

ATTACHMENT A

ATTACHMENT A

**PLANNING PROPOSAL:
65-79 SUSSEX STREET SYDNEY**

DATED DECEMBER 2014



Planning Proposal

65-79 Sussex Street

December 2014

Sydney 2030 Green/Globe/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'.

ATTACHMENT A

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,

ATTACHMENT A

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.

ATTACHMENT A

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.

ATTACHMENT A

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:

ATTACHMENT A

- 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.

ATTACHMENT A

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.

ATTACHMENT A

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.

ATTACHMENT A

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.

ATTACHMENT A

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.

ATTACHMENT A

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

ATTACHMENT A

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..

ATTACHMENT A

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

ATTACHMENT A

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

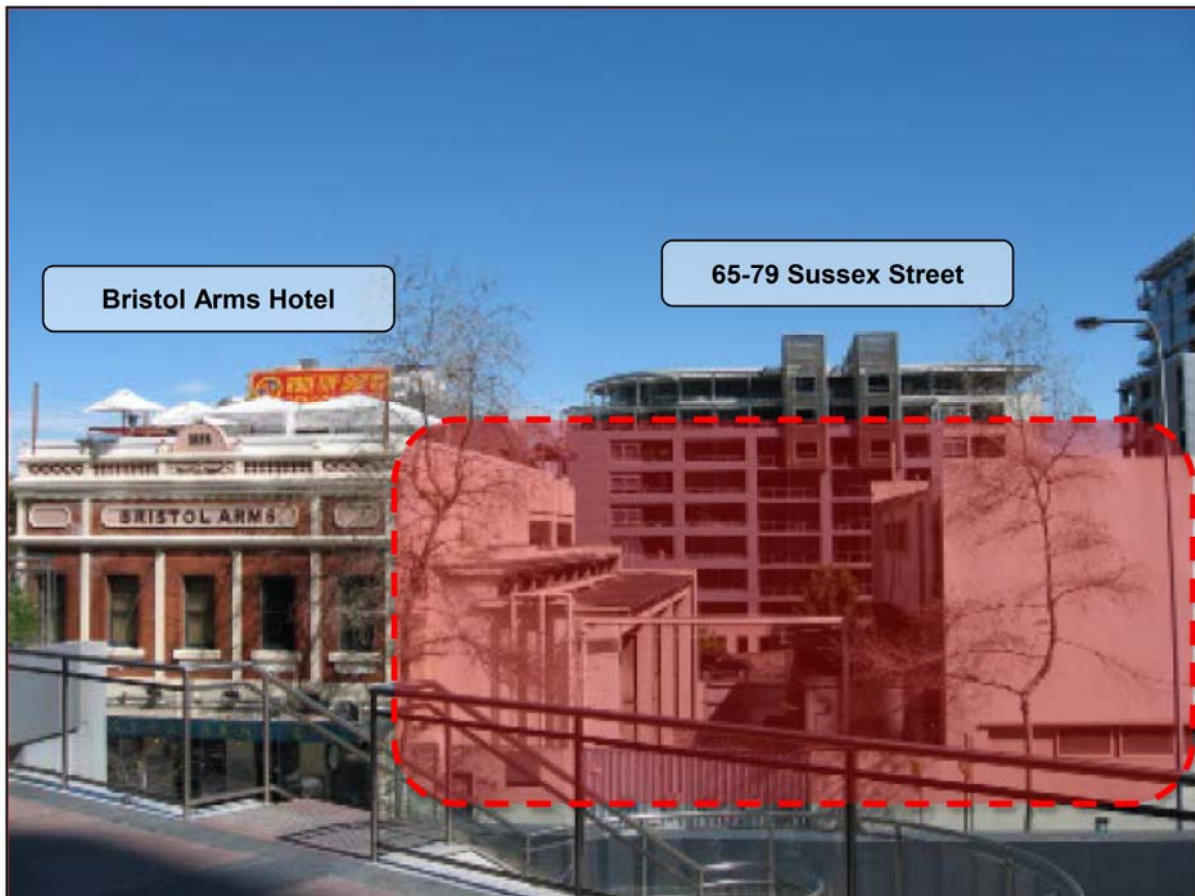


Figure 3 – View looking west across Sussex Street showing Bristol Arms Hotel and subject site indicated in red

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.

