 - 12 noon



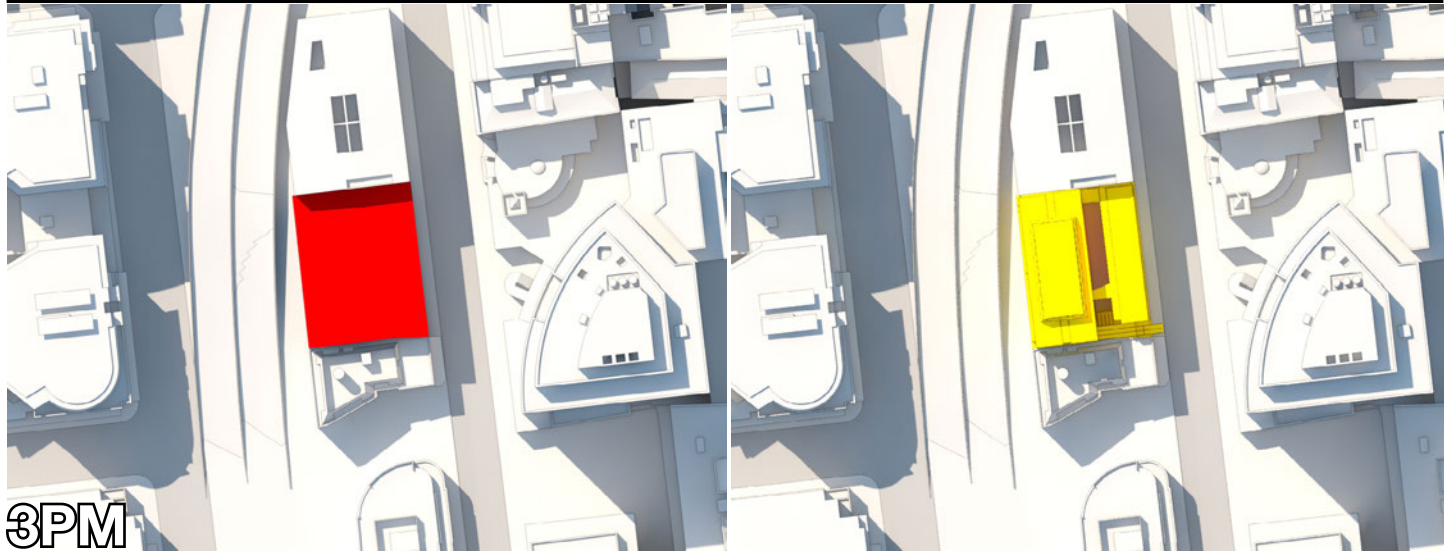
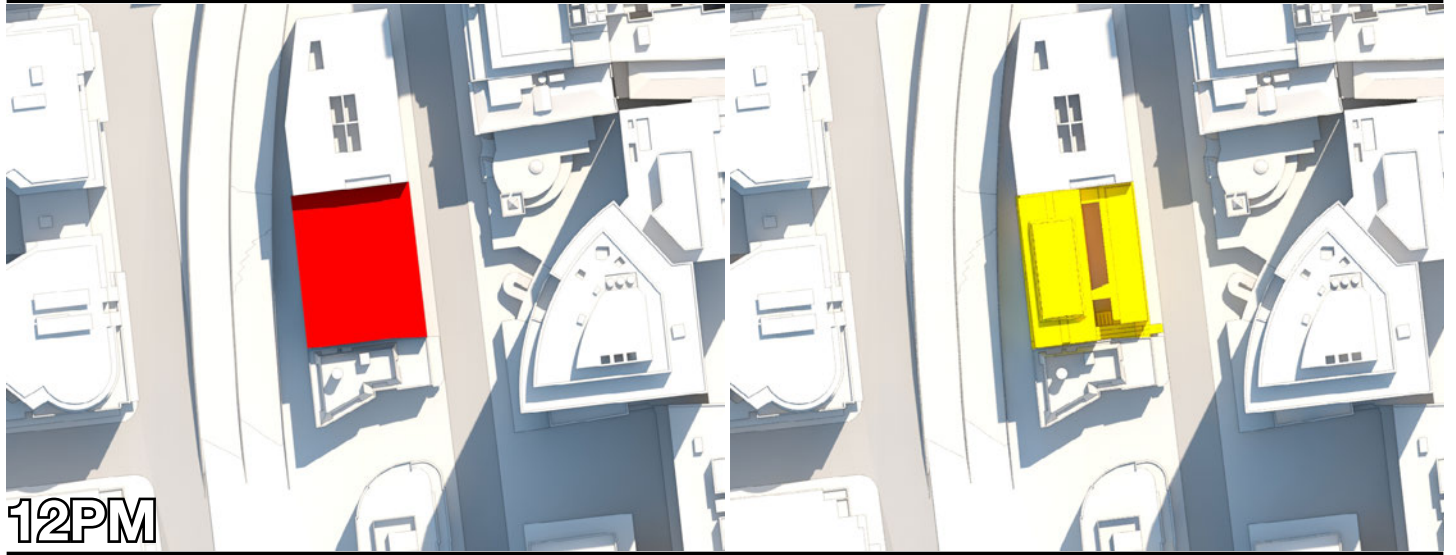
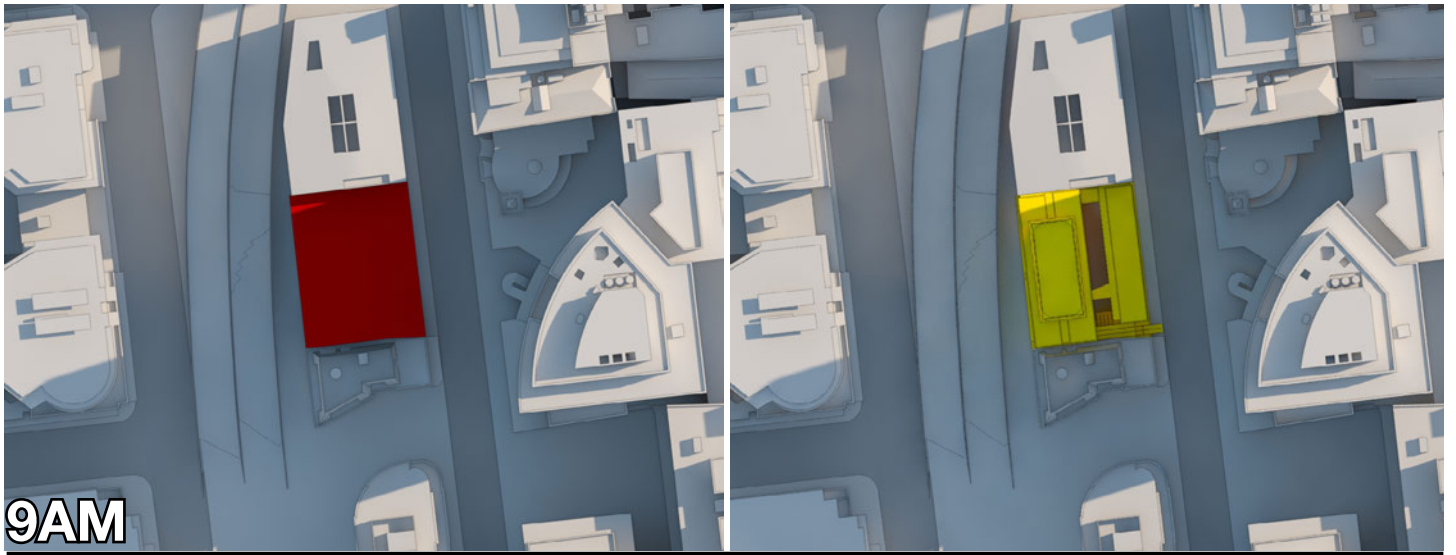
6 DECEMBER 22 - 3pm

 ADDITIONAL SHADOW THROUGH PROPOSED DEVELOPMENT

QUEST - SUSSEX STREET

The shading is based upon the current 1:1000 scale site plan. It is not intended to be used for planning or other regulatory purposes. It is for illustrative purposes only and should not be used for planning or other regulatory purposes. Do not scale drawings. Check dimensions before commencing work.

DRAFT ONLY



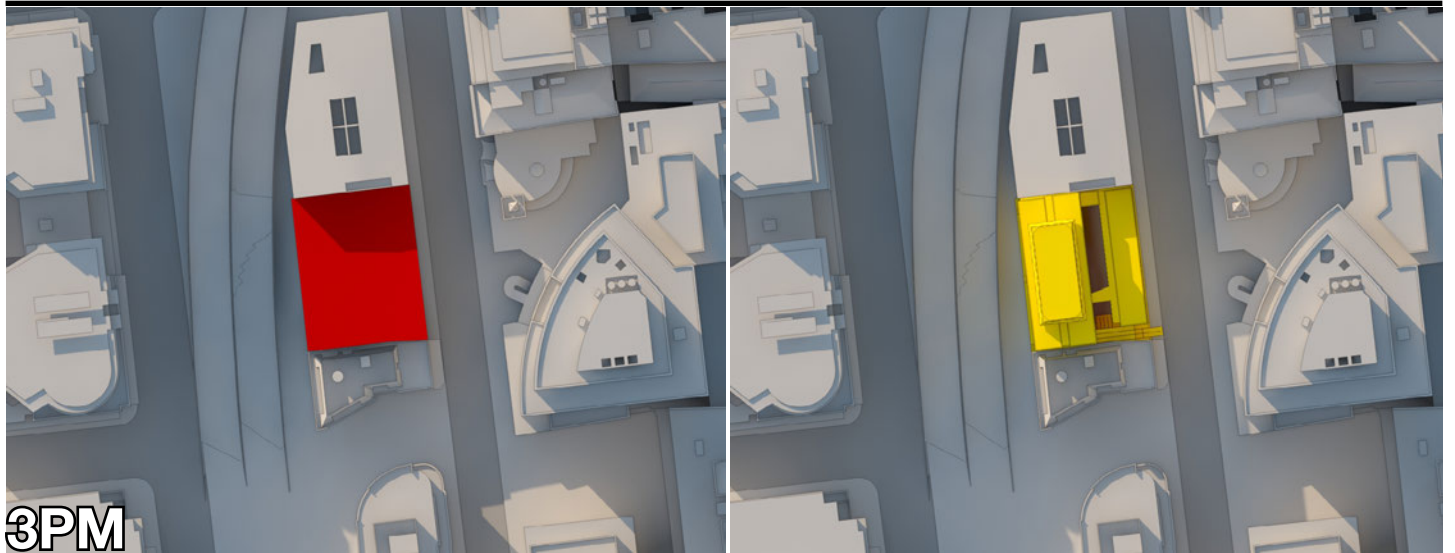
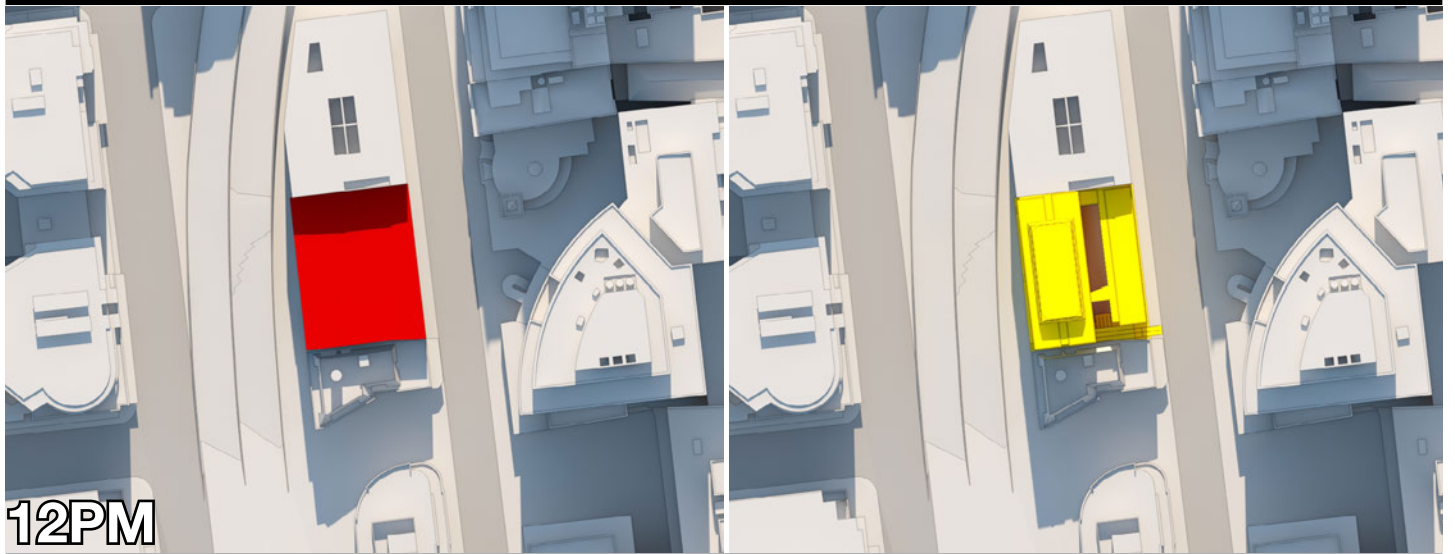
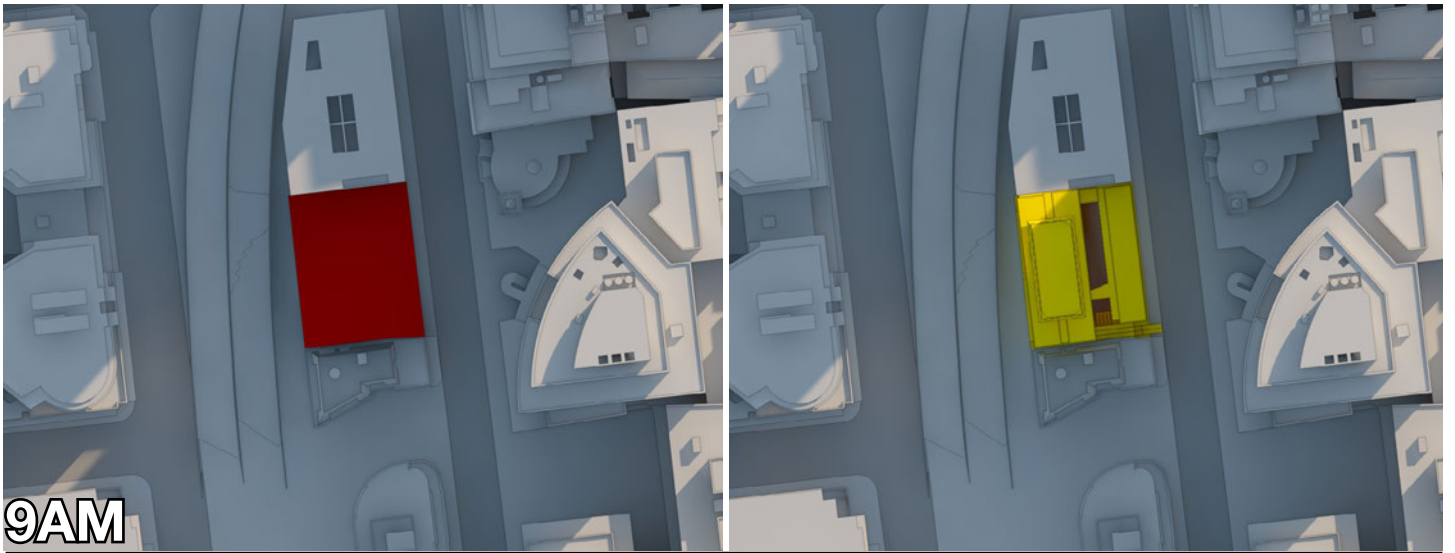
21 MARCH

