

ATTACHMENT A

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**

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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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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

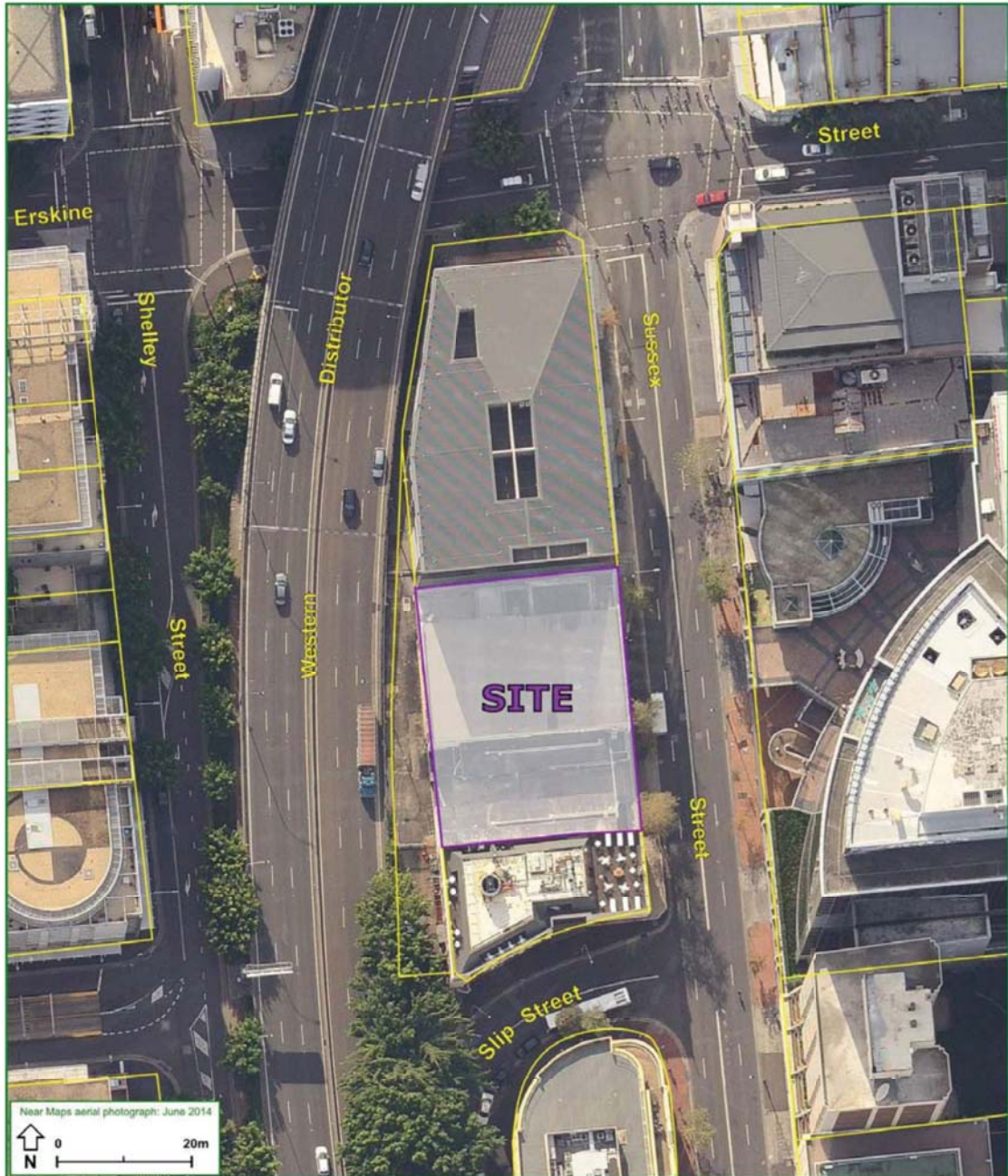


Figure 2: Site Plan



✦ 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.

✦ 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.

✦ 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.

