

APPENDIX C

DETAILED COMPLIANCE ASSESSMENT

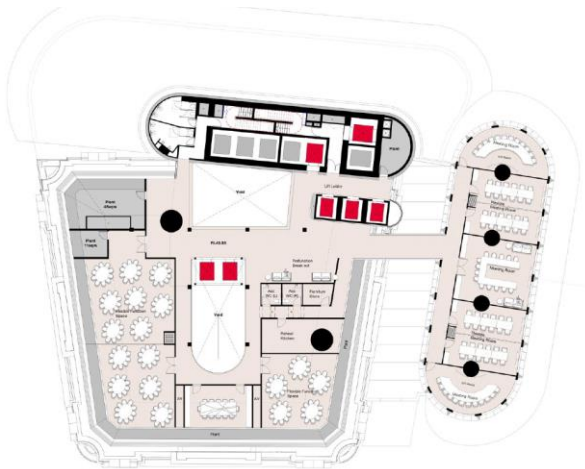
WESTERN GATEWAY DESIGN GUIDE

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3.1 Place and Destination		
3.1.1 Publicly accessible managed space	1. Publicly accessible managed space within the sub-precinct is to be provided in accordance with Figure 2: Publicly accessible managed space and pedestrian connections and the Western Gateway Publicly Accessible Space Strategy, revision C, dated 22 June 2021, prepared for TfNSW.	The public domain design has developed with close consideration of the Publicly Accessible Space Strategy as discussed in the Urban Design Report and Section 6.4.1 of the EIS.
	2. Publicly accessible managed space within the sub-precinct is to: <ul style="list-style-type: none"> a) connect to the City and provide appropriate interfaces and links to adjacent sub-precincts within the Central Precinct b) deliver a precinct that responds to its context and celebrates its heritage c) create a focus for the southern part of Central Sydney d) contribute to the creation of walkable neighbourhoods e) shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity and design excellence 	The public domain design has been closely developed in accordance with the guidelines, the current and future pedestrian demand, Atlassian and the evolving design of Central Place Sydney to create a fully permeable and connected public realm. Ultimately the proposal will provide a vast improvement to the existing site condition and ensure Henry Deane Plaza fulfils its critical role as the epicentre and public anchor of the Western Gateway sub-precinct.
	3. Henry Deane Plaza will be primarily a place of public movement. Any changes to the Plaza will need to ensure that it continues to be an accessible multifunctional space, that can be used for repose, movement, gathering and meeting, with grades appropriate for the intended uses. Any changes to the Plaza will reference the City of Sydney's inclusive and accessible public domain policy and guidelines.	The lower ground public domain is largely designed as a movement and connection space serving commuters, consistent with the Space Strategy lower-level framework. Appropriate uses and activation are proposed along the edge of the public domain within the lower ground level of the development (RL 16), including the proposed commercial lobby and café, as well as nine retail

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		tenancies below the plaza. This is consistent with the Space Strategy lower-level guidelines and will achieve permeability across the Western Gateway sub-precinct.
	4. The pedestrian connection from Lee Street to the Devonshire Street tunnel is to be maintained while Devonshire Street tunnel continues its role as a public pedestrian thoroughfare	The extension of Lee Street tunnel will be realigned in line with the Western Gateway Sub-precinct requirements and aspirations, ensuring continuous connectivity across the site towards Devonshire tunnel and the future Link Zone with easy and clear wayfinding towards the various public transport options around Central Station. This area will be activated with building entrances and retail tenancies along the edges of the connection, creating an activated frontage.
	5. Development Applications are to be accompanied by an open space strategy for the publicly accessible managed space that incorporates place principles and a movement plan that demonstrates how the precinct has been designed to deliver high quality, co-ordinated public places that include (where appropriate): <ul style="list-style-type: none"> f) street trees and other vegetation g) paving and other hard surfaces h) lighting i) seating j) bicycle parking spaces for share bikes and visitors k) bins l) signages, including wayfinding signs m) public art n) heritage interpretation. 	<p>The Public Domain and Landscaping Plan prepared by Arcadia and provided at Appendix M outlines the provision of street trees, lighting, seating, bicycle parking, and hard paving in Henry Deane Plaza.</p> <p>The Public Art Plan prepared by Tilt and the preliminary Heritage Interpretation Strategy prepared by Freeman Ryan further outlines the indicative provision of public art and heritage interpretation opportunities in the plaza.</p> <p>The location and design of bins and signage within the plaza will be subject to detailed design development, with separate application submitted to seek consent for signage provision in the site.</p>
	6. An elegant and functional solution to level changes is to be provided across the publicly accessible managed space that supports seamless, step free, accessible access suitable for people of all abilities, connections and transitions from Lee Street to the Devonshire Street	Henry Deane Plaza supports universal access through the provision of pedestrian stairs, a lift, escalators and

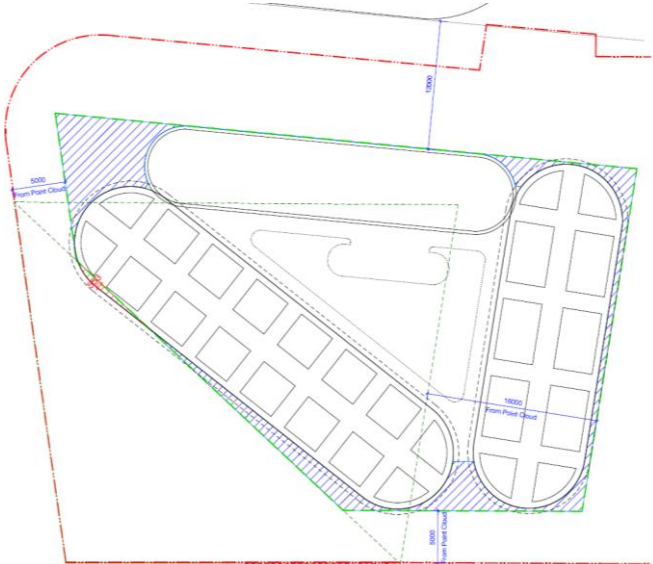
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	tunnel as well as the future over station development within the broader Central Precinct.	<p>access to the ramp delivered in the adjacent Central Place Sydney site.</p> <p>At-grade connections to the Lee Street and Devonshire Street tunnels is provided at lower link, with these area accommodating pedestrian capacity associated with additional movement associated with the Central Station OSD.</p>
	7. Publicly accessible managed space is to provide a comfortable environment, in particular for wind and solar access, suited for the intended purpose of its various parts: sitting, standing and walking.	<p>The Wind Report (Appendix Y) prepared by RWDI demonstrates that Henry Deane Plaza will be suitable for sitting and standing use throughout the year.</p> <p>Henry Deane Plaza will receive solar access during the afternoon period of the winter solstice, equinox and summer solstice, which aligns with the key lunchtime peak hour period. This is discussed in the Urban Design Report at Appendix G.</p>
3.1.2. Building massing and envelope	1. Built form within the Western Gateway sub precinct is to be in accordance with Figures 3 to 7 relating to building separation and setback distances.	<p>The proposal provides:</p> <ul style="list-style-type: none"> • A eastern 16m setback to the Atlassian façade, • Containment within a 16m zone extending from the southern façade of the fPPb, • A 5m tower setback from the northern boundary. • A 5m tower setback from the western boundary on Lee Street. • Compliance with the Prince Alfred Park sun access plane. • A 12m separation from the fPPb roof reconstructed height to the underbelly of the tower.