INCLUDES DAYLIGHT SAVINGS

- COMPLIANT SCHEME
- NON COMPLIANT SCHEME



65-79 QUEST SUSSEX STRT, SYDNEY / SUN DIAGRAMS

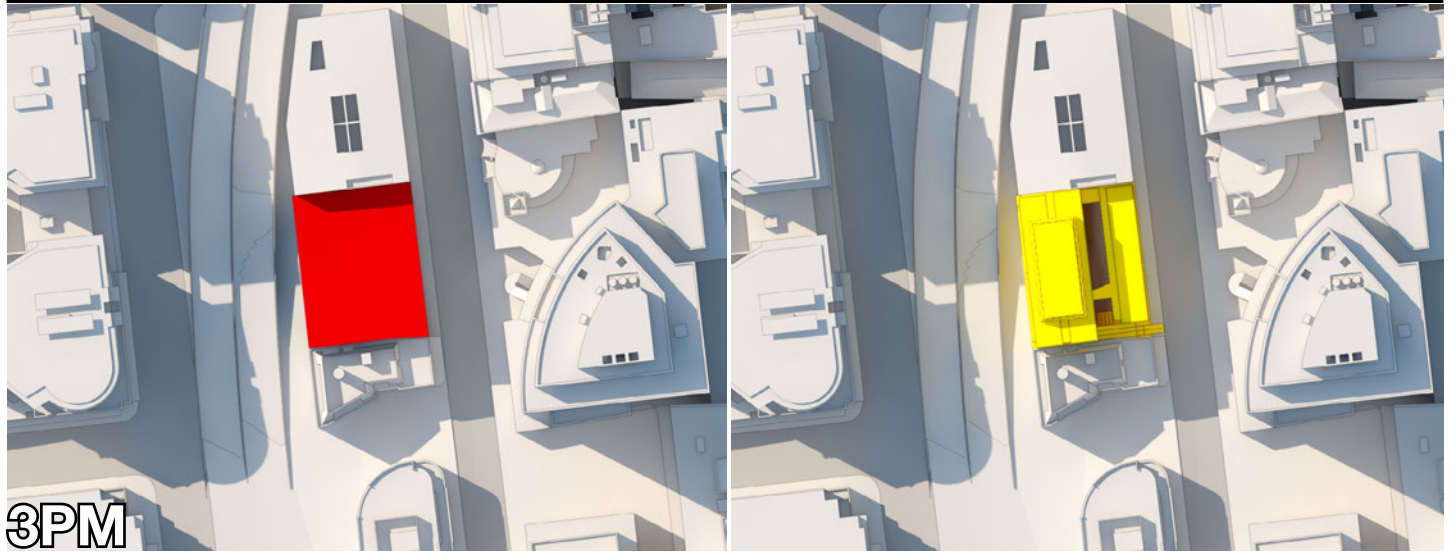
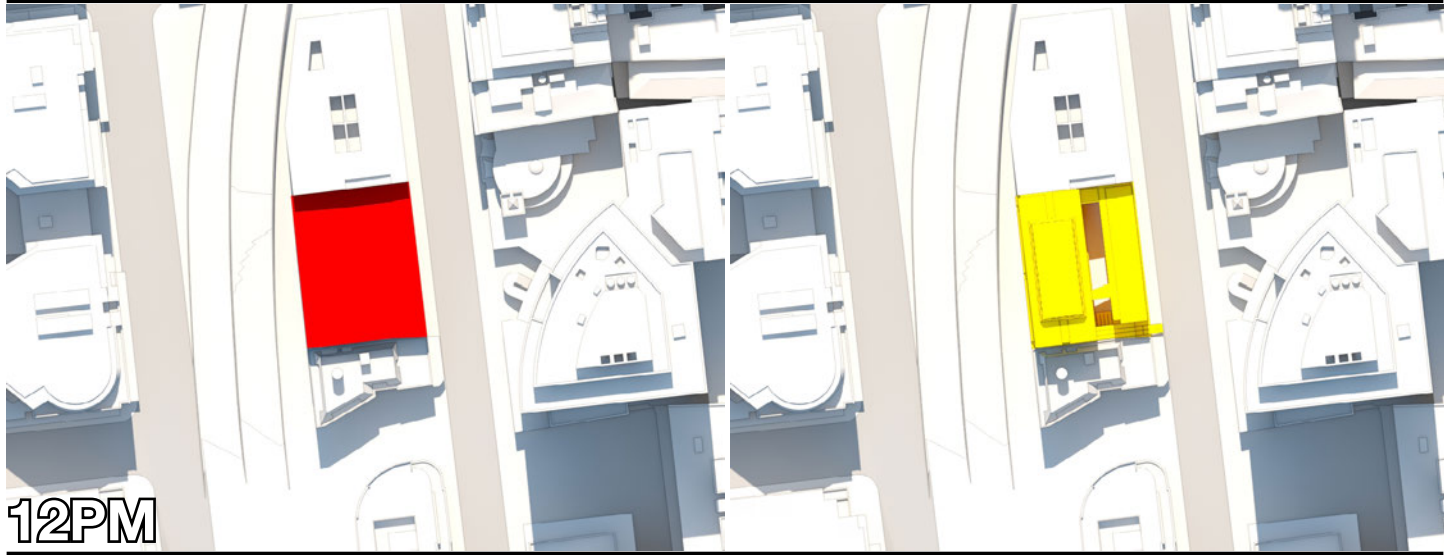
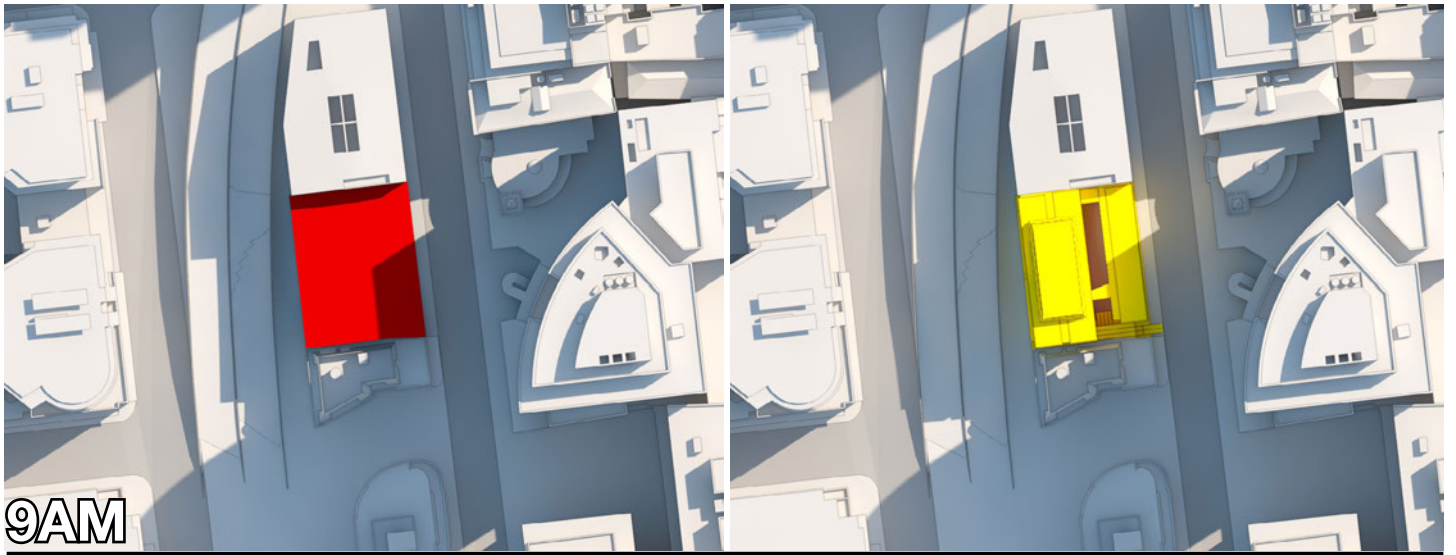


21 JUNE

- COMPLIANT SCHEME
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65-79 QUEST SUSSEX STRT, SYDNEY / SUN DIAGRAMS

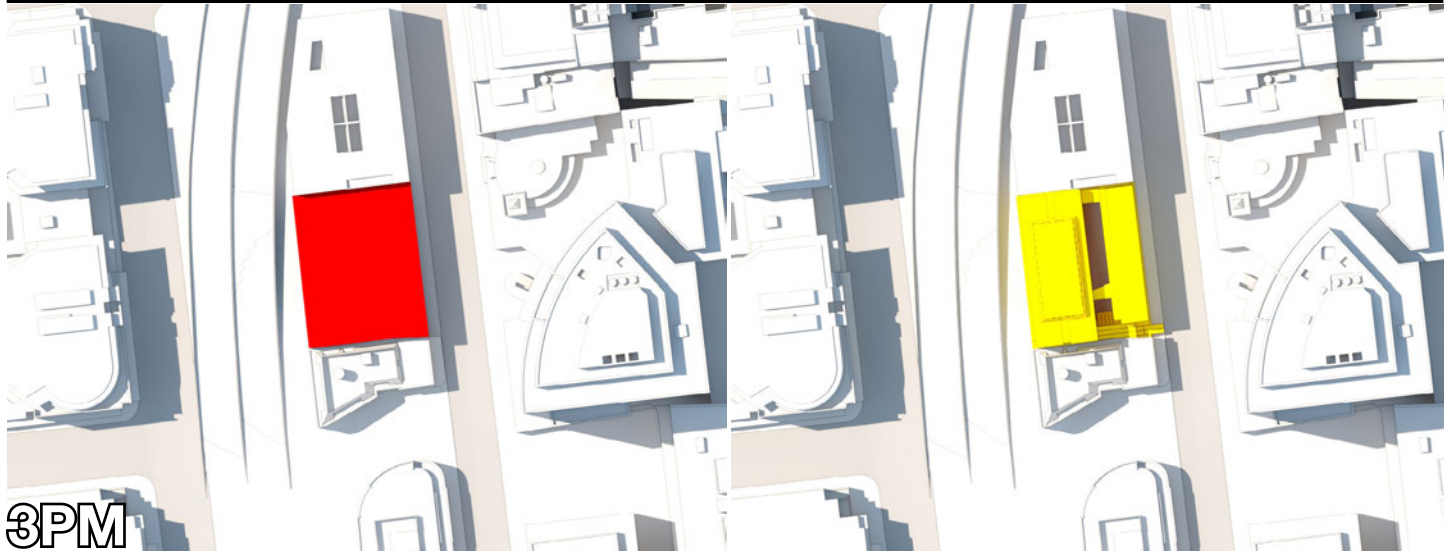
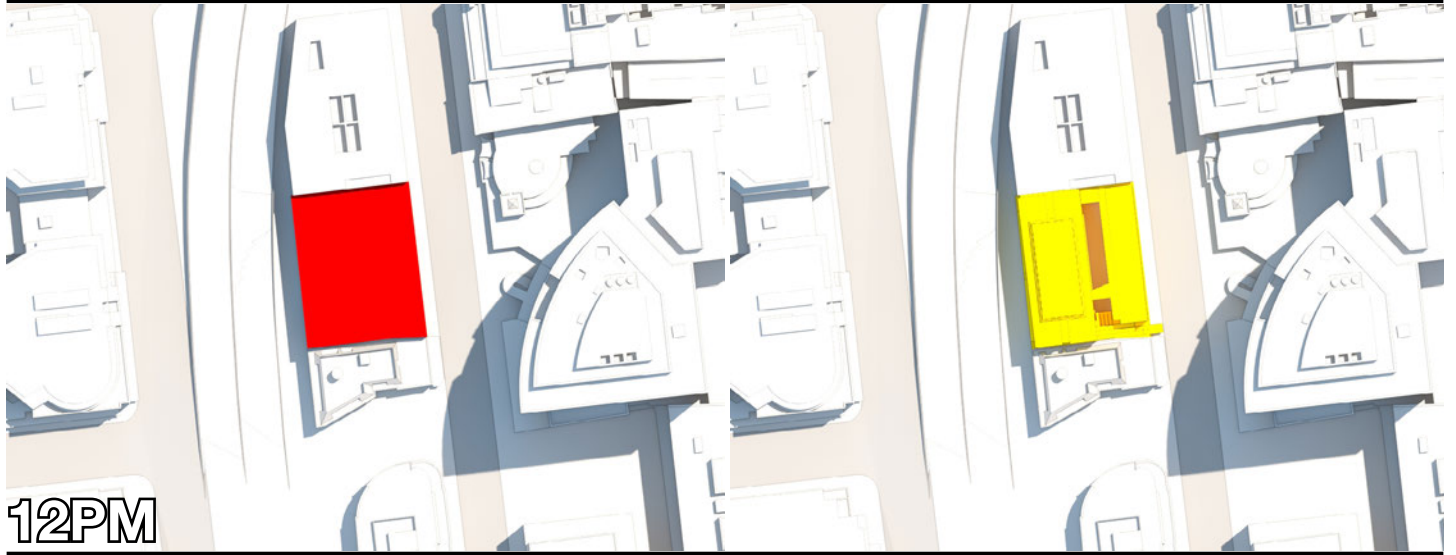
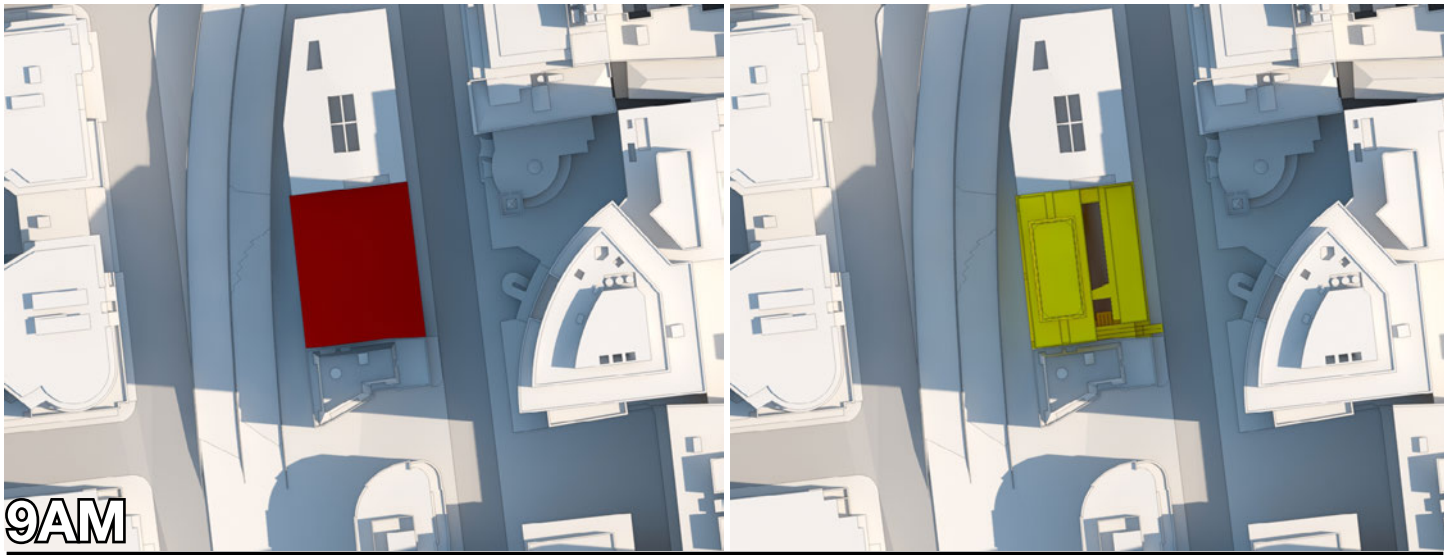


21 SEPTEMBER

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65-79 QUEST SUSSEX STRT, SYDNEY / SUN DIAGRAMS



21 DECEMBER

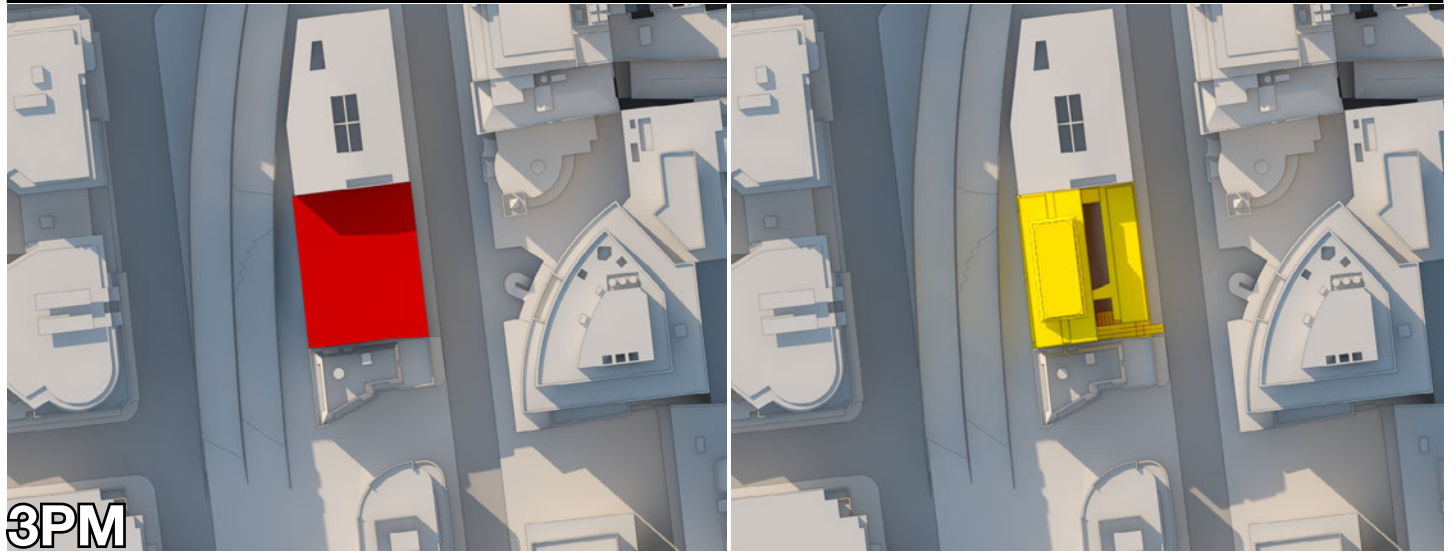
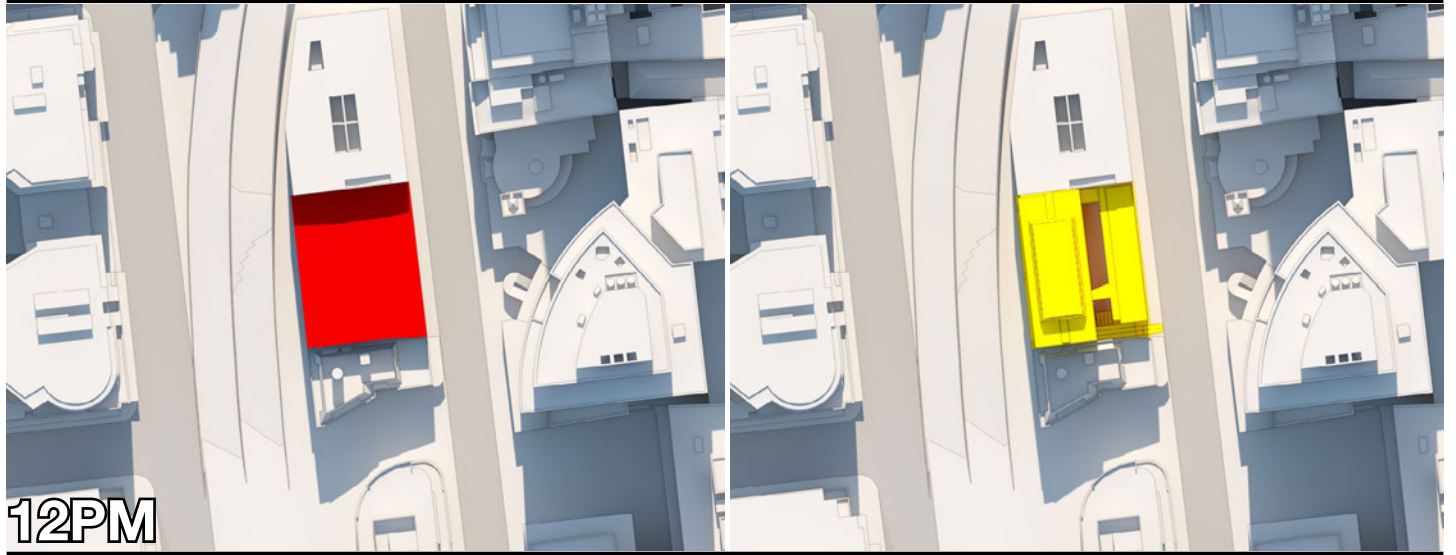
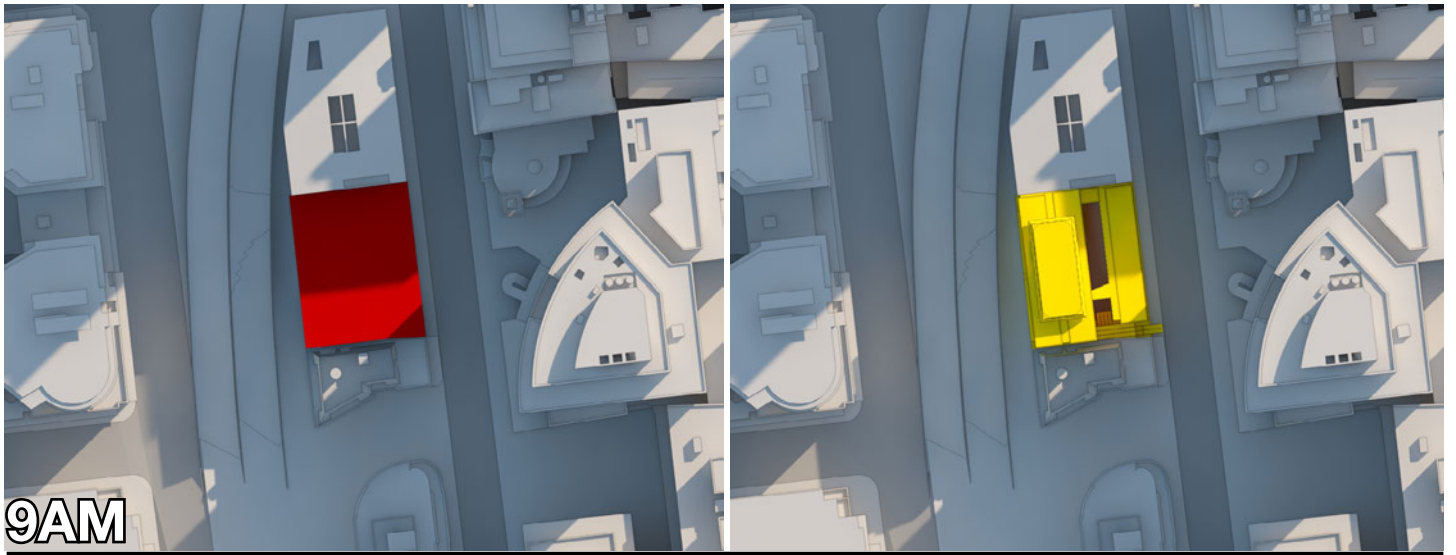
INCLUDES DAYLIGHT SAVINGS

