

## APPENDIX B STATUTORY COMPLIANCE TABLE

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
<i>Environmental Planning and Assessment Act 1979</i>			
Section 1.3 Objects of the Act	<i>(a) 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>	The development will more efficiently use the land (part of the State's resources) in a way that creates no material adverse impacts for neighbours or the wider community. The more efficient use of the land will create an opportunity to provide high-quality commercial floor space within Central Sydney, which will contribute to achieving TfNSW and Council's strategic priorities for the Central Sydney to increase employment generation in order to strengthen the diversity, capacity and resilience of the Metropolitan Centre.	Section 6
	<i>(b) 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 sustainability as a key driver with the site intending to establish a new benchmark for environmental performance for commercial buildings.  This will be achieved through the development of a sustainability framework to ensure the effective implementation of sustainability initiatives and management of natural resources, as well as certification using internationally recognised third party certification sustainability rating tools.	Section 6  ESD Report at <b>Appendix DD.</b>

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	<i>(c) to promote the orderly and economic use and development of land,</i>	The proposal promotes the orderly and economic use of the land and is permitted with consent within the B8 Metropolitan Centre. It promotes use of the land for mixed use purposes, within a highly accessible Central Sydney location. The proposed design is well coordinated to best deliver its intended uses and addresses the state and local planning controls, mitigating any unacceptable impacts. The proposal provides a feasible development for the land, applicant, surrounding landholders, community, and visitors.	Section 3
	<i>(d) to promote the delivery and maintenance of affordable housing,</i>	The proposal will not be delivering housing as it has a commercial and retail focus.	N/A
	<i>(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,</i>	Demolition has been approved under a separate development consent (D/2018/892). This proposal does not intend to compromise the conservation of threatened and other species native animals and plants, ecological communities and their habitats. There are no known species that are threatened at the site due to the dense urban environment that the site is located and a BDAR waiver has been issued for this development at <b>Appendix S</b> .	BDAR Waiver at <b>Appendix S</b>
	<i>(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</i>	The proposal takes into consideration the sustainable management of surrounding built and cultural heritage with adjoining heritage items adjoining three boundaries of the site along the side and rear. The proposal has considered a response in terms of setbacks, podium form, articulation of the façade, vertical emphasis of openings and	Section 6.5 Heritage Impact Statement at <b>Appendix P</b> ACHAR at <b>Appendix O</b>

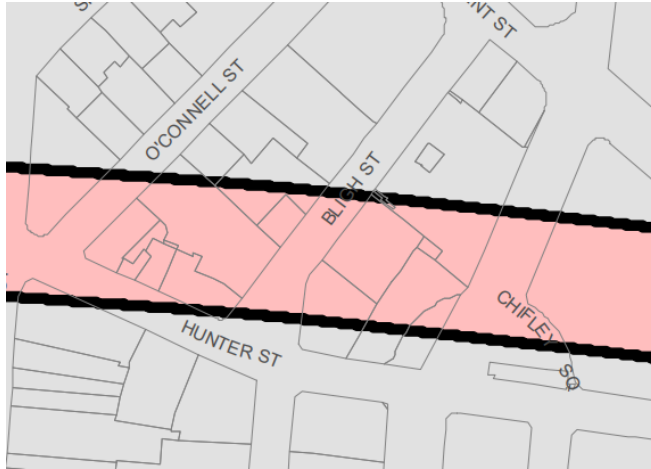
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		<p>contemporary use of traditional materials to respond to the strong masonry character of the locality.</p> <p>Further Archaeological and Aboriginal heritage assessments were undertaken, and the results concluded that no known impacts are expected as a result of the proposal.</p>	Historical Archaeological Assessment at <b>Appendix Q</b>
	<i>(e) to promote good design and amenity of the built environment,</i>	The proposal is the result of an Architectural Design Competition for the site in accordance with 6.21 of the Sydney LEP 2012, the draft Government Architect's Design Excellence Guidelines and the (then) <i>City of Sydney Competitive Design Policy 2013</i> . The competition resolved that Woods Bagot scheme best demonstrated the ability to achieve design excellence and along the design evolution post the competition the jury support that the final scheme promotes good design and amenity of the built environment.	Section 6.2 Design Integrity endorsement at <b>Appendix I</b>
	<i>(g) to provide increased opportunity for community participation in environmental planning and assessment</i>	The proponent has undertaken stakeholder and community engagement including surrounding landowners and occupiers. This was undertaken throughout the pre-lodgement process and detailed design phase and will continue through the assessment process with public exhibition. The proponent will respond to any submissions within the formal public exhibition phase.	Section 5 Engagement Summary at <b>Appendix C</b>
Section 4.15(1) Matters for Consideration	<p><i>(a) the provisions of—</i></p> <p><i>(i) any environmental planning instrument, and</i></p>	This application has been assessed in accordance with the relevant State and local planning instruments as outlined within this table. The assessment demonstrates the proposal is in accordance with the objectives and	Section 4 Statutory Compliance Table <b>this document</b>

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		provisions of the relevant policies. Supporting information is provided within the relevant technical reports.	
	<i>(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and</i>	The application has been assessed in accordance with the relevant State and Local planning instruments as detailed in this table. The assessment demonstrates the proposal is in accordance with the objectives of the provisions of the draft policies.	Section 4  Statutory Compliance Table <b>this document</b>
	<i>(iii) any development control plan, and</i>	Section 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. Despite this, an assessment against relevant DCP provisions has been undertaken as detailed in this table.	Section 4  Statutory Compliance Table <b>this document</b>
	<i>(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph)</i>	This EIS has been prepared in accordance with Division 5 of the <i>Environmental Planning and Assessment Regulation 2021</i> which outlines requirements for State significant development.	Section 4
	<i>(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,</i>	The likely impacts of the proposed development are thoroughly assessed with detail in the EIS and the supporting technical consultant reports, including the environmental impacts on the natural and built environments, and social and economic impact.	Section 6 and technical consultant reports
	<i>(c) the suitability of the site for the development,</i>	The proposal is aligned with the B8 Metropolitan zone that applies to the site, supporting the objectives of the zone and the use is permitted with consent for hotel accommodation, commercial and retail uses. This is demonstrated within the EIS.	Section 7


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	(d) any submissions made in accordance with this Act or the regulations,	Any submissions received will be considered by the applicant following exhibition of the application.	Section 5
	(e) the public interest	The public's interest in the proposal is demonstrated within the EIS.	Section 7
<b>Environmental Planning and Assessment Regulation 2021</b>			
Part 8, Division 5	Part 8 of the <i>Environmental Planning and Assessment Regulation 2021 (EP&amp;A Regulations)</i> outlines requirements for State significant development.	<p>The EIS has been prepared in accordance with the requirements of the EP&amp;A Regulations.</p> <p>The EIS has been prepared to address the SEARs issued by the Planning Secretary, containing the detail identified in section 190 and 192 of the EP&amp;A Regulations. This includes a statement prepared by a Registered Environmental Assessment Practitioner.</p> <p>The development is consistent with the principles of ecologically sustainable development as per section 193 of the EP&amp;A Regulations as discussed in Section 6.6 of the EIS.</p> <p>This application will be placed on public exhibition on the NSW Major Projects Portal.</p>	<p>Section 6.6</p> <p>Signed Declaration within the EIS</p> <p>SEARs Compliance table at <b>Appendix A</b></p>
Part 9, Division 2	<p>Section 208 identifies the proposed costs of carrying out development which must be determined by the consent authority, an estimate may be prepared by a person, or a person of a class, approved by the consent authority to provide the estimate</p> <p>Section 209 identifies the maximum percentage of proposed cost of carrying out development that may be imposed by a development levy for development, and specifically the</p>	<p>A qualified quantity surveyor has estimated the capital investment value of the proposed development which is provided at <b>Appendix E</b>.</p> <p>A monetary contribution for infrastructure and affordable housing is required under the VPA registered on title. It is therefore proposed to amend the existing VPA to exclude the required payment of section 7.12 contributions that</p>	<p>Section 2.1.2</p> <p>Cost Summary report at <b>Appendix E</b></p> <p>Amended Public Offer at <b>Appendix TT</b></p>

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	contributions under the Central Sydney Contributions Plan 2022 for identified land.	seek to levy a contribution above 1% of the total cost of development from development on the site.	
<b><i>Biodiversity Conservation Act 2016</i></b>			
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 Biodiversity Conservation Act 2016 the likely impact of the proposed development on biodiversity values.	<p>A BDAR Waiver Request was submitted to the DPE in December 2022, outlining an assessment of the proposed works against the eight biodiversity values as defined in Section 1.5 of the Biodiversity Conservation Act 2016 and clause 1.4 and clause 6.1 of the Biodiversity Conservation Regulation 2017.</p> <p>A BDAR Waiver was issued by the Department of Planning on 20 January 2023 and the delegated Environment Agency Head in the Environment and Heritage Group on 18 January 2023.</p>	BDAR Waiver at <b>Appendix S.</b>
<b><i>State Environmental Planning Policy (Planning Systems) 2021</i></b>			
Schedule 1 State Significant development - general	<p>Section 13 Cultural, recreation and tourist facilities</p> <p>Development for other tourist related purposes that has a capital investment value of more than \$100 million is considered State Significant Development.</p>	<p>The proposed CIV of the development is \$334,010,495 of which the tourist related component (the hotel) has a CIV of \$208,059,004 .</p> <p>The proposal is therefore SSD under section 13 of Schedule 1 of the Planning Systems SEPP. The remaining commercial premises is located within the single mixed-use site and as such is also classified as SSD.</p>	<p>Section 3.1</p> <p>Cost Report at <b>Appendix E</b></p>
<b><i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></b>			
Subdivision 2 Development likely to affect an electricity	Section 2.48 – Determination of development applications – other Development	A Services Infrastructure Report has been prepared by to address the electricity supply network due to the	Services Infrastructure Report at <b>Appendix JJ</b>