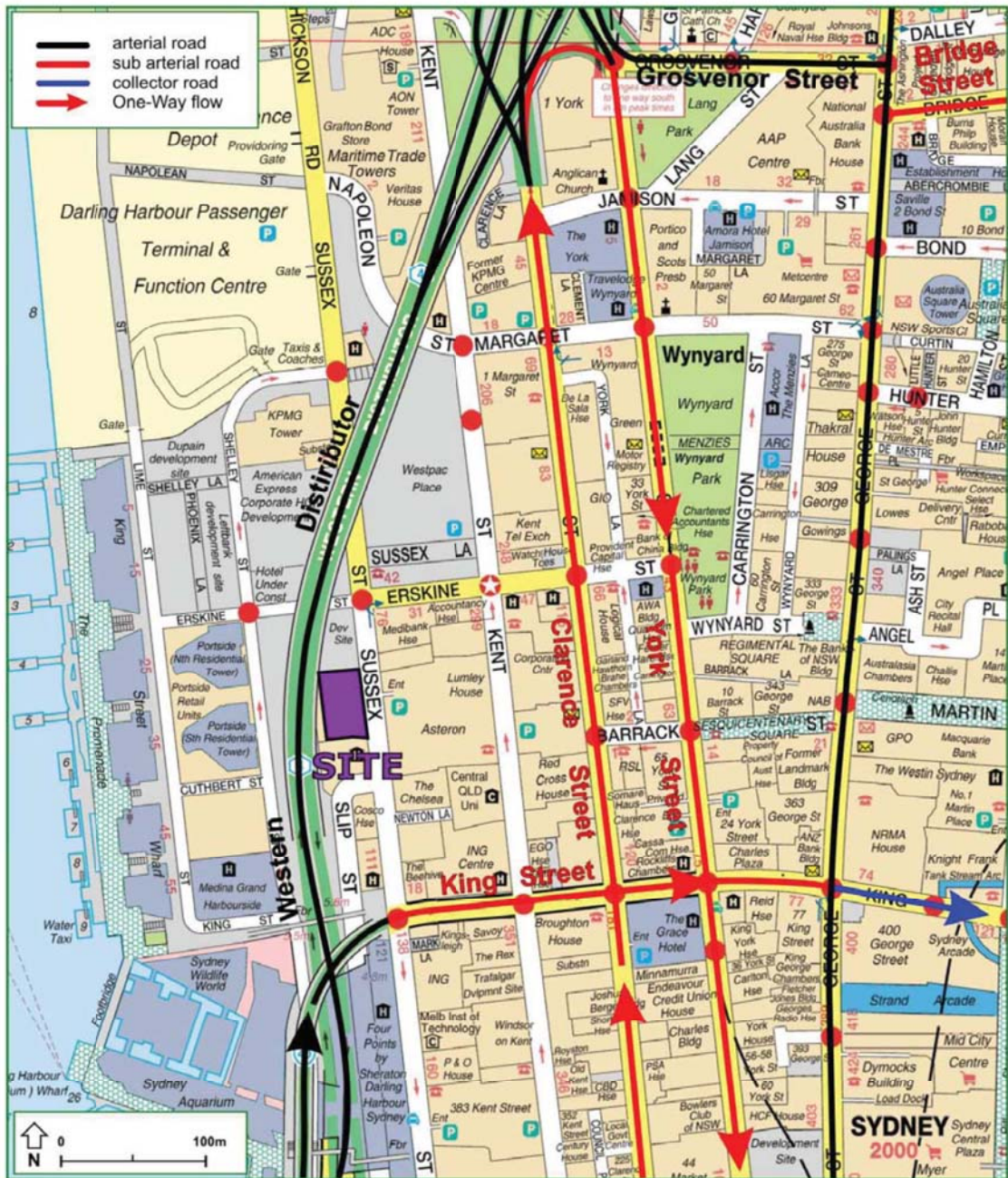


Figure 3: Road Hierarchy

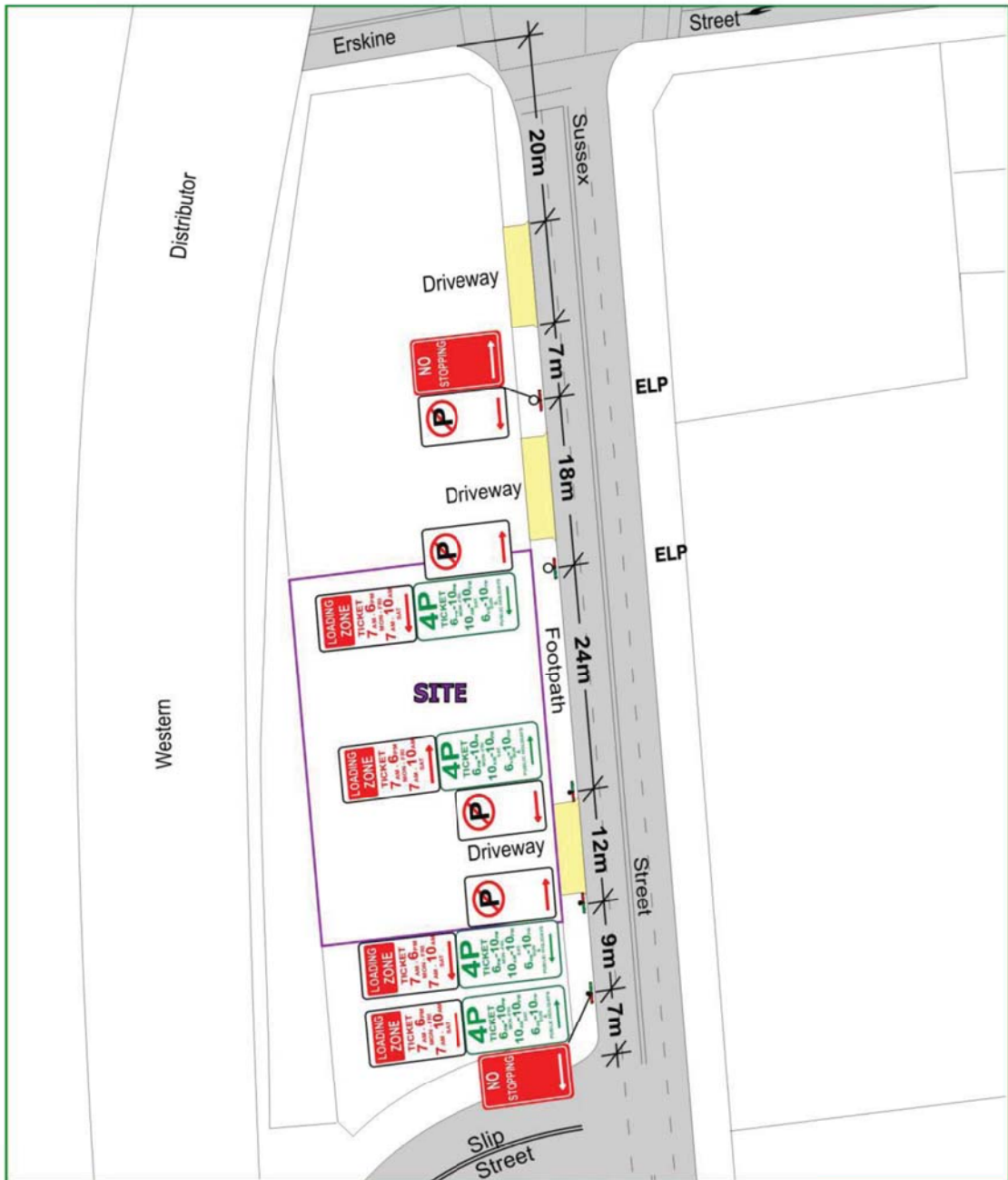


Figure 4: Existing On-Street Loading & Parking Conditions along the Site Frontage