■ COMPLIANT SCHEME

■ NON COMPLIANT SCHEME



65-79 QUEST SUSSEX STRT, SYDNEY / SUN DIAGRAMS

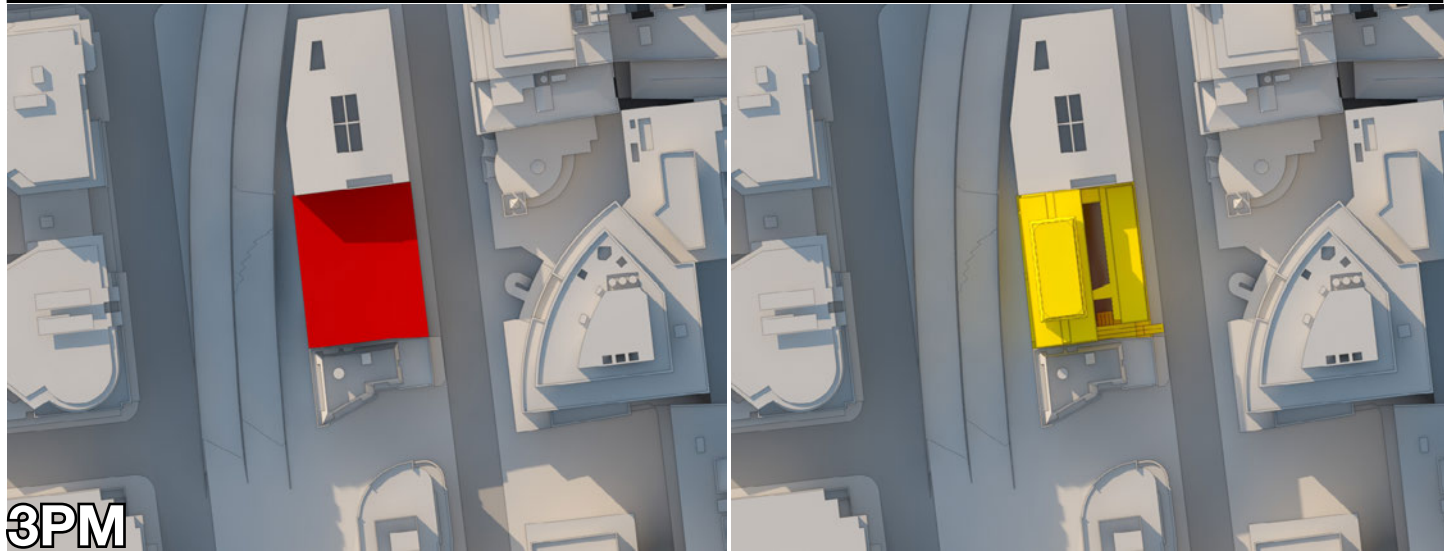
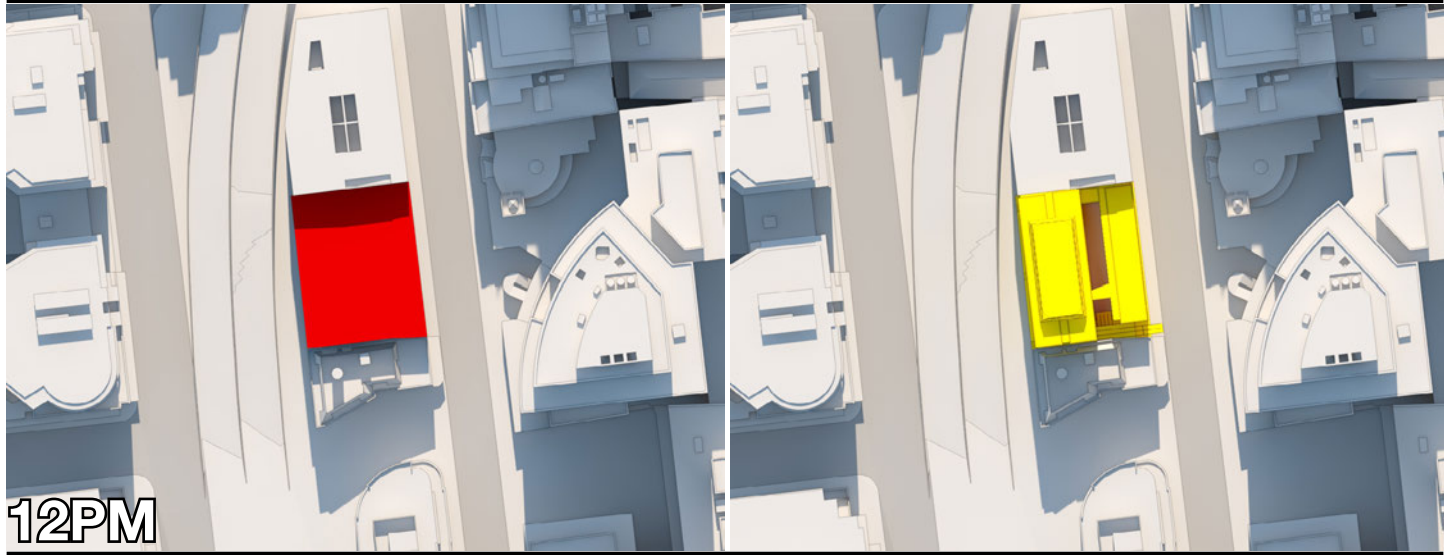
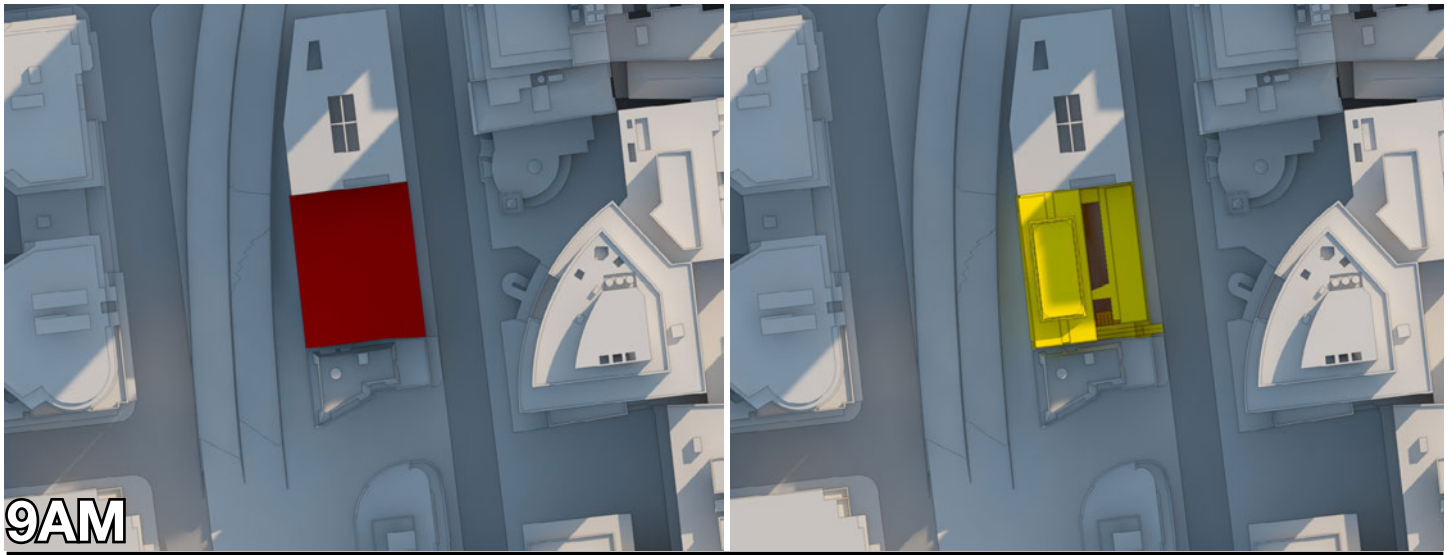


10 MAY

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65-79 QUEST SUSSEX STRT, SYDNEY / SUN DIAGRAMS

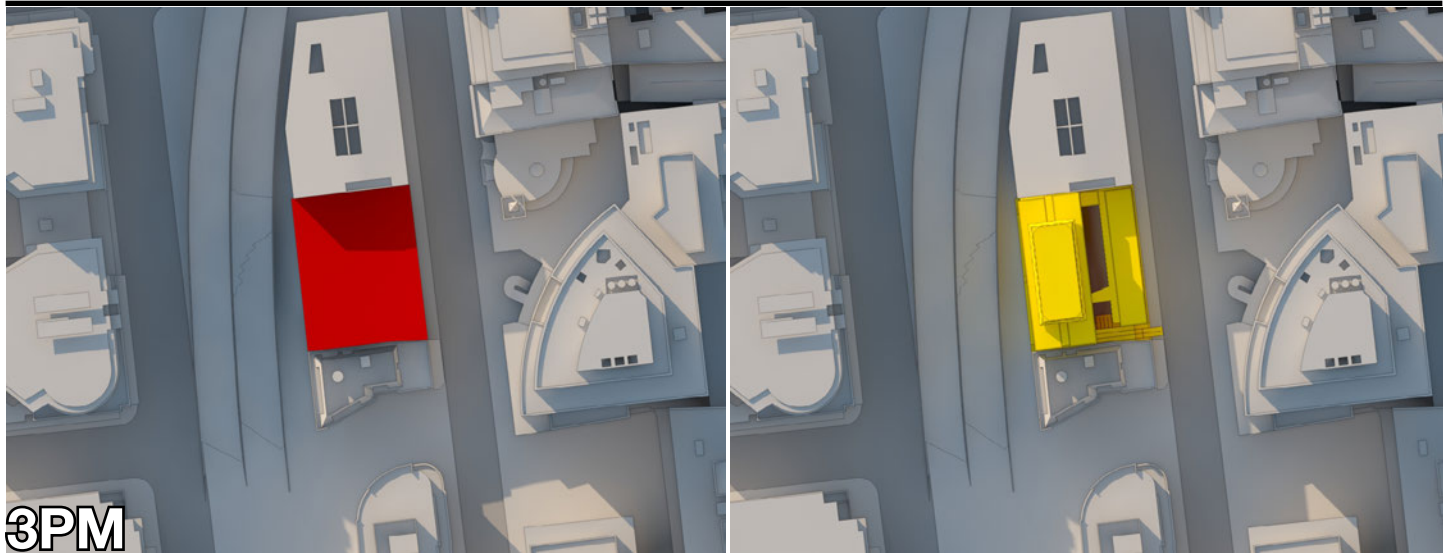
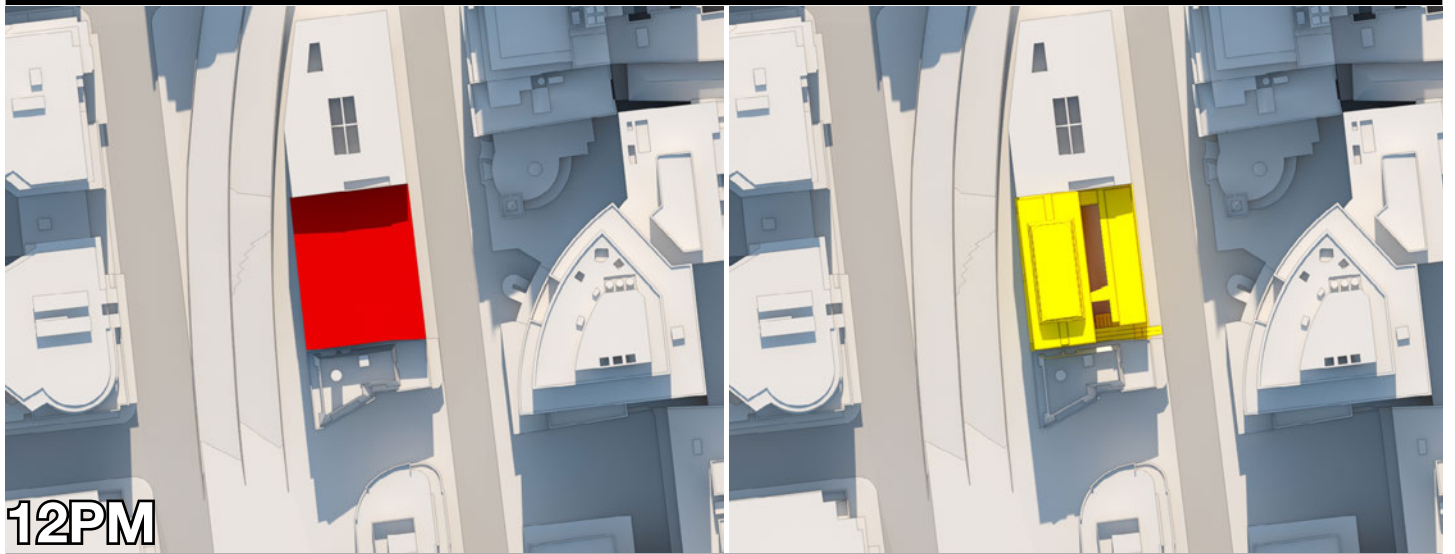
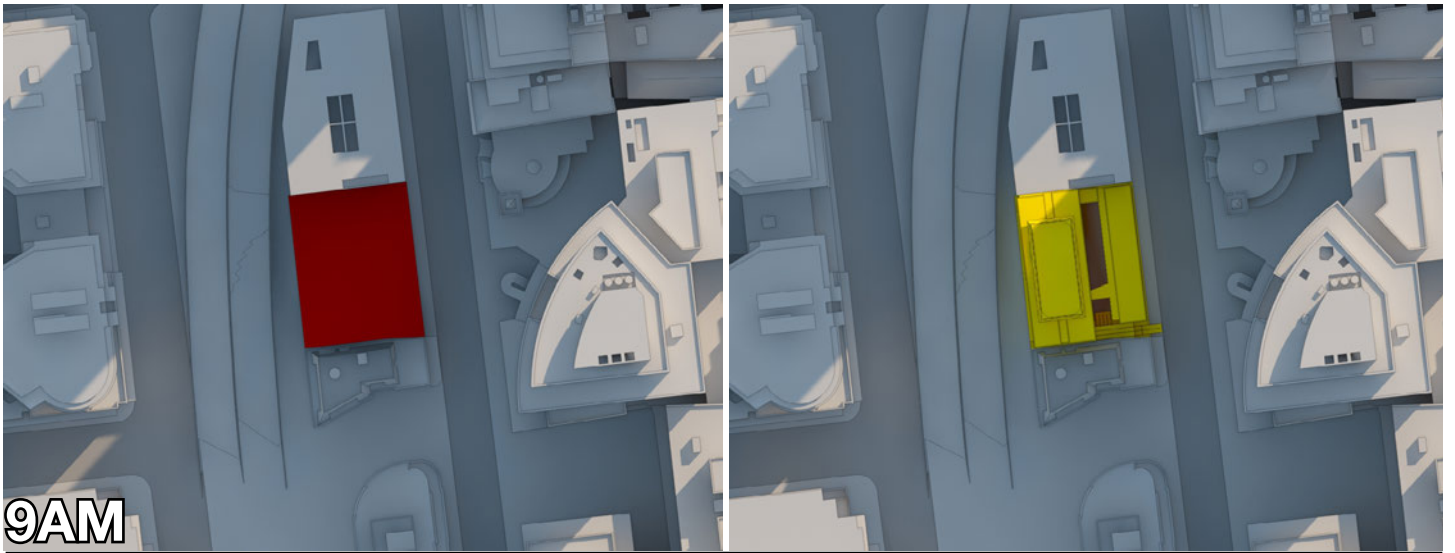


