

AUGUST 2024

Taronga Zoo Sky Safari

Appendix B
EIS Report
Statutory Compliance
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PREPARED BY



PREPARED FOR

TARONGA 
CONSERVATION SOCIETY AUSTRALIA

For the Wild

STATUTORY COMPLIANCE TABLE

TARONGA SKY SAFARI SSD-468-7958

Statutory Reference	Relevant Considerations	Relevance/Assessment	Compliance
Environmental Planning and Assessment Act 1979			
Section 1.3 Objects of Act	<i>To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources</i>	<p>The SSDA seeks consent for the redevelopment of the existing Sky Safari. The new proposal introduces new cable cars that are accessible to visitors with prams and larger wheelchairs, to ensure all visitors to the Zoo have a safe and dignified experience in utilising the Sky Safari.</p> <p>The proposal has been designed to conserve heritage significance of the site and will not adversely impact on the state's natural resources, including flora and fauna values.</p> <p>Subject to the various mitigation measures recommended by the specialist consultants as summarised in this EIS, the proposal does not have any unreasonable environmental or social impacts on adjoining properties or the public domain.</p>	The proposal is consistent with the objectives of the Act.
	<i>To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</i>	The proposal has been carefully assessed in accordance with relevant economic, environmental and social considerations as discussed in Section 6 of the EIS.	
	<i>To promote the orderly and economic use and development of land</i>	The proposal represents the optimisation of Taronga Zoo to allow for the replacement of existing infrastructure along the existing cable car route to ensure the orderly renewal of the site and more economical use of the land.	

Section 4.15	<i>To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats</i>	A Biodiversity Development Assessment Report (Appendix S) has been prepared by Narla Environmental which confirms that the development is not likely to have any significant impact on biodiversity values of the site, including species of native animals and plants, ecological communities and their habitats.
	<p>Relevant environmental planning instruments:</p> <ul style="list-style-type: none"> ▪ State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) ▪ State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP) ▪ State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) ▪ State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP) ▪ State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP) ▪ Mosman Local Environmental Plan 2012 (MLEP) 	See detail below under State Environmental Planning Policies (SEPPs).
	<i>Environmental Planning and Assessment Regulation 2021 – Part 8 Division 2</i>	This EIS has been prepared in accordance with Part 8 Division 2 of the <i>Environmental Planning and Assessment Regulation 2021</i> .

	<p>Development control plans:</p> <ul style="list-style-type: none"> ▪ Mosman Development Control Plan (Mosman DCP) ▪ Sydney Harbour Foreshore and Waterways Area Development Control Plan (Harbour DCP) 	<p>Clause 2.10 of the Planning Systems SEPP states that development control plans (DCP) (whether made before or after the commencement of this Policy) do not apply to SSD.</p> <p>As such, there is no requirement for assessment of the proposal against the relevant DCP for this SSDA. Notwithstanding this, consideration has been given to Section 4 of the Mosman DCP and Section 2 of the Harbour DCP below.</p>
	<p>The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.</p>	<p>The likely impacts of the development including the environmental impacts on the natural and built environments, and social and economic impact on the locality are assessed in detail within the EIS.</p> <p>Detailed impact assessment is contained in Section 6</p>
	<p>The suitability of the site for the development</p>	<p>The suitability of the site for the development is discussed in Section 7.6 of the EIS.</p> <p>The site is entirely suitable for the development of the proposal as it continues the use of Taronga Zoo for conservation and education. The upgraded infrastructure will assist in providing unique, affordable, family-focused sightseeing tourism infrastructure that provides comfortable all-season experiences to support year-round growth in visitation to the Zoo. The proposal will also connect to recent upgrades to the Taronga Zoo Wharf under the NSW Government's Transport Access Program encouraging the use of public transport to the site.</p> <p>The proposal is therefore highly suitable for the site to maintain the ongoing use of the Sky Safari on site. Accordingly, the proposal is considered entirely suitable for the development of a new cable car line within the Zoo site.</p> <p>The site is suitable for the proposed development</p>
	<p>Any submissions made</p>	<p>Submissions will be considered following exhibition of the application.</p>

