

ASSESSMENT REPORT

DRY BOAT STORAGE AND MARINA FACILITY, ROZELLE BAY MP 06_0210 MOD 8

1. INTRODUCTION

This report is an assessment of a request to modify the Project Approval (MP 06_0210) for a dry boat storage and marine facility at James Craig Road, Rozelle Bay in the Inner West local government area.

The request has been lodged by Rozelle Bay Ltd (the Proponent) pursuant to section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It seeks approval to amend the layout and number of surface level boat storage and car parking spaces, incorporate café and office uses, make internal and external alterations to the temporary demountable building and install a sign to the Western Boat Store building.

2. SUBJECT SITE

The subject site is located on the northern side of Rozelle Bay, approximately two kilometres (km) west of the Sydney Central Business District (CBD). The site location is shown at **Figure 1**.



Figure 1: Site (outlined in red) location and context (Base source: Nearmap)

The site is bound by James Craig Road and Victoria Road to the north, Sydney Super Yacht Marina, Roads and Maritime Services (RMS) offices and ANZAC Bridge to the east, an RMS depot and ship yards/wharfs to the west, and Rozelle Bay to the south.

The site currently contains a multi-storey, dry boat store building, surface level dry boat storage, car parking, a marina on Rozelle Bay, and a vacant, single storey demountable office building (refer to **Figure 2**). As discussed at **Section 3** of this report, approval has been granted for the further construction of a commercial building adjacent to the marina and a dry boat store building within the eastern part of the site.

The closest residential property to the site is located approximately 185 metres (m) north-west of the site, on the opposite side of Victoria Road and fronting Lilyfield Road. Residential properties are also located on the opposite side of Rozelle Bay, approximately 280 m to the south of the site.

The site's relationship to its immediate context is shown at **Figure 2**.



Figure 2: Aerial view of the site (red border) and distance to closest residential property (yellow arrow)
(Base source: Nearmap)

3. APPROVAL HISTORY

On 21 May 2007, the then Minister for Planning approved a Project Application (MP 06_0210) for a dry boat storage and marine facility (the Project Approval). The Project Approval comprises:

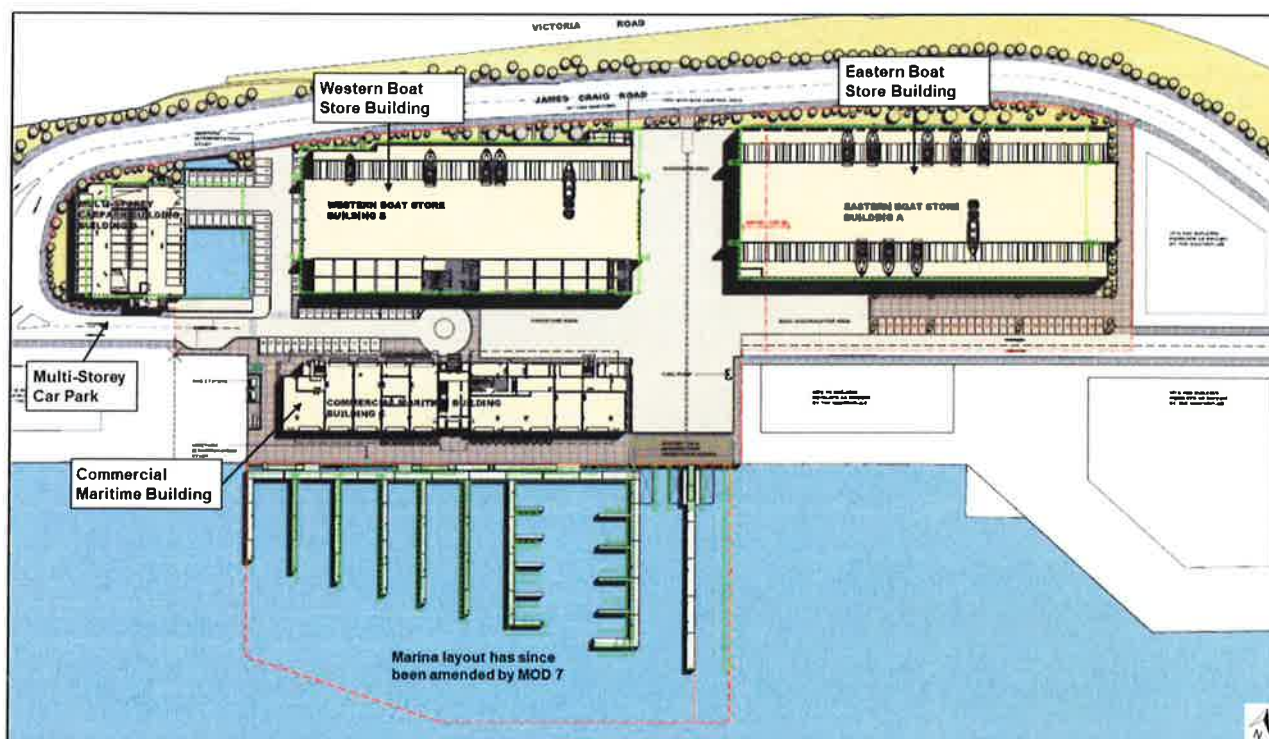
- two boat storage buildings with a total capacity of 670 boats and 852 square metres (m²) of commercial maritime and ancillary maritime floor space
- a commercial maritime building with 3,024 m² of commercial maritime brokerage, maritime workshop and restaurant/café floor space
- a multi-storey car park and at-grade car parking for 272 vehicles
- underground fuel storage tanks
- a marina comprising 36 layover berths and 24 brokerage berths
- a boat in/out feed system to move boats between the dry boat stores and the water
- signage, landscaping and rainwater tanks.