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transmission or distribution network	<p>(1) This section applies to a development application (or an application for modification of a consent) for development comprising or involving any of the following—</p> <p>(a) the penetration of ground within 2m of an underground electricity power line or an electricity distribution pole or within 10m of any part of an electricity tower,</p> <p>(b) development carried out—</p> <p>(i) within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists), or</p> <p>(ii) immediately adjacent to an electricity substation, or</p> <p>(iii) within 5m of an exposed overhead electricity power line,</p>	<p>impedance of the proposal within immediate vicinity of the Ausgrid substation.</p> <p>During construction a ‘temporary builders supply’ is intended to be obtained rated at 800A from Hunter to Bligh substation. This will be included in the referred application to Ausgrid.</p>	
Subdivision 2 Development in or adjacent to rail corridors and interim rail corridors—notification and other requirements	<p>Section 2.99 - Excavation in, above, below or adjacent to rail corridors</p> <p>This section applies to development (other than development to which section 2.101 applies) that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land—</p> <p>(a) within, below or above a rail corridor, or</p> <p>(b) within 25m (measured horizontally) of a rail corridor, or</p> <p>(c) within 25m (measured horizontally) of the ground directly below a rail corridor, or</p> <p>(d) within 25m (measured horizontally) of the ground directly above an underground rail corridor.</p>	<p>The application does not seek consent for excavation. Excavation to accommodate the proposed five level basement is sought under a modification to D/2018/892.</p>	N/A

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<p>Section 2.101 Development within or adjacent to interim rail corridor</p> <p>(1) This section applies to development that is—</p> <p>(a) on the land shown as “Zone A” on a rail corridors map and has a capital investment value of more than \$200,000, or</p> <p>(b) on the land shown as “Zone B” on a rail corridors map and—</p> <p>(i) involves the penetration of ground to a depth of at least 2m below ground level (existing), or</p> <p>(ii) has a capital investment value of more than \$200,000 and involves the erection of a structure that is 10 or more metres high or an increase in the height of a structure so that it is more than 10m, or</p> <p>(c) on the land shown as “Sydney Metro West Tunnel” on a rail corridors map and involves the penetration of ground to a depth of at least 2m below ground level (existing).</p>	<p>The application does not seek consent for excavation. Excavation to accommodate the proposed five level basement is sought under a modification to D/2018/892.</p> <p>However, the site is identified on the land shown as “Sydney Metro West Tunnel” on a rail corridors map and involves the penetration of ground to a depth of at least 2m below ground level (existing) as illustrated in the figure below.</p>  <p>The applicant is committed to ongoing consultation with Sydney Metro during assessment of the application.</p>	Section 6.10
	<p>Section 2.102 Major development within Interim Metro Corridor</p> <p>(1) This section applies to land within the City of Sydney that is within the Interim Metro Corridor.</p>	<p>The site is located within the rail Link Zone B tunnel of the Interim Metro Rail Corridor CBD Rail Link &amp; CBD Metro as illustrated in the figure below.</p>	<p>Section 6.7</p> <p>Traffic Report at <b>Appendix Z</b></p>



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		 <p>The SSDA will be referred to TfNSW to provide comments, the proponent will provide a response to submissions to any comment made. Consultation with TfNSW has occurred throughout the preparation of this SSDA.</p>	
	<p>(2) A consent authority must—</p> <p>(a) give written notice of an application for consent to major development on land to which this section applies to the Secretary of the Department of Transport within 7 days of receiving the application, and</p> <p>(b) before determining the application, take into account any submissions made by that Secretary within 21 days after giving the notice.</p>	<p>The SSDA will be referred to TfNSW for comment and any comments received will need to be considered by the Department and responded to by the proponent during the Response to Submissions process. It is understood that any submissions made by the secretary will be taken into account within 21 days after giving notice.</p>	<p>Section 6.7</p> <p>Traffic Report at <b>Appendix Z</b></p>
	<p>(3) A consent authority must not grant consent to major development on land to which this section applies if the</p>	<p>The proposal will not impede on the future metro station infrastructure or station. The approved excavation</p>	<p>Section 6.7</p>

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	development would have an adverse effect on the viability of the proposed metro, including by increasing the likely cost of developing the proposed metro.	D/2018/892 stated the negligible impacts for the site excavation with consideration of the below metro line. A concurrent modification to D/2018/892 is submitted to ensure alignment on the proposed excavation and basement levels.	Sydney Metro Report at Appendix V
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>			
Part 3, Chapter 4	<p>4.6 Contamination and remediation to be considered in determining development application</p> <p>A consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.</p> <p>A consent authority must consider the findings of a preliminary investigation of the site, prepared in accordance with the contaminated land planning guidelines. A detailed site investigation may be required if the findings of the preliminary investigation warrant such an investigation.</p>	<p>Contamination and site suitability has been assessed under the early works DA/2019/892.</p> <p>A discussion of the site investigation finding is provided in Section 6.12.1. In summary, Condition 24 of D/2018/892 requires submission and approval of a Section A Site Audit Statement to the City prior to the issue of a Stage 2 Construction Certificate for excavation and shoring of the site. This will confirm the site is suitable for the development.</p>	<p>Section 1.5.4 and Section 6.10</p> <p>Detailed Site Investigation at <b>Appendix Q</b></p>
	<p>All remediation work is to be carried out in accordance with:</p> <ul style="list-style-type: none"> <li>The contaminated land planning guidelines</li> </ul>	A Remediation Plan was not required for the site as a separate development consent D/2018/892 relating to early works was approved for the demolition, excavation and shoring.	<p>Section 6.10</p> <p>Detailed Site Investigation at <b>Appendix Q</b></p>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<ul style="list-style-type: none"> <li>The guidelines (if any) in force under the Contaminated Land Management Act 1997</li> <li>A plan of remediation prepared in accordance with the contaminated land planning guidelines</li> </ul>		
<b>State Environmental Planning Policy (Industry and Employment) 2021</b>			
Part 3.2, Section 3.6	<p>A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—</p> <p>(a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and</p> <p>(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.</p>	<p>The two proposed signage zones on the awning is compatible with the existing business character of the area, and will provide effective communication in a suitable location on the site's principal frontage.</p> <p>An assessment against the Schedule 5 criteria is provided below.</p>	N/A
Schedule 5	<p>Character of the area</p> <ul style="list-style-type: none"> <li>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</li> <li>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</li> </ul>	<p>The proposal for building identification signage is consistent with the commercial character of the Sydney CBD within which the site is located. The surrounding locality features a range of signage types that are in the public interest through the promotion of wayfinding and identification. The proposal is consistent with this and will contribute to the commercial character of the area.</p>	Section 3.3.4
	<p>Special areas</p> <ul style="list-style-type: none"> <li>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</li> </ul>	<p>The proposal does not detract from the amenity of visual quality of the surrounding area. The proposed signage will be located on the Bligh Street frontage, and as such will be directed away from the local and State heritage items to the north, east and south of the site. The curtilage of Bligh Street provides appropriate separation between the signage zones and the State heritage item located opposite the site.</p>	<p>Section 6.4</p> <p>Design Report at <b>Appendix G</b></p>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
		As the site is located within the Sydney CBD Midtown commercial precinct, there are no sensitive residential areas in the immediate surrounding precinct. Sensitive uses including the Sofitel Hotel will not have direct sightlines of the signage and thus will not be impacted.	
	<p>Views and vistas</p> <ul style="list-style-type: none"> <li>Does the proposal obscure or compromise important views?</li> <li>Does the proposal dominate the skyline and reduce the quality of vistas?</li> <li>Does the proposal respect the viewing rights of other advertisers?</li> </ul>	<p>The signage zones are proposed to be situated on the bronze metal ground floor awning. As such, it will not protrude into the public domain, dominate the skyline or obscure existing views. Rather, the signage will provide visual interest and improve sightlines.</p> <p>The proposal will not compromise the viewing rights of other advertisers as the signage is located wholly within the site and relate to the hotel operator.</p>	<p>Section 6.4</p> <p>Design Report at <b>Appendix G</b></p>
	<p>Streetscape, setting and landscape</p> <ul style="list-style-type: none"> <li>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</li> <li>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</li> <li>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</li> <li>Does the proposal screen unsightliness?</li> <li>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</li> </ul>	<p>The two signage zones have a proposed maximum dimension of 1200mm x 30mm. This is in scale with the building and the awning on which the signage will be located on and will not appear visually dominate.</p> <p>The proposed signage will contribute to the visual interest of the Bligh Street streetscapes by providing detail at a ground floor level. Whilst this EIS seeks consent for two signage zones with a future application outlining further details, the signage will adopt a refined design typology to suit the classical architectural style of the building to create a cohesive and consistent design response. The design of the two signage zones will be developed in a consistent manner.</p> <p>No signage will protrude above the building, nor will it require ongoing vegetation management.</p>	<p>Section 6.1</p> <p>Design Report at <b>Appendix G</b></p>