	The public interest	The public interest of the development is discussed in Section 7.7 .	
Environmental Planning and Assessment Regulation 2021			
Part 8 Division 2	Part 8 Division 2 of the EP&A Reg provides that environmental assessment requirements will be issued by the Secretary with respect to the proposed EIS.	This EIS has been prepared to address the requirements of Part 8 Division 2 of the EP&A Regulations and SEARs.	The proposal satisfies and is consistent with SEARs
Biodiversity Conservation Act 2016			
Section 7.14	The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	<p>A Biodiversity Development Assessment Report (Appendix S) has been prepared by Narla Environmental which confirms that the development is not likely to have any significant impact on biodiversity values of the site, including species of native animals and plants, ecological communities and their habitats.</p> <p>A detailed biodiversity assessment is contained in Section 6.8 of the EIS.</p>	Yes
State Environmental Planning Policies			
State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)	In accordance with Schedule 2 of the Planning Systems SEPP, development that has an estimated development cost (EDC) of more than \$10 million on land identified on the State Significant Development Sites Map is considered State Significant Development.	An EDC report is appended in Appendix E which confirms that the proposed works have an EDC over \$10 million. Accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP.	Yes, refer to Appendix E
State Environmental Planning Policy (Biodiversity and	The site is located within the ‘Coastal Environment Area’ and ‘Coastal Use Area’.	In accordance with Division 5, development consent must not be granted to development on land within the coastal zone unless the consent authority is satisfied that the proposed development is not	Yes, refer to Section 6.14, Appendix I

<i>Conservation) 2021</i>	As such, Chapter 2 Coastal Management of the Biodiversity and Conservation SEPP applies to the proposed development.	<p>likely to cause increased risk of coastal hazards on that land or other land.</p> <p>The proposed development relates to land already disturbed by development. The proposed works have also been informed with structural and geotechnical investigation work to ensure there is no risk to the surrounding lands.</p> <p>Remnant bushland within the coastal zone will be retained in accordance with current management arrangements with TCSA.</p>	and Appendix U
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Clause 4.6 states that land must not be rezoned or developed unless contamination has been considered and, where relevant, land has been appropriately remediated.	<p>Preliminary Site Investigation has been undertaken by Douglas Partners (Appendix W).</p> <p>Given the site was previously being used for the Sky Safari and as a cable car line, as well as the use is proposed to continue, contamination is an unlikely issue. However, contamination has been considered in Section 6.14.3 of this report and has concluded the site is suitable for the proposed use.</p>	Yes, refer to Section 6.14.3 and Appendix W
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	<p>In accordance with the Sustainable Buildings SEPP, Chapter 3 Standards for non-residential development applies to development, other than development for the purposes of residential accommodation, that involves:</p> <p>(a) the erection of a new building, if the development has a capital investment value of \$5 million or more, or</p> <p>(b) alterations, enlargement or extension of an existing building, if the development has a</p>	<p>Pursuant to Section 3.2, the consent authority must consider whether the development is designed to enable the following:</p> <p>(a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,</p> <p>(b) a reduction in peak demand for electricity, including through the use of energy efficient technology,</p> <p>(c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,</p> <p>(d) the generation and storage of renewable energy,</p> <p>(e) the metering and monitoring of energy consumption,</p>	Yes, refer to Appendix Q

State Environmental Planning Policy (Transport and Infrastructure) 2021	capital investment value of \$10 million or more. As such, this applies to the proposed development.	(f) the minimisation of the consumption of potable water. These matters are addressed within the ESD Report prepared by Cundall.	
	Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.	An Embodied Emissions Form has been prepared by Cundall and MBM.	Yes, refer to Appendix JJ
	Clause 2.121 applies to traffic generating developments as specified under schedule 3 of the SEPP and relates to: <ul style="list-style-type: none"> ▪ <i>new premises of the relevant size or capacity, or</i> ▪ <i>an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.</i> 	The SSD is not considered a 'traffic generating development'. Traffic impact associated with the proposed works are discussed in Section 6.7 of the EIS and assessed within the Traffic and Accessibility Impact Assessment prepared by Stantec enclosed in Appendix R .	Yes, refer to Section 6.7 and Appendix R
Mosman Local Environmental Plan 2012			
Aims of MLEP 2012	The particular aims of this Plan are as follows— (aa) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts, (a) to provide housing opportunities appropriate to environmental constraints	The proposed works reflects the various aims of the MLEP 2012 by: <ul style="list-style-type: none"> ▪ Enhancing an existing recreational and tourist facility for local and international visitors; ▪ Adopting a design that will preserve the natural, visual, environmental and heritage qualities of Mosman and Sydney Harbour including items of European and Aboriginal heritage items on the site; 	Yes