The proposal has been modified on seven occasions, as summarised in **Table 1**.

Table 1: Summary of modifications to the Project Approval

MOD No.	Summary of Modifications	Approval Date
MOD 1	Extend the timescale of the approval by one year (from three to four years).	31 Mar 2010
MOD 2	Reduce the height and size of the multi-storey car park, amendments to allow for staged construction, amend the hours of operation and inclusion of temporary boat storage and demountable office building.	16 Sep 2010
MOD 3	Inclusion of an additional Phase of development within Stage 1, provision of interim dry boat and car parking provision and use of a temporary mobile crane.	27 Mar 2012
MOD 4	Amendments to the design, layout and roof profile of the Western and Eastern Dry Boat Stores and reduction in the height of the Eastern Dry Boat Store.	19 Aug 2012
MOD 5	Extend the use of Lot 29 for temporary car parking and the demountable building for office use until the completion of Phase 2 of Stage 1.	19 Mar 2014
MOD 6	Introduce a mezzanine level to the Western Dry Boat Store building.	13 Nov 2014
MOD 7	Amendment to the marina including design changes, additional berths and temporary use of berths.	5 Feb 2015

The final stage of the development (as modified) is shown at **Figure 3**.

**Figure 3:** Stage 2 (the final stage of development) (Base source: MOD 4)

The proposed development has been divided into four stages for the purposes of construction, which are summarised in **Table 2**.

Table 2: Summary of the stages of the development

Stage	Status	Description
Stage 1 Phase 1	Completed	Construction of the floating boat brokerage, berths, temporary offices, interim boat storage and car parking
Stage 1 Phase 2	Completed	Construction of the Western Boat Store and car park, berths, interim boat storage and car parking
Stage 1 Phase 3	Not commenced	Construction of the Commercial Maritime building, interim boat storage and car parking
Stage 2 (Figure 3)	Not commenced	Construction of the Eastern Boat Store building and car park

The existing, temporary demountable office building and surface level boat storage and car parking will be removed, as required, to allow for the construction of the Commercial Maritime and Eastern Boat Store buildings for the remaining stages.

The use of the temporary, demountable office building (currently vacant) was approved under MOD 2 for an initial, three-year period from September 2010 until September 2013. This was extended for another two years, to September 2015, under MOD 5.

4. PROPOSED MODIFICATION

On 2 November 2017, the Proponent lodged a section 75W modification request (MP 06_0210 MOD 8) seeking approval to:

- amend the layout of the Stage 1, Phase 2 temporary surface level boat storage and car parking, including:
 - relocation and reconfiguration of surface level dry boat storage and car parking spaces
 - increase of one car parking space from 135 spaces to 136 spaces
 - reduction of 31 boat storage spaces from 78 spaces to 47 spaces
 - reconfiguration of vehicular circulation areas
- retain the temporary demountable office building located at the western boundary of the site for a period of six years, or until the construction of the Commercial Maritime building (Stage 1, Phase 3), whichever occurs first
- amend the temporary demountable office building, as follows:
 - change the use of the building from office, to part office / café use, including internal alterations and fit out
 - construct a new, 36 m² deck on the eastern side of the building
 - construct an access ramp and remove existing windows on the southern side of the building
- install a new 28.6 m² internally illuminated business identification sign on the western elevation of the Western Boat Store building.

The modification is requested on the following basis:

- the amendment to the number of car parking spaces is negligible, and the total number (136) is less than the final approved number of car parking spaces for the site (276 spaces)
- the reduced number of surface boat storage spaces (47) is sufficient for the site at this stage of development
- the use of the temporary demountable building for part office/café use is consistent with the Project Approval, which allows for a restaurant, café and office accommodation as part of the final stage of the development. The café will be operated in accordance with the approved hours of operation
- the surface boat storage, car parking and demountable building are temporary, and will be removed when construction of the remaining stages of development commence
- the size and location of the new business identification sign is appropriate for the building and would not have an adverse visual impact.

The proposed modification is shown at **Figures 4 to 6**.