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	<ul style="list-style-type: none"> <li>Does the proposal require ongoing vegetation management?</li> </ul>		
	<p>Site and building</p> <ul style="list-style-type: none"> <li>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</li> <li>Does the proposal respect important features of the site or building, or both?</li> <li>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</li> </ul>	<p>The proposed signage zones are compatible with the scale of both the 59-storey building and the north-western elevation on which the signage will be located. The signage will comprise 36% of the awning, ensuring the materiality and form of the awning can be appreciated and that the signage is compatible with the site characteristics.</p> <p>The signage zones do not conceal architectural features and are consistent in height and scale of the awning, soffit and balustrade on Level 1.</p>	Section 3.3.4
	<p>Associated devices</p> <ul style="list-style-type: none"> <li>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</li> </ul>	<p>This EIS seeks consent for signage zones only, with a future application to contain additional detail of any devices and logos associated with the signage.</p>	Section 3.3.4
	<p>Illumination</p> <ul style="list-style-type: none"> <li>Would illumination result in unacceptable glare?</li> <li>Would illumination affect safety for pedestrians, vehicles or aircraft?</li> <li>Would illumination detract from the amenity of any residence or other form of accommodation?</li> </ul>	<p>This EIS seeks consent for the signage zones only, with a future application to contain additional detail of any illumination of the signage.</p>	Section 3.3.4

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	<ul style="list-style-type: none"> <li>Can the intensity of the illumination be adjusted, if necessary?</li> <li>Is the illumination subject to a curfew?</li> </ul>		
	<p>Safety</p> <ul style="list-style-type: none"> <li>Would the proposal reduce the safety for any public road?</li> <li>Would the proposal reduce the safety for pedestrians or bicyclists?</li> <li>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</li> </ul>	<p>As the proposal will be located parallel to Bligh Street, the signage zones will not be within the direct sightlines of motorists travelling along Bligh Street or in the surrounding road network. Further, as outlined previously the proposed signage zones are of an appropriate scale to ensuring passing motorists are not distracted.</p> <p>All signage will be flat against the façade with no impact on the safety of passing pedestrians or cyclists.</p>	Section 3.3.4
<b>State Environmental Planning Policy (Biodiversity and Conservation) 2021</b>			
Chapter 10 Sydney Harbour Catchment	Chapter 2 vegetation in non-rural areas	<p>The site does not contain vegetation of biodiversity value. Three existing trees are proposed to be removed, however substantial new planting is proposed including replacement planting of three street trees and planting in the development.</p> <p>The proposal is aligned with the planning principles for land within the Sydney Harbour Catchment area. The development has addressed flooding and stormwater constraints of the site and the Flood Report concludes that the site sits above surrounding streets with flood waters draining away from the site.</p> <p>The proposal will deliver a high-quality tower that achieves design excellence and as such will contribute positively to</p>	<p>Section 3</p> <p>Design Report at <b>Appendix G</b></p>

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		the visual qualities of the broader Sydney Harbour area. A view impact analysis has been undertaken to highlight the positive views that the 59-storey tower will provide.	
<b>Sydney Local Environmental Plan 2012</b>			
Clause 2.3 Land Use Zones	<p>The site is zone B8 Metropolitan Zone and the only prohibited land use activity within the zone is Pond-based aquaculture. All other land uses are permitted with consent.</p> <p>The objectives of the zone are as follows:</p> <ul style="list-style-type: none"> <li>▪ To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.</li> <li>▪ To provide opportunities for an intensity of land uses commensurate with Sydney's global status.</li> <li>▪ To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.</li> <li>▪ To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling.</li> <li>▪ To promote uses with active street frontages within podiums that contribute to the character of the street.</li> <li>▪ To promote the efficient and orderly development of land in a compact urban centre.</li> </ul>	<p>The proposed tourist and visitor accommodation and commercial premises are considered permissible within the B8 metropolitan zone.</p> <p>The site adheres with the objectives of the zone as follows:</p> <ul style="list-style-type: none"> <li>▪ The site proposes to deliver high quality tourist visitor accommodation with food and beverage premises options and commercial offices to complement the site and relevant public domain works and landscaping.</li> <li>▪ The 59-storey high quality tower form is providing a diverse mix of uses within a small site to deliver an intensity of uses for the Central Sydney CBD.</li> <li>▪ The mixed-use development will deliver a mixture of tourist and visitor accommodation, retail, commercial offices, public domain improvements and a high level of amenity to further enhance the Sydney global status, providing additional employment, economically driven floorspace and visitor accommodation.</li> <li>▪ The proposal has a limited 28 car parking and 137 bike parking spaces, delivering with end of trip facilities to encourage public and active transport to the facility.</li> </ul>	Section 4

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	<ul style="list-style-type: none"> <li>To promote a diversity of commercial opportunities varying in size, type and function, including new cultural, social and community facilities.</li> <li>To recognise the important role that Central Sydney's public spaces, streets and their amenity play in a global city.</li> <li>To promote the primary role of the zone as a centre for employment and permit residential and serviced apartment accommodation where they complement employment generating uses.</li> </ul>	<ul style="list-style-type: none"> <li>The proposal will replace the existing street trees and provide an arrival lounge and hotel reception at the ground floor to liven up the Bligh Street frontage.</li> <li>The development promotes the orderly and economic development of land through the delivery of employment generating floor space and a hotel which is highly suited to the site location. No residential uses are proposed ensuring employment generating land is retained.</li> <li>The commercial offices provide large and flexible floorspace for the diversity of office types and functions, with meeting rooms provided on the lower floors to utilise if necessary.</li> <li>The ground floor and public realm has had a precise focus in the design to ensure the development proposes public domain improvements for all to enjoy.</li> <li>The proposed development will provide for employment generating uses for the hotel, commercial spaces and retail food and beverage, in close proximity to other residential accommodation development easily accessible public transport.</li> </ul>	
Clause 4.3 height of Buildings	The height of building is not to exceed 235 metres as illustrated in Area AH of the Height of Buildings map.	The proposal intends to construct a tower that is 205 metres high (RL225.88) and 59 storeys high, which is compliant with the AH area. The height limit takes into consideration Clause 6.44.	Section 7.1.2
Clause 4.4 Floor Space Ratio	The Floor Space Ratio (FSR) is not to exceed 8:1 as illustrated in area AC of the FSR map.	The development has a floor space ratio ( <b>FSR</b> ) of 22:1 and a total GFA of 26,781sqm. This FSR is beyond the	Architectural Plans at <b>Appendix F</b>