	<p>while maintaining the existing residential amenity,</p> <p>(b) to provide diverse housing choices and opportunities to cater for changing demographics and population needs,</p> <p>(c) to provide business opportunities for a range of uses, including residential, which encourage local employment and economic growth,</p> <p>(d) to provide for a range of recreational and community service opportunities to meet the needs of residents of and visitors to Mosman,</p> <p>(e) to recognise, protect and enhance the natural, visual, environmental and heritage qualities of the scenic areas of Mosman and Sydney Harbour and to protect significant views to and from the Harbour,</p> <p>(f) to retain views to and from water and foreshore reserves and public areas from streets and residential lots,</p> <p>(g) to protect and conserve the natural, built and Aboriginal cultural heritage of Mosman,</p> <p>(h) to protect, conserve and enhance the landform and vegetation, especially foreshores or bushland, in order to</p>	<ul style="list-style-type: none"> ▪ Maintains views from public streets and private properties towards Sydney Harbour; and ▪ Advocating for visitors to utilise public transport to access the Zoo site from the Taronga Wharf via ferry services which will reduce traffic into the local area. 	
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	<p>maintain the landscape amenity of Mosman,</p> <p>(i) to limit potential for additional traffic on the road system and to reduce car dependence through development that supports public transport, cycling and walking,</p> <p>(j) to manage change in a way that ensures an ecologically and economically sustainable urban environment in which the needs and aspirations of the community are recognised.</p>		
Zoning and Land Use (Clause 2.3)	<p>The site is zoned 'SP1 Special Activities' under MLEP 2012 and is identified on the zoning map as "Zoological Gardens".</p> <p>The objectives of the SP1 zone are:</p> <ul style="list-style-type: none"> ▪ To provide for special land uses that are not provided for in other zones. ▪ To provide for sites with special natural characteristics that are not provided for in other zones. <p>To facilitate development that is in keeping with the special characteristics of the site or its existing or intended special use, and that minimises any adverse impacts on surrounding land.</p>	<p>The only uses permitted on the site with development consent is for the purpose shown on the Land Zoning Map including any development that is ordinarily incidental or ancillary to development for that purpose.</p> <p>The proposed Sky Safari cable car line is permitted with development consent and is ordinarily incidental to a Zoo. The proposal also remains consistent with the SP1 zone objectives in that the proposal will provide key infrastructure to support the use of the Zoo as a site that promotes conservation and education.</p>	Consistent with zoning

Building Height (Clause 4.3)	No maximum building height applies to the site.		
Floor Space Ratio (Clause 4.4)	No maximum floor space ratio applies to the site.		
Heritage Conservation (Clause 5.10)	Taronga Zoo site contains several locally listed heritage items, identified as Item I34 being the “Rainforest Aviary”, “Elephant House”, “bus shelter and office”, “floral clock” and “upper and lower entrance gates”.	None of the locally listed heritage items are located within the footprint of the Sky Safari route. The overall heritage significance of the site been considered as part of the heritage assessment in Section 6 of the EIS.	Refer to Section 6 of the EIS
	<p>Taronga Zoo and its surrounds also contains a number of archaeological items listed in MLEP 2012 including:</p> <ul style="list-style-type: none"> ▪ Item A494 “Sites of Curlew and Mia Mia Camps” at Sirius Cove Road on Bushland between Little Sirius Cove and Whiting Beach. This item is situated on Lot 22 DP 843294 but is located outside of the Zoo’s perimeter fence line. ▪ Item A482 “Former Athol Wharf Tram Terminus, including escarpment and retaining walls” on Athol Wharf Road and is described as “Road Reserve adjacent to Taronga Zoo Ferry Wharf”. <p>Item A483 “Site of first wharf serving Taronga Zoo” on Athol Wharf Road and is described as the Taronga Zoo Ferry Wharf.</p>	None of these items are located in or directly adjacent to the Sky Safari subject site. Notwithstanding, the impact on archaeological items are addressed in Section 6 of the EIS.	Refer to Section 6 of the EIS