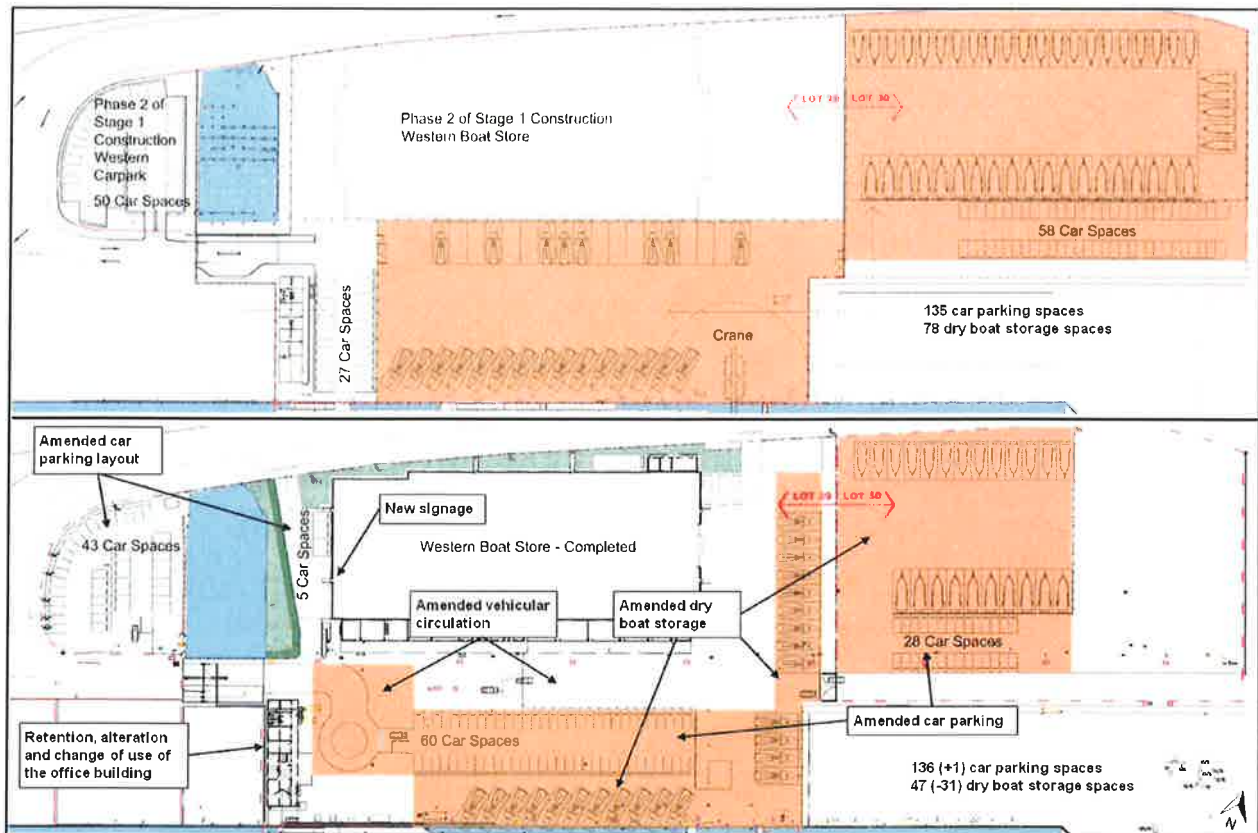


Figure 4: Comparison between the approved Stage 1, Phase 2 (top) and proposed modified Stage 1, Phase 2 (bottom) layouts (Base source: MOD 3 and the Proponent's RtS)