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		This is consistent with the built form guidance provided in Figures 3 – 7.
	2. N/A	
	3. N/A	
	4. N/A	
	5. N/A	
	6. N/A	
	7. N/A	
	8. N/A	
	9. Building massing, setbacks and articulation zones are to be designed to enable the achievement of appropriate wind conditions shown as set out in Section 3.1.5.	The findings of the Wind Report prepared by RWDI demonstrate the proposal will not adversely impact wind safety criterion or wind speeds in the area alongside the delivery of Central Place Sydney. Refer to discussion in Section 6.7.2 of the EIS.
	10. N/A	
	11. N/A	
	12. N/A	
	13. Built form on Block C is to be in accordance with Figures 3, 4, 6 and 7 relating to building separation and setback distances and the following: a) No core is to extend through and above the floorplate of the former Parcels Post building (fPPb)	a) Discussion of the location of core is contained in the Structural Report and the Heritage Impact Statement. The application seeks consent for the provision of core within the floorplate of the fPPb. The primary points of vertical support for the tower form passing through the fPPb floorplate include 2 structural columns, hotel core

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		<p>and commercial core as illustrated on the below level 6 floor plan.</p>  <p>The proposed design has been developed with consideration to mitigating adverse heritage impacts throughout the internal fPPb. Substantial investigations were undertaken during the design development phase seeking to avoid penetrations to the roof and interior of the fPPb. However, it was found the structural integrity of the tower would be impacted without introducing the structural support columns within the fPPb.</p> <p>The proposed location of the two structural columns within the fPPb has been carefully considered and have been positioned to minimise interference with existing significant internal heritage fabric (i.e. the structural grid); with one column will be located toward the north-east and the other to the south-west. This will not interrupt the presence of original structural components. Intervention into original fabric to accommodate the new structural columns will therefore be confined to small</p>

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		<p>sections of the slab. The columns will further be discernible in fabric and design from original heritage fabric and will not mimic the present structural columns denoting the significant grid pattern to the fPPb interior.</p> <p>The structural design of the columns including the provision of 2 columns in the fPPb, and split into 4 columns for the tower form above through the 'Y' shape design above the fPPb roof form will redistribute the weight of the upper levels and provide stability to the tower form above, whilst minimising the level of intervention in the fPPb floor plate.</p> <p>The positioning of the tower core on the eastern façade has required the partial demolition and reconstruction of the south-eastern fPPb façade. This has been chosen as the most suitable location for tower core as this facade is of lower heritage value, having been reconstructed subsequent to the removal of the steel parcel shoots that served the initial use of the building.</p> <p>The core has been designed as a long and shallow element, minimising impact to the heritage building by using a double stacked lift arrangement for the commercial uses.</p>
	<p>b) Any vertical addition to the fPPb must demonstrate an innovative structural solution which:</p> <ul style="list-style-type: none"> i. ensures there is minimal structural encroachment within the vertical separation zone; and ii. minimal structural encroachment to heritage fabric of the fPPb <p>Note: future DAs must demonstrate how innovative solutions have been explored.</p>	<p>b) The development incorporates an innovative structural solution through the proposed 'Y' shape structural columns. The tower form is supported by 4 columns, which transfers to 2 columns in the podium form to reduce the structural intervention within the heritage floorplate. As discussed above, the proposed column design seeks to minimise intervention and impact on the heritage listed fabric.</p>

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		<p>The columns were further noted by the Competition Jury to provide an “elegant structural solution, resulting in a more refined outcome compared to alternative approaches”, and further acknowledged by the NSW Heritage Council as the best suited approach for the site.</p> <p>A range of options were investigated during design development to ensure the proposed structural solution demonstrates innovation and the most appropriate response for the site. This is outlined in the Structural Report at Appendix U.</p>
	<p>c) Provide a minimum 12.6m clear vertical separation zone between the underside of the tower and topmost point of the reconstructed double pitched roof to the fPPb, which:</p> <p>i. has no lift cores and minimal structure. Any structural encroachment into this zone should be minimal and setback as far as possible from the northern and western tower facades (including the chamfered setback), to preserve the integrity of the reconstructed fPPb roof</p> <p>ii. safeguards the visual prominence and hierarchical importance of the fPPb.</p>	<p>c) The development provides a 12m vertical separation between the top of the reconstructed roof form and the underbelly of the tower form.</p> <p>Whilst this represents a minor departure from the Design Guide, it is noted that the development provides a 13.1m vertical separation between the level 7 floor level and the underbelly of the tower form, and the minor increase in the height of the reconstructed double pitched roof form was a recommendation of the DIP in Session 2 - specifically that the DIP would support a 10% variation in the roof ridge height to enable the roof terrace and balustrade to sit within the pitch of the roof form. This minor variation has enabled both the visual prominence of the fPPb to be retained and appreciated whilst providing an opportunity to use the level 7 floor level as an outdoor space in connection with the function centre.</p> <p>The consolidation of core and structure on the south-eastern corner (including lift access to this level) is setback from the northern and western facades to ensure the vistas to the fPPb are not interrupted.</p>

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	<p>d) Ensure that any tower form above the fPPb is not located north of a chamfered setback that aligns with a diagonal from the north-east corner to the south-west corner of the heritage building (refer Figure 4)</p>	<p>The tower form above the fPPb is generally consistent with this provision, however there is a minor encroachment of 3sqm of the diagonal chamfered setback line on the north-eastern portion of the tower as illustrated below.</p> <p>This has resulted from the articulation of the tower form into three pill-shaped elements and the rotation of the northern pill to reduce visual impact on George Street. This minor encroachment is considered acceptable as the majority of the tower form is located behind the setback line, ensuring the prominence and significance of the fPPb is appreciated.</p> 
	<p>e) The minimum 5m setback from the north-east and south-west corners of the fPPb must be measured parallel to the north and west facades respectively of the fPPb and should be calculated from the average of the substantive façade face, excluding projections and cornices.</p>	<p>The proposal complies with this provision.</p>

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	f) The 12m setback to the east (between buildings on Blocks A and C) must be for the full height of both buildings, with no extension of the core or other built form into this setback	The proposal generally complies with this provision. It is noted the proposal seeks to introduce an awning at ground level to provide wind mitigation and protection for pedestrians and commuters in Henry Deane Plaza. Whilst this awning will extend to the eastern boundary line of the site, the introduction of this structure is considered acceptable given the significant role and purpose the awning will play in providing a suitable level of amenity for passing commuters and pedestrians within Henry Deane Plaza.
	g) The southern extension of the envelope into Henry Deane Plaza: i. should be as far as possible not enclosed, and ii. provide a ground level and lower ground level pedestrian connection of at least 8m wide.	The southern pill is presented as a glazed atrium with an open internal void directly adjacent to the fPPb southern façade. This will allow for views in and through this space to the fPPb to promote visual appreciation, as well as mark the primary entrance into the building from Lee Street. The use of clear glazing will ensure the significance of the fPPb can be appreciated from the surrounding public spaces. The design and function of this space was scrutinized during the design integrity process, with the DIP ultimately supporting the height of the atrium, the eastern vertical element, and the connection points with the fPPb. Refer to the Design Integrity Endorsement at Appendix K. An 8m separation is provided between the southern pill and the fPPb southern façade.
	h) Retain the individuality of the fPPb corners to preserve its civic prominence, particularly from the northern and western approaches	The fPPb corners are fully retained with the exception of the south-eastern corner, which will be partially demolished in order to construct the tower core. This is considered acceptable as the structural stability requires the core to extend into the south-eastern corner of the building to minimise impact to the heritage building. Further, the south-eastern corner has limited