ATTACHMENT A

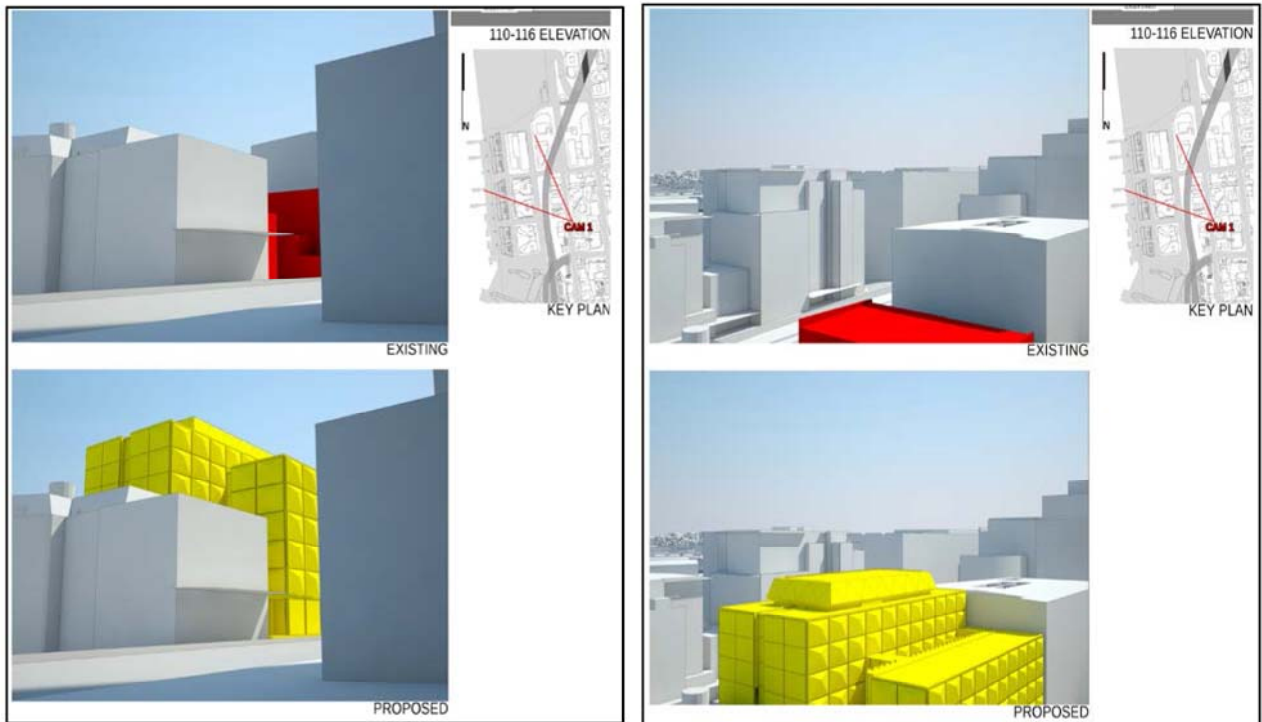


Figure 4 – Existing and proposed views from the Chelsea Apartments

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

ATTACHMENT A

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

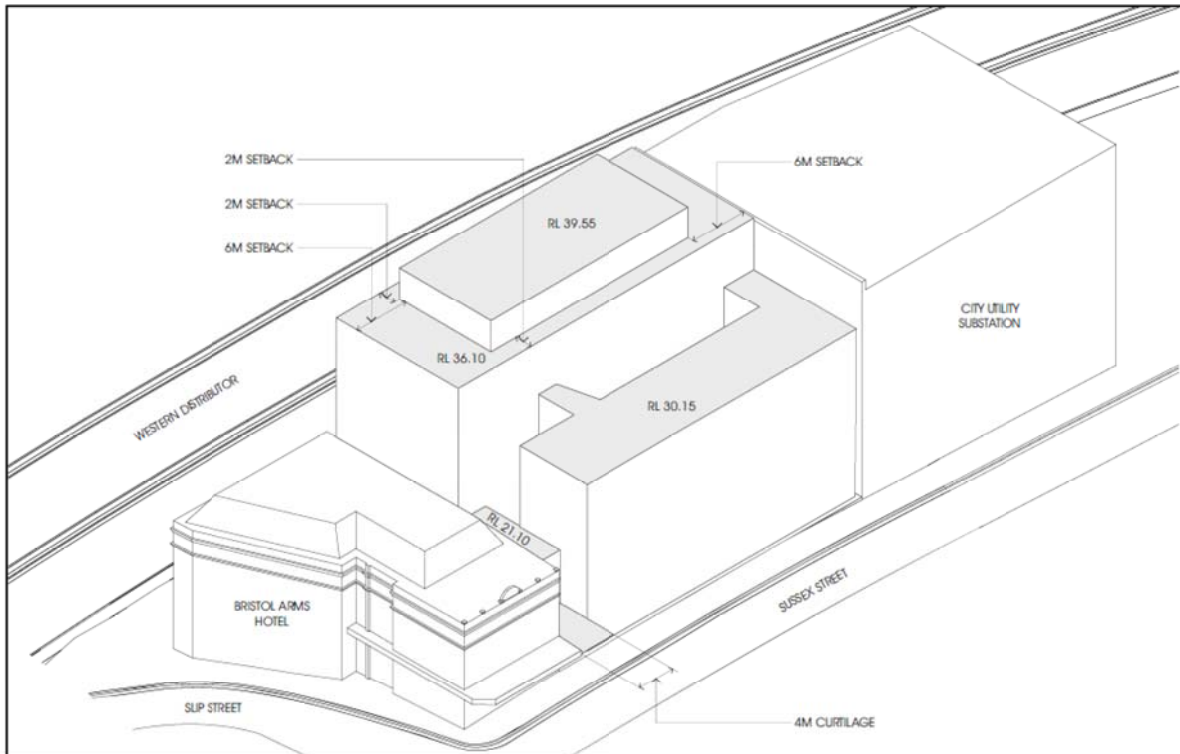


Figure 6 – Axonometric drawing of proposed development

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

ATTACHMENT A

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.

ATTACHMENT A

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.

ATTACHMENT A

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.

ATTACHMENT A

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.

ATTACHMENT A

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