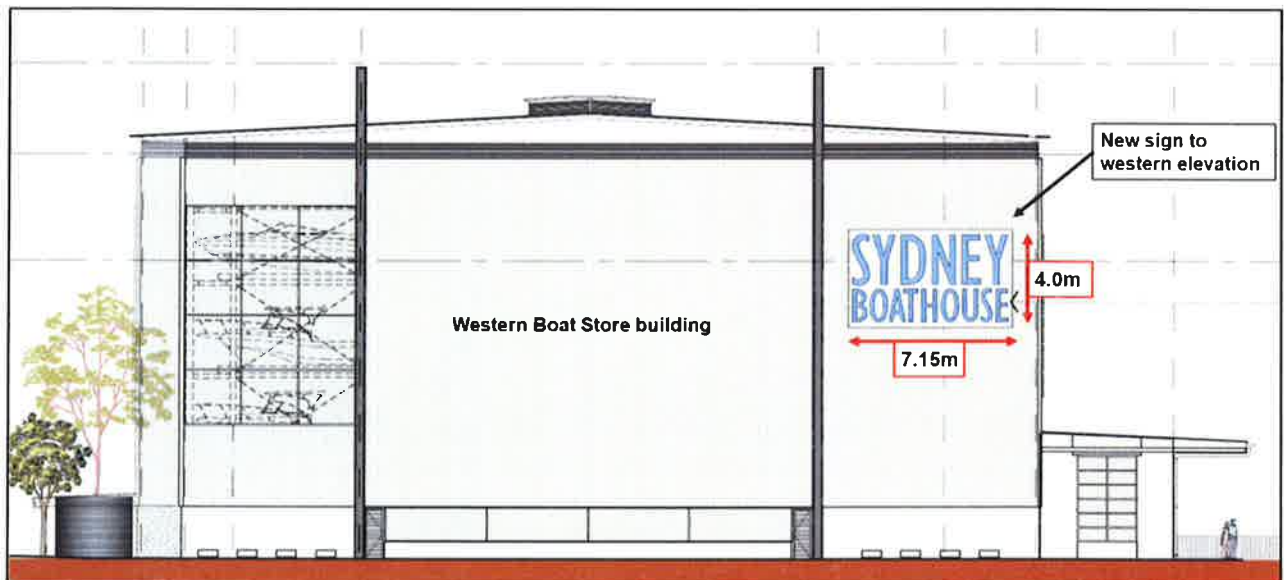


Figure 5: Proposed new signage to the western elevation of the Western Boat Store building (Base source: Proponent's modification request)

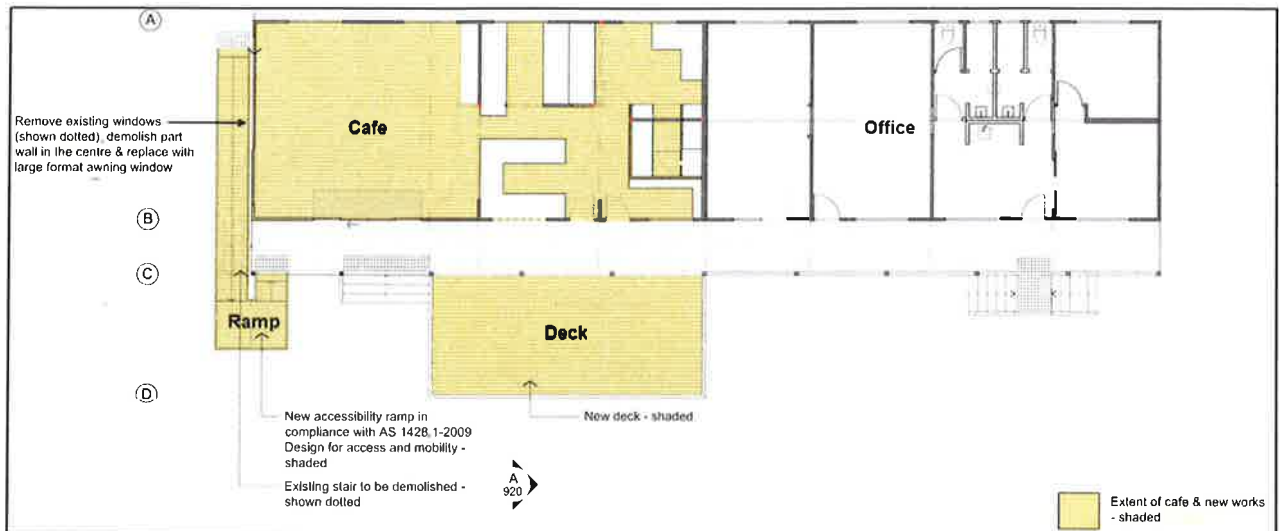


Figure 6: Proposed amendments to the temporary demountable office building (Base source: Proponent's modification request)

As shown at **Figure 7**, the car parking and surface level dry boat storage as constructed are not consistent with the approved Stage 1, Phase 2 development (**Figure 4**), and those alterations are subject of this modification application.