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		visibility from external views points and is the least prominent of the four fPPb corners. A clear separation is provided between existing and the new building to ensure both structures read independently of one another.
	i) flexibility is provided within the 1,300 sqm floorplate to allow variation to achieve design excellence.	The proposal complies with the 1,300sqm floorplate control for all levels in the new building.
3.1.3 Design excellence	1. Each block within the sub-precinct is to be the subject of a competitive design process and undertaken in accordance with the applicable design excellence competition guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy (Policy).	The proposed development is the winning entry of a Competition undertaken in accordance with clause 6.21 of the Sydney LEP 2012, the Draft Government Architects Design Excellence Guidelines and the approved Competition Brief prepared by Urbis and endorsed by the Government Architect NSW on 20 August 2021.
	2. No additional floorspace or building height under Clause 6.21(7) of the Sydney LEP 2012 will be awarded for a building demonstrating design excellence. The maximum floorspace and building height for sites within the Western Gateway sub-precinct is to be in accordance with Clause 6.53 of the Sydney LEP 2012.	The proposal provides 43,000sqm of floor space, compliant with clause 6.53 of the Sydney LEP 2012.
	3. Where a competitive design process is undertaken in accordance with the Policy, it is to be in accordance with the following design excellence strategy: <ul style="list-style-type: none"> a) Undertake an invited architectural design competition involving no less than five (5) competitors from a range of emerging, emerged and established architectural practices, with no more than 50% of competitors from international practices b) The Jury composition is to be in accordance with the Provision 3.2 Jury Composition of the Policy or a five (5) member jury in accordance with Part 3.4 of the Draft Government's Architect's Design Excellence Competition Guidelines (dated May 2018) c) Buildings are to be constructed of durable and robust materials 	<p>The Competition has been conducted in accordance with the provisions of a) – b).</p> <p>The tower is to be constructed in a dark, glazed terracotta. The fPPb will retain the high level of architectural detailing whilst the tower form will be recessive to allow the appreciation of the heritage item.</p>

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	d) Architectural detailing is to provide a higher order of priority to the levels interfacing with the adjacent streetscape, publicly accessible managed space and heritage items.	
3.1.4 Active Frontages	1. A minimum of 75% of building frontages to the public domain (including publicly accessible managed space) are to be activated through the inclusion of retail, commercial lobbies or other active uses. For the purpose of this guideline public domain means the area shaded in yellow shown in Figure 2: Publicly accessible managed space and pedestrian connections, as well as Lee Street and the Western Forecourt.	The development complies with this provision and activates identified frontages with retail tenancies and building entrances.
	2. Ground floor frontages are to be pedestrian oriented and of high design quality to add vitality to the public domain and publicly accessible managed space.	The proposed development has been designed in accordance with this provision.
	3. Fine grain retail tenancies are to be located along key pedestrian movement corridors and are to cater to a diverse range of businesses including retail, entertainment and food and drink.	The development provides fine grain retail tenancies are to be located along key pedestrian corridors including the Lee Street tunnel.
	4. New development is to avoid expansive inactivated retail frontages that are visible at the ground level and is encouraged to provide fine grain retail frontages where appropriate.	The development provides nine retail tenancies beneath Henry Deane Plaza and entrances to convenience retail, supermarkets and F&B offerings along Lee Street tunnel.
	5. Building design features, such as continuous cantilevered awnings, are to be provided where possible to ensure adequate protection for pedestrians from the elements.	The development provides a continuous awning along the south-eastern corner of the tower form.
	6. Building entrances are to be designed to be at the same level as the adjoining public domain and publicly accessible managed space.	The development complies with this.
	7. No strata titled development is to be included in any areas that may be affected by existing or future transport operations.	N/A
	8. Staging must integrate delivery of the publicly accessible managed space and other public domain with the progress of proposed public and private development.	The development will be delivered in one stage.

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	<p>9. Development at the ground plane is to activate the adjoining public domain and publicly accessible managed space, through measures including:</p> <ul style="list-style-type: none"> a) positioning areas for respite and pause in locations that promote overlooking of the public domain and publicly accessible managed space, b) incorporating large doors or windows into building lobbies and spaces, c) not locating activities that are sensitive to public view, such as ground level office space, in locations where direct overlooking from the public domain or publicly accessible managed space can occur, and d) minimising the extent of grilles, vents, mechanical plant and other operational and security measures in areas that front onto the public domain or publicly accessible managed space. 	<p>The uses proposed adjacent to the ground plane include retail tenancies, food and beverage tenancies, hotel and commercial lobbies, and hotel back of house areas. Along these areas is highly glazed frontages to enable activation and a direct connection between the internal and external spaces.</p> <p>All public areas have been designed with clear and uninterrupted view lines, maximising active frontages for passive surveillance and avoiding dark corners and corridors. Natural light has been introduced from RL 21 down to RL 16 in several locations to further enhance public comfort.</p> <p>The development minimises the provision of servicing and security measures along active frontages.</p>
3.1.5 Wind	<p>1. All new developments are to be designed to mitigate adverse wind effects and be designed to satisfy the relevant wind criteria for the intended uses of the public domain (including publicly accessible managed space).</p>	<p>There are no areas that exceed the wind comfort standard criteria for sitting, standing or walking dependent upon the intended use of these areas. Refer to Wind Report at Appendix Y.</p>
	<p>2. A quantitative wind effects report is to be submitted with any development application for new buildings that addresses how development meets the relevant standards identified in Figure 8: Wind Criteria Map.</p>	<p>A Wind Report is provided at Appendix Y.</p>
	<p>3. Wind impacts from any development must not exceed the Wind Safety Standard which is an annual maximum peak 0.5 second gust wind speed in 1 hour of 24 m/s.</p>	<p>The wind does not exceed the wind safety standard. Refer to Wind Report at Appendix Y.</p>
	<p>4. Wind impacts from any development on the surrounding public domain and publicly accessible managed space are not to exceed the Wind Comfort Standard criteria for sitting, standing and walking taking into consideration the intended use of the space (refer Figure 8: Wind Criteria Map). The wind comfort standard is an hourly mean wind speed</p>	<p>An assessment of wind speeds against these standard is provided in the Wind Report. With the inclusion of landscaping measures and the proposed awning, the proposal achieves this criterion.</p>