<p>Scenic Protection (Clause 6.4)</p>	<p>Pursuant to clause 6.4 of MLEP 2012, the site is identified as a “Scenic Protection Area”. Development consent must not be granted to any development on land in a Scenic Protection Area unless the consent authority is satisfied that:</p> <ul style="list-style-type: none"> Measures will be taken, including in relation to the location and design of the proposed development, to minimise the visual impact of the development to and from Sydney Harbour, and The development will maintain the existing natural landscape and landform. <p>Additionally, Clause 6.4 of the MLEP 2012 requires consideration of the preservation and protection of existing natural landscape and landforms, as well as the clearing of vegetation to make way for the new exhibits.</p>	<p>A Visual Impact Assessment was prepared by Ethos Urban (Appendix L) which concluded that the proposal would have a negligible impact on 15 viewpoints, a low impact on four viewpoints and a moderate impact on nine viewpoints.</p> <p>Based on the visual analysis undertaken, it is acknowledged that the proposal will result in a change to the Zoo’s visual setting when seen from outside the Zoo. The existing Ski Safari already protrudes above existing tree canopy and vegetation within the Zoo and Bradleys Head headland. It is also currently visible from Sydney Harbour as well as public spaces, landmarks and surrounding foreshore areas. The proposal, including the cableway, new pylons and Lower Station, do exceed the existing height, bulk and form of the current Sky Safari and do protrude above the dominant tree line in certain areas of the Zoo landscape. The Top Station is not perceptible from viewpoints outside the Zoo.</p> <p>All reasonable steps have been taken to ensure the proposal effectively integrates with the landscape of the Zoo and to minimise protrusion to the Zoo’s dominant tree canopy line to ensure views from outside the Zoo are not adversely impacted. The proposal will be effectively integrated within the Zoo landscape and will not be a visually dominant feature seen from outside the Zoo and where visible, it is reasonable to assume that over time supplementary planting and ongoing maturation of existing vegetation will mitigate the prominence of vertical elements in views from outside the Zoo overtime.</p> <p>An Arboricultural Report has been prepared by Naturally Trees and is enclosed in Appendix N, which assesses the impact of the proposed tree removal and highlight tree protection, and vegetation replacement measures. An assessment of the impacts of tree removal within the Sky Safari subject site is included in Section 6 of the EIS.</p>	<p>Refer to Section 6 of the EIS</p>
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Mosman Development Control Plan			
4.1 Siting and Scale	The DCP outlines that all development should have merit consideration of the siting and scale of development, having regard to the existing character of the area, minimising any adverse effect on neighbouring properties, and minimising loss of public views.	<p>The built form steps down the site in response to the sloping topography. The proposed materials and finishes of the top and bottom stations have been chosen with respect to the natural setting.</p> <p>As outlined above, extensive visual analysis of the proposal has been undertaken for the proposal (Appendix L). The Sky Safari route follows the route of the existing Sky Safari to reduce impacts on animal exhibits as well as mature vegetation and tree canopy across the site. The design and structural forms of the stations and materiality, better responds to the environmental and heritage context of the Zoo and creates a stronger visual integration between the Zoo and the surrounding foreshore landscape. Additionally, the established tree canopy and thickly vegetated landscape of the Zoo mitigates the visual impact of the proposal on the surrounding private properties and the local street network more broadly. Refer to the photomontages provided with the architectural package and VIA.</p>	Refer to Section 6.1 and 6.3 of the EIS.
4.3 Heritage Conservation	The statement of significance of the heritage item or conservation area must be considered and guide any changes to an identified heritage item or for any works within a conservation area.	While the proposed works will result in the amendments to the remnant sandstone wall which is an identified Section 170 Register item, the proposed development is considered to be acceptable from a heritage perspective.	Refer to Section 6.11 of the EIS.
4.4 Accessible Buildings	Developments are to comply with the Building Code of Australia (BCA), the Disability (Access to Premises – Building) Standards 2010 and Australian Standards	The proposal improves overall accessibility of the site for all visitors as a result of the additional, larger cable cars. BCA and Accessibility Report has been prepared and is enclosed in Appendix J .	Refer to Section 6.1 of the EIS.