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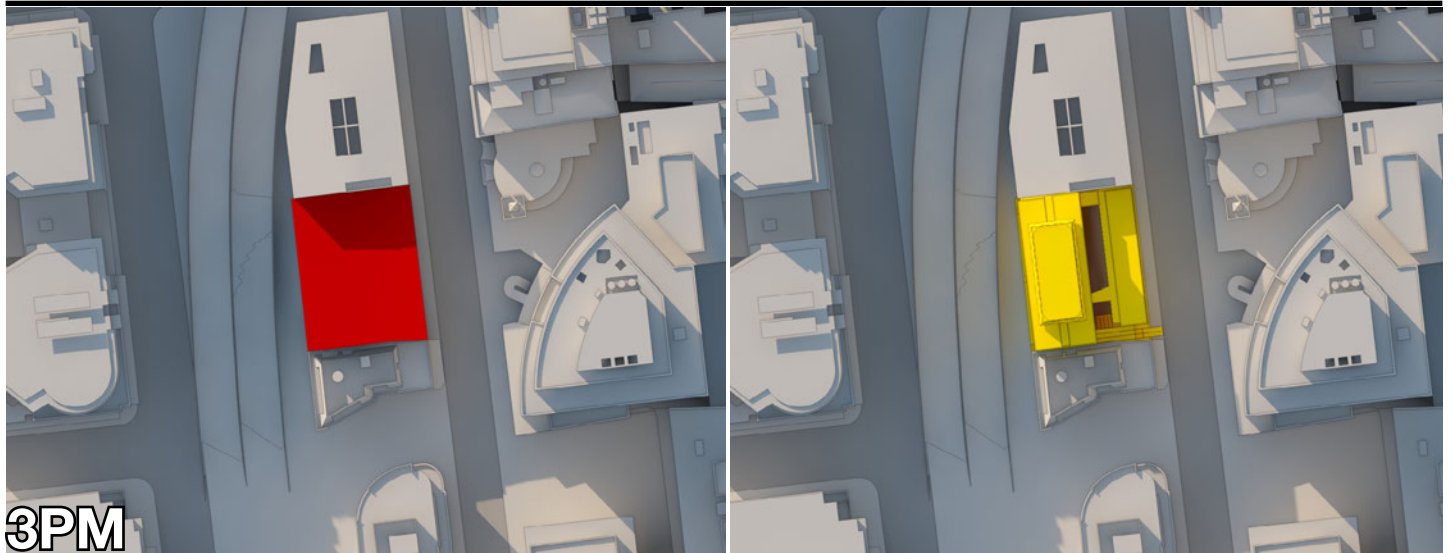
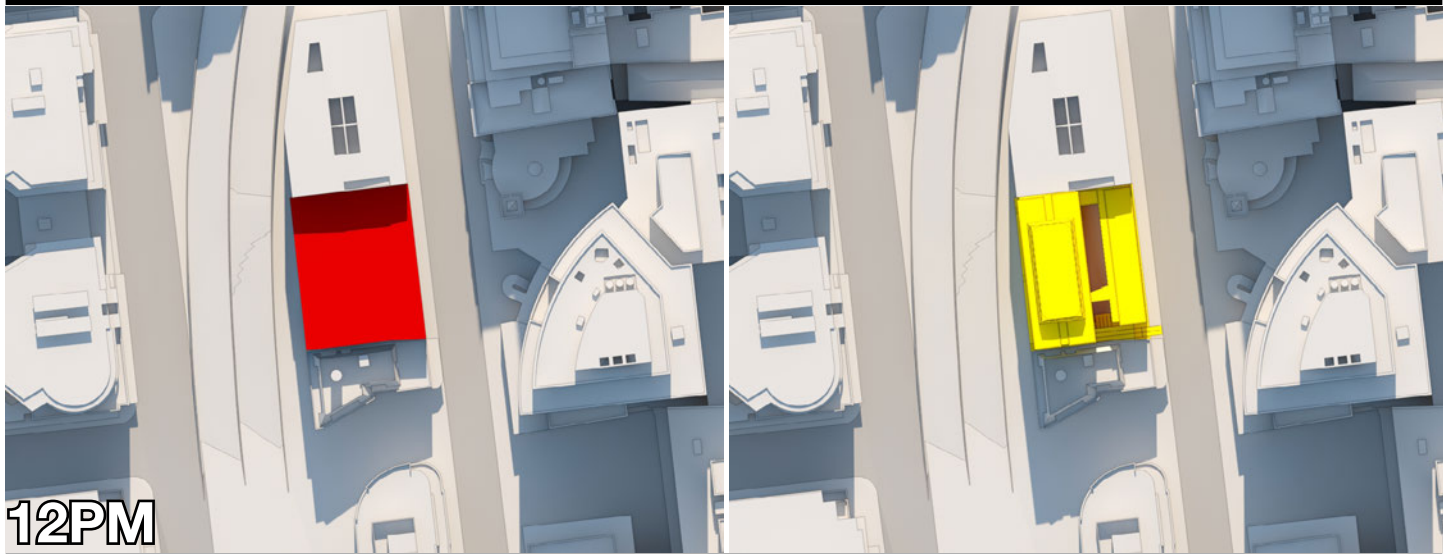
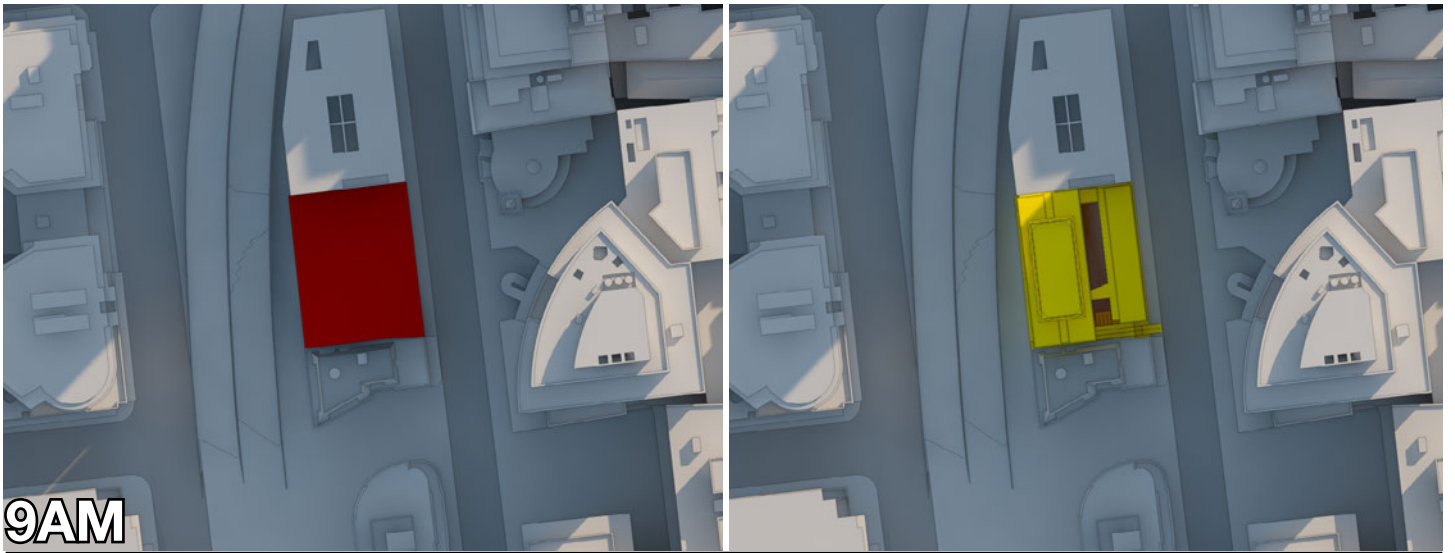


7 JUNE

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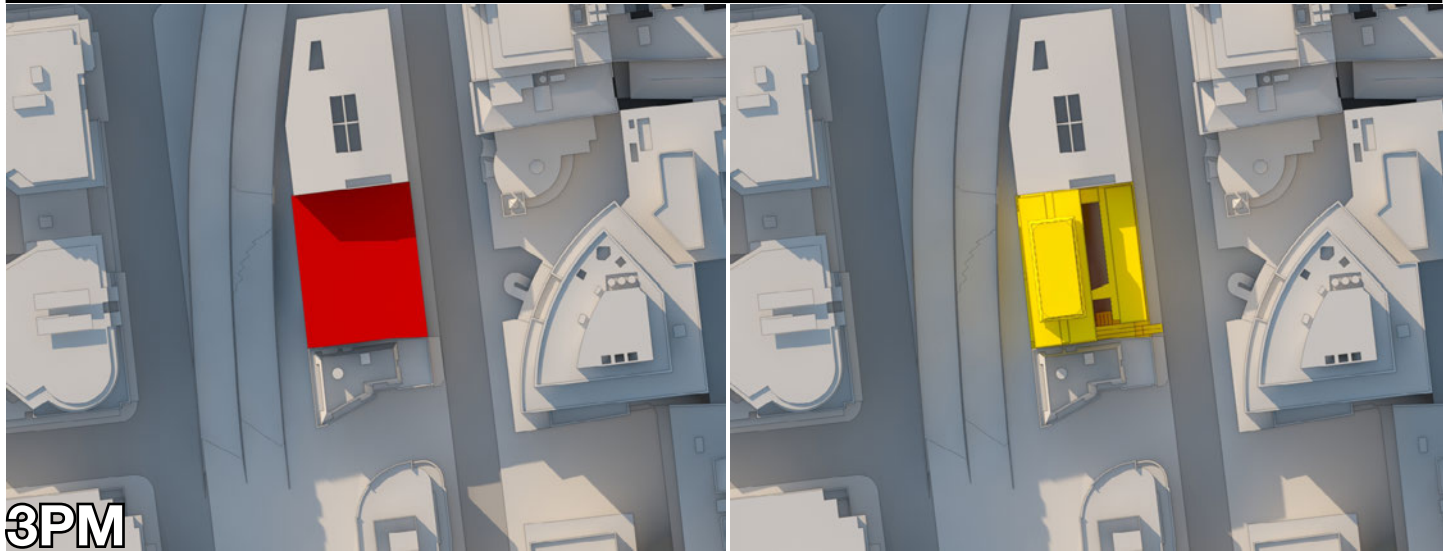
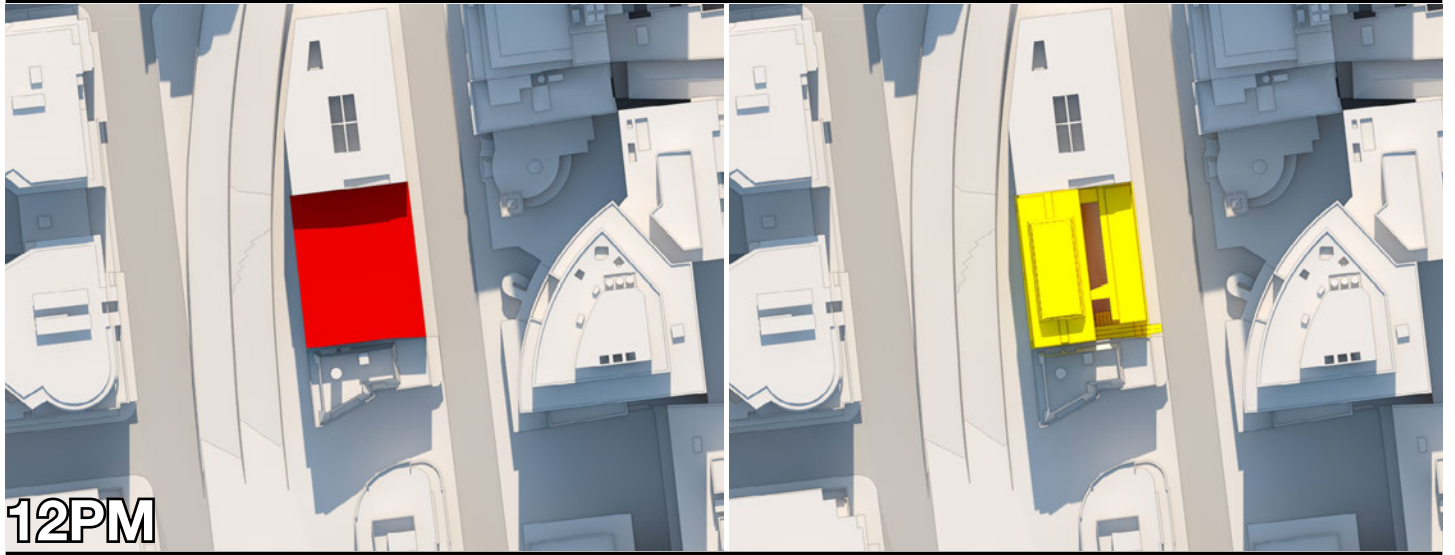
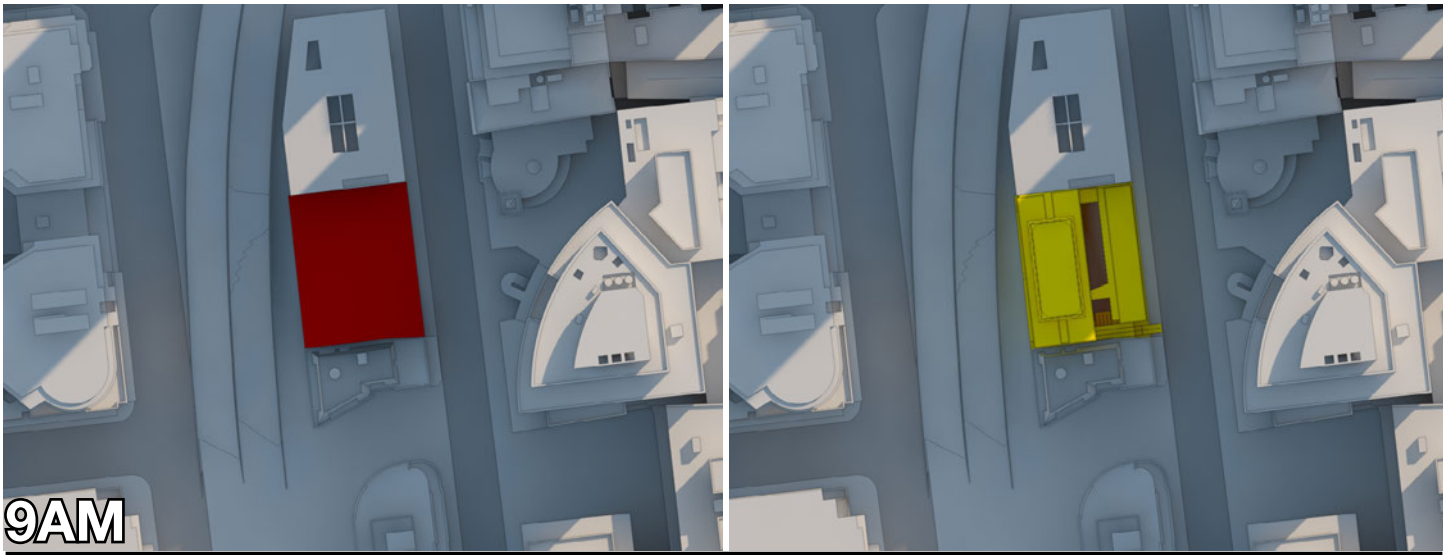