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	<p>or gust equivalent mean wind speed, whichever is greater, for each wind direction of no more than 5% of all hours in the year. These standards are:</p> <ul style="list-style-type: none"> a) walking through the over station development connection and footpaths - 8 m/s b) standing at building entrances, bus stops - 6 m/s c) sitting in future public spaces - 4 m/s 	
	<p>5. New development within the Western Gateway Sub Precinct is to achieve the proposed wind comfort criteria on land outside the sub-precinct (i.e. the area outside the redline boundary on the Wind Criteria Map), unless it can be demonstrated that existing wind conditions in that area do not currently achieve the identified wind comfort criteria. If the existing wind conditions do not currently achieve the identified wind comfort criteria, new development is not to increase or worsen the current wind conditions for that area as measured by the wind comfort criteria.</p>	<p>All areas outside of the sub-precinct achieve the proposed wind comfort criteria of walking. Wind conditions within the Central Station forecourt to the north of the site are suitable for passive use (sitting and standing), without the need for additional mitigation measures. With the inclusion of landscaping, RWDI consider it is highly likely the area will be suitable for sitting use throughout the year. Refer to Wind Report at Appendix Y.</p>
	<p>6. Development subject to a quantitative wind effects report must not cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks, unless it can be demonstrated that the existing wind speeds in those locations exceed the standard(s). If the existing wind conditions do not currently achieve the identified standard(s), new development is not to result in an increase to wind speed in their respective locations as measured by the relevant standard(s).</p>	<p>The findings of the Wind Report demonstrate the wind conditions in the area outside of the sub-precinct are also equivalent to the existing site conditions in the area and the proposal will therefore not result in the increase to wind conditions.</p>
	<p>7. Despite clause 3.1.5 (6), a minimum of 200sqm of contiguous space that is open to the sky within the defined Railway Square area (refer Figure 8: Wind Criteria Map) is to achieve the Wind Comfort Standard criterion for sitting</p>	<p>An area of 200sqm (in the defined Railway Square area) is suitable for the target sitting use.</p>
	<p>8. Wind mitigation measures integrated into the design of the Block C tower envelope should not encroach into prescribed setbacks, particularly for the space between the new tower and Block A (the Atlassian building).</p>	<p>The proposed awning is within the Block C boundary and extends to the south-east of the tower form. Whilst the awning is not setback 12m from the Atlassian tower form, this is considered acceptable as the awning is</p>

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		only provided at ground level and does not impact the 12m setback of the tower form from the Atlassian building.
3.1.6 Solar access	1. Development is to ensure that Henry Deane Plaza and other affected publicly accessible areas receive an appropriate solar amenity for their intended use.	<p>Henry Deane Plaza and public open spaces will achieve a suitable level of solar access.</p> <p>In the winter solstice as a result of the orientation of the proposed built form, the proposal will result in some overshadowing over the area of Henry Deane Plaza between the morning period of 9am – 12pm on the winter solstice. However, due to the orientation of the northern pill along the diagonal line, this area will receive solar access between 1pm – 3pm, aligning with the lunch time period associated with the likely peak demand for recreational activity and ‘dwell time’ in the plaza area.</p> <p>The proposal does not result in overshadowing to Railway Square or the future Central Square on the winter solstice.</p>
3.1.7 Views and vistas	1. Development is not to obstruct significant views as identified in Figure 9: Heritage sightlines, views and vistas measured from eye level from point to point.	A Visual Impact Assessment has been prepared by Urbis and conclude the visual impacts of the proposed development were found to be acceptable and reflect the desired character of the precinct. The VIA includes an assessment of each view, and it is determined the proposal will not adversely impact view corridors.
	2. N/A	
	3. N/A	
	4. N/A	
	5. N/A	

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	<p>6. Development is to minimise the impact on existing public views to Central Railway Station Clock tower through modulation of proposed building mass, to maximise the visibility of the clock face. Any development must preserve views from the western forecourt of Central Station to:</p> <ul style="list-style-type: none"> a) the Central Station South Wing b) all elevations of the former Parcels Post Office (Adina Hotel) c) the former Inwards Parcels Shed. 	<p>The development does not impact views to the Central Station Clock Tower. The Urbis VIA considers the visual impacts of the proposed development were found to be acceptable. The modulation of the tower form and the slight rotation of the northern pill will enable views to be retained to the surrounding area and will similarly enable greater appreciation of the fPPb.</p>
3.2 People and community		
3.2.1 Heritage	<p>1. A Statement of Heritage Impact is to accompany any future DA for new buildings within the sub-precinct and is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact.' It should demonstrate an understanding of the heritage and cultural values of the place and include consideration of the Western Gateway sub-precinct as a whole, and the wider Central Precinct.</p>	<p>A Heritage Impact Statement is prepared by Urbis and provided at Appendix P.</p>
	<p>2. N/A</p>	
	<p>3. Any future DA for new buildings within the sub-precinct is to be accompanied by a Heritage Interpretation Strategy that identifies opportunities for the presentation of the history of the site and surrounds and considers other HIPs prepared for sites within the Western Gateway. It is recommended that a program of Aboriginal ceremony be developed to re-awaken the landscape as part of the proposal. This is to include Aboriginal and non-Aboriginal themes such as living cultural practices, stories (including Stolen generation stories), social values, interpretive opportunities, measures and locations and present the findings of any desktop analysis of the likely archaeological significance of the site and the immediate surrounds. All documentation is to be prepared in accordance with Interpreting Heritage Places and Items Guidelines.</p>	<p>As Interpretation of the heritage fabric and the historical background of the subject site forms an integral part of the overall design and will be coordinated across the entire precinct. The proposed Interpretation Plan/Strategy is being developed by Interpretation specialists Freeman Ryan and will consider the Connecting with Country framework through a series of workshops and consultation with the relevant parties and stakeholders, and the historical uses of the site including Aboriginal cultural heritage values, the former asylum, and the development of the Parcels Post building.</p>

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		The preliminary Heritage Interpretation Strategy prepared by Freeman Ryan is provided at Appendix T.
	4. Development is to comprise of building forms and design treatments that give consideration and positively responds to heritage items within and immediately surrounding the sub-precinct. The Statement of Heritage Impact that accompanies a development application is to identify and assess any direct and/ or indirect impacts (including cumulative impacts) to the heritage significance of the buildings and elements within the precinct. It should also provide an understanding of the place's heritage values and assess opportunities that arise from these.	This HIS has considered and discussed the direct and indirect impacts to both the former Parcels Post building and to the surrounding Sub-precinct. Discussion regarding the potential impacts and opportunities arising from the proposed works has been undertaken in detail in the HIS provided at Appendix P.
	5. Buildings are to be constructed of durable and robust materials.	The design seeks to utilise robust materials including terracotta fins, clear glazing to retail shop fronts and framed windows, insulated spandrels, and double glazing. These materials and finishes have been selected in keeping with this design guideline.
	6. Architectural detailing is to provide a higher order of priority to the levels interfacing with the heritage items, adjacent public domain and publicly accessible managed space. This should take an informed and strategic approach to form, colour, materials, and details and respond to the immediate context and character.	<p>The glazed atrium will be comprised mainly of glass and will cohesively connect the former Parcels Post building to the new tower core and southern 'pod' whilst new fabric will remain discernible from original heritage material. The use of clear glazing within the atrium will allow for the infiltration of natural light and evoke the feeling of open space whilst providing shelter to pedestrians, in addition to maintaining the sense of the former Parcels Post building being a separate structure.</p> <p>The new building elements will utilise materials and finishes that are appropriate within the context and reference the traditional building materials of the Federation period in which the former Parcels Post building was constructed.</p>