	including AS 1428 (set) – 2010 – Design for Access and Mobility, AS/NZS 2890.6: 2009 Parking Facilities – Off-Street Parking for People with Disabilities and AS 1735 – Lifts, Escalators and Moving Walks		
4.5 Energy Efficiency	<ul style="list-style-type: none"> ▪ To have energy efficiency principles adopted in the site layout, design, construction and use of building ▪ To have buildings that incorporate more sustainable energy sources, fitouts, fixtures and systems ▪ To have the benefits of passive solar design and natural ventilation maximised. <p>To have buildings that decrease water consumption of the occupiers.</p>	<p>An Ecologically Sustainable Development Report has been prepared for the development (Appendix Q) detailing sustainable design elements including:</p> <ul style="list-style-type: none"> ▪ Environmental and building management ▪ Water efficiency ▪ Energy efficiency ▪ Sustainable materials ▪ Ecology ▪ Waste minimisation 	Refer to Section 6.6 of the EIS.
4.6 Visual and Acoustic Privacy	<ul style="list-style-type: none"> ▪ To have adequate visual privacy levels for occupants of buildings and their neighbours. ▪ To have adequate acoustic privacy levels for occupants of buildings and their neighbours 	<p>The nearest residential premises are located along Bradleys Head Road, with the nearest residence approximately 170 m from the site which therefore demonstrates the proposed development is not located in the vicinity of residential development and therefore there are no primary impacts. Given the location of the Sky Safari within the Zoo grounds, there are no adverse visual privacy impacts to nearby neighbours.</p> <p>The Noise and Vibration Report enclosed in Appendix T includes measures to address potential acoustic impacts particularly during construction and operation.</p>	Refer to Section 6.9 of the EIS.

4.7 Crime Prevention	To have provision for the personal and property security of occupants and visitors, and enhance community safety.	The security will be monitored in accordance with the Zoo's current security arrangements.	Refer to Section 6.4 of the EIS.
4.8 View Sharing	<p>To have opportunities for public vistas and public views from streets and public places protected.</p> <p>To have sharing of views whilst not restricting the reasonable development potential of a site.</p>	<p>Based on the visual analysis undertaken within the VIA, it is acknowledged that the proposal will result in a change to the Zoo's visual setting when seen from outside the Zoo. The existing Ski Safari already protrudes above existing tree canopy and vegetation within the Zoo and Bradleys Head headland. It is also currently visible from Sydney Harbour as well as public spaces, landmarks and surrounding foreshore areas. The proposal, including the cableway, new pylons and Lower Station, do exceed the existing height, bulk and form of the current Sky Safari and do protrude above the dominant tree line in certain areas of the Zoo landscape. The Top Station is not perceptible from viewpoints outside the Zoo.</p> <p>The proposal will be effectively integrated within the Zoo landscape and will not be a visually dominant feature seen from outside the Zoo and where visible, it is reasonable to assume that over time supplementary planting and ongoing maturation of existing vegetation will mitigate the prominence of vertical elements in views from outside the Zoo overtime.</p>	Refer to Section 6.3 of the EIS.
4.9 Landscaping	To have the existing canopied and vegetated landscaped character of Mosman protected and enhanced.	The development requires the removal of a number of trees to accommodate the proposal. Trees that are to be retained will be protected during demolition and construction works in accordance with recommendations of the Arborist.	Refer to Section 6.5 of the EIS.
4.10 Preservation of Trees or Vegetation	To have the amenity of the area preserved through the preservation of trees and other vegetation.	An Arboricultural Report (Appendix N) has been prepared which provides an assessment on the required tree removal as part of this application, and further, a detailed Design Report has been prepared to illustrate the proposed replanting of native vegetation across the site. The Arboricultural Report outlines mitigation	Refer to Section 6.5 of the EIS.