Statutory Reference	Statutory Consideration	Relevance	Section in EIS
		permitted for clause 4.4 but is compliant as per clause 6.44 which is detailed below in this table.	
Clause 5.10 Heritage Conservation	<p>The consent authority must consider the effect of the proposed development on the heritage significance of the item or area concerned.</p> <p>The consent authority must consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place</p>	<p>The proposal is not identified as a heritage item or within a heritage conservation area. The site is located adjoining three heritage items to the north, east and south frontages.</p> <p>The proposal has been designed to respect the streetscape and the existing heritage buildings with adequate setbacks, form of the podium, articulation of the façade (responding to the City Mutual building), vertical emphasis of openings and contemporary use of traditional materials. The building design responds to the use of contemporary materials (copper, stainless steel), complementing the natural sandstone and face brick tones of the adjoining items and sandstone cladding along the base. The adjoining heritage items are prominent and individually significant buildings, they are within an area of high rise buildings and the proposal will have minimal impact on their significance.</p> <p>The proposal is unlikely to have impact on historical archaeological relics due to the excavation of up to eight meters in depth below current street level from prior development. Geotechnical testing did not discover soils or historical deposits overlying excavated bedrock. In the unlikely event any historical archaeological material is encountered, works will be stopped in the immediate vicinity of the deposit.</p>	Heritage Impact Statement at <b>Appendix M</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
Clause 5.21 Flood planning	<p>Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development—</p> <p>(a) is compatible with the flood function and behaviour on the land, and</p> <p>(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and</p> <p>(c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and</p> <p>(d) incorporates appropriate measures to manage risk to life in the event of a flood, and</p> <p>(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.</p>	<p>The site is not located within either a high hazard or a low hazard area under the NSW Floodplain Development Manual (2005).</p> <p>The Flood Risk Assessment provides an assessment of the potential flood risk on the site and has been prepared with regard to the NSW Floodplain Development Manual (2005) and the City of Sydney Floodplain Management Policy.</p> <p>As discussed in Section 3.1 of this EIS, the site is well elevated from the surrounding streets, does not affected by the 100-year ARI flooding event nor the PMF flooding event. Flood depths of less than 100mm are experienced within Bligh Street and are generally contained within the road corridor. The site is connected to the existing Bligh Street stormwater network, which drains away from the site to the intersecting streets in the north and south.</p>	Flood Risk Assessment <b>(Appendix P)</b>
Clause 6.11 Utilisation of certain additional floor space requires allocation of heritage floor space	<p>Development consent must not be granted to development in respect of a building on a site in Central Sydney that utilises any amount of additional floor space specified in paragraph (a), (b) (c), (d) or (e) unless the consent authority is satisfied that an amount of heritage floor space will be allocated to the site</p>	<p>Heritage floor space is calculated in accordance with clause 6.44(8).</p>	Architectural Plans at <b>Appendix F</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
Clause 6.16 Erection of tall buildings in Central Sydney	<p>(1) The objectives of this clause are to ensure—</p> <p>(a) the satisfactory distribution of built form and development of floor space for tall buildings in Central Sydney, and</p> <p>(b) tall building setbacks will provide an appropriate level of amenity for public places and important publicly accessible places, and</p> <p>(c) tall buildings will maximise active public place frontages, and</p> <p>(d) tall buildings will provide adequate outlook for occupants of new buildings.</p>	<p>The site is located in an identified tower cluster in the Central CBD. It is encouraged to optimise development potential and increase viability of floor space which the proposal will achieve with the building height of 205 metres and FSR of 22:1.</p> <p>The podium setbacks are majorly to the boundary with exceptions for voids to the adjoining buildings as aligned with the controls. The tower has an eight metre setback above the podium to refine and reduce overall bulk and provide an appropriate amenity.</p> <p>The street frontage along Bligh Street has been designed to ensure it provides positive public domain amenity to activate the streetscape.</p> <p>The tower proposes a 58 storey tower that will be orientated for those inside to enjoy the outlook of the surrounding cityscape. The hotel rooms will enjoy the outlook up to level 56 and the restaurant and bar occupants will enjoy level 57 and 58.</p>	Architectural Plans at <b>Appendix F</b>
	<p>(2) This clause applies to development on land in Central Sydney involving the erection of a building—</p> <p>(a) with a height greater than 55 metres above ground level (existing), or</p> <p>(b) with a floor space ratio greater than the maximum floor space ratio shown on the Floor Space Ratio Map, or</p> <p>(c) to which paragraphs (a) and (b) apply.</p>	<p>This clause applies to the proposal as the height is greater than 55 metres and has an FSR beyond the 8:1 prescribed within Clause 4.4.</p>	Architectural Plans at <b>Appendix F</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<p>(3) Development consent must not be granted to development to which this clause applies unless—</p> <p>(a) the consent authority is satisfied that the building will not adversely impact on—</p> <p>(i) the wind conditions of public places and important publicly accessible places, or</p> <p>(ii) key views from public places, or</p> <p>(iii) the curtilage of heritage items, or</p> <p>(iv) the setting and character of buildings and heritage items in conservation areas and special character areas, or</p> <p>(v) the free movement of air to provide ventilation around tower forms, and</p> <p>(b) the consent authority is satisfied that the building will provide for high levels of—</p> <p>(i) sun and daylight access to public places and significant publicly accessible places, and</p> <p>(ii) outlook for the proposed development, and</p> <p>(iii) appropriate height transitions between new development and buildings and heritage items in conservation areas and special character areas.</p>	<p>The wind conditions have been assessed within <b>Appendix P</b> for the publicly accessible space within the building and along the street. There were no locations exceeding the Melbourne 16 m/s criterion which experienced an increase in annual wind speed with the proposal. With the proposal peak annual gust wind speeds at these same locations were either the same or decreased.</p> <p>The proposal will provide significant views amongst the Sydney city skyline, exposing the well-designed high quality tower form.</p> <p>The neighbouring heritage items have been highly considered within the design providing an acceptable response to the heritage significance as outlined in <b>Appendix J</b>.</p> <p>The site is not identified as a heritage conservation area but is located with the Chifley Square Special Character Area. The proposal has been assessed in reference to the adjoining area and was concluded to have no impact as it will not alter the defining character including its semi-circular plaza or curved response of building around the plaza.</p> <p>The proposal has taken into account the sun access planes to ensure the Martin Place sun access plane to the south of the site is protected. The building massing has also taken into account other surrounding public places and spaces.</p> <p>The proposal is a high tower form that has an orientation that maximises view potential for all the occupants,</p>	<p>Wind Report at <b>Appendix P</b></p>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
		<p>especially the hotel visitors and occupants visiting the restaurant and bar.</p> <p>The podium height has been designed to align with the neighbouring heritage significant building for a consistent transition.</p>	
	(4) Development consent must not be granted to development to which subclause (2)(a) or (c) applies unless the site area is at least 1,000 square metres.	The site area of the proposal is greater than 1,000sqm.	Architectural Plans at <b>Appendix F</b>
6.17 Sun access planes	The consent authority must not grant consent to development that would project higher than any part of a sun access plane identified in Schedule 6A.	<p>The Height of Buildings Map - Sheet HOB_014 identifies land within 'Area 3' is defined by the sun access planes that are taken to extend over the land by clause 6.1.</p> <p>The site is not identified within 'Area 3'.</p>	N/A
6.18 Overshadowing of certain public places	The consent authority must not grant consent to development that would cause additional overshadowing to places identified in the Sun Access Protection map.	<p>The Sun Access Protection map identifies Martin Place to the south of the site (between Pitt Street and George Street) to be protected between 14 April to 31 August between midday to 2pm.</p> <p>The development does not result in any overshadowing to Martin Place (north) as identified in red in the LEP map.</p>	<b>Section 6.3.1</b>  Architectural Plans at <b>Appendix F</b>
6.21C Design excellence	(1) Development consent must not be granted to development to which this Division applies unless, in the opinion of the consent authority, the proposed development exhibits design excellence.	The proposed development has undergone a competitive design process where the elected jury interrogated the proposed design to ensure it exhibits design excellence. The Competition Report ( <b>Appendix H</b> ) outlines the supported elements of the design and the items that need additional work. The Design Integrity Endorsement ( <b>Appendix J</b> ) provides sign off from the jury, supporting the items that were not initially supported at the time of the	<b>Section 6.2</b>  <b>Appendix H</b>  <b>Appendix I</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
		design competition. This was further confirmed in November 2022 by the DIP Chair.	
	<p>(2) In considering whether development to which this Division applies exhibits design excellence, the consent authority must have regard to the following matters—</p> <p>(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,</p>	The proposal has been carefully designed to incorporate a high standard of architectural design materials and detailing appropriate to the building type and location.	<p><b>Section 6.2</b></p> <p><b>Appendix G</b></p>
	(b) whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,	The proposal has been carefully designed to complement the surrounding heritage significant buildings adjoining the site, with elements of the public domain improving the amenity of the streetscape.	<p><b>Section 6.2</b></p> <p><b>Appendix G</b></p>
	(c) whether the proposed development detrimentally impacts on view corridors,	The site is located amongst other tall and prominent high rise buildings. The proposal has maintained and enhanced key view corridors with a well designed and slim building that adds to the Central Sydney CBD skyline.	<p><b>Section 6.2</b></p> <p><b>Section 6.4</b></p> <p><b>Appendix G</b></p>
	<p>(d) how the proposed development addresses the following matters—</p> <p>(i) the suitability of the land for development,</p> <p>(ii) the existing and proposed uses and use mix,</p> <p>(iii) any heritage issues and streetscape constraints,</p> <p>(iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers, existing or proposed, on the same site or on</p>	<p>The site is highly suitable for redevelopment of the land due to the locality undergoing a lot of development, the site is highly accessible via public transport, the existing built form is due for an update and the proposal is within the planning controls that apply to the site.</p> <p>The existing site is a vacant commercial development with ground floor retail and basement levels which was completed in 1964, the proposal intends to upgrade the site to optimise development potential and contribute to the high rise city skyline.</p>	<p><b>Section 3</b></p> <p><b>Section 6.2</b></p> <p><b>Appendix F</b></p> <p><b>Appendix G</b></p>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<p>neighbouring sites in terms of separation, setbacks, amenity and urban form,</p> <p>(v) the bulk, massing and modulation of buildings,</p> <p>(vi) street frontage heights,</p> <p>(vii) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,</p> <p>(viii) the achievement of the principles of ecologically sustainable development,</p> <p>(ix) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network,</p> <p>(x) the impact on, and any proposed improvements to, the public domain,</p> <p>(xi) the impact on any special character area,</p> <p>(xii) achieving appropriate interfaces at ground level between the building and the public domain,</p> <p>(xiii) excellence and integration of landscape design.</p>	<p>As mentioned earlier, the proposal has been designed to respect the streetscape and heritage significant buildings adjoining the site. This is through adequate setbacks, form of the podium, articulation of the façade, vertical emphasis of openings and use of materials.</p> <p>The tower proposed is located with three heritage towers adjoining. The tower form proposed has appropriately responded to the adjoining sites as mentioned in the above paragraph.</p> <p>The bulk and scale of the proposed tower has been designed within the State and local planning parameters and with a slim and elegant design that draws upon the three elements of the city, the skyline, the urban block and the street.</p> <p>The street frontage will have a 12-storey podium that is then setback 8 metres where the base of the tower begins.</p> <p>The proposed development has incorporated sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity within the design.</p> <p>The ground floor plane has been carefully designed to promote pedestrian movement enhancing the relationship with the surrounding public realm. There will be bicycle facilities for those who elect active transport and appropriate vehicular and services access has been integrated within the design.</p>	