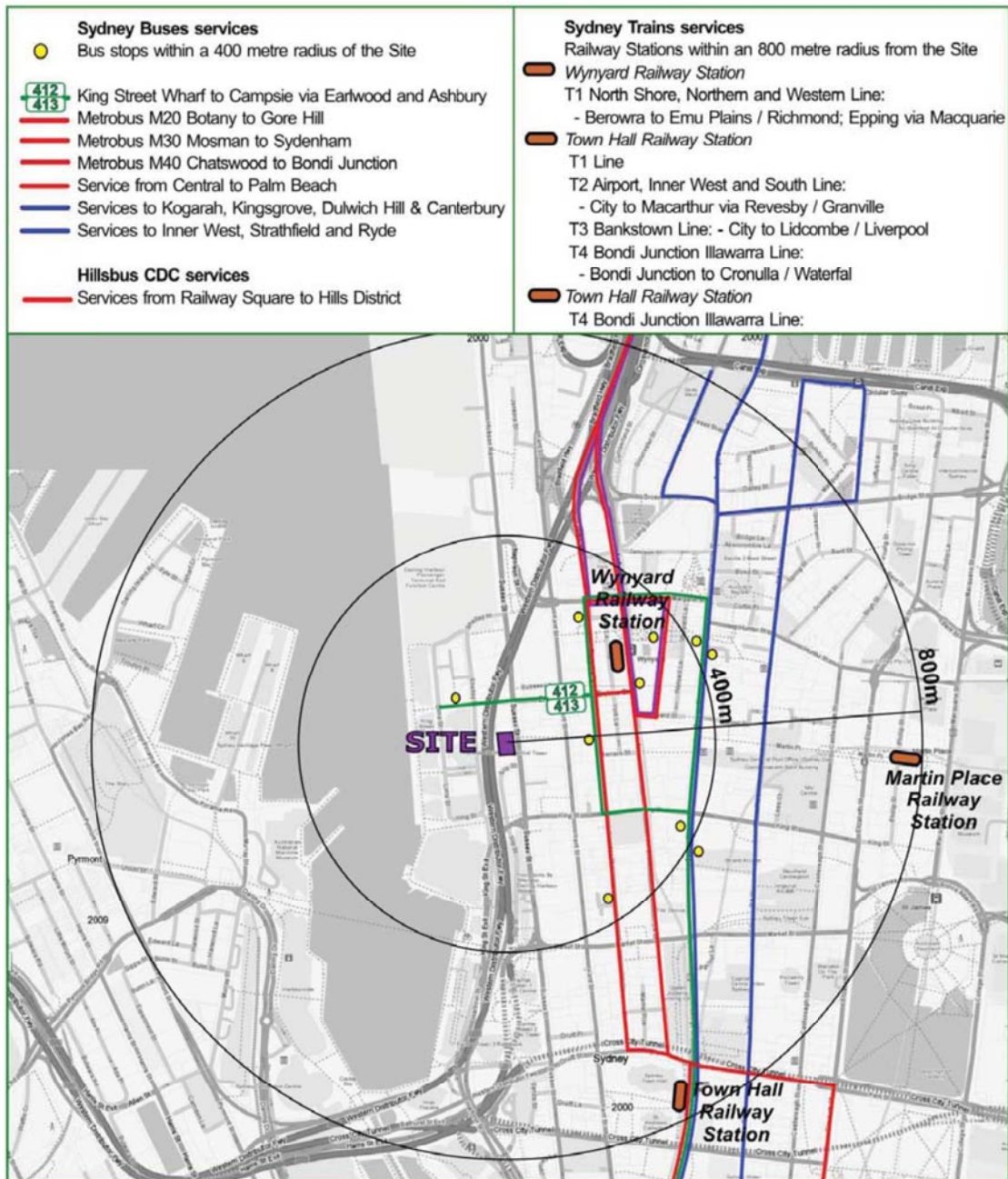


Figure 5: Public Transport Services



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.

🚗 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.

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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.