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	7. N/A	
	8. N/A	
	<p>9. Development on Block C is to:</p> <ul style="list-style-type: none"> a) Incorporate an innovative structural response in accordance with Section (13) to minimise the impact of structural intrusion on significant heritage elements of the former Parcels Post Office building (fPPb), and enhance legibility of significant heritage facades b) Be designed to ensure vertical circulation (core) to access the floor plates above the fPPb: <ul style="list-style-type: none"> i. are positioned to the southern or eastern extent of the planning envelope ii. does not extend through or above the floor plate of the fPPb; and iii. minimises adverse impacts to significant heritage fabric. c) Be designed to ensure treatment of tower cores and lobbies adjacent to the heritage item are to have regard to the original form and facades, allow for interpretation and minimise intervention to all facades d) Include the use of materials or other measures (ie transparent materials and void spaces) to ensure the original eastern and southern facades of the fPPb can be interpreted from the public domain e) Increase ground level public access to the existing fPPb f) Development must demonstrate how visual connections between the core heritage buildings (former Parcels Post building, former Inwards Parcel Shed and broader Central Railway site) are preserved, or if this cannot be achieved, demonstrate heritage interpretation measures g) Development is to retain as far as possible original layouts and celebrate heritage interiors of the fPPb. The Applicant is to consult with the NSW Heritage Council and Heritage NSW in 	<p>The interrelationship between structure and heritage is discussed in the Structural Report (Appendix U) and the Heritage Impact Statement (Appendix Q).</p> <p>a. The structural response relies on a secondary tower core within the floorplate of the fPPB and 4 columns between the tower and fPPB which transfer to 2 columns within the building. it also incorporates a secondary circulation core. The circulation core appears recessive as it references the character of the core to the east and to the structure which is also within the vertical separation area.</p> <p>b. i. The circulation cores are positioned to the southern and eastern side of the building. ii. The eastern circulation core is positioned minimally within the floor plate of the fBBb. iii. Refer to Section 5.2.1.</p> <p>c. The principal western façade is viewed in the immediate context of the lobby to the south which is the ground floor termination of the southern tower pod. The proposed western elevation shows a transparent materiality to the height of the fPPB parapet. This results in a balanced presentation in the context of views to the west façade which respect its symmetry. No structure is proposed adjacent to the northern or western facades are</p>

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	<p>relation to any proposed internal intervention to heritage fabric, voids and spaces in the fPPb</p> <p>h) Address the recommendations of a precinct-wide Conservation Management Plan (CMP), the preparation of which needs to be informed by Heritage NSW. The precinct-wide CMP is to include an initial specific focus on the Western Gateway Sub-Precinct but is to be prepared to be updated over time to incorporate future planning for the rest of the Central Precinct in the long term</p> <p>i) Prior to the lodgement of a development application that includes the comprehensive development of Block C, the Applicant must engage with the City of Sydney's Aboriginal and Torres Strait Advisory Group and GANSW to identify practical ways of implementing the principles for action in the draft 'Connecting with Country Framework' (GANSW, 2020)</p> <p>j) Prior to the lodgement of a development application that includes the comprehensive development of Block C, the Applicant must engage with the NSW Heritage Council and Heritage NSW and provide in the DA details of the consultation, the outcomes, and matters resolved/ unresolved.</p>	<p>they able to be easily interpreted.</p> <p>d. There is a sense of enclosure of the southern facade given the structure to the south is internalised with hotel arrival and circulation space and a wide link through to the Lee Street Entry. This is offset by the transparency of the materials to create the enclosure. The placement of the structure allows for a western return and terminates logically below the sandstone detailing above level 3.</p> <p>e. Ground Level public access is facilitated on the north, south and west facades. The Lee Street entry is confined within the glazed atrium that gives the entrance increased prominence and may encourage access.</p> <p>f. The heritage consultant has informed the finalisation of the precinct-wide CMP.</p> <p>g. Limited internal features remain. The original structural grid is retained. Separate new structure allows for legibility of the original. The early atrium is reinstated on the top two floors and extended down to the lower ground floor of the building.</p> <p>h. Addressed in this report.</p> <p>i. The development is accompanied by a Connection with Country Framework prepared by Cox-Inall Ridgway, which has guided by the development of the proposal. The applicant has consulted with City of Sydney and GANSW.</p>

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		j. The applicant has consulted with Heritage NSW, who acknowledged the level of necessary structural into the fPPb to enable the development of the tower.
3.2.2 Public art	1. Any future development application for new buildings within the Sub-precinct is to be accompanied by a Public Art Strategy consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments and Guidelines for Acquisitions and Deaccessions.	A Public Art Strategy is provided at Appendix VV. Consistent with the recommendations of the Connecting with Country Framework, Indigenous Sydney artists are proposed as potential contributors to the public art on the site.
3.3 Mobility		
3.3.1. Pedestrian and cyclists network	1. The location of pedestrian connections is provided in accordance with Figure 2: Publicly accessible managed space and pedestrian connections	The development provides a range of pedestrian connections at RL21 in Henry Deane Plaza and RL 16 at the lower level.
	2. N/A	
	3. A pedestrian link is to be created linking north-south through the sub-precinct. This link will facilitate the internal circulation of workers, visitors and pedestrians in comfort from the Western Forecourt to Henry Deane Plaza and the Devonshire Street Tunnel to buildings in Block A and from the north to buildings in Blocks A and B.	The proposal delivers a lower commercial lobby and café adjacent to the north-south link. This will activate the link as well as provide direct pedestrian access into the link via the heritage wall, which will be reconstructed with new access points to facilitate a direct connection through to the north-south link.
	4. Access for pedestrians to the sub-precinct is to be direct and legible, with access points that are highly visible from main approaches including the future Third Square, Western Forecourt, Lee Street, Railway Square, and the future over station development.	The development delivers a range of legible and accessible pedestrian connections. This will promote direct connectivity and pedestrian permeability from the surrounding sites and key public domain areas.
	5. Pedestrian access through the precinct, particularly links from surrounding areas, is to be designed to be at grade where possible.	At-grade links are provided within the public domain, as well as accessible vertical connections including a publicly accessible lift and escalators.