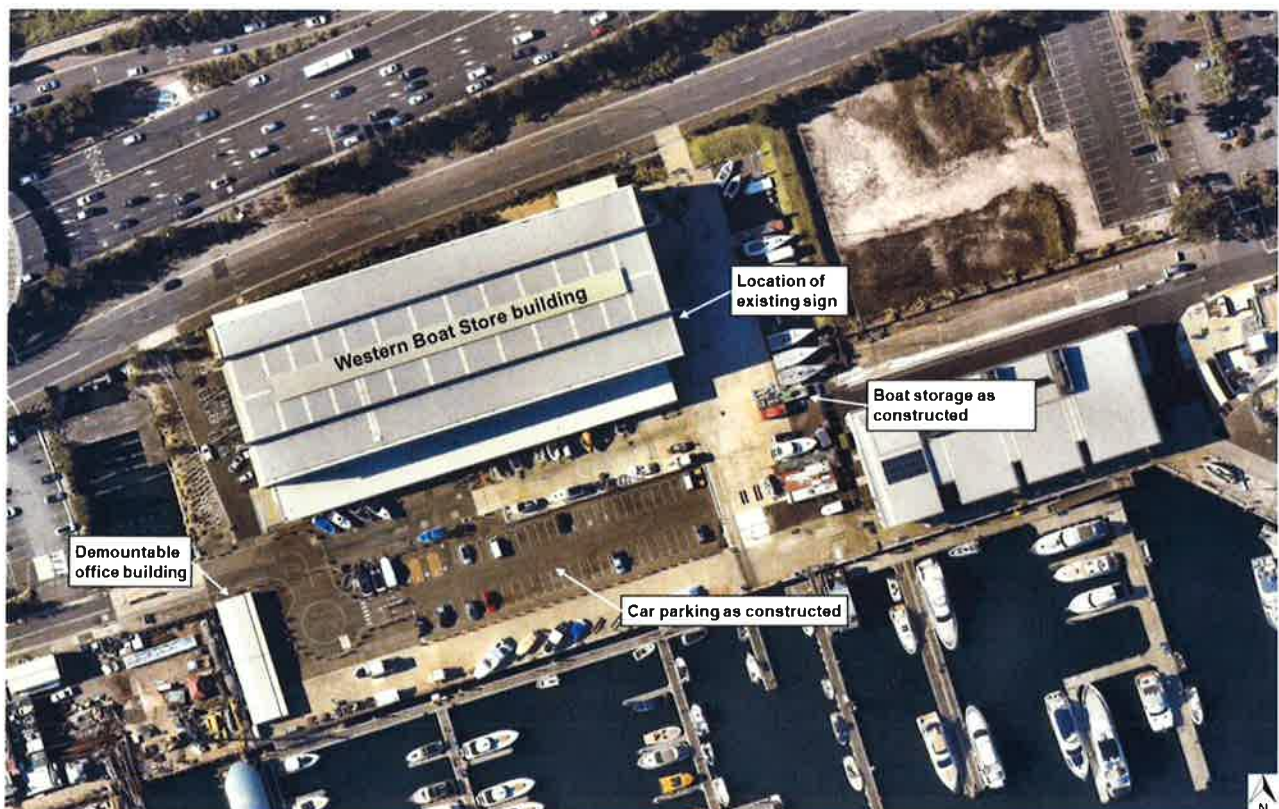


Figure 7: Stage 1, Phase 2 boat storage and car parking as constructed (Base source: Nearmap)

5. STATUTORY CONSIDERATION

5.1 Section 75W

The project was originally approved under Part 3A of the EP&A Act. The project is a transitional Part 3A project under Schedule 2 of the EP&A (Savings, Transitional and Other Provisions) Regulation 2017. The power to modify transitional Part 3A projects under section 75W of the Act,

as in force immediately before its repeal on 1 October 2011, is being wound up – but as the request for this modification was made before the ‘cut-off-date’ of 1 March 2018, the provisions of Schedule 2 (clause 3) continue to apply. Consequently, this report has been prepared in accordance with the requirements of Part 3A and associated regulations, and the Minister (or his delegate) may approve or disapprove the carrying out of the project under section 75W of the EP&A Act.

The Department is satisfied that the proposed changes are within the scope of section 75W of the EP&A Act.

5.2 Approval Authority

The Minister for Planning is the approval authority for the request. However, the Executive Director, Key Sites and Industry Assessments, may determine the request under delegation, as:

- the relevant local council has not made an objection, and
- a political disclosure statement has not been made, and
- there are no more than 25 public submissions in the nature of objections.

5.3 State Environmental Planning Policy (Coastal Management) 2018

The State Environmental Planning Policy (Coastal Management) 2018 (Coastal SEPP) commenced on 3 April 2018. The Coastal SEPP consolidates and replaces SEPP 14 (Coastal Wetlands), SEPP 26 (Littoral Rainforests) and SEPP 71 (Coastal Protection).

The Coastal Management SEPP gives effect to the objectives of the *Coastal Management Act 2016* (NSW) from a land use planning perspective. It defines four coastal management areas and specifies assessment criteria that are tailored for each coastal management area. The consent authority must apply those criteria when assessing proposals for development that fall within one or more of the mapped areas.

The Coastal SEPP identifies the site as located within the Coastal environment area and Coastal use area, and subject to clauses 13 and 14. Clauses 13 and 14 of the Coastal SEPP require the consent authority to be satisfied the following matters (see **Table 3**) are addressed in respect of all applications.

Table 3: Coastal SEPP, clauses 13 and 14 matters for consideration

Coastal SEPP matters for consideration	Comment
Clause 13 – Coastal environmental area	
(a) is not likely to cause adverse impacts on the biophysical, hydrological (surface and groundwater) and ecological environment, and	The modification does not propose to change the footprint of the development and would not have any additional environmental impacts.
(b) is not likely to significantly impact on geological and geomorphological coastal processes and features or be significantly impacted by those processes and features, and	Refer to (a) above.
(c) is not likely to have an adverse impact on the water quality of the marine estate, and	Refer to (a) above.
(e) will not adversely impact Aboriginal cultural heritage and places, and	Refer to (a) above. The modification would not have any archaeological impacts.
(f) incorporates water sensitive design, including consideration of effluent and stormwater management, and	The modification includes minor amendments to the approved car parking and boat storage and will continue to use existing effluent and stormwater infrastructure.
(g) will not adversely impact on the use of the surf zone.	The modification does not propose to change the footprint of the development and would not impact on the surf zone.
Clause 14 – Coastal use area	
(i) if near a foreshore, beach, headland or rock platform—maintains or, where practicable, improves existing, safe public access to and	The modification does not propose to alter the existing/approved access to the foreshore / marina.