		<p>measures to ensure trees to be retained on site are not impacted by proposed works.</p> <p>The scale, form and layout of the Sky Safari route has been designed to minimise tree removal on site.. The reduction from nine to six pylons results in a reduced impact to the ground plane and the landscape within Taronga Zoo.</p> <p>Investigations have been also undertaken by Newscape, the project landscape architect and Naturally Trees, the project arborist to determine the potential tree growth along the cable car route. As illustrated in the Landscape Design Report (Appendix O), existing and proposed tree coverage along the cable car route will mitigate potential visual impacts and associated bulk and scale. Trees identified in red are likely to touch the cable car route at their mature height and will require pruning.</p>	
4.11 Transport, access and parking	<ul style="list-style-type: none"> ▪ To have vehicular access to properties that is safe for both pedestrians and other vehicles and does not detrimentally affect streetscape amenity. ▪ To have adequate on-site car parking provided so that development does not generate additional on street parking demand 	<p>A Traffic and Parking Report is enclosed in Appendix R which outlines that the reinstatement of the Sky Safari will not increase visitors to the Zoo beyond a minor peak following the reopening of the development. It is not anticipated that the proposed development will have any detrimental impacts on parking for the site.</p> <p>The proposal introduces an accessible path of travel, compliant with the requirements of the relevant Australian Standards which will link the bus stop and ferry wharf to the new Lower Station providing greater access for patrons to use public transport to the site. Following the opening of the upgraded Sky Safari, it is expected that this share of public transport use will only increase compared to the current situation. Therefore, the requirement for on site car parking will not increase.</p>	Refer to Section 6.7 of the EIS.

4.12 Site Facilities	<ul style="list-style-type: none"> ▪ To have adequate provision made for site facilities. ▪ To have site facilities that are functional, accessible and easy to maintain. ▪ To have site facilities thoughtfully and sensitively integrated into development so as not to be obtrusive, noisy or unsightly. 	Amenities are provided within the Zoo. During construction, additional portable amenities can easily be located on site if required.	Refer to Section 6.13 of the EIS.
4.13 Stormwater Management	<ul style="list-style-type: none"> ▪ To have the adverse effects of stormwater on the environment minimised, and prevented where possible, including disturbance to existing drainage patterns. 	<p>The greater Zoo is serviced by a stormwater system that includes an on-site treatment plant. Stormwater is collected and recycled for use around the Zoo and any overflow is subject to treatment to comply with water quality requirements prior to discharging to Sydney Harbour.</p> <p>The Stormwater Management Report and associated plans (Appendix V) that accompanies the EIS concludes that the proposed new development will not create an adverse effect on the stormwater management of the site, as quality controls are consistent with the existing stormwater flows and operation of the Taronga Zoo treatment plant.</p>	Refer to Section 6.14 of the EIS.
4.14 Excavation and Site Management	<ul style="list-style-type: none"> ▪ To have the integrity of the physical environment preserved and enhanced by ensuring minimal site disturbance and the geotechnical stability of landfill and excavations. 	<p>All excavation works will be in accordance with the relevant standards as outlined within the Stormwater Management Plan (Appendix V) and Construction Management Plan (Appendix GG) as well as the ACHA (Appendix Z).</p> <p>Soil and erosion control measures will be implemented as part of the site preparation works.</p>	Compliant refer to Section 6.13 and 6.14 of the EIS.
4.15 Waste Management	<ul style="list-style-type: none"> ▪ To have waste storage and collection facilities which maximise resource recovery through waste avoidance, source separation and recycling. 	A Construction Management Plan prepared by RPS provides details of construction waste management and forms part of this EIS (Appendix GG).	Refer to Section 6.14 of the EIS.

	<ul style="list-style-type: none"> ▪ To have waste storage and collection facilities that are functional, easy to maintain and accessible to all users and service providers. 	<p>An Operational Waste Management Plan has been prepared TCSA (Appendix X). The report outlines that Veolia Australia have been engaged as the waste operators for the overall Zoo to increase the amount of waste diverted from landfill via processing through alternative waste recycling and treatment facilities. All waste and recycling activities are carried out in accordance with the guidelines and laws of the NSW EPA. In all cases only lawful and approved waste facilities are utilised.</p>	
Sydney Harbour Foreshore and Waterways Area Development Control Plan			
2.1 Ecological Assessment	<ul style="list-style-type: none"> ▪ Vegetation Protection: To conserve and enhance vegetation communities of high conservation significance. ▪ Weed Control: To reduce the effects of weed invasion ▪ Reduce Predation Pressure: To minimise the risk of predation on native fauna species by domestic pets. ▪ Soil Conservation: To minimise impacts associated with soil erosion and water siltation ▪ Pollution control: To reduce impacts associated with pollution. 	<p>Vegetation clearance has been minimised where possible to maintain the existing tree canopy of the Zoo. The minimum number of trees possible have been removed to accommodate the new pylons and wherever possible the proposed development has retained or relocated trees on site.</p> <p>The overall landscape design showcases native Australian landscapes in an unobtrusive way and through working with the existing mature landscaping and topography as much as possible to ensure that the character of the place is retained and that the existing landscaping is respected.</p> <p>Species are predominantly Australian natives to reflect the natural landscape of the Precinct. The use of fertilisers, pesticides and other potentially harmful garden products is also minimised.</p> <p>The proposed works are located with the grounds of Taronga Zoo. No additional fencing is required to alleviate the risk of domestic pets impacting native fauna.</p> <p>Comprehensive soil and erosion control measures will be implemented during construction to ensure water quality exiting the site is satisfactory.</p>	<p>Compliant refer to Section 6 of the EIS.</p>