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
		<p>The proposal intends to replace street trees along with significant improvement to activation, accessibility and amenity of the Bligh Street public domain.</p> <p>The site is located adjacent the Chifley Square Special Character Area, although the proposed changes are not likely to alter the dominant character of the property which is located at the rear of the site.</p> <p>Due to the restrained site area and site specific provisions, the proposal will interface the existing buildings to the north, east and south boundaries.</p> <p>There will be three trees replaced along the ground plane, construction of a landscape pergola structure on the vertical façade of the north-eastern and south-eastern podium elevations, the terrace at level 57. Integrating the landscaping into the design to positively contribute to the Sydney CBD.</p>	
Clause 6.21D Competitive Design Process	<p>(1) Development consent must not be granted to the following development to which this Division applies unless a competitive design process has been held in relation to the proposed development—</p> <p>(a) development in respect of a building that has, or will have, a height above ground level (existing) greater than—</p> <p>(i) 55 metres on land in Central Sydney, or</p> <p>(ii) 25 metres on any other land,</p> <p>(b) development having a capital investment value of more than \$100,000,000,</p>	<p>The proposal will be greater than 55 metres, with an investment value of greater than \$100 million.</p> <p>A competitive design process has been held for the site in accordance with the City of Sydney Competitive Design Policy and the endorsed Design Excellence Strategy for the site.</p> <p>The proposed development is a result of the winning entry of the Competition.</p> <p>During the design development process, the applicant met with the Design Integrity Panel (DIP) (the former Competition Jury) on one occasion (16 August 2019) to</p>	<p><b>Section 7.2</b></p> <p>Design Excellence Strategy at <b>Appendix H</b>.</p> <p>Competition Report at <b>Appendix I</b></p> <p>Design Integrity Endorsement at <b>Appendix J</b></p>



Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<p>(c) development in respect of which a development control plan is required to be prepared under clause 7.20,</p> <p>(d) development for which the applicant has chosen such a process.</p>	<p>present the evolution of the proposed design and for the panels review and feedback of the response to key items of design refinement. The DIP subsequently endorsed the application as retaining the key elements of design excellence on 17 October 2019.</p> <p>Following this, a desktop review of the proposed application was undertaken by the DIP Chair on 20 November 2022. The review focused on the proposed addition of the awning canopy at level 12 and additional two levels of basement, as the two key changes that had occurred to the scheme since the 2019 DIP review. The DIP Chair confirmed the proposed changes do not impact negatively on the design integrity of the competition winning scheme, and in the case of the level 12 canopy, will act to improve amenity. The canopy at this level has been detailed to be consistent with the formal language of the tower and is supported. The DIP Chair confirmed it was not necessary to re-engage with the DIP for these changes, and that the endorsement of the scheme as per the 2019 confirmation remained relevant.</p>	
	<p>(3) A building demonstrating design excellence—</p> <p>(a) may have a building height that exceeds the maximum height shown for the land on the Height of Buildings Map by an amount, to be determined by the consent authority, of up to 10% of the amount shown on the map, or</p> <p>(b) is eligible for an amount of additional floor space, to be determined by the consent authority, of up to 10% of—</p>	<p>The proposal is subject to clause 6.44 which prescribes the height and FSR compliance for development at the site.</p> <p>Heritage floor space is calculated in accordance with clause 6.44(8).</p>	Architectural Plans at <b>Appendix F</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<p>(i) the amount permitted as a result of the floor space ratio shown for the land on—</p> <p>(A) for a building for which development consent is granted under clause 6.60B—the Alternative Floor Space Ratio Map—Employment Sites or the Alternative Floor Space Ratio Map—Affordable Housing Sites, or</p> <p>(B) otherwise—the Floor Space Ratio Map, and</p> <p>(ii) any accommodation floor space or community infrastructure floor space for which the building is eligible under Division 1 or 2.</p>		
Clause 6.44 4-6 Bligh Street, Sydney	(1) The objective of this clause is to encourage land uses other than residential accommodation or serviced apartments.	The development proposes a hotel for tourist and visitor accommodation, commercial and retail uses and will not be residential accommodation or serviced apartments.	Architectural Plans at <b>Appendix F</b>
	(2) This clause applies to 4–6 Bligh Street, Sydney, being Lot 1, DP 1244245.	The site is identified as 4-6 Bligh Street (lot 1, DP 1244245) and therefore this clause applies to this proposal.	Architectural Plans at <b>Appendix F</b>
	<p>(3) Despite any other provision of this Plan, a building on land to which this clause applies may have a maximum floor space ratio of—</p> <p>(a) 20:1, or</p> <p>(b) if a competitive design process has been held under Division 4 and the building demonstrates design excellence within the meaning of that clause—22:1.</p>	The proposal has the subject of a competitive design process and has been further assessed to confirm it achieves design excellence. Therefore, the site can apply an FSR of 22:1 for the proposed development.	<b>Section 3</b> <b>Appendix F</b> <b>Appendix G</b>
	(4) A building on land to which this clause applies is not entitled to any other additional floor space permitted by this Plan except as provided by this clause	The proposal will not exceed 22:1 FSR.	Architectural Plans at <b>Appendix F</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<p>(5) Development consent must not be granted for development under subclause (3) unless the consent authority is satisfied that—</p> <p>(a) if subclause (3)(b) applies—the floor space ratio of the above ground levels of the building does not exceed 21.2:1, and</p> <p>(b) if subclause (6), (7) or (8) applies—the total amount of heritage floor space is allocated to the building as calculated in those subclauses, and</p> <p>(c) the building does not have a height greater than 205 metres, and</p> <p>(d) any floor above the podium level of the building does not have a gross floor area greater than 470 square metres, and</p> <p>(e) the building does not include any additional height granted under clause 5.6 or Division 4, and</p> <p>(f) the building includes end of journey facilities, and</p> <p>(g) the building will not be used for the purposes of residential accommodation or serviced apartments.</p>	<p>(a) The above ground level of the building does not exceed 21.2:1 resulting in a below ground FSR of 0.8:1, complying with subclause (5a).</p> <p>(b) Heritage floor space is calculated in accordance with clause 6.44(8).</p> <p>(c) The building height is proposed to be 205 metres and will not exceed this amount.</p> <p>(d) The highest GFA of the floors above the podium (level 12 and above) is no greater than 421sqm.</p> <p>(e) There will be no architectural roof features that provide additional height to the tower.</p> <p>(f) End of trip facilities will be provided for both employees and the commercial floors within the basement.</p> <p>(g) The development does not propose residential accommodation or serviced apartments use.</p>	Architectural Plans at <b>Appendix F</b>
	<p>If a building, or part of a building, on land to which this clause applies is used for the purposes of hotel or motel accommodation, community facilities or centre-based child care facilities, an amount of heritage floor space is to be allocated to the building using the following formula—</p> <p><math>A \times 0.15.1 = B</math></p>	$16.3 \times 0.15:1 = 2.445:1$ or 2,978.01	Architectural Plans at <b>Appendix F</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<p>where—</p> <p>A is the total floor space ratio of the building, not being a ratio of more than 20:1, used for the purposes of hotel or motel accommodation, community facilities or centre-based child care facilities.</p> <p>B is the ratio of heritage floor space to be allocated to the building.</p>		
	<p>(7) If a building, or part of a building, on land to which this clause applies is used for the purposes of office premises, business premises or retail premises, an amount of heritage floor space is to be allocated to the building using the following formula—</p> <p><math>A \times 0.1125:1 = B</math></p> <p>where—</p> <p>A is the total floor space ratio of the building, not being a ratio of more than 20:1, used for the purposes of office premises, business premises or retail premises.</p> <p>B is the ratio of heritage floor space to be allocated to the building.</p>	$5.68:1 \times 0.1125:1 = 0.639:1$ or 778.3sqm	Architectural Plans at <b>Appendix F</b>
	<p>(8) If subclause (3)(b) applies, an amount of heritage floor space is allocated to the building that is equal to 50% of the difference between a floor space ratio of 20:1 and the proposed floor space ratio of the building.</p>	$22:1$ (proposed FSR) – $20:1 / 50\% = 1:1$ or 1,218sqm	Architectural Plans at <b>Appendix F</b>
	<p>(9) The consent authority may reduce the amount of heritage floor space that is required to be allocated under</p>	$4974.31\text{sqm} - 1000\text{sqm}$ (lesser figure) = 3,974.31	Architectural Plans at <b>Appendix F</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	this clause by up to 50% or 1,000 square metres, whichever is the lesser, if the proposed development is the winner of an architectural design competition carried out in accordance with the City of Sydney Competitive Design Policy.	In accordance with clause 6.44, the total amount of Heritage Floor Space (HFS) required to be purchased is approximately 3,974.31sqm.	
	(12) Clause 6.11A(2)–(4) apply to heritage floor space allocated under this clause.	Noted.	N/A
	(13) Clauses 4.6 and 6.19 do not apply to development on land to which this clause applies.	Noted.	N/A
Clause 7.3 Car parking spaces not to exceed maximum set out in this Division	(1) Development consent must not be granted to development that includes car parking spaces in connection with a proposed use of land if the total number of car parking spaces (including existing car parking spaces) provided on the site would be greater than the maximum set out in this Division.	The maximum permitted parking is 96.  The proposal intends to provide 21 car parking spaces which is well under permitted maximum.	Traffic Report at <b>Appendix R</b>
Clause 7.13 Contribution for purpose of affordable housing	(d) development on land at Central Sydney that involves—  (i) the creation of more than 100 square metres of gross floor area, or  (ii) the demolition of existing floor area and the subsequent creation, whether for the same or a different purpose, of more than 100 square metres of gross floor area, or  (iii) a change of use of existing floor area from other than residential accommodation to residential accommodation or tourist and visitor accommodation.	A voluntary planning agreement (VPA) is currently registered at the site and applies to all development on the site with a maximum GFA of 26,796 (including potential design excellence bonus). The VPA applicable to this SSDA includes a monetary contribution for affordable housing per sqm as indexed within Appendix A of the VPA to be paid on or before issuance of the Construction Certificate.	Section 1.7