5 JULY

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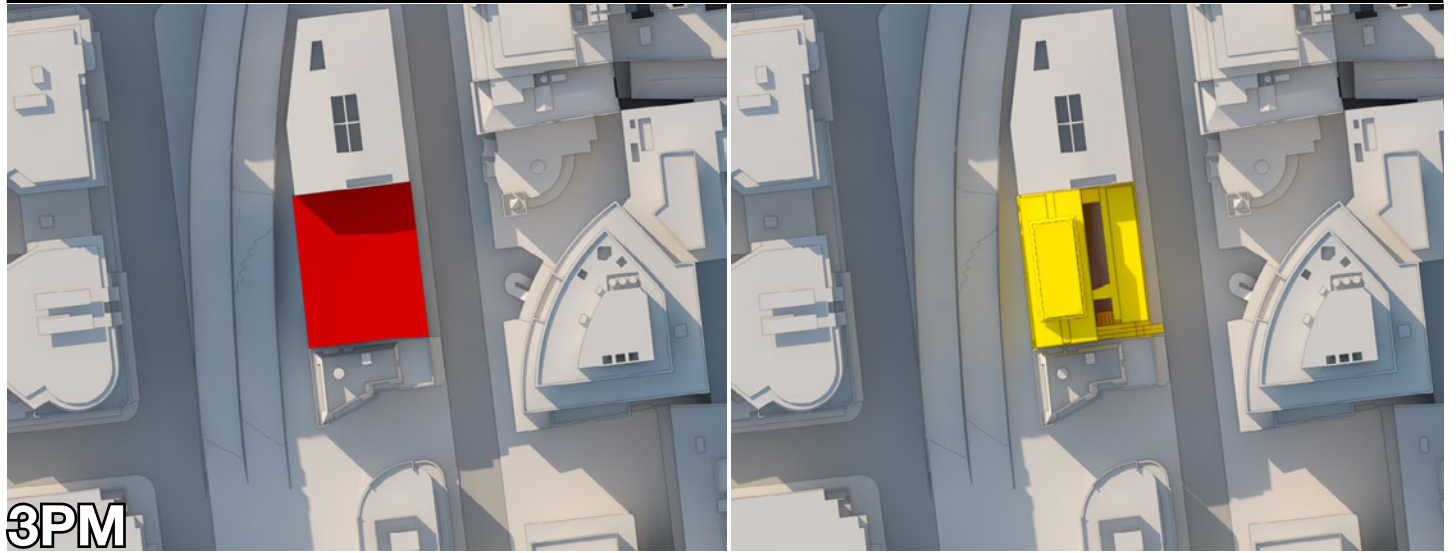
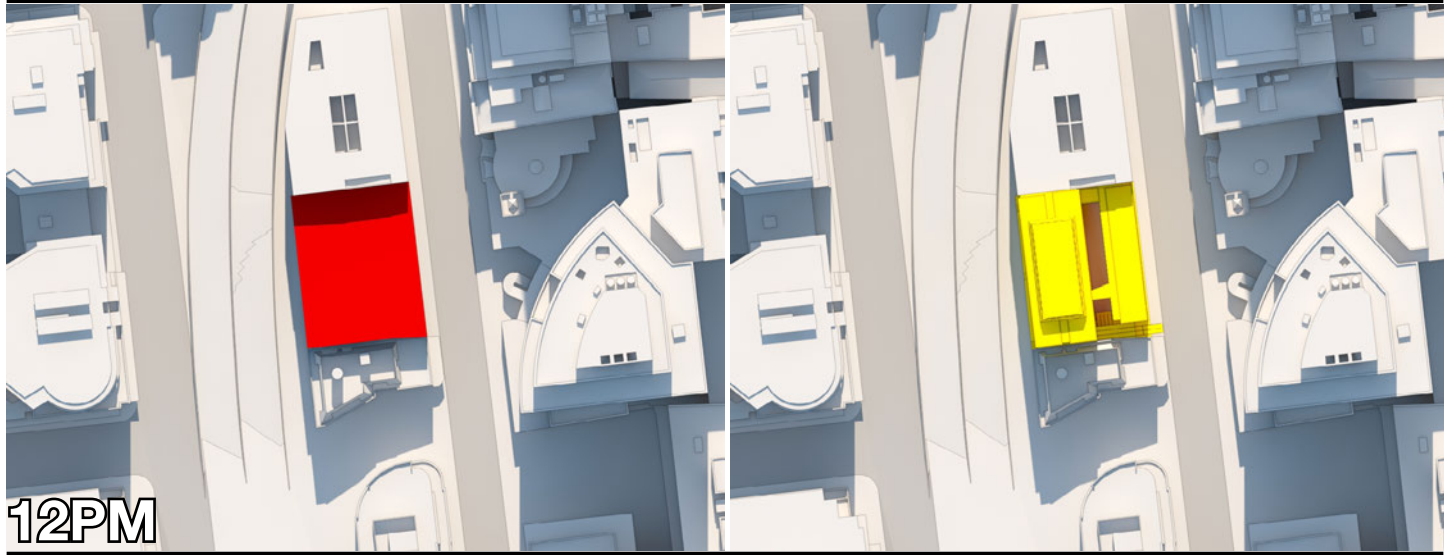
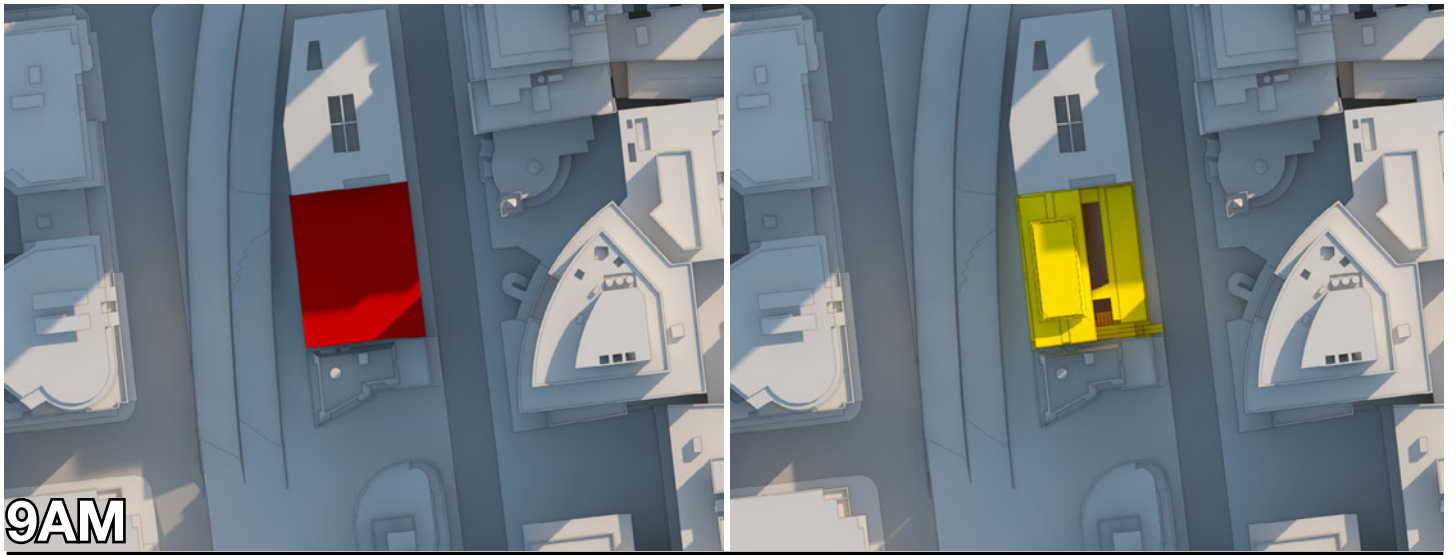


19 JULY

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65-79 QUEST SUSSEX STRT, SYDNEY / SUN DIAGRAMS



2 AUGUST

- COMPLIANT SCHEME
- NON COMPLIANT SCHEME



65-79 QUEST SUSSEX STRT, SYDNEY / SUN DIAGRAMS

APPENDIX D: TRAFFIC IMPACT ASSESSMENT

PREPARED BY TRAFFIX



Ref 14.401101v02

19 September 2014

Alfasi Property Development
81A Bourke Road
ALEXANDRIA NSW 2015

Attention: Michael Braithwaite

**Re: 65 Sussex Street, Sydney; Proposed Hotel
Traffic Impact Assessment**

Dear Michael,

We refer to the subject application to City of Sydney Council and recent correspondence concerning the proposed hotel development at 65 Sussex Street, Sydney. In this regard, we have carried out all necessary site investigations, reviewed all relevant plans and documentation provided to us and we now advise as follows:

Introduction

TRAFFIX has been commissioned by Alfasi Property Development to undertake a traffic impact assessment in support of a development application relating to a 163-room hotel located at 65 Sussex Street, Sydney. The development is located within the City of Sydney Council LGA and has been assessed under that council's controls.

The development does not propose any site access or on-site car parking and accordingly, this application does not require referral to the RMS (formerly RTA) under the provisions of SEPP (Infrastructure) 2007.

Location and Site

The site is located within the Sydney CBD and lies approximately 270 metres south-west of Wynyard Railway Station. More specifically, it is situated on the western side of Sussex Street, approximately 50 metres south of its intersection with Erskine Street.

The site is rectangular in configuration having a total site area of 1,180m² and currently accommodates a single Ausgrid building.

It has an eastern frontage to Sussex Street of length 39.3 metres, whilst the western property boundary borders the Western Distributor, having a length of 38.9 metres. The northern property boundary borders a separate Ausgrid development having a length 30.1 metres, whilst the southern property boundary borders the Bristol Arms Hotel having a length of 30.5 metres.

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abn: 66065132961



Vehicular access to the site is currently provided via a 6.0 metre wide combined entry / exit driveway onto Sussex Street. This driveway serves on-site car parking and loading areas.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.

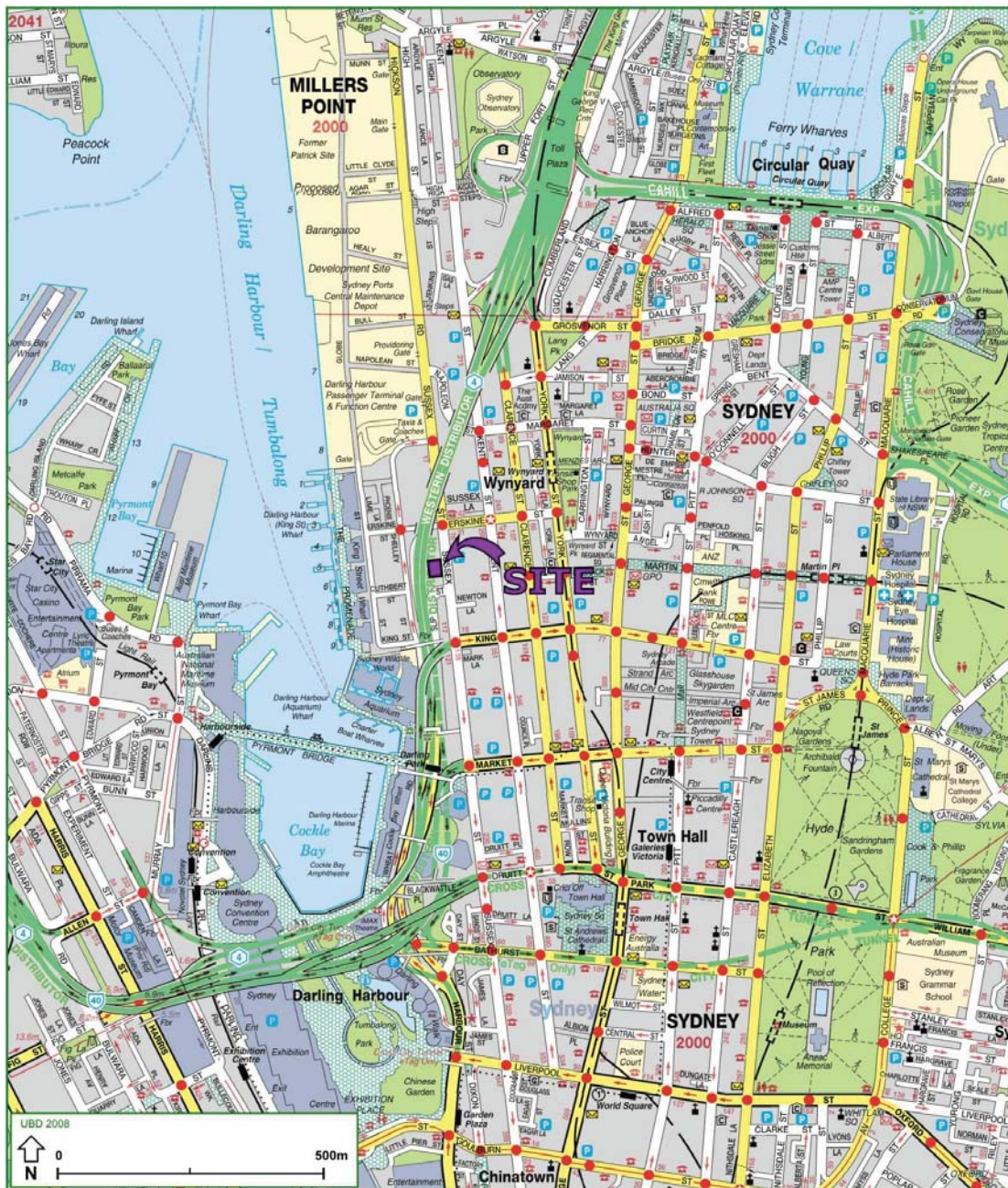


Figure 1: Location Plan

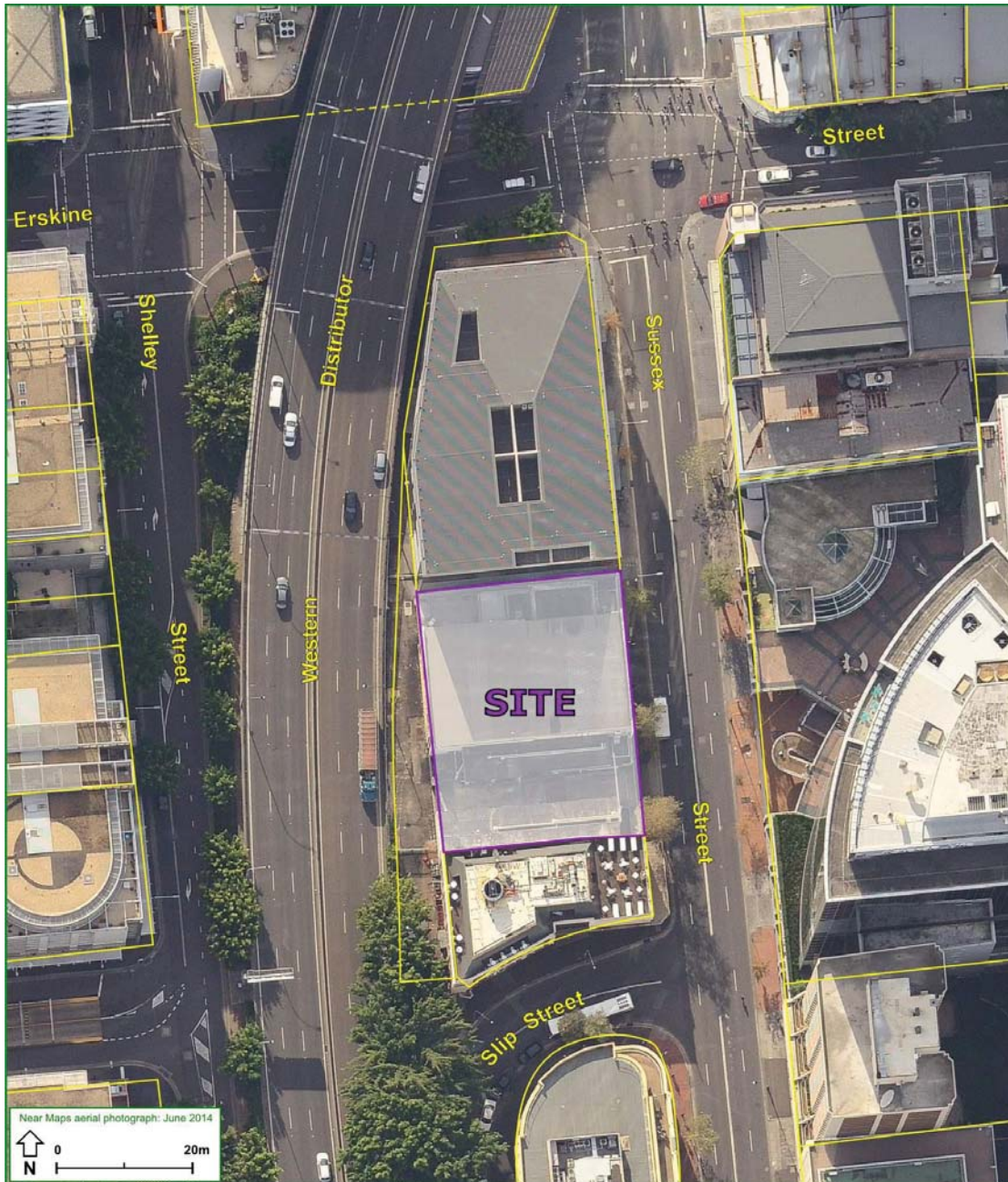


Figure 2: Site Plan



2 Road Hierarchy

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Sussex Street:** a local road that traverses in a north-south direction between Hickson Road in the north and Hay Street in the south. As illustrated by **Figure 4**, adjacent to the site, the western kerbside is signposted as ticketed four (4) hour parking between the hours of 6:00-10:00pm Monday to Friday, 10:00am-10:00pm on Saturday and 6:00am-10:00pm on Sunday and Public Holidays. In addition, the western kerbside is signposted as a ticketed Loading Zone between the hours of 7:00-6:00pm Monday to Friday and 7:00am-10:00am on Saturdays. Opposite the site, the eastern kerbside is signposted as 'No Parking'. Sussex Street carries a single lane of traffic in either direction within an undivided carriageway of width 11.5 metres. Notwithstanding this, it is noted that south of its intersection with King Street, Sussex Street carries one-way southbound traffic flow only
- **Erskine Street:** a local road that traverses in an east-west direction between York Street in the east and Lime Street in the west. It is generally signposted as ticketed parallel parking and Loading Zones along both kerbsides. Erskine Street generally carries two lanes of traffic in either direction within an undivided carriageway of width 10.5 metres.