along the foreshore, beach, headland or rock platform, and	
(ii) minimises overshadowing, wind funnelling and the loss of views from public places to foreshores, and	The modification would not have any overshadowing, wind or view impacts from public places to the foreshore.
(iii) will not adversely impact on the visual amenity and scenic qualities of the coast, including coastal headlands, and	The proposed works would not have an adverse visual impact, as discussed at Section 7 of this report.
(iv) will not adversely impact on Aboriginal cultural heritage and places, and	Refer to (e) above.
(v) will not adversely impact on use of the surf zone, and	Refer to (g) above.
(b) has taken into account the type and location of the proposed development, and the bulk, scale and size of the proposed development.	The proposed works to the demountable office building and the proposed signage are considered acceptable in terms of their location, bulk, sale and size as discussed at Section 7 .

6. CONSULTATION

6.1 Consultation

The Department made the modification request publicly available on its website and referred the request to the Inner West Council (Council), RMS and the Environment Protection Authority (EPA). Letters about the proposed modification were also sent to adjoining land owners/occupiers.

Council, RMS and EPA did not make a submission on the proposal.

Three **public** submissions were received on the proposal, including one submission from the Pymont Action Group. Key issues raised in the public submissions include:

- hours of operation and noise impact of the café
- visual impact of the boat storage, car parking and the retained, temporary demountable building
- the proposal sets a precedent for the prolonged retention of temporary development
- impact on the planning of the broader Bays Precinct
- impact on public access to the Rozelle Bay foreshore.

6.2 Response to Submissions

Following the notification of the modification request the Department placed copies of all submissions received on its website, and requested the Proponent to provide a response to the issues raised in the submissions.

On 12 February 2018, the Proponent provided a Response to Submissions (RtS), which was updated on 28 March 2018 (**Appendix A**). The RtS contains further information and clarification of the proposed development and the key issues raised in public submissions, including confirmation of the hours of operation, foreshore access and an update to the Operational Environmental Management Plan. The RtS also includes the following amendments to the proposal:

- reconfiguration and relocation of dry boat storage and car parking within the eastern part of the site (known as Lot 30)
- reduction of 31 surface dry boat storage spaces from 78 spaces to 47 spaces.

The Department made the RtS publicly available on its website. No further submissions were received.

7. ASSESSMENT

The Department has assessed the potential impacts associated with the proposal in **Table 4**.

Table 4: Assessment of issues

Issue	Consideration	Recommendation
<i>Retention and use of the demountable building</i>	- The proposal seeks approval to retain and use the temporary demountable office building for a period of six years, or until the completion of the Commercial Maritime building (Stage 1, Phase 3). In addition, it proposes to amend the building, as follows (refer to Figures 8 and 10): - incorporation of part café / office uses, including internal alterations and fitout - construct a new 36 m² deck - construct an access ramp and remove existing windows. - Concern was raised in public submissions about the visual impact of the demountable building. - The Proponent has stated the demountable building is a temporary structure and would be removed once the Commercial Maritime building (Stage 1, Phase 3) has been constructed. - The Department notes the site is located adjacent to an RMS depot and ship yards/wharfs, and the Sydney Super Yacht Marina. Collectively, the site and adjoining uses, contribute to the operational/working harbour character and appearance of this part of Rozelle Bay. - The Department considers the internal and external alterations to the demountable building are acceptable as: - the alterations are minor in nature and would not increase the prominence of the building - the appearance of the building is consistent with the maritime character of the site and neighbouring sites - the building is single storey and located at a right-angle to Rozelle Bay, which ensures it does not have a significant visual impact on the Rozelle Bay foreshore - the building is located 280 m away from the closest residential buildings on the opposite side of Rozelle Bay, and in this context, the proposed changes are insignificant within the broader views experienced from those residences and surrounding streets. - The Department considers the proposed use of the demountable building is acceptable as it is consistent with the Project Approval, which allows for café and office uses within the future Commercial Maritime building (Stage 1, Phase 3). - The Department is satisfied the retention and use of the building for six years, or until the construction of the Commercial Maritime building, is reasonable and ensures the building is temporary. To ensure the demountable building is not retained on the site longer than necessary, the Department recommends the building be removed at the end of its use.	The Department has recommended a modified Condition A9 limiting the use of the building to six years, or to the construction of the Commercial Maritime building (whichever occurs first), and that it be removed following the end of its use.
<i>Hours of operation and noise impacts</i>	- Concern was raised in public submissions about the hours of operation and noise impacts from the café. - The Proponent has confirmed the café would be operated in accordance with Condition B1, which stipulates the following hours of operation: 7:00 am to 10:30 pm Sundays to Wednesdays 7:00 am to 11:00 pm Thursdays to Saturdays (including an extension to midnight, subject to a 12-month trial period) - outdoor seating limited to 7:00 am to 10:00 pm. - The Department notes Condition B2 limits the operational noise emissions from the site, to between 55 dB(A) during the day/evening, and 45 dB(A) at night, as measured from nearby sensitive receivers. Condition C11 requires the preparation of a noise compliance report within three months of the commencement of operations. - The Department notes noise impacts during hours of operation was a key consideration in its assessment of the Project Application. The Department concluded, subject to Conditions B1 and B2, that the development, which includes café and restaurant uses, would not have an adverse impact on nearby sensitive receivers. - The Department considers the proposed temporary café will not result in adverse noise impacts as: - it would operate within the approved hours of operation for the site - the approved operational noise limits will apply to its operation	The Department has recommended modified conditions B1 and C11 requiring separate trials and noise compliance assessments apply to the temporary and permanent uses.