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	6. The pedestrian and cyclist network will be designed in accordance with the principles of Crime Prevention through Environmental Design (CPTED) principles to be safe and secure with good passive surveillance opportunities.	An assessment of the proposal against the CPTED principles has been completed. The findings of the assessment are that the development supports crime prevention in and around the building. Notably, the inclusion of multiple compatible uses that will help activate the site at different times of the day and Evening. Refer to the CPTED Report at Appendix AA.
	7. Pedestrian connections from Lee Street to the Devonshire Street tunnel will be accessible, step free with no interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.	The development provides an accessible connection from Lee Street to the Devonshire Street tunnel.
	8. Pedestrian connections from Lee Street to the over station development will be accessible, intuitive, easy to navigate with no interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.	The proposal delivers clear and accessible east-west pedestrian connections at RL 16 and RL 21. This will enable a future connection through to the OSD when it is delivered. The Pedestrian Modelling Analysis prepared by ARUP demonstrates a suitable pedestrian capacity is supported to a future 2056+15% scenario.
	9. The pedestrian network is to: <ul style="list-style-type: none"> a) be aligned with key pedestrian desire lines b) have generous widths to accommodate the current and future anticipated peak hour pedestrian flows c) be designed to incorporate opportunities for respite and pause away from primary pedestrian flows d) be supported by active frontages e) be designed to support access for people of all abilities equitably throughout the sub-precinct. 	<p>The pedestrian network has been informed by these key objectives, as discussed in the Public Domain and Landscaping Report prepared by Arcadia.</p> <p>The Pedestrian Modelling Analysis prepared by ARUP demonstrates a suitable pedestrian capacity is supported to a future 2056+15% scenario.</p>
	10. Street pavements and material palettes will be consistent with the relevant the City of Sydney's streets codes.	The proposed paving is consistent with the City's public domain guidelines.
	11. End of trip facilities of a sufficient scale and design must be provided in a location that is clearly visible and which supports direct and intuitive access for its users, including cycle parking for visitors and employees.	End of trip facilities are provided on basement level 1. The provision of 138 lockers and 22 showers in the EOTF adjacent to the bicycle parking storage area will

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		complement the provision of employee bicycle spaces. The use of lift, ramp or stairs with bicycle rail to ensure a high level of convenient user access to/ from the ground level.
	12. Appropriate facilities for last mile delivery are to be provided.	Suitable servicing arrangements are provided within the development.
3.3.2 Building entrances	1. N/A	
	2. Access for pedestrians to each building is to be direct and legible, with access points to the precinct to be highly visible from main approaches including Lee Street, the future Western Forecourt, the north of Block A, the future over station development and the over station development corridor.	From the north of Block A, the works will enable the reinstatement of historical connections between the site and the former Parcels Shed within the Atlassian site and will promote pedestrian connectivity through the 'heritage wall'. This will recreate the historical connection between the fPPb and the former Parcels Shed, previously disrupted by the Adina hotel building. From Lee Street, pedestrian access points are accommodated from the historical fPPb entryways, as well as through the glazed atrium located to the south of the building footprint.
3.3.3 Vehicular access and parking	1. Vehicular access and service entry points are to be provided in accordance with Figure 10: Vehicular Access and Parking.	The development proposes vehicular access from the precinct basement in accordance with Figure 10 of the Design Guide.
	2. All development Blocks are to contribute suitably to the creation of a sufficiently sized basement structure suitable to support the future requirements of the Western Gateway sub-precinct and broader Central Precinct, particularly with regards to waste, service and loading vehicles with supporting loading dock, ventilation, access, egress and fire services	The development contributes a basement structure to the precinct basement.

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	3. All development will make provision for access for emergency vehicles.	Access to the neighbouring sites by emergency vehicles would not be affected by the works as the road and footpath frontages would be unaffected.
	4. All onsite parking will be provided underground in basement levels.	The development provides 106 car parking spaces (including 5 accessible), plus 4 car share spaces, and 9 motorcycle bays within four basement levels.
	5. Provision is to be made within the basement design for charging stations to service electric vehicles.	The basement car park provides appropriate systems, infrastructure and space allocation for the installation of electric vehicle charging facilities to be detailed as part of ongoing design development.
	6. Development is to ensure the proposed future redevelopment of the Lee Street bus layover is not sterilised.	The development does not impact the operation of the Lee Street bus layover.
	7. The final arrangement of site access is to be provided as follows: <ul style="list-style-type: none"> a) Lee Street (south) site access is to be the primary vehicular access point for the Western Gateway sub-precinct b) Lee Street (north) access is to be provided until both Block A and C are provided with alternate options for basement entry and servicing. This access is to be closed permanently once alternate options for basement entry and servicing are provided. 	The proposed interim and final vehicle access scenarios are consistent with this provision.
	8. Development applications for redevelopment of any Block within the sub- precinct is to be accompanied by a traffic management plan that sets out: <ul style="list-style-type: none"> a) proposed measures for managing the effective and safe movement of pedestrians around the site during the construction process b) how traffic impacts on the surrounding road network will be managed during construction and once the development is operational. 	A Traffic and Transport Assessment (TTA) has been prepared by Stantec, enclosed at Appendix DD. Appended to the TTA is a Green Travel Plan, which outlines measures to encourage sustainable modes of transport.
	9. Development applications for redevelopment of any Block within the sub- precinct are to be accompanied by an integrated servicing and	The Traffic and Transport Assessment outlines how the proposal integrates with the precinct basement in the

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	<p>basement strategy demonstrating how the respective Block will be serviced and how in the final configuration it will contribute to and connect with the integrated basement servicing the entire the sub-precinct. The Strategy is to include details on the following:</p> <ul style="list-style-type: none"> a) ongoing servicing of Central Station b) operation of freight and logistics c) parking and servicing requirements for each of the Blocks within the Western Gateway sub-precinct d) future servicing for over and under station developments <p>(Note: This may include a consolidated basement with access routes or easements through the site).</p>	<p>final scenario. The basement levels have been designed with sufficiently sized basement structure suitable to support the future requirements of the Western Gateway Sub-precinct and broader Central Precinct.</p> <p>The basements have been designed to meet requirements for waste, service and loading vehicles with supporting loading dock, ventilation, access, egress and fire services.</p> <p>The Traffic and Transport Assessment is also accompanied by a Loading Dock Management Plan, to ensure the basement accommodates the necessary servicing demand of the development.</p>
	<p>10. Basement parking areas and structures are to:</p> <ul style="list-style-type: none"> a) be designed to allow for the future connection of abutting basement structures within the Western Gateway sub-precinct in order to deliver a final consolidated integrated basement arrangement for all blocks b) allow for potential future vertical transportation (goods lift or similar) between the basement level, the proposed over station development deck, and sub-deck level for the distribution of goods and general servicing requirements, 	<p>The proposed basement in the final scenario has been designed to integrate with the surrounding precinct basement. This will enable the delivery of a final consolidated plan in accordance with the guideline.</p>
	<p>11. Development in the basement is to provide dedicated on-site carparking for:</p> <ul style="list-style-type: none"> a) car share spaces b) accessible spaces. 	<p>The development provides four car share bays and five accessible parking bays.</p>
3.4 Sustainability		
3.4.1 Sustainability and environmental performance	<p>1. Development proposals for new buildings are to be accompanied by an Ecologically Sustainable Development strategy that demonstrates how the following standards will be achieved or exceeded for the relevant developments:</p>	<p>The development targets each of these sustainability ratings. The ESD Report at Appendix CC outlines the measures proposed within the development to achieve these targets.</p>