It is evident from Figure 3 that the site is conveniently located with respect to the arterial and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising impacts.

2 Public Transport

The existing bus and train services that operate in the locality are shown in **Figure 5**. It is evident that the site benefits from excellent public transport services, being situated within 270 metres of Wynyard Railway Station and within approximately 400 metres of 10 bus stops. The bus and rail services which operate in the vicinity of the site provide direct or indirect connections to the entire Sydney metropolitan area.

2 Existing Development

The site currently accommodates a multi-storey electrical substation (Ausgrid) building, with an estimated Gross Floor Area (GFA) of 1,000m². Neither the *RMS Guide to Traffic Generating Developments* nor the *RMS Technical Direction (TDT 2013/04a)* provide traffic generation rates for this type of development. Notwithstanding this, for purposes of assessment, it has been assumed that the existing development generates in the order of 5 veh/hr during both the AM and PM peak periods.

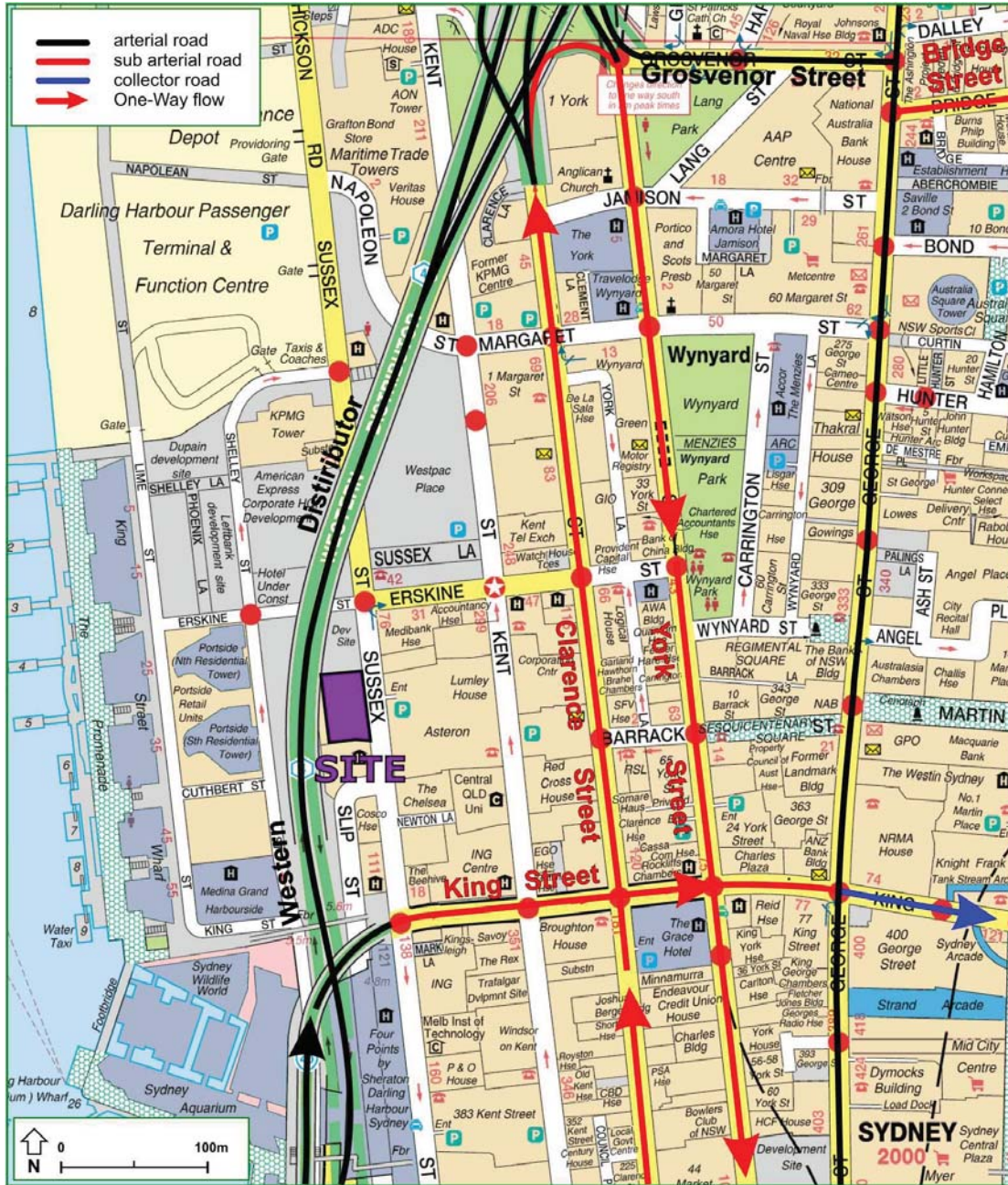


Figure 3: Road Hierarchy

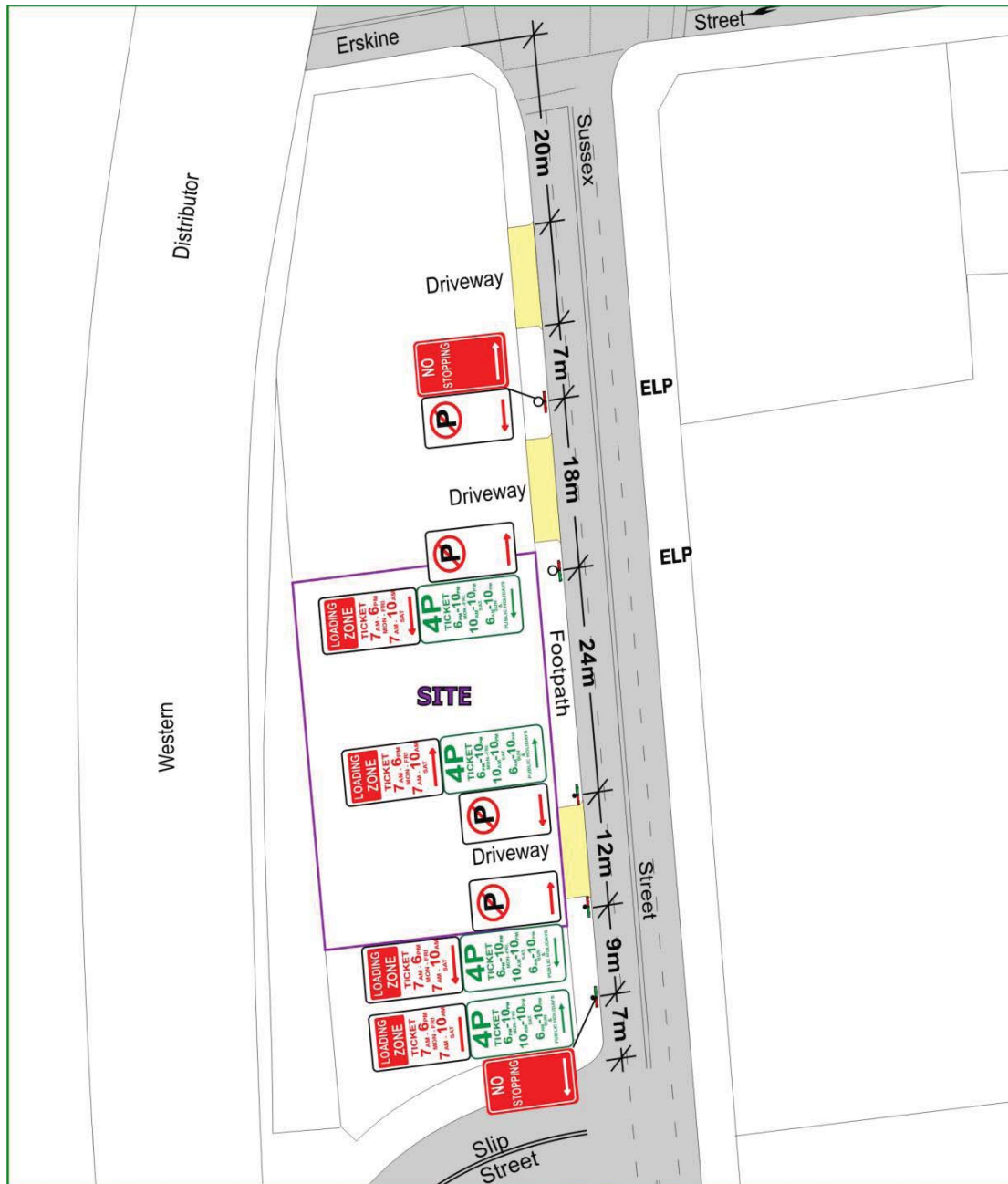


Figure 4: Existing On-Street Loading & Parking Conditions along the Site Frontage

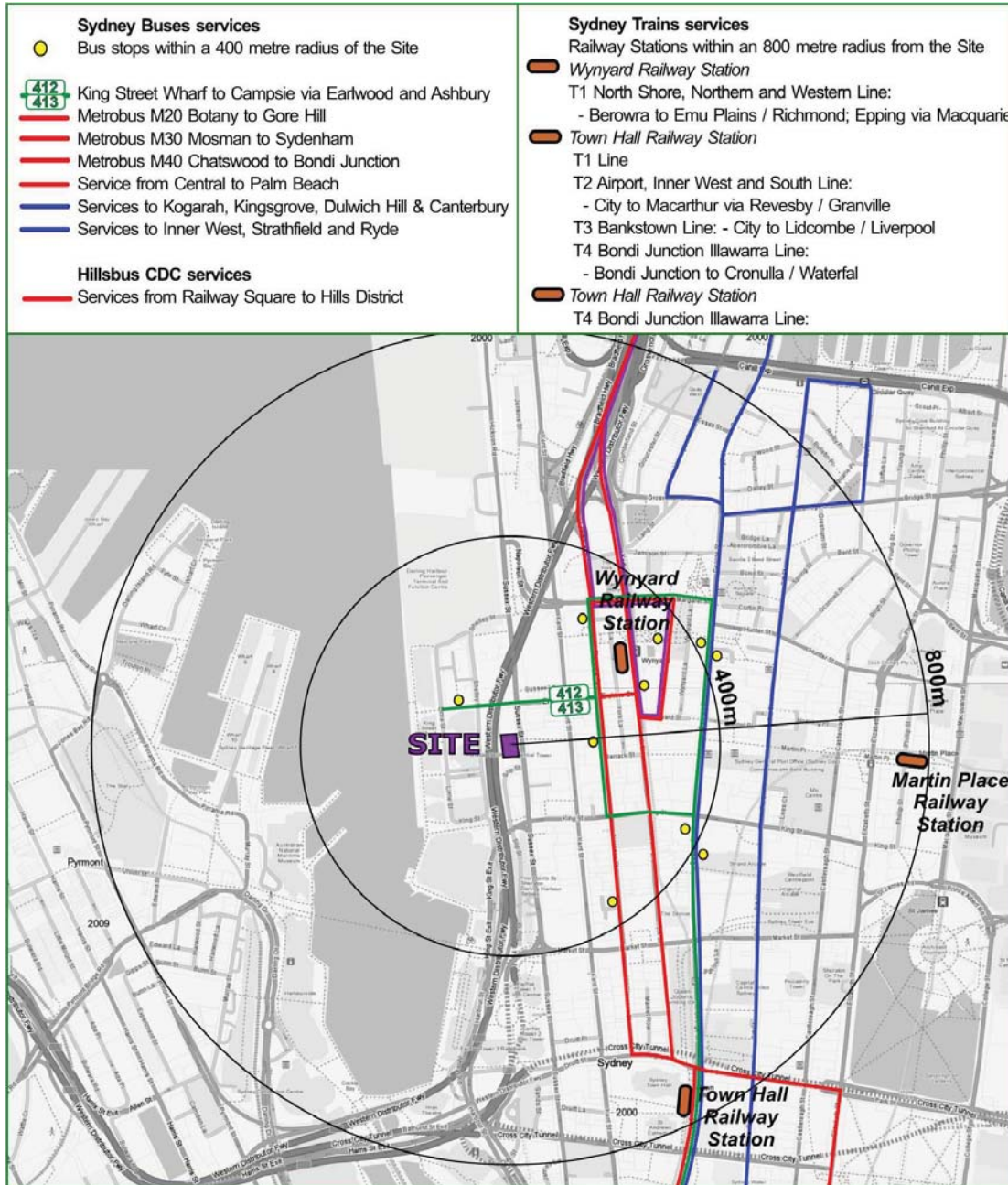


Figure 5: Public Transport Services



2 The Proposal

A detailed description of the proposed development is provided in the Statement of Environmental Effects being prepared separately. In summary, the development for which approval is now sought comprises the following components:

- Demolition of all existing buildings and structures.
- Construction of an 8-storey hotel development, with the following attributes:
 - 163 hotel rooms,
 - 74m² conference room,
 - 528m² GFA of retail floor space over both the Ground Level and Lower Ground Level.
- Provision of 12 bicycle spaces on Lower Ground Level.

Reference should be made to the architectural plans, prepared by Fitzpatrick and Partners, which are included in **Attachment 1**.

2 Car Parking Requirement

The car parking requirement for the development has been assessed in accordance with Sydney LEP 2012, with applicable parking rates shown in **Table 1** below.

Table 1: LEP Car Parking Rates and Provision

Land Use	No. / Area	LEP Parking Rates MAXIMUM	Maximum No. Spaces Permitted	Spaces Provided
Hotel				
0-100 rooms	100	1 space / 4 rooms	40	0
100+ rooms	63	1 space / 5 rooms	13	0
Retail				
tenant / visitor	273m ² GFA	$M_1 = (G_1 \times A) / (50 \times T)$	2	0
Conference				
tenant / visitor	74m ² GFA	$M_2 = (G_2 \times A) / (50 \times T)$	0	0
Totals			55	0

Note: M (Maximum number of spaces)

A (Site Area) = 1,180m²

G₂ (Gross Floor Area of conference room) = 74m²

T (Total GFA of buildings on site) = 6,882m²

G₁ (Gross Floor Area of retail premises) = 528m²



It can be seen from Table 1 that with 163 hotel rooms, 528m² GFA of retail floor space and 74m² GFA of conference rooms, the development is permitted to provide a maximum of 55 car parking spaces, under the Sydney LEP 2012. In response, the development does not propose any on-site car parking. This arrangement complies with the requirements of the Sydney LEP 2012 and is considered acceptable in view of the exceptional availability of public transport, as well as to a broad range of services available within the Sydney CBD generally.

Notwithstanding the above, it is noted that a public car park, operated by Wilson Parking, is situated immediately opposite the site at 321 Kent Street. Access to this car park is provided via both Kent Street and Sussex Street and accordingly, patrons of the proposed development will be able to utilise this available off-street public car parking, should this be required.

Having regard for the above, it is considered acceptable that the development does not propose any on-site car parking.

2 Servicing Requirement

The service vehicle parking requirement has been assessed in accordance with the Sydney DCP 2012, with applicable parking rates shown in **Table 2** below.

Table 2: DCP Service Vehicle Parking Rates and Provision

Land Use	No. / Area	DCP Parking Rates MINIMUM	DCP Requirement MINIMUM	Spaces Provided
Hotel				
0-100 rooms	100	1 space / 50 rooms	3	0
100+ rooms	63	1 space / 100 rooms		
reception, lounge, bar and restaurant	134m ² GFA	1 space / 400m ² GFA, or part thereof		
Retail				
tenant / visitor	528m ² GFA	1 space / 350m ² GFA, or part thereof	2	0
Conference				
tenant / visitor	74m ² GFA	1 space / 3,300m ² GFA, or part thereof	1	0
Totals			6	0

It can be seen from Table 2 that the development is required to provide a minimum of 6 service vehicle parking spaces, under the Sydney DCP 2012. In response, the development does not propose any on-site loading facilities, with all loading to be undertaken via the extensive on-street Loading Zones that are provided along the western kerbside of Sussex Street, adjacent to the site.



As discussed in further detail below, changes to the existing on-street parking / loading arrangements are proposed, in order to accommodate a designated bus / coach parking bay, as required under the Sydney DCP 2012. In this regard, reference should be made to the proposed parking / loading signage arrangements which are illustrated in **Figure 6** below.