Issue	Consideration	Recommendation
	- no live entertainment is proposed, and Condition B1(f) restricts amplified live entertainment on the site - the café will be removed once the Commercial Maritime building is constructed - the provision of a café in this location is consistent with the Project Approval, which allows for café/restaurant uses within the future Commercial Maritime building - The Department also recommends Conditions B1 and C11 be amended to clarify the process for the potential extension of the hours of operation between 11 pm and midnight, and for noise compliance assessment to be carried out for the temporary and permanent uses.	
<i>Amended layout of Stage 1, Phase 2</i>	- The proposal seeks approval to amend the layout of the Stage 1, Phase 2 temporary, surface level boat storage and car parking (refer to Figure 7), including: - relocation and reconfiguration of the temporary dry boat storage and car parking spaces - increase of one temporary car parking space from 135 to 136 spaces - reduction of 31 surface dry boat storage spaces from 78 to 47 spaces - reconfiguration of vehicular circulation areas. - Concern was raised in public submissions that the boat storage and car parking is unsightly. - The Department notes Condition A9 sets maximum limits for temporary car parking and boat storage and requires the preparation of interim landscaping and pedestrian access plans when the development is staged. - The Department considers the proposed amendments are acceptable and do not have an adverse visual impact, as: - the relocated car parking and dry boat storage is contained within the areas previously assessed as acceptable for those uses - the layout of the spaces is orderly, at surface level only and adjacent to similar land used as part of the working harbour - there has been a reduction in the number of surface dry boat storage spaces - the increase of one car parking space (to 136 spaces) is negligible and remains less than the final approved number of car parking spaces for the site (276 spaces) - the surface car parking, dry boat storage and associated vehicular circulation space are temporary and will be removed to allow for the construction of the final two stages of development - Stage 1, Phase 2 will include interim landscaping and pedestrian access arrangements in accordance with Condition A9.	The Department has recommended a modified Condition A9 to take account of the modification.
<i>Signage</i>	- The proposal seeks approval to display an illuminated business identification sign on the western elevation of the Western Boat Store measuring 7.15 m x 4 m (28.5 m²). - The Department's detailed assessment of the proposed signage against the provisions of <i>State Environmental Planning Policy 64 – Advertising and Signage</i> (SEPP 64) is provided at Appendix C. - The Department considers that the proposed sign is acceptable, as it: - would not result in visual clutter or have a detrimental impact on the architectural design of the building - is the same size, scale and design as the existing sign on the opposite (eastern) elevation of the Western Boat Store building - is static and would not have an adverse impact on vehicle or pedestrian safety - is consistent with the objectives of SEPP 64 (refer to Appendix C).	The Department has recommended a new condition requiring the sign to comply with design and maintenance standards.
<i>Foreshore access</i>	- Concern was raised in a public submission that the proposal would prevent public access to the foreshore adjacent to the site. - The Proponent has confirmed the modification does not preclude or remove existing access to the foreshore or amend the final approved access to the foreshore. - In its assessment of the original application, the Department considered foreshore access, and concluded the proposal would improve public access to the Rozelle Bay foreshore. Condition C4 requires the preparation of a Public Access Foreshore Management Plan (PAFMP). - The Department is satisfied the modified proposal continues to provide appropriate foreshore access, as: - it does not amend public access arrangements to the foreshore approved	No additional conditions or amendments necessary.

Issue	Consideration	Recommendation
	- under Stage 1, Phase 2, which consists of a 4 m wide promenade, subject to forklift/crane operations associated with boat movements - the modification does not prevent or interrupt the Project Approval expanded foreshore access arrangements - the PAFMP has been updated to reflect the modified proposal.	
<i>Bays Precinct</i>	- Concern was raised in public submissions about the potential effects on the future planning of the Bays Precinct. - The Proponent states approval has been granted for the development and the proposed modification is consistent with the maritime uses envisaged for the Bays Precinct. - The Department notes that the <i>Sydney Regional Environmental Plan No 26—City West</i>, and associated <i>Bays Precinct Transformation Plan 2015</i>, envisage the future renewal of Rozelle Bay will include a mixture of maritime uses, including commercial, open space and other living uses, together with working harbour industries and water recreation facilities. - The Department is satisfied the proposal would not jeopardise the future planning or delivery of the Bays Precinct, and is consistent with the future vision for Rozelle Bay.	No additional conditions or amendments necessary.
<i>Development precedent</i>	- Concern was raised in public submissions, that the proposal sets a precedent for the retention of temporary buildings in the area. - Any application for the retention of temporary buildings within the area would be assessed on its merits, having regard to the impacts of the proposal and issues raised in submissions. - The Department therefore, does not consider the proposal would set a development precedent.	No additional conditions or amendments necessary.