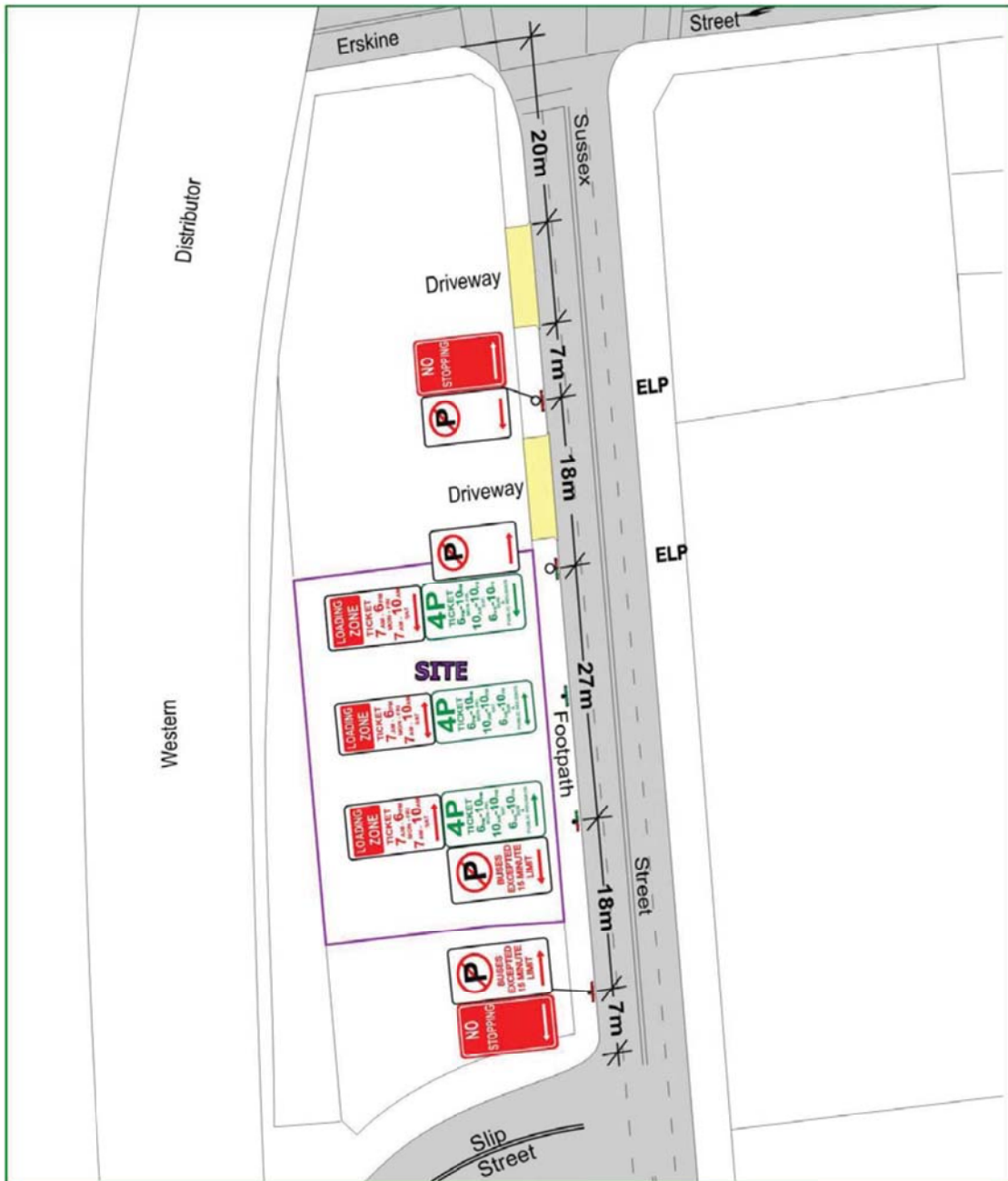


Figure 6: Proposed On-Street Loading & Parking Conditions along the Site Frontage



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.



📍 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					
163 hotel rooms / 10 staff	1 space / 4 staff	1 space / 20 rooms	3	9	12
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.