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
Clause 7.14 Acid Sulfate soils	(1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.	The site and locality is identified to contain Class 5 Acid Sulphate Soil and is not within close proximity to other Classes of Acid Sulphate Soils. Further, the Sydney Harbour 1:25,000 Acid Sulphate Soils Risk Map indicates that there is no known occurrence of Acid Sulphate Soils in the locality.	DESI at <b>Appendix T</b>
Clause 7.16 Airspace operations	to provide for the effective and on-going operation of the Sydney (Kingsford-Smith) Airport by ensuring that such operation is not compromised by proposed development that penetrates the Limitation or Operations Surface for that airport.	<p>The development has a total height of RL225.88 (205m). The building will therefore penetrate the Operations Surface Limit (OLS).</p> <p>The Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) does not extend over the site and there will be no intrusion to the PANS-OPS.</p> <p>Referral of the application to the relevant Commonwealth body is therefore required during the notification process. An “airspace application” for the approval of the development as a Controlled Activity under the Airports (Protection of Airspace) Regulations 1996 will be submitted via the Civil Aviation Safety Authority (CASA) as a condition of development consent.</p> <p>Subject to the implementation of aviation standard obstacle lighting to the building and construction cranes at night and times of low visibility, and any other mitigation measure as recommended by CASA, the proposal will not adversely affect the safety, regularity or efficiency of current and future air transport operations to and from Sydney Airport.</p>	Aviation Impact Assessment <b>(Appendix MM)</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
Sydney Development Control Plan 2012			
<b>Section 5 Specific Areas</b>			
<b>5.1 Central Sydney</b>			
Section 3.2.2	Public Domain <ul style="list-style-type: none"> <li>▪ Lobby entry same level as footpath</li> <li>▪ Direct surveillance</li> </ul>	<p>The ground floor lobby entry directly responds to the adjacent public domain to create an inviting urban room along Bligh Street. Due to the sloping topography of Bligh Street, feathered steps are provided on the southern end of the frontage whilst the northern end offers a consistent FFL with the adjacent footpath. The selected material choice of stone paving will correlate to the City Public Domain paving utilised on the footpath.</p> <p>Direct surveillance is afforded through the location of active uses along the frontage, including the lounge and bar area and the guest concierge, which will be constantly staffed. The glass doors utilised along the frontage will further invite casual surveillance and interaction with the public domain.</p>	Section 6.1.4  Design Report at <b>Appendix G</b>
Section 3.2.3	Active Frontages <ul style="list-style-type: none"> <li>▪ Active frontages</li> <li>▪ Transparent glazing</li> <li>▪ Foyer spaces are not to occupy more than 20% of street frontage</li> </ul>	<p>The proposal incorporates a number of architectural strategies to maximise the ground floor frontage and to create a seamless transition between the private and public domain. As outlined above, these include use of transparent glazing, the external veranda and creation of an 'urban room', provision of active uses on the ground floor and consistent use of ground floor paving. The hotel concierge will occupy 18% of the ground floor frontage.</p>	Section 6.1.4  Design Report at <b>Appendix G</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
Section 3.2.7	<p>Reflectivity</p> <p>Light reflectivity less than 20%.</p>	The proposed façade elements, including stainless steel cladding and glazing have a reflectivity value no greater than 20%. Further, the façade design which features ribbed vertical fins disrupts incoming solar rays and outgoing reflections resulting in a significant blockage to reflectivity and a low level of reflectivity.	Reflective Glare Study at <b>Appendix AA</b>
Section 3.3	<p>Competitive design process</p> <p>Ensure high quality and varied design through the use of competitive design processes for large and prominent developments.</p>	A design competition was undertaken in accordance with the relevant design excellence documentation. The proponent is seeking up to an additional 10% floor space for demonstrating design excellence.	Design Competition Report at <b>Appendix I.</b>
Section 3.5.2	<p>Urban Vegetation</p> <p>Plant species selected for site conditions</p>	The plant species selection responds to the natural ecological conditions and include Australian native plants including gum vine, jungle grape and pepper vine.	Landscaping Report at <b>Appendix K</b>
Section 3.7.2	<p>Drainage and stormwater management</p> <p>Flows above the 20% annual exceedance probability event are conveyed by a major drainage system</p>	Mott Macdonald have conducted a hydraulic model to determine the maximum flow discharge of the proposal. The proposal will have a maximum flow discharge of 64 L/S, greater than the 25L/S permitted discharge. As such, stormwater will be conveyed by a major drainage system connected directly into the stormwater network.	Flooding Report at <b>Appendix P</b>
Section 3.7.3	<p>Stormwater Quality</p> <p>Reduce flow of pollutants</p>	The site has been designed to reduce the flow of pollutants from the site. Regular maintenance will be undertaken on the stormwater management system to ensure reduced pollutant flows is maintained.	Section 6.13.2 Stormwater Management Report at <b>Appendix LL.</b>
Section 3.11.3	Bicycle Parking	The proposal provides 112 bicycle parks on Basement Level 2, adjacent to an associated EOTF, basement level	Section 3.5.3