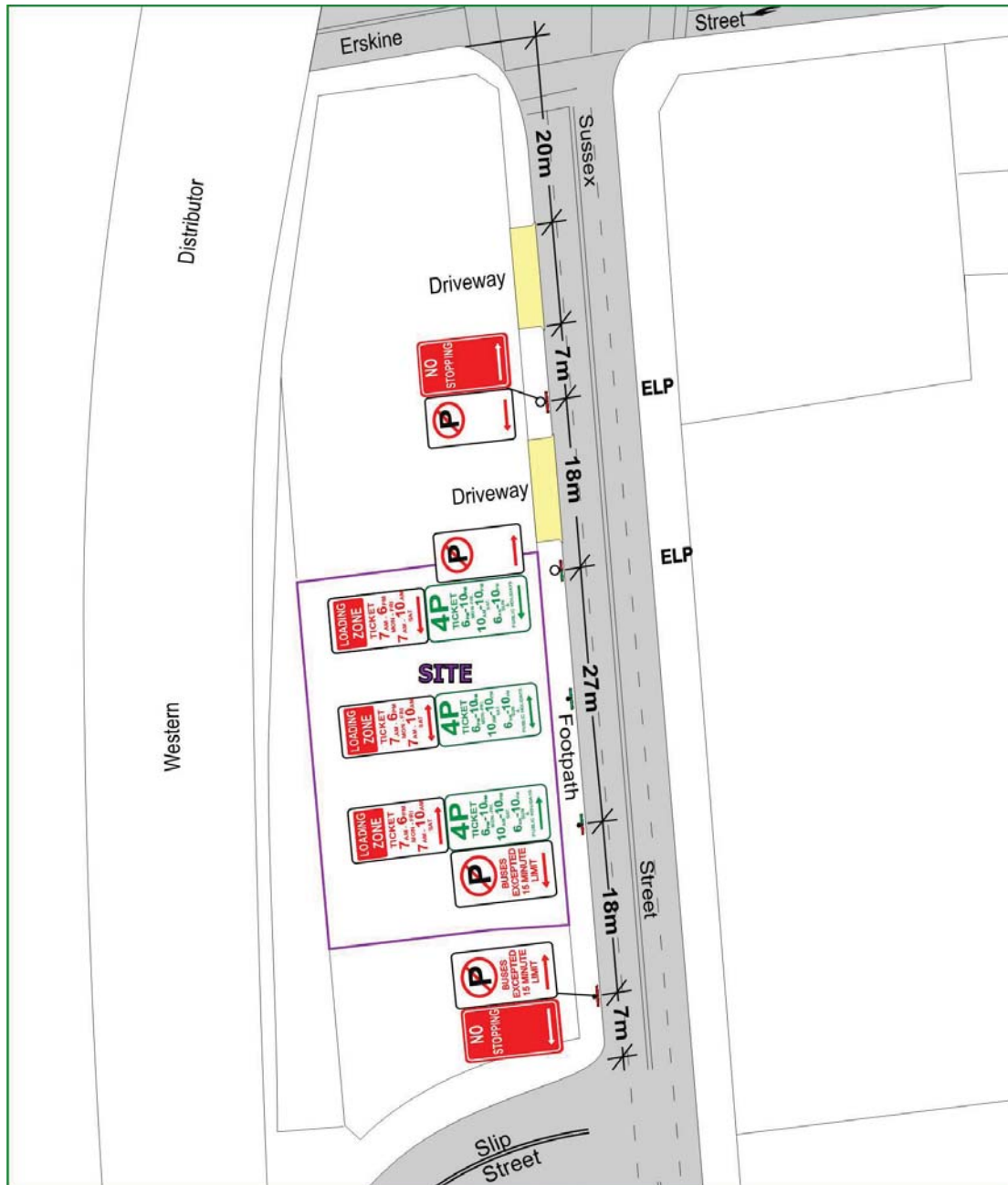


Figure 6: Proposed On-Street Loading & Parking Conditions along the Site Frontage



It is evident from Figure 6 that under the proposed arrangements, a 27 metre long on-street Loading Zone will be available along the site frontage, for use by the subject development. This Loading Zone will continue to operate between the hours of 7:00-6:00pm Monday to Friday and 7:00am-10:00am on Saturdays, which is more than acceptable to accommodate the servicing demands of the proposed development.

In the event that on-site loading facilities were to be required by Council, then the access to any such loading would in turn cause the loss of on-street Loading Zones / car parking. This is considered an undesirable outcome for the surrounding area from an amenity point of view, with the neighbouring businesses also utilising the existing on-street Loading Zones. Furthermore, this is not a desired outcome for the development based on overall planning objectives for the CBD, with the spatial requirements associated with provision of ground floor loading limiting the potential for street activation.

Garbage collection of the development will be undertaken from the kerbside of Sussex Street, using a private contractor. A garbage storage / collection room is provided on the Lower Ground Floor, for ease of access.

The proposed service vehicle parking and garbage collection arrangements are therefore considered acceptable.

➤ Passenger Set-Down / Pick-Up

Clause 7.8.3 (1) of Sydney DCP 2012 requires passenger set-down / pick-up areas for hotel developments to be provided in accordance with the following minimum rates:

- 2 car spaces plus,
- 1 bus / coach space per 100 rooms, where the development comprises 100 rooms or more.

Having regard for the above, it is evident that the development requires a minimum of 2 car spaces and 2 bus / coach spaces, for the set-down / pick-up of patrons. In response, the development proposes amendments to the existing on-street signage arrangements, to accommodate an 18 metre long 'No Parking – Buses Excepted 15 minute Limit', set down / pick up zone, adjacent to the south-eastern corner of the site, as illustrated by Figure 6. This length is sufficient to accommodate a single bus / coach and car at any one time or 3 cars at any one time.

The development is expected to generate a moderate demand for bus / coach parking and accordingly, the provision of a single space (compared to the 2 spaces required), is considered acceptable. In addition, it is noted that an additional 'No Parking' zone is currently provided along the site frontage, adjacent to the north-eastern corner of the site, which could also be utilised for the set-down / pick-up of patrons.

In summary, the proposed passenger set-down / pick-up arrangements generally satisfy the requirements of the Sydney DCP 2012 and are considered acceptable.



2 Bicycle Parking Requirement

The bicycle parking requirement has been assessed in accordance with the Sydney DCP 2012, with applicable parking rates shown in **Table 3** below.

Table 3: DCP Bicycle Parking Rates and Provision

Land Use & No. / Area	DCP Bicycle Parking Rates		DCP Requirement MINIMUM		Spaces Provided
	Staff	Visitor	Staff	Visitor	
Hotel					12
163 hotel rooms / 10 staff	1 space / 4 staff	1 space / 20 rooms	3	9	
Retail					
528m ² GFA	1 space / 250m ² GFA	2 spaces, plus 1 space / 100m ² over 100m ² GFA	3	7	
Conference					
74m ² GFA	1 space / 150m ² GFA	1 space / 400m ² GFA	1	1	
Totals			7	17	12

It can be seen from Table 3 that the development requires a minimum of 24 bicycle parking spaces (7 staff and 17 visitor). In response, the development proposes a total of 12 bicycle parking spaces, which represents a deficiency of 12 spaces.

Notwithstanding the above, it is noted that there is ample space within the bicycle parking room on Lower Ground Floor, to accommodate the additional 12 bicycle spaces required. Accordingly, this minor deficiency can be dealt with at construction certificate stage. The proposed bicycle parking arrangements are therefore considered acceptable.

2 Traffic Generation

Hotel

It is generally agreed that both the RMS *Guide to Traffic Generating Developments* (RMS Guide) & Technical Direction (TDT 2013/04a) do not adequately address trip generation for hotel developments. In this regard, in order to assess the traffic generating potential of the hotel development, trip rate assumptions have been extracted from the traffic study that supported the recently approved mixed-use residential and hotel development at 115 Bathurst Street, on the corner with Pitt Street, approximately 800 metres north-west of the subject site.



The development was supported with an Assessment of Traffic and Parking Implications report dated November 2013, prepared by Transport and Traffic Planning Associates (2013 TTPA report). With regard to traffic generation of the hotel component of that development, the report adopted a peak hour trip rate of 1 trip per 10 rooms, covering all vehicle trips, private car and taxi. Application of this trip rate to the subject development indicates that the hotel component would generate approximately 16 trips per hour during both the AM (7:00-9:00am) and PM (4:00-6:00pm) peak periods.

Retail

The RMS Guide recommends application of a PM peak periods traffic generation rate of 4.6 trips / 100m² GFA for retail specialty shops. Application of this rate to the proposed development results in a generation of 24 trips per hour, during the PM peak period. Notwithstanding, it is noted that this RMS generation rate is based on an 'unrestrained' car parking provision. This is significantly different to the subject development which is situated within the Sydney CBD and does not provide any on-site car parking. Accordingly, the traffic generation of the retail use is expected to be considerably less and in the order of only 6 veh/hr, during both the AM and PM peak periods.

Commercial (Conference)

The RMS Technical Direction (TDT 2013/04a) recommends application of a peak period traffic generation rate of 1.6 trips / 100m² GFA during the AM peak and 1.2 trips / 100m² GFA during the PM peak, for commercial developments. Application of these rates to the proposed 74m² GFA, results in one additional trip during both the AM and PM peak periods.

Combined

Having regard for the above, the combined development is expected to generate a total of 23 veh/hr during both the AM and PM peak periods. This is not a net increase however, as the generation of the existing development must also be taken into consideration. In this regard, the net increase in traffic generation will be only 18 veh/hr. These 18 veh/hr equate to only one additional vehicle trip every 3-4 minutes, which will be split in both directions (arrivals / departures), thereby minimising impacts. Accordingly, the traffic impacts of the development are considered acceptable, with no external improvements necessary.

➤ Access and Internal Design

Access

No access to the development is proposed under this application. Accordingly, the development proposes the removal of the existing access driveway onto Sussex Street, which will improve the streetscape, as well as pedestrian safety.

Internal Design

No internal car parking and / or loading areas are proposed under this application.



Summary

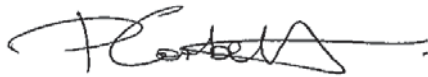
In summary, the application seeks approval for demolition of all existing structures and construction of a new 163-room hotel development at 65 Sussex Street, Sydney.

The parking, servicing and traffic impacts of the developments are considered acceptable and the application is therefore supportable on traffic planning grounds.

Please contact the undersigned should you have any queries or require any further information or assistance.

Yours faithfully

traffic



Paul Corbett
Senior Engineer

Email: paul.corbett@traffic.com.au

Attachments: 1) Architectural Plans



Attachment 1

WESTERN DISTRIBUTOR



QUEST - SUSSEX STREET

DRAFT ONLY

<p>UNDERSIGNED TO BRISTOL ARMS HOTEL FURTHER ON SITE INVESTIGATION REQUIRED</p>	<p>CLIENT alfasi group</p>	<p>PROJECT NORTH SCALE 1:200</p>	<p>PRINT DATE 29/08/2014</p>	<p>fitzpatrick+partners Company No. 2011820 Pl. P. O. P. 8274 9200 Wj www.fitzpatrickpartners.com</p>	<p>DRAWING LOWER GROUND</p>	<p>PROJECT NO. 21413</p>	<p>DRAWING NO. SK-001</p>	<p>ISSUE</p>
		<p>This drawing is issued upon the condition it is not copied, reproduced, retained or disposed of by any unauthorised person either wholly or in part without the written consent of fitzpatrick+partners. Inconsistencies are to be reported to fitzpatrick+partners. Do not scale drawings. Check dimensions before commencing work.</p>						

WESTERN DISTRIBUTOR

1 BR APARTMENTS (TYPE B):	3
STUDIO CONNECT (TYPE A):	3
STUDIO STANDARD:	7
TOTAL NUMBER OF ROOMS:	13



150mm GAP TO BRISTOL HOTEL FOR EARTHQUAKE REQUIREMENT

250mm GAP TO SUBSTATION FOR EARTHQUAKE REQUIREMENT

QUEST - SUSSEX STREET

DRAFT ONLY

CLIENT alfasi group	PROJECT NORTH SCALE 1:200	PRINT DATE 28/08/2014	fitzpatrick+partners City View 2014 P1 - 012 8274 8200 WJ www.fitzpatrickpartners.com	DRAWING GROUND LEVEL	PROJECT NO. 21413	DRAWING NO. SK-003	ISSUE
	QUEST - SUSSEX STREET						

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APPENDIX E: STATEMENT OF HERITAGE IMPACT
PREPARED BY GRAHAM BROOKS AND ASSOCIATES



GRAHAM BROOKS
AND ASSOCIATES

ARCHITECTS
HERITAGE
CONSULTANTS

65-79 Sussex Street
Sydney

Statement of Heritage Impact



September 2014

Issue	Description	Date	Issued By
A	Draft for Review	12/09/14	GM
B	Issued for DA submission	16/09/14	GM

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 ABN: 56 073 802 730
 ACN: 073 802 730
 Nominated Architect: Graham Leslie Brooks
 NSW Architects Registration: 3836

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Introduction

1.0

1.1 Background

This report has been prepared to accompany a development application for a proposed 163 room hotel development at 65-79 Sussex Street, Sydney. The report evaluates the proposed development, designed by Fitzpatrick and Partners.

1.2 Report Objectives

The main objective of this Statement of Heritage Impact is to determine the impact of the proposed development on the established significance of the heritage items in its vicinity, of which the *Bristol Arms Hotel* at 81 Sussex Street is the applicable item for review.

1.3 Methodology and Structure

This Statement of Heritage Impact has been prepared in accordance with guidelines outlined in the *Australia ICOMOS Charter for Places of Cultural Significance*, 2013, known as *The Burra Charter*, and the New South Wales Heritage Office (now the Heritage Division of the NSW Office of Environment and Heritage) publication, *NSW Heritage Manual*.

The Burra Charter provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used, particularly the words place, cultural significance, fabric, and conservation, is as defined in Article 1 of *The Burra Charter*. The *NSW Heritage Manual* explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW.

1.4 Site Identification

The subject site is located on the west side of Sussex Street, in the block between Slip Street and Erskine Street (Figures 1.1, 1.3 & 1.4). It is described by NSW Land and Property Information (LPI) as Lot 2, DP 1188966.

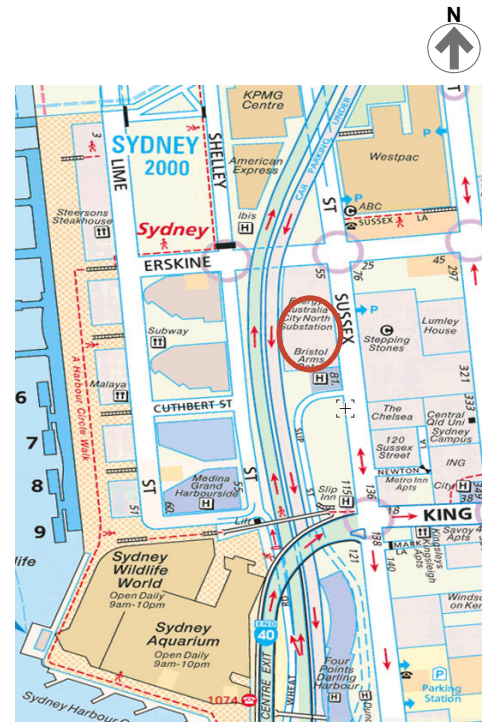


Figure 1.1
Location map showing the subject site marked with a red circle

Source: street-directory.com

1.5 Heritage Management Framework

The subject property is not listed as an item of heritage significance in any statutory instrument.

However, it is in the vicinity of the following items listed in Schedule 5 of the *Sydney Local Environment Plan (LEP) 2012* as items of local heritage significance (Figure 1.2), as well as State Heritage Register (SHR) items under the *Heritage Act 1977* (where noted):

- 81 Sussex Street, LEP Item I1955, SHR Item 00408
- 95-105 Sussex Street, LEP Item I1956, SHR Item 00409
- 107-113 Sussex Street, LEP Item I1957, SHR Item 00410
- 115-117 Sussex Street, LEP Item I1958, SHR Item 00411
- 42-50 Erskine Street, LEP Item I1754, on the corner with Sussex Street

Of these heritage properties in the vicinity of the subject site, the *Bristol Arms Hotel* at 81 Sussex Street is located on the neighbouring site to the south, and is the subject of impact assessment by this report. Item I1754 is not in a line of sight of the subject site. Items I1956, I1957 and I1958 occupy the same side of Sussex Street, some distance from the development site and any impact would be considerably less than for 81 Sussex Street.

On the basis of item I1955, the property is subject to the heritage provisions of the *Sydney Local Environment Plan (LEP) 2012* and the *Sydney Development Control Plan (DCP) 2012* under the *NSW Environmental Planning and Assessment Act 1979*. Sydney Council must take into consideration the potential impact of any proposed development on the heritage significance of the adjacent heritage items.



Figure 1.2
Sydney LEP 2012 map with the heritage listed items, and the subject site outlined in red. Note the heritage listed item I1955, the *Bristol Arms Hotel*, at 81 Sussex Street, is to the south of the subject site

Source: www.legislation.nsw.gov.au

1.6 Authorship

This report has been prepared by Garry McDonald, Senior Heritage Consultant, of Graham Brooks and Associates Pty Ltd and has been reviewed by the Director, Graham Brooks. Unless otherwise noted all of the photographs and drawings in this report are by Graham Brooks and Associates Pty Ltd.

1.7 Report Limitations

This report is limited to the analysis of the European significance of the site. Recommendations have been made on the basis of documentary evidence viewed and inspection of the existing fabric.

Archaeological assessment of the subject site is outside the scope of this report.

This report only addresses the relevant heritage planning provisions and does not address general planning or environmental management considerations.

1.8 Copyright

Copyright of this report remains with the author, Graham Brooks and Associates Pty Ltd.

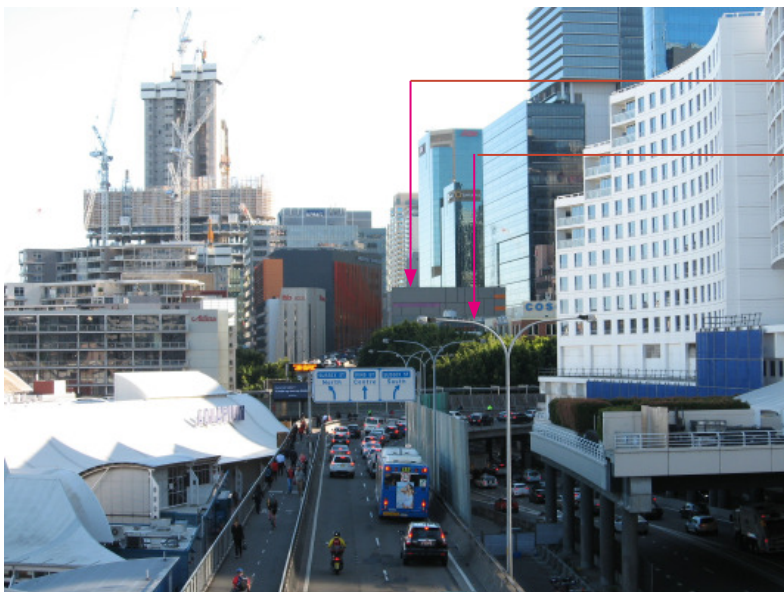


City North Substation

Bristol Arms Hotel

Figure 1.3
Aerial photograph showing the subject site outlined in red

Source: near-map



City North Substation

Subject site at 65-79 Sussex Street

Figure 1.4
From the Market Street overpass to the south, the location of the subject site in relation to City north and the adjacent Substation on its north boundary.