📍 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.

2 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

traffix

Paul Corbett
Senior Engineer

Email: paul.corbett@traffix.com.au

Attachments: 1) Architectural Plans



Attachment 1

WESTERN DISTRIBUTOR



ATTACHMENT A

40mm EASEMENT @ R. 10.000 AND BELOW

DESCRIBING TO BRECH NAME NOTE
ALLOW FOR APPROX. 100MM JOLE
FURNISH ON SITE INVESTIGATION REQUIRED

QUEST - SUSSEX STREET

SUSSEX STREET

DRAFT ONLY

CLIENT	alfasi group	PROJECT NORTH	SCALE	PRINT DATE	fitzpatrick+partners © 2014 P1 + 61 2 8274 8200 W1 www.fitzpatrickpartners.com	DRAWINGS	PROJECT NO.	DRAWING NO.	ISSUE
			1:200	29/08/2014		LOWER GROUND	21413	SK-001	

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Drawings show design intent only. Shop drawings are to be provided for approval prior to construction. Any variations or inconsistencies are to be reported to fitzpatrick+partners.

WESTERN DISTRIBUTOR

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



QUEST - SUSSEX STREET

DRAFT ONLY

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PRINT DATE	28/08/2014	fitzpatrick+partners © 2014 P1 + 61 2 8274 8200 W1 www.fitzpatrickpartners.com
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APPENDIX E: STATEMENT OF HERITAGE IMPACT

PREPARED BY GRAHAM BROOKS AND ASSOCIATES

ATTACHMENT A



GRAHAM BROOKS
AND ASSOCIATES
ARCHITECTS
HERITAGE
CONSULTANTS

65-79 Sussex Street
Sydney

Statement of Heritage Impact



September 2014

ATTACHMENT A

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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Introduction

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.

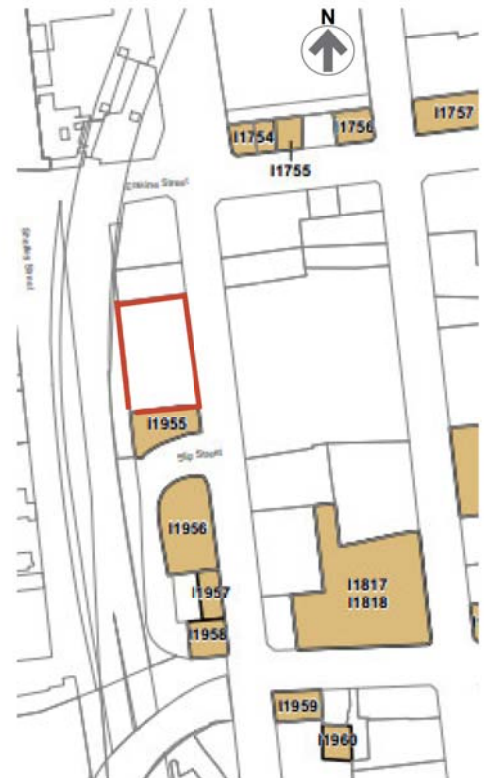


Figure 1.2
Sydney LEP 2012 map with the heritage listed items, and the subject site outlined in red. Note the heritage listed item I1955, the *Bristol Arms Hotel*, at 81 Sussex Street, is to the south of the subject site

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.