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	<ul style="list-style-type: none"> a) 5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement b) 4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement c) 4-star NABERS Water rating for commercial uses d) 4-star NABERS Water rating for hotel uses e) Silver core and shell WELL rating (or equivalent industry standard) for commercial uses f) Target a 6 star Green Star Design and As-Built rating (version 1.2) but achieve a minimum 5 star Green Star Design and As Built rating (version 1.2). 	
	2. Buildings are to be designed to achieve net zero emissions by being highly efficient and using a minimum of 100% renewable electricity (by maximising on- site generation and offsite renewable energy procurement).	The development seeks to transition to 100% renewable energy by 2030.
	3. All new buildings are to be designed to incorporate suitable self-shading elements to minimise undesirable solar gain and improve the passive sustainability performance of buildings. Self-shading elements are encouraged to be external where suitable.	The development provides self-shading through the proposed terracotta fins, as well as internal elements such as blinds (where necessary) to be resolved during design development.
	4. Development is to apply the principles of biophilia in design, such as incorporating green walls and roofs.	The development seeks to provide landscaping and vegetation within Henry Deane Plaza.
	5. Development is to consider Urban Green Cover in NSW Technical Guidelines (OEH, 2015) ND Greener Places (OGA), and the draft Greener Places Design Guide.	The proposed landscaping and public domain design approach has been developed with consideration to these policies.
	6. Development is to protect current or future residents and workers from noise, vibration and air pollution.	<p>The preliminary Construction Management Plan prepared by TOGA outlines the proposed measures to manage acoustic, vibration and air quality impacts on surrounding residents and workers.</p> <p>During operation, the mitigation measures outlined in the Noise and Vibration Report (Appendix GG) and Air</p>

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		Quality Impact Report (Appendix V) will be implemented to ensure there is no impact on surrounding residents.
3.4.2 Water management	<p>1. All new development is to provide an Integrated Water Management Strategy that illustrates how buildings will be designed to maximise water efficiency and that can connect to future networks including but not limited to the George Street recycled water scheme network. The strategy is to:</p> <ul style="list-style-type: none"> a) Include provision of dual plumbed water systems to enable utilisation of the recycled water network for permitted non-potable uses which may include flushing, irrigation, fire fighting and certain industrial purposes b) Identify how rainwater and / or stormwater will be harvested and reused on site to maximise sustainable water reuse c) Detail how the development will be designed to enable future connection to the George Street recycled water scheme network d) Identify opportunities for water sensitive urban design including green walls and roofs. 	The Integrated Water Management Strategy prepared by Northrop and provided at Appendix II.
	<p>2. Development is to manage and mitigate flood risk and must not exacerbate the potential for flood damage or hazard to development and to the public domain (including publicly accessible managed space).</p>	The Flood Risk Assessment prepared by Northrop demonstrates the development will have no additional flood impact in the 1% AEP and will not result in any risk to property or life within the site or adjacent landholdings. A Flood Emergency Response Plan is to be implemented during operation to ensure safe access to flood refuge areas are provided.
	<p>3. Development is to include measures that reduce the effects of stormwater pollution on receiving waterways.</p>	The development proposes two water quality chamber treatments on basement level 1 to ensure the treatment of stormwater prior to discharge.
	<p>4. Development is to consider and include Water Sensitive Urban Design (WSUD) measures to improve stormwater quality flowing into waterways, and potentially include:</p> <ul style="list-style-type: none"> a) gross pollutant traps 	The development will reduce the effects of stormwater pollution through incorporation of gross pollutant traps including 13 x storm filter cartridges and 3 x pit baskets will reduce bypass, treat stormwater and collect large

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	<ul style="list-style-type: none"> b) passive irrigation c) bio-retention areas d) rainwater harvesting. 	<p>debris and litter. Stormwater will be discharged to the adjacent Sydney Water stormwater culvert at Lee Street via a direct connection point.</p> <p>A 60kL rainwater tank is accommodated on the roof level, allowing reuse of water within the development and in landscape irrigation.</p>
	5. Building flood planning levels will be set above the 1% AEP flood level.	<p>Flood protection is provided to the 1% AEP due to the retention of the heritage building on the site.</p> <p>The retention of the existing levels of the fPPb is considered by Northrop to be acceptable under the Interim Floodplain Management Policy, which allows for merit assessment of heritage structures.</p>
	6. Car park entrances are ramped up to above the 1% AEP flood level + 0.5m, or the probable maximum flood level (whichever is the higher).	<p>The proposed basement levels are to be protected to the PMF plus nominal freeboard to minimise the likelihood of flood ingress.</p> <p>Whilst this is lower than the 1% AEP + 0.5m freeboard, Northrop consider this is justified for the site due to the minimal difference between the 1% AEP and PMF in the entry locations. This is further a result of the retention of the existing levels of the former Parcels Post building. Northrop consider this to be acceptable under the Interim Floodplain Management Policy, which allows for merit assessment of heritage structures. Refer to the Flood Risk Assessment prepared by Northrop at Appendix HH.</p>
	<p>7. Development is to reduce the baseload pollutant levels in the water quality in the:</p> <ul style="list-style-type: none"> a) Baseline and annual pollutant load for litter and vegetation larger than 5mm by 90% b) Baseline and annual pollutant load for total suspended solids by 85% c) Baseline and annual pollutant load for total phosphorous by 65% 	<p>The development will result in an 85.6% reduction in suspended solids, 79.8% reduction in phosphorous, 66.7% reduction in total nitrogen and 95.1% reduction in gross pollutants.</p>

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	d) Baseline and annual pollutant load for nitrogen by 45%.	
3.4.3. Waste management	1. A Waste and Recycling Management Plan consistent with City of Sydney's Guidelines for Waste Management in New Developments is to be submitted with any DA and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development.	A Waste Management Plan is provided at Appendix NN. The plan has been prepared in accordance with the City's Guidelines and outlines the management measures to be implemented during construction and operation.
	2. The Waste and Recycling Management Plan is to include the following with regards to the management of demolition and construction waste: <ul style="list-style-type: none"> a) details regarding how waste is to be minimised during the demolition and construction phase b) estimations of quantities and types of materials to be re-used or left over for removal from the site c) details regarding the types of waste and likely quantities of waste to be produced d) a site plan showing storage areas away from public access for reusable materials and recyclables during demolition and construction and the vehicle access to these areas e) targets for recycling and reuse f) nomination of the role/person responsible for ensuring targets are met and the person responsible for retaining waste dockets from facilities g) appropriately licensed to receive the development's construction and h) demolition waste i) confirmation that all waste going to landfill is not recyclable or hazardous j) measures to reuse or recycle at least 90% of construction and demolition waste. 	<p>The Waste Management Plan provided at Appendix NN outlines the intended management of construction waste. This is supplemented by the measures outlined in the preliminary Construction Management Plan at Appendix YY.</p> <p>As discussed in Section 6.15, the development targets a reuse or recycle rate of 90% of all construction and demolition waste.</p> <p>Construction waste will be stored on the site in dedicated skips, bins and stockpiles, suitably contained to minimise waste transfer. Waste holding areas will depend upon construction progression, however, will consider visual amenity, safety and accessibility in their selection as well as slope and drainage factors to avoid contamination of stormwater drains during rain events.</p>
	3. The Waste and Recycling Management Plan is to include the following with regard to the management of operational waste: <ul style="list-style-type: none"> a) Plans and drawings of the proposed development that show: 	The Waste Management Plan provided at Appendix NN outlines the intended management of operational waste.