3.1 Landscape Assessment	<p>The intent in this area is to encourage development that:</p> <ul style="list-style-type: none"> ▪ Enhances the maritime and heritage significance of the Harbour through the protection of land uses that contribute to this character; ▪ Maintains and preserves the dramatic natural entry into the Harbour; and ▪ Has a direct relationship with the entry to the Harbour. 	<p>The proposed works does not involve removal of vegetation along the shoreline. The existing Sky Safari already protrudes above existing tree canopy and vegetation within the Zoo and Bradleys Head headland. It is also currently visible from Sydney Harbour as well as public spaces, landmarks and surrounding foreshore areas. The proposal, including the cableway, new pylons and Lower Station, do protrude above the dominant tree line in certain areas of the Zoo landscape.</p> <p>The proposal will be effectively integrated within the Zoo landscape and will not be a visually dominant feature seen from outside the Zoo and where visible, it is reasonable to assume that over time supplementary planting and ongoing maturation of existing vegetation will mitigate the prominence of vertical elements in views from outside the Zoo overtime.</p> <p>Vegetation will be required to be removed to facilitate the new development but will be replaced with a comprehensive landscape scheme that provides additional native vegetation of a range of species, densities and height.</p> <p>The proposed building materials and colours appropriately complement natural bushland setting.</p>	Compliant refer to Section 6 of the EIS.
5.2 Foreshore Access	<ul style="list-style-type: none"> ▪ Foreshore access is to be encouraged and promoted 	<p>The proposed development is located wholly within the Zoo site and does not impact upon existing public foreshore access opportunities.</p>	Compliant refer to Section 6 of the EIS.
5.3 Siting of Buildings and Structures	<ul style="list-style-type: none"> ▪ Buildings are to be set back from the building foreshore line ▪ Buildings should address the waterway 	<p>Development is sited to achieve the following:</p> <ul style="list-style-type: none"> ▪ Significantly setback from any foreshore building lines. 	Compliant refer to Section 6 of the EIS.

	<ul style="list-style-type: none"> Buildings should not obstruct views and vistas from public places to the water way 	<ul style="list-style-type: none"> Setback from significant native landscaping where possible, retention of significant heritage listed trees, and replanting of native vegetation. Designed to not be readily visible from the waterway. Is located away from significant view corridors and ridgelines within the Taronga Zoo site. Is not situated along the foreshore. 	
5.4 Built Form	<ul style="list-style-type: none"> Buildings and other structures should generally be of the same scale and of a design sympathetic to their surroundings 	<p>The design of the Sky Safari reflects the contemporary design of other buildings within the site. The use of natural building materials and finishes, and the retention and replanting of significant native vegetation aims to create a more natural character within the site.</p> <p>Building materials will not be reflective and will utilise colours sympathetic to the locality and remain consistent with the ESD principles of the development through the use of natural and recycled materials.</p>	Compliant refer to Section 6 of the EIS.
5.6 Planting	<ul style="list-style-type: none"> Appropriate species from those found in the surrounding landscape should be incorporated into the design A Landscape plan is to be submitted showing existing and proposed changes in contours, surface and sub-surface drainage, existing trees to be retained and removed, measures to protect vegetation during construction, and proposed planting including species and common names 	<p>The accompanying Landscape Report enclosed in Appendix O provides a comprehensive planting schedule including native species to respect the existing bushland character of the area retains a majority of trees on site.</p>	Compliant refer to Section 6 of the EIS.