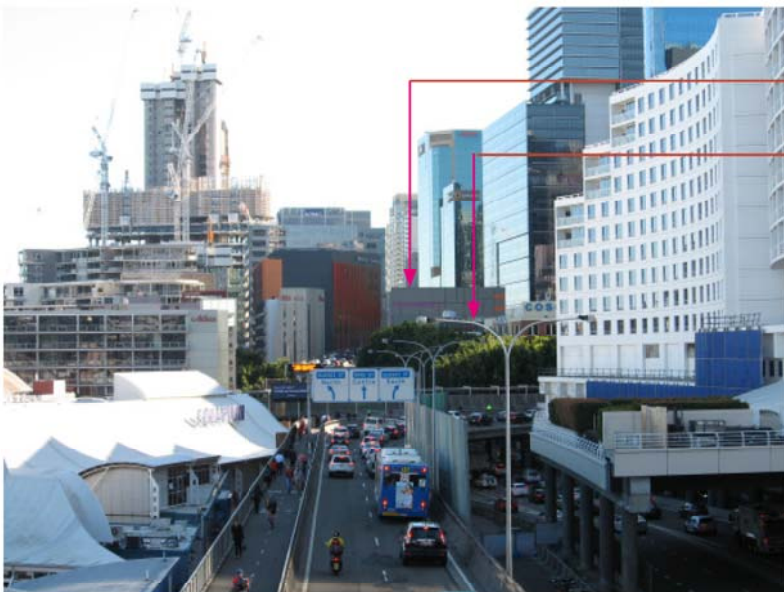


City North Substation

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

2.1 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

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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

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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



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.

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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)

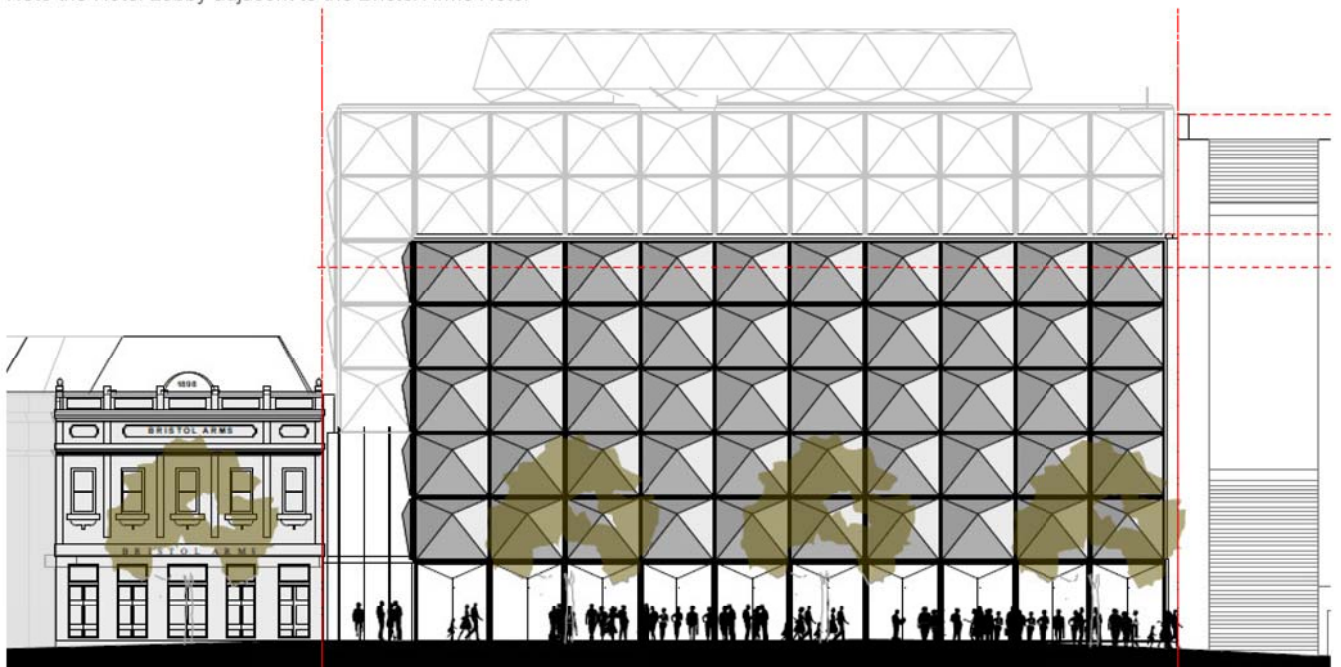


Figure 3.2
The proposed development, Sussex Street elevation (not to scale)
Note the visual space of the Hotel Lobby in relation to the *Bristol Arms Hotel*

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.

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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

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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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