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	<ul style="list-style-type: none"> i. The location and space allocated within buildings to the waste and recycling management systems ii. The nominated waste collection points/s for the site b) The path of access for users and collection vehicles c) Details of the on-going management of the storage, separation and collection of waste and recycling, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas d) Where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste and recycling management arrangements e) Measures to reuse or recycle at least 75% of waste from industrial, commercial and residential operations, with an aim of 90%. 	<p>Daily waste collections will minimise potential impact of odour from waste storage areas.</p> <p>The storage rooms are directly adjacent to the loading and servicing area on basement level 3, allowing direct transferal to waste trucks for collection by a private waste contractor.</p> <p>Implementation of these measures will target the reuse or recycle of 75% of commercial waste.</p>
	4. Development is to provide adequate space within buildings for waste infrastructure and accessibility for waste collection vehicles.	The development provides a 53sqm hotel waste storage room and 84sqm commercial / retail waste storage room on basement level 3. Within the commercial / retail waste storage room is capacity for the storage of cooking oil generated from the food and beverage tenancies. This area is bunded and drained to a grease trap in accordance with relevant legislation.
	5. Development is to consider provision of a space specifically set aside to accommodate Container Deposit Scheme Infrastructure.	The Waste Management Plan has been prepared to manage the anticipated waste generation of the proposal. Additional waste management measures can be implemented by the operator during operation if required.
	6. Development is to identify and consider building and or precinct-scale solutions including onsite separation of food waste.	The development considers on-site separation of waste streams, including food waste generated from the F&B tenancies.

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3.6.1 Energy efficiency in non residential developments	Apply principles and processes that contribute to ecologically sustainable development (ESD).	A key objective of the proposed development is to improve the environmental performance and operation of the site. The proposal seeks to achieve net zero emissions. Additional initiatives are included to meet the third-party environmental targets are discussed in the ESD Report provided at Appendix CC.
3.7.2 Drainage and stormwater management	<p>A suitably qualified engineer with experience in drainage design is to assess the site drainage requirements for the proposed development, and prepare the required local drainage management plan in accordance with the provisions of this DCP.</p> <p>Development on sites identified in the Stormwater management map, are to provide on-site stormwater detention within open space areas.</p>	<p>A preliminary stormwater concept has been prepared by Northrop for the proposed development. This is appended to the Integrated Water Management Plan provided at Appendix II.</p> <p>Sydney Water has confirmed OSD is not required for this site.</p> <p>Stormwater flows up to the 5% Annual Exceedance Probability (AEP) event for this site are conveyed by a minor drainage system; and stormwater flows above the 5% annual exceedance probability event are conveyed by a major drainage system. Northrop confirm the stormwater culvert has sufficient capacity to accommodate flows generated from the site, particularly since the development is expected to reduce total impervious surfaces across the site (i.e. less site generated runoff). No stormwater upgrades are therefore required for the existing drainage system.</p>
3.7.3 Stormwater quality	<p>Development of a site greater than 1,000sqm must undertake a stormwater quality assessment to demonstrate that the development will achieve the post-development pollutant load standards indicated below:</p> <p>(a) reduce the baseline annual pollutant load for litter and vegetation larger than 5mm by 90%;</p>	The water quality modelling software MUSIC v6.3.0 was used to assess the performance of the stormwater concept design. The model indicates the proposal will result in an 85.6% reduction in suspended solids, 79.8% reduction in phosphorous, 66.7% reduction in total nitrogen and 95.1% reduction in gross pollutants.

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	<p>(b) reduce the baseline annual pollutant load for total suspended solids by 85%;</p> <p>(c) reduce the baseline annual pollutant load for total phosphorous by 65%; and</p> <p>(d) reduce the baseline annual pollutant load for total nitrogen by 45%.</p> <p>The stormwater quality assessment is to be prepared by a suitably qualified engineer with experience in water sensitive urban design (WSUD) and include modelling of pollutant load standards, design of WSUD measures used to achieve post-development pollutant load standards, and any maintenance schedules.</p>	<p>This is consistent with the stormwater quality targets identified in the Sydney DCP 2012.</p> <p>Northrop is a suitably qualified engineer, and the Integrated Water Management Plan includes analysis of modelling of pollutant load standards and identification of WSUD measures.</p>
3.7.5: Water re-use, recycling and harvesting	<p>Development proposals that seek to re-use water runoff from paved surfaces for irrigation and wash down purposes are to incorporate measures into the design of the development that will treat the water to ensure that it is fit for this purpose. These measures are to clean the water to exclude contaminants such as litter, sediment and oil.</p>	<p>The application seeks to reuse rainwater captured in the 60kL rooftop rainwater tank for cooling towers, toilet flushing and irrigation. Overflow water from the rainwater tank will be piped into the water quality chamber on basement level 1 (located beneath the fPPb) and discharged via the Sydney Water stormwater culvert.</p>
3.9.1 Heritage Impact Statements	<p>A Heritage Impact Statement is to be submitted as part of the Statement of Environmental Effects for development applications affecting:</p> <p>(a) heritage items identified in the Sydney LEP 2012; or (b) properties within a Heritage Conservation Area identified in Sydney LEP 2012.</p> <p>Development in the vicinity of a heritage item is to minimise the impact on the setting of the item.</p>	<p>A Heritage Impact Statement prepared by Urbis is provided at Appendix P.</p>
3.11.6 Service vehicle parking	<p>Separate parking spaces for service vehicles are to be provided in accordance with Schedule 7 Transport, parking and access, and are not to be shared with parking provided for any other purpose.</p>	<p>The loading dock on basement level 3 will accommodate five service vehicles, including two MRVs, two SRVs and 1 van space. It is proposed the loading dock will be managed via an online booking system, and in accordance with the draft Loading Dock Management Plan that is appended to the TTA.</p>

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		The proposed loading provision is slightly below the required service bay provision of 22 bays that is identified in the DCP. Notwithstanding this, Stantec consider the proposed provision is considered adequate. Refer to further discussion in the Transport and Traffic Report at Appendix DD and discussed in Section 6.9.2.2 of the EIS.
3.11.11 Vehicle access and footpaths	<p>Where a driveway is proposed across a major pedestrian thoroughfare or footpath, additional safety measures may be required including a parking attendant or signals to manage access. The driveway is to cross the footpath at footpath level.</p> <p>Car parks are to be designed so that vehicles do not queue or reverse across pedestrian crossings or footpaths.</p> <p>Parking and driveway crossovers are to be designed to minimise impact on existing street trees and to maximise opportunities for new street tree plantings</p>	<p>Vehicular access to the development will be provided from the precinct basement, with access from Lee Street accommodated from a private road and into the Central Place Sydney development. Accordingly, this SSDA does not seek consent for vehicle driveways.</p> <p>All vehicle manoeuvring will occur within the site boundaries, as outlined in the swept path analysis provided within the Transport and Traffic Report at Appendix DD.</p>
3.11.13 Design and location of waste collection points and loading	Waste collection and loading is to be in accordance with the City of Sydney's Guidelines for Waste Management in New Developments (the Guidelines) and accommodated wholly within new development	Waste collection will occur within the development on basement level 3.