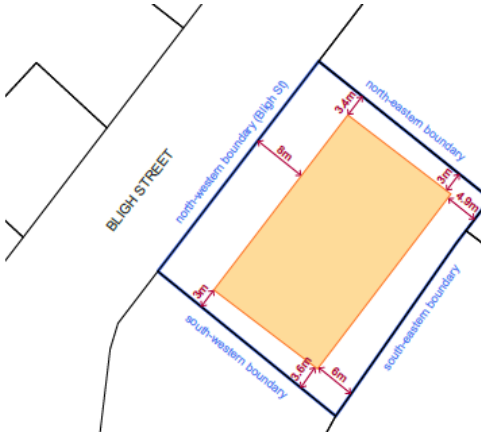
Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<ul style="list-style-type: none"> <li>For hotels, 1 space per 4 staff is required, plus 1 space per 20 rooms for customers and visitors.</li> <li>For non-residential uses, 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided</li> </ul>	1, and in the ground plane. All bicycle spaces are designed in accordance with AS2890.3:2015.	
Section 3.11.13	<p>Waste collection points and loading areas</p> <p>Sufficient circulation provided for 9.25m Council garbage trucks and small rigid vehicle</p>	<p>Due to the fall in topography of the site and the required height and load consideration of the lift core, the clearance of the vehicular accesses is 4m and as such does not facilitate access for a regular small rigid vehicle. As discussed in alternative solution is proposed as follows:</p> <ul style="list-style-type: none"> <li>Waste will be collected via a commercial contractor utilising a site-specific small rigid vehicle, with a height of 2.08m.</li> <li>Deliveries and servicing will be undertaken using B99 vans and regular vehicles.</li> <li>In the event a small rigid vehicle must access the site, access will be provided via the southern vehicle entrance (with a greater head height), with sufficient circulation inside to allow the vehicles to exit the site via the southern entrance in a forward direction.</li> </ul>	<b>Appendix HH</b>
Section 3.12.1	<p>General</p> <p>Compliance with the Australian Standards relevant to accessibility</p>	The proposed SSDA is compliant with the <i>Disability (Access to Premises – Buildings) Standards 2010</i> and the Australian Standards relevant to accessibility. In accordance with the standards, 17 sole occupancy hotel units are provided across a number of levels, including two suites located on Level 46 and Level 52.	Access Statement at <b>Appendix KK</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
Section 4.4.8.3	<p>Additional provisions for hotels</p> <p>Maximum occupancy is 3.25sqm per person per sleeping room</p>	<p>The hotel component proposes the following room sizes:</p> <ul style="list-style-type: none"> <li>Standard room: 23-33sqm (average 28sqm) – equivalent to 14sqm per person for the average room.</li> <li>Suite: 56-75sqm (average 58sqm) – equivalent to 29sqm per person for the suite.</li> <li>Executive suite/ penthouse: 172sqm – equivalent to 86sqm per person for the suite.</li> </ul>	Section 6.1.1
Section 5.1.1	Built form controls	The built form of the proposal has been developed and assessed in accordance with the site-specific provisions applicable to the site. An assessment against these controls is provided in this table.	Design Report at <b>Appendix E</b>
Section 5.1.5	<p>Top Level Design</p> <p>Conceal plant and create a visually interesting skyline</p>	The proposal has been sensitively designed to fully incorporate plant and servicing design with minimal impact on the architectural concept. The bespoke perforated façade panels screen the mechanical louvres throughout the façade and the cooling towers and plant located on the roof.	Design Report at <b>Appendix E</b>
Section 5.1.6	<p>Building Exteriors</p> <p>Reinforce masonry character</p>	Whilst consideration of masonry as a primary material for the building façade was considered, it the material did not provide the level of warmth, reflection and movement that the selected final material of copper, aluminium and stainless steel. Notwithstanding this, these materials reinforce the dominant masonry character and articulation of the immediate streetscape character while being a clearly contemporary response to the context. The sandstone cladding at the ground floor reinforces the	<p>Section 6.1</p> <p>Design Report at <b>Appendix E</b></p>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
		typical masonry base which characterises commercial buildings throughout the Sydney inner city area.	
5.1.9 Managing wind impacts	<p>(1) A quantitative wind effects report is to be submitted with a development application for development:</p> <p>(a) over 55m in height as measured from the lowest ground level to the highest structure; or</p> <p>(b) with a frontage to an east-west street; or</p> <p>(c) on a site within the B8 zone and within 50m of the zone boundary; or</p> <p>(d) as required by the City of Sydney.</p> <p>(2) Development subject to a quantitative wind effects report must not:</p> <p>(a) 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 except where the existing wind speeds exceed the standard; and</p> <p>(b) worsen, by increasing spatial extent and/or frequency and/or speed, an existing wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks.</p> <p>(3) Development subject to a quantitative wind effects report must take all reasonable steps to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing related to the use of the public place. For example, the Standing criteria should be achieved at bus stops or other places where people wait</p>	<p>An Environmental Wind Impact Assessment has been prepared by SLR to assess the impacts of the proposal which is over 55 metres in height.</p> <p>The report assessed the wind speed in accordance with the Melbourne and Lawson criteria. It concluded that using the Melbourne criterion, no locations surrounding the site experienced an increase in peak annual wind speed with the addition of the proposal. In addition, peak annual gust wind speeds also at surrounding location either remained the same or decreased. There were also no locations which experienced Lawson Comfort levels in the “C1” category – ie only suitable for “purpose/business” walking. Based on all of the above, the overall effect of the proposed development on the local wind microclimate, with the wind mitigation treatments recommended (and already implemented in the design), is predicted to be “not significant”</p> <p>Following the assessment it concluded that no wind mitigation is warranted to address potential wind impacts of the proposed redevelopment in relation to the “surrounds”, away from the site. Testing also excluded landscaping which will further reduce wind speeds compared to those predicted in the testing.</p>	<p>Section 6.3.2</p> <p>Wind Impact Assessment at <b>Appendix P.</b></p>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	and the Sitting criteria should be achieved where outdoor dining is located.		
<b>Section 6 Specific Sites</b>			
6.3.14 4-6 Bligh Street, Sydney	Objectives	<p>The sensitive design of the proposal achieves a high-quality urban form that is of a bulk and scale appropriate for its central location whilst mitigating adverse environmental impacts on the surrounding public domain. The scale, grandeur and elegance of the tower form is appropriate for the site's strategically important location within Central Sydney and is a positive contribution to the Sydney skyline. The proposal aligns with the objectives of the site-specific provisions as follows:</p> <ul style="list-style-type: none"> <li>▪ As outlined in the Shadow Diagrams in the Design Report the proposal does not result in significant adverse overshadowing to the surrounding public domain. Due to the location of the site within a dense urban area, there is minor additional shadow cast as a result of the proposal with no overshadowing of significant public domain or protected areas.</li> <li>▪ As outlined in the Wind Impact Assessment), the proposal will not result in an increase to wind speeds in the surrounding pedestrian environment, ensuring the locality remains safe and comfortable for people.</li> <li>▪ The built form massing of the proposal has been sensitively undertaken to respect the significance of local and State heritage items, and the overall</li> </ul>	<p>Section 6.1</p> <p>Design Report at <b>Appendix E</b></p>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
		<p>character of the existing streetscape. This has been achieved through compliance with the street wall heights, incorporation of setback zones and voids. These strategies facilitate an appropriate level of daylight to occupants, supported by artificial lighting as the floor plate deepens. Refer to the Daylight Factor Analysis conducted by Woods Bagot and provided in the Design Report</p> <ul style="list-style-type: none"> <li>▪ The proposed submission has undergone extensive design analysis, testing and review to ensure the final submission exhibits design excellence consistent with clause 6.21 of the Sydney LEP 2012 and the Design Competition Brief approved for the site by the GANSW on 2 November 2018. The proposal responds to the relevant matters for further resolution whilst retaining the key elements of the proposal (Refer to Design Integrity Endorsement. Further to this, the SSDA is demonstrating leadership in environmental sustainability through the target of 4.5 star NABERS energy rating for the hotel, 5 star NABERS energy rating for the commercial component and 4 star NABERS water rating for both commercial and hotel components.</li> <li>▪ The proposal represents an improved solution to vehicular access and servicing through incorporating a porte-cochère and loading zone internally within the building on Basement Level 1. The split vehicular access maximises the</li> </ul>	

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
		activity and amenity of the ground floor frontage, appropriately balancing the site requirements with pedestrian conflict management.	
6.3.14.1 Setbacks	<p>(1) Provide setbacks above the street-wall in accordance with Figure 6.154 Setbacks above the Street Frontage Height.</p> <p>Figure 6.154 Setbacks above the Street Frontage Height</p> <p>  </p>	<p>The proposed development has implemented all required setbacks above the street frontage wall, these are pictured at drawing DA1005 within the Architectural Drawings at <b>Appendix F</b>.</p> <p>In summary:</p> <ul style="list-style-type: none"> <li>▪ The proposal provides an 8m setback along the north-western boundary.</li> <li>▪ The proposal provides a 3m - 3.4m setback along the north-eastern boundary.</li> <li>▪ The proposal provides a 4.9m – 6m setback along the south-eastern boundary.</li> <li>▪ The proposal provides a 3m – 3.6m setback along the south-western boundary.</li> </ul> <p>The massing of the proposal to the rear of the site respects the heritage significance of surrounding buildings whilst maintaining light to the light wells, including Chifley Square and the Sofitel Wentworth. A setback void of 3m provided adjacent to the Sofitel Wentworth commences from Level 1 and continues up the façade of the building. A setback void of 3.8m provided adjacent to Chifley Square commences at Level 3. These voids will be articulated with a landscape pergola structure to invite visual interest and an amenable landscape environment.</p>	

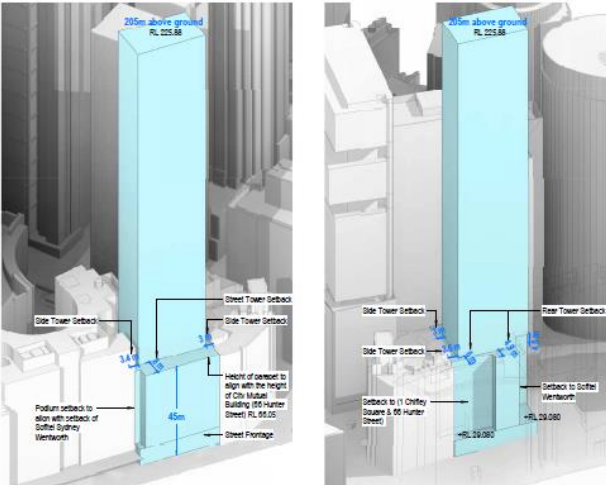
Statutory Reference	Statutory Consideration	Relevance	Section in EIS
6.3.14.2 Heritage	(1) New development adjacent to a heritage item should respect and reinforce the historic scale, form, modulation, articulation, proportions, street alignment, materials and finishes that contribute to the heritage significance of the adjacent heritage items.	The proposal has been designed to respect the streetscape and heritage significant buildings adjoining the site. This is achieved through adequate setbacks, form of the podium, articulation of the façade, vertical emphasis of openings and use of materials.	Section 6.5.1  Heritage Impact Statement at <b>Appendix M.</b>
	(2) Consideration must be given to the impact of adjacent development on the significance, setting, landmark values and ability to view and appreciate the heritage items from public places.	<p>The proposal considers the adjacent heritage items which are all individually robust and prominent buildings commanding a presence in the streetscape. The construction of the proposal will not majorly change the existing setting or the appreciation of these heritage items.</p> <p>The adjoining heritage items, including the City Mutual building, the Qantas House and Sofitel Wentworth, are all individually robust and prominent buildings which command a presence in the streetscape. The construction of a new building on the subject site will not markedly change the existing setting of these heritage items or the ability to view and appreciate the heritage items or their individual significance. The proposal will have no impact on the broader vicinity heritage items which all sit within an ever-changing urban context. The proposal will not detract from the ability to continue to read and interpret the vicinity heritage items.</p>	Section 6.5.1  Heritage Impact Statement at <b>Appendix M.</b>
	(3) Aboriginal Cultural Heritage is to be assessed if there is evidence of the original land surface/natural soil profiles occurring at the site.	The Aboriginal Cultural Heritage has been assessed by EcoLogical at <b>Appendix O.</b>	Section 6.5.3  Aboriginal Cultural Heritage report at <b>Appendix O.</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	(4) Archaeological assessment is to be undertaken to ensure archaeological relics are appropriately identified.	The Archaeological assessment has been undertaken by EcoLogical at <b>Appendix N</b> .	Archaeological assessment at <b>Appendix N</b> .
6.3.14.3 Managing Wind Impacts	(1) A quantitative wind effects report is to be submitted with a development application.	The Wind Assessment details the results of wind tunnel testing and CFD numerical modelling to assess impacts on wind speed as a result of the proposal. In summary, the proposal will have no increase on wind speeds surrounding the site in accordance with the Melbourne assessment criteria, and peak annual gust wind speeds will either remain the same or decrease depending on the location at ground level. This can be attributed to the 8m setback and full perimeter Level 1 canopy protecting the footpath area. Further improvement of the pedestrian wind environment will be created by the proposed landscaping. In regard to the elevated wind environment at the level 1 terraces, low wind speeds will be experienced due to shielding from surrounding buildings. Whilst wind will be experienced at the level 12 terrace, the canopy will provide protection to patrons.	Section 6.3.2  Wind Impact Assessment at <b>Appendix P</b> .
	(2) Development must not cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking	The Wind Report confirms that the most intense wind speeds occurred throughout the year comply with the requirements and the design will provide wind safety.	Section 6.3.2  Wind Impact Assessment at <b>Appendix P</b>
	(3) Development must not worsen, by increasing spatial extent and/or frequency and/or speed, an existing wind speed that exceeds the Wind Safety Standard and the Wind Comfort Standard for Walking.	The Wind Impact assessment concludes that the environments wind impacts will not worsen and will not exceed the standards.	Section 6.3.2  Wind Impact Assessment at <b>Appendix P</b>



Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	(4) Development must take all reasonable steps to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing.	Mitigation measures have been implemented where required and the wind impact is not expected to create an uncomfortable wind environment.	Section 6.3.2  Wind Impact Assessment at <b>Appendix P</b>
	<p>(5) For the purposes of complying with Section 6.3.14.3(2) and (3):</p> <p>Wind Safety Standard is an annual maximum peak 0.5 second gust wind speed in one hour measured between 6am and 10pm Eastern Standard Time of 24 metres per second.</p> <p>Wind Comfort Standard for Walking is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time (i.e. 5% of those hours) of 8 metres per second.</p> <p>Wind Comfort Standards for Sitting and Standing is hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of 4 metres per second for sitting; and 6 metres per second for standing.</p>	<p>It is expected that there is a modest 0.5m/s annual peak gust at a study point and incorporation of landscaping will help to mitigate this wind impact.</p> <p>The wind comfort for walking is expected to result in either no change or a minor improvement in the pedestrian wind environment.</p> <p>Five of the 30 modelled locations will experience a decrease in the Lawson criteria level by one point (point 13 and point 22).</p>	Section 6.3.2  Wind Impact Assessment at <b>Appendix P</b>
6.3.14.4 Parking and vehicular access	(1) Ensure on site loading is usable and delivery and servicing needs do not impact use of footpath.	The proposal incorporates a porte-cochère on Basement Level 1, with an adjacent loading and servicing area with four loading bays. All loading will be accommodated in the site boundary, removing all activities from the footpath and improving the public domain experience.	Section 3.5  Transport and accessibility plan at <b>Appendix FF</b> .

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
6.3.14.5 Design Excellence Strategy	(1) An invited architectural design competition is to be undertaken in accordance with Division 4 of Sydney Local Environmental Plan 2012 and the City of Sydney Competitive Design Policy, for the entire site.	A competitive design process has been held for the site in accordance with the City of Sydney Competitive Design Policy and the endorsed Design Excellence Strategy for the site.	Section 6.2  Design Excellence Strategy at <b>Appendix H</b>  Competition Report at <b>Appendix I</b> .  Design Integrity Endorsement at <b>Appendix J</b> .
	(2) The competition is to involve no less than five competitors from a range of emerging, emerged and established architectural practices with no more than 50% of competitors from international practices.	Six competitors were involved in the competition with no more than 50% of competitors from international practices.	Section 6.2  Competition Report at <b>Appendix I</b>  Design Integrity Endorsement at <b>Appendix J</b> .
	(3) In the event that the detailed application is not delegated to the City of Sydney for assessment and determination, the composition of the five member jury shall be in accordance with Part 3.4 of the Draft Government's Architect's Design Excellence Competition Guidelines (dated May 2018).	The Jury selection was in accordance with Part 3.4 of the Draft Government's Architect's Design Excellence Competition Guidelines (dated May 2018).	Section 6.2  Competition Report at <b>Appendix I</b>  Design Integrity Endorsement at <b>Appendix J</b> .
	(4) Any additional floor space pursued for a building demonstrating design excellence under Clause 6.21D(3)(b),	Additional FSR has been included within the building envelope identified in figure 6.155.	Section 6.1

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<p>is to be accommodated within the building envelope shown in Figure 6.155 Indicative Building Envelope Massing.</p> 		Design Report at <b>Appendix G</b>
6.3.14.6 Sustainability	(1) Buildings should be designed to meet 5.5 star NABERS Energy rating for the commercial component and 4.5 stars for the hotel component.	<p>The proposal is targeting a 4.5 Star NABERS energy rating for the hotel component.</p> <p>The proposal is targeting a 5 Star NABERS energy rating for the commercial component. The proposal is targeting a 4 Star NABERS water rating for the commercial and hotel component.</p>	Section 3.6 ESD Report at <b>Appendix II</b>
	(2) Buildings should be designed to meet a 4 star NABERS Water scores for both commercial and hotel components.	The proposal achieves a 4.5 star rating for the hotel component and a 4 start rating for the commercial component.	Section 3.6 ESD Report at <b>Appendix II</b>
	(3) A green roof, in accordance with the Office of Environment and Heritage (2015) Urban Green Cover in	The proposal does not incorporate an entire green roof due to the consolidation of plant and servicing equipment on the roof level. However, a partial green roof is provided on	Section

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	NSW Technical Guidelines, should be incorporated into the development.	the Level 12 podium in addition to garden beds on the north-eastern and south-eastern corners of Basement Level 1. In addition to this, a green wall structure in the form of a landscape pergola structure and vertical webnet mesh will support planting on the façade of the building.	Landscape report and plans provided at <b>Appendix K</b> and <b>Appendix L</b> .
	<p><b>Service Vehicle Parking</b></p> <p>Section 7.8.1</p> <ul style="list-style-type: none"> <li>Commercial premises: <ul style="list-style-type: none"> <li>1 space per 3,300sqm GFA, or part thereof, for the first 50,000sqm</li> </ul> </li> <li>Hotels: <ul style="list-style-type: none"> <li>1 space per 100 hotel bedrooms; plus</li> <li>1 space per 400sqm of reception, lounge, bar and restaurant area GFA, or part thereof, for the first 2,000sqm; then</li> </ul> </li> </ul> <p>1 space per 8000sqm of reception, lounge, bar and restaurant area GFA thereafter.</p>	<p>In accordance with the City of Sydney DCP requirements, a total of 11 loading spaces are required to service the proposed use independently.</p> <p>Based on site constraints, it is proposed to provide four loading spaces on-site to accommodate one SRV and three commercial vans (B99 equivalent). A turntable will be provided within the basement to enable trucks to enter and exit the loading bays.</p> <p>All loading will be undertaken within the site boundaries to improve the public domain experience. A Loading Dock Management Plan will manage deliveries and servicing of the site and ensure the spaces are shared and managed appropriately.</p>	Traffic Impact Statement at <b>Appendix EE</b>
	<p><b>Buses and coaches</b></p> <p>Section 7.8.2</p> <p>Provision for tourist coach parking in conjunction with hotels is to take into account available off-site coach parking. Where practicable, loading and unloading of passengers and baggage is to be accommodated within the development site.</p>	<p>Due to the site constraints, provision for tourist coach parking is not able to be accommodated within the site. Notwithstanding this, the surrounding locality features sufficient tourist coach parking services to ensure there is no adverse impact on the surrounding road network and that guests can continue to access this site via this method of transport. In the immediate vicinity of the site, two coach parking areas are available on Bligh Street and O'Connell Street, with vacancies available through the day.</p>	Traffic Impact Statement at <b>Appendix EE</b>

Statutory Reference	Statutory Consideration	Relevance	Section in EIS
	<p><b>Passenger pick up and set down</b></p> <p>Section 7.8.3</p> <ul style="list-style-type: none"> <li>Hotels, Motels and Serviced Apartments: <ul style="list-style-type: none"> <li>2 car spaces plus;</li> </ul> </li> </ul> <p>1 bus/coach* space per 100 rooms where the development comprises 100 rooms or more.</p>	<p>Due to the site constraints, no onsite parking is provided in line with the Sydney LEP 'maximum' parking provisions. Despite this, the proposed porte-cochère provides capacity for the pick-up and drop off of two car spaces. The provision for coach parking is provided for off-site, as discussed above.</p>	<p>Traffic Impact Statement at <b>Appendix EE</b></p>