Site Description

2.0

2.1 Urban Context

Located on the western side of Sussex Street, 65-79 Sussex Street is between the new City North Substation on the north boundary and the *Bristol Arms Hotel* along the south boundary (Figure 2.1). Between the western boundary of the subject site and the Western Distributor is a small parcel of vacant land (Figure 2.2). 65-79 Sussex Street is currently occupied by a number of utilitarian structures of the former City North Substation (Figure 2.3).

The western side of Sussex Street, from King Street to the subject site, is lined with SHR listed items that are from one, two and three storeys high (Figures 2.4, 2.5 & 2.6). Some of these listed buildings have later alterations (Figure 2.6). The *Bristol Arms Hotel* has the appearance of two storeys but has an overall height equivalent of a three storey building (Figure 2.4). The Substation to the north, on the corner with Erskine Street, has an overall height equivalent to an eight storey building (Figure 2.8).

The eastern side of Sussex Street is occupied by high-rise buildings including a large multi-storey commercial tower opposite the subject site (Figure 2.7). Beyond the Western Distributor to the west are residential flat buildings lining Shelley Street (Figure 2.9), which are part of the Darling Harbour King Street Wharf development.

2.2 Views to and from the Site

The views from the subject site are orientated east-west, with some vistas over the *Bristol Arms Hotel* to the south. The views from the site are limited by the high-rise buildings across Sussex Street to the east, and the King Street Wharf buildings to the west (Figures 2.7 & 2.9).

2.3 Description of the Adjacent Buildings

81 Sussex Street contains an 1898 Federation Free Classical Hotel with face brickwork and render trim to the main street facade (Figure 2.10). Below the front awning the walls are rendered as are the side walls. The parapet is a balustrade with a central arched pediment.

To the rear of the property is a substantial concrete framed addition with the land falling away to the south-west, allowing for a four storey height. The building has a tiled roof top structure with raking walls that is set back from the front of the Sussex Street elevation (Figure 2.10)



Figure 2.1
The subject site is between the *Bristol Arms Hotel* on the left and the City North Substation on the right. Note the utilitarian structures on the subject site



Figure 2.2
The vacant parcel of land on the western boundary, with the *Bristol Arms Hotel* on the right. Note the Substation behind the three storey building currently on the subject site. The Western Distributor is to the left

The City North Substation is a contemporary designed structure with a patterned 'Mondrianesque' designed facade utilising different coloured metallic panels, glass and louvres (Figure 2.8).



Figure 2.3
The existing structures on the subject site at 65-79 Sussex Street, with the *Bristol Arms Hotel* on the left and the Substation on the right



Subject site at 65-79 Sussex Street

Figure 2.4
Sussex Street from the south with a SHR listed building on the left, and the *Bristol Arms Hotel* on the corner with Slip Street

Subject site at 65-79 Sussex Street



Figure 2.5
Sussex Street from the south at the Market Street intersection. Note the SHR listed building on the left



Figure 2.6
The western side of Sussex Street with the altered heritage listed buildings on the left, the Slip Street intersection and the *Bristol Arms Hotel* on the street corner



Figure 2.7
Eastern side of Sussex Street with the glazed commercial tower opposite the subject site

Subject site at 65-79 Sussex Street



Figure 2.8
Western side of Sussex Street on the corner with Erskine Street, with the Substation on the right, next to the subject site



Figure 2.9
Looking across Sussex Street to the subject site, with the Shelley Street apartments beyond. Note the *Bristol Arms Hotel* on the left



Figure 2.10
The *Bristol Arms Hotel* with the later addition behind, following Slip Street down to the left

Description of the Proposal

3.0

The proposed development, designed by Fitzpatrick and Partners, is detailed in the plans that accompany this application:

- SK-001 Lower Ground (dated 28/08/14)
- SK-003 Ground Level (dated 11/09/14)
- SK-004 Level 1 (dated 28/08/14)
- SK-005 Level 2 (dated 28/08/14)
- SK-006 Level 3 (dated 28/08/14)
- SK-007 Level 4 (dated 28/08/14)
- SK-008 Level 5 (dated 28/08/14)
- SK-009 Level 6 (dated 28/08/14)
- SK-010 Level 7 (dated 28/08/14)
- SK-011 Level Roof Plant (dated 28/08/14)
- SK-013 Sussex Street Elevation (dated 2/09/14)
- SK-014 Western Distributor Elevation (dated 27/08/14)
- Perspective

The proposed development includes for a hotel:

- with an entrance from Sussex Street, adjacent to the south boundary with the *Bristol Arms Hotel* (Figure 3.1)
- the entrance utilises the north wall of the *Bristol Arms Hotel* as a backdrop to the hotel lobby, and provides a visual separation between the heritage listed hotel and the new hotel facade fenestration (Figure 3.2)
- consists of two elements, an east wing fronting Sussex Street and a west wing facing the Western Distributor. The two wings are separated by a north-south lightwell that is landscaped at the lower ground level
- the Sussex Street east wing is six storeys high, while the rear wing facing the western distributor is eight storeys high plus the roof plant
- the overall Sussex Street height of the proposal is a mid-transition between the lower height of the *Bristol Arms Hotel* and the higher Substation. The west wing is an equivalent height to the Substation.

The aim of the proposal is to provide a contemporary infill development that is a visual transition in height from the *Bristol Arms Hotel* to the Substation. The proposal acknowledges the heritage item by incorporating the north wall of the *Bristol Arms Hotel* into the visual space of the proposed hotel lobby and lightwell.



Figure 3.1
The proposed development, ground floor plan (not to scale)
Note the Hotel Lobby adjacent to the *Bristol Arms Hotel*

Source: Fitzpatrick + Partners (part drawing SK-003)

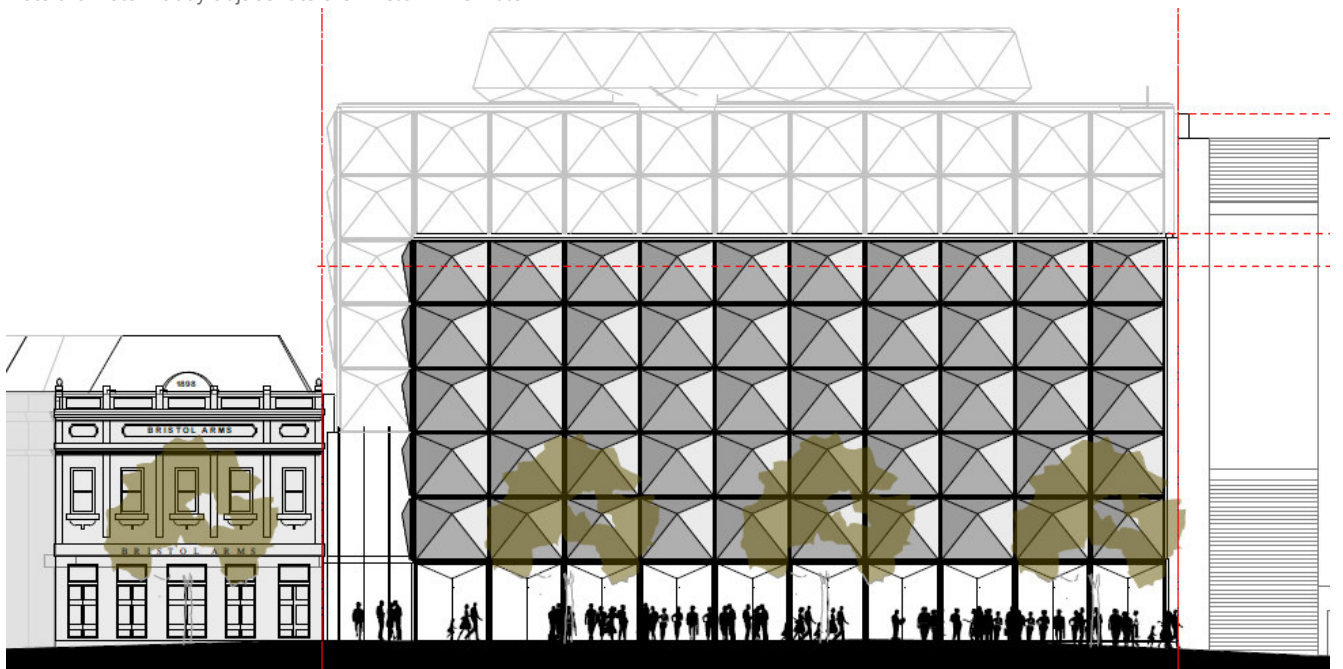


Figure 3.2
The proposed development, Sussex Street elevation (not to scale)
Note the visual space of the Hotel Lobby in relation to the *Bristol Arms Hotel*

Source: Fitzpatrick + Partners (part drawing SK-013)

Assessment of Heritage Impact

4.0

4.1 Introduction

This Statement of Heritage Impact has been prepared in relation to the following impact assessment criteria, the *Sydney Local Environmental Plan (LEP) 2012*, *Sydney Development Control Plan (DCP) 2012* and the New South Wales Heritage Office (now the Heritage Division of the NSW Office of Environment and Heritage) guidelines, *Altering Heritage Assets* and *Statements of Heritage Impact*.

This section of the report provides a detailed analysis of the statutory controls applying to this site, with regard to heritage.

4.2 Established Significance of the Heritage Items in the Vicinity of the Subject Site

There are a number of individually listed heritage items in the vicinity of the subject site, however the only item that requires assessment is 81 Sussex Street, which is to the immediate south of the subject site (Figure 4.1). This particular item, the *Bristol Arms Hotel*, is listed as an item of local heritage significance on Schedule 5 of the *Sydney LEP 2012*. 81 Sussex Street is also listed on the State Heritage Register.

The NSW Heritage Inventory contains the following information for database entry number 2423913, '*Bristol Arms*' Hotel including *Interior*, which is from the Local heritage listing entry. The SHR listing entry, the *Welcome Inn Hotel*, does not contain a statement of significance.

Statement of Significance:

The Bristol Arms Tavern, formerly the Welcome Inn, is located at the western edge of the city and constructed of face brick and render in the Federation Free Classical style. It has significance as part of the network of small purpose built hotels providing a social / recreational venue and budget accommodation within a short distance of the waterfront and the city centre.

The Bristol Arms is one of five hotels of this style in the city, the others being the Metropolitan, the Harbour View, the Lismore and the Ship Inn. It has significance for continuing traditions of the hotel trade from the last few years of the nineteenth century, and as part of the redevelopment of the area after the reconstruction of the Darling Harbour wharves. It is representative as an example of the evolutionary process of a small corner hotel at the fringe of the city.



Figure 4.1
East elevation of 81 Sussex Street, the *Bristol Arms Hotel*

Although the facades of the building have been modified, they retain some aesthetic significance due to the simplified classical ornamentation which reflects the social character of the area.

Description:

The Bristol Arms Hotel located on Sussex Street near the former waterfront area of Darling Harbour is a small scale building featuring subdued classical detailing in the Federation Free Classical style. A prominent cement balustrade parapet with an arched pediment carries the date of construction. The facade below awning and two side walls are now rendered. The door openings appear original but the doors and windows on the ground floor have been replaced.

The interior of the bar has been opened up with the bar moved to the southern side of the space and an opening formed in the rear wall to access the extensive additions to the rear.

The new building is a concrete framed structure column and beam with concrete floors. The first floor of the original hotel has been cut horizontally and another floor level included in the original building height. The interior of the upper floor has been completely rebuilt with new access stairs and a lift servicing both buildings from the centre of the site.

4.3 Evaluation Against the Guidelines of the NSW Heritage Division

The NSW Heritage Office (now the Heritage Division of the NSW Office of Environment and Heritage) has published a series of criteria for the assessment of heritage impact.

The subject site is in the vicinity of the *Bristol Arms Hotel*. The relevant 'questions to be answered' in the *NSW Heritage Manual* 'Statements of Heritage Impact' guidelines relating to development adjacent to a heritage item are addressed below.

The following aspects of the proposal respect or enhance the heritage significance of the adjacent item for the following reasons:

The proposed hotel development is an infill of a city site that is currently occupied by a number of utilitarian structures that can be considered intrusive. The *Bristol Arms Hotel*, located to the south of the subject site, appears as a relatively 'isolated' building in terms of the western side of Sussex Street. The proposal infills and 'completes' this side of the road. The proposed design acknowledges the heritage listed hotel by visually incorporating its north wall into the new hotel lobby.

Question to be answered	Comment
<i>How is the impact of the new development on the heritage significance of the item or area to be minimised?</i>	The design proposal provides for a visual space or setback from the heritage item with the location of the hotel lobby on its northern boundary, thus separating the main facade fenestration of the hotel from the heritage item
<i>Why is the new development required to be adjacent to a heritage item?</i>	The subject development site is a city lot located next to a heritage item that occupies the whole of the site
<i>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</i>	The heritage item has a lot boundary curtilage, however the proposed separating visual space between the heritage item and the hotel facade allows for a 'borrowed' expanded visual curtilage
<i>How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?</i>	Views will remain unaffected. The main elevation of the heritage item fronts Sussex Street and the northern elevation, as a common boundary wall with the subject site, has little visual significance.
<i>Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?</i>	The subject site is not listed as an 'Area of Archaeological Potential' in <i>The Central Sydney Archaeological Zoning Plan</i>
<i>Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?</i>	In the context of the city site, the proposal provides a transitional element between the heritage item and the much larger Substation. The proposal has provided a visual space between the heritage item and the main hotel facade
<i>Will the additions visually dominate the heritage item? How has this been minimised?</i>	Although the proposed building is higher than the heritage item, this is mitigated by providing a visual space with a set back from the front boundary alignment, thus avoiding a simplistic butt joint between the old and new. The design forms a transitional height between the heritage item and the much larger Substation building
<i>Will the public, and users of the item, still be able to view and appreciate its significance?</i>	There will not be any reduction in the ability of the public to appreciate the heritage item. Appreciation is potentially increased as the new hotel will attract a larger 'audience' to this section of the city

4.4 Evaluation Against Sydney LEP 2012 Heritage Provisions

The proposed development is considered to be acceptable, from a heritage perspective, for the following reasons:

- The proposed design provides for a transitional height between the listed heritage item to the south and the existing larger Substation building to the north
- Retains views to and from the adjacent heritage item
- There will be no adverse impact on the established heritage significance of the listed heritage item in the vicinity of the site.

The proposal is, therefore, considered to be consistent with the relevant heritage objectives of the *Sydney LEP 2012* which are:

4.3 Height of buildings

(1) *The objectives of this clause are as follows:*

(b) *to ensure appropriate height transitions between new development and heritage items and buildings in heritage conservation areas or special character areas,*

5.10 Heritage conservation

(1) *Objectives*

The objectives of this clause are as follows:

(a) *to conserve the environmental heritage of the City of Sydney,*

(b) *to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*

4.5 Evaluation Against Sydney Development Control Plan

The proposed development is generally consistent with the guidelines of the *Sydney DCP 2012* that relate to the development of sites adjacent to heritage items; *Section 3.9.5 Heritage Items:*

(3) *Alterations and additions to buildings and structures and new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the:*

(a) *building envelope;*

(b) *proportions;*

(c) *materials, colours and finishes; and*

(d) *building and street alignment.*

Comment: The proposed building envelope provides a height transition along the Sussex Street alignment between the heritage item to the south and the higher Substation building to the north. The proposal has utilised the division of the building into two, east and west wings, to allow for a lower height to the main street elevation, while increasing the overall height of the rear, western wing that backs onto the Western Distributor, an area of less urban sensitivity.

The proposal incorporates materials and finishes for a contemporary building. In contrast to the Substation building, the proposal has a regular grid facade predominately made up of glass panels. This provides for a relatively 'neutral' infill between the highly articulated modern facade of the Substation, and the 19th century elevation of the *Bristol Arms Hotel*.

Being a city lot boundary curtilage, the proposal continues the building line of a boundary alignment. The proposal incorporates a recessed setback for the hotel entrance that provides a suitable separation space between the 19th century facade and the contemporary.

(4) *Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by:*

(a) *providing an adequate area around the building to allow*

interpretation of the heritage item;
(b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item);
(c) protecting, where possible and allowing the interpretation of archaeological features; and
(d) Retaining and respecting significant views to and from the heritage item.

Comment: the proposal has provided a four metre glazed separation space between the heritage item and the main hotel fenestration, thus providing a 'borrowed' visual curtilage. Views to and from the heritage item will remain unaffected.

The subject site has not been identified as having archaeological potential in *The Central Sydney Archaeological Zoning Plan, 1992*.

Conclusions and Recommendations

5.0

5.1 Conclusions

- 65-79 Sussex Street is not listed as an item of heritage significance in any statutory instrument.
- It is located in the vicinity of the listed heritage item at 81 Sussex Street, the *Bristol Arms Hotel* on the adjacent southern property.
- The proposed development will have no adverse impact on the heritage significance of the the adjacent property at 81 Sussex Street.
- The proposed development is consistent with the heritage requirements and guidelines of the *Sydney LEP 2012* and the *Sydney DCP 2012*.
- The proposal replaces utilitarian structures of little merit, with a hotel that has the potential to enhance the area, including the adjacent heritage item, by its visual inclusion in the hotel lobby and the activation of the street.

5.2 Recommendations

- Council should have no hesitation, from a heritage perspective, in approving the application.

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6.0

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