8. CONCLUSION

The Department has assessed the modification request and supporting information in accordance with the relevant requirements of the EP&A Act. The Department's assessment concludes that the proposed modification is appropriate, as:

- the retention and use of the demountable building for a café / office is acceptable, as it is limited for a temporary period and will be removed at the end of its use
- the temporary café would not result in adverse noise impacts as it will be required to operate in accordance with the approved hours of operation and noise limitations
- the proposed signage is appropriate in terms of its size, location, design and visual impact
- the amendments to the dry boat storage, car parking and vehicular circulation areas are acceptable and these works are temporary pending the development of the final stages of the development
- access to the Rozelle Bay foreshore is maintained and the proposal is consistent with the NSW Government's future vision for the Bays Precinct.

Consequently, it is recommended that the modification be approved subject to the recommended conditions.

9. RECOMMENDATION

It is recommended that the Executive Director, Key Sites and Industry Assessments, as delegate for the Minister for Planning:

- **consider** the findings and recommendations of this report
- **determine** that the request falls within the scope of section 75W of the EP&A Act
- **approve** the Dry Boat Storage and Marina Facility modification request (MP 06_0210 MOD 8), subject to conditions
- **sign** the attached notice of modification (**Attachment A**).

Recommended by:

Anthony Witherdin
Director
Modification Assessments

DECISION

Approved by:

Anthea Sargeant
Executive Director
Key Sites and Industry Assessments

as delegate of the Minister for Planning.

APPENDIX A: NOTICE OF MODIFICATION

A copy of the notice of modification can be found on the Department's website at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8879

APPENDIX B: SUPPORTING INFORMATION

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Environment's website, as follows:

1. Modification request

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8879

2. Submissions

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8879

3. Response to Submissions

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8879

APPENDIX C: SEPP 64 - ADVERTISING AND SIGNAGE

State Environmental Planning Policy No 64 - Advertising and Signage (SEPP 64) applies to all signage which, under an Environmental Planning Instrument, can be displayed with or without development consent, and is visible from any public place or public reserve.

Under clause 8 of SEPP 64, consent must not be granted for any signage application, unless the proposal is consistent with the objectives of the SEPP and the assessment criteria at Schedule 1. **Table 5** below demonstrates the consistency of the proposed signage with those assessment criteria.

Table 5: SEPP 64 Compliance Table

Assessment Criteria	Comments	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed sign is appropriately located and integrated into the design and appearance of the building. It is compatible with the appearance of the development and the existing and desired character of the broader Rozelle Bay area.	Y
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed sign is in the same location and is the same size as the existing sign on the opposite (eastern) elevation of the Western Boat Store building.	Y
2 Special areas		
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?	The proposed sign would not detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, open space areas or waterways.	Y
3 Views and vistas		
Does the proposal obscure or compromise important views?	The proposed sign is integrated with the proposed building and therefore, would not result in any obstruction of views. The location and content of the signs would not otherwise compromise important views.	Y
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed sign would sit below the parapet line of the building and would not dominate the skyline.	Y
Does the proposal respect the viewing rights of other advertisers?	The proposed sign does not impact upon the viewing rights of other advertisers.	Y
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the proposed sign is proportionate to the scale of the building and consistent with existing sign on the opposite (eastern) elevation of the building.	Y
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed sign would contribute to the visual interest of the building by contributing to the identification and recognition of the site.	Y
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	There is not an over proliferation of signage on the building and the proposed sign is considered sympathetic to the architectural treatment of the building.	Y
Does the proposal screen unsightliness?	The sign does not screen unsightliness.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The sign does not protrude above the parapet line of the building.	Y

Does the proposal require ongoing vegetation management?	The sign would not require ongoing vegetation management.	N/A
5 Site and building		
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?	The sign has been designed to be fully compatible with the proposed building and its architecture. Importantly, the sign has been placed to allow suitable identification without causing visual clutter.	Y
Does the proposal respect important features of the site or building, or both?	The sign will be positioned in the most architecturally appropriate location to assist in place identification and wayfinding.	Y
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed sign has been fully integrated with the building architecture.	Y
6 Associated devices and logos with advertisements and advertising structures		
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?	The sign does not include any safety devices, platforms or logos, and all lighting would be internal.	Y
7 Illumination		
Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft?	The sign would not result in unacceptable glare.	Y
Would illumination detract from the amenity of any residence or other form of accommodation?	The illumination would not detract from existing amenity.	Y
Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew?	The sign's intensity of illumination is not able to be adjusted and would not be subject to a curfew. This is acceptable given the significant distance from the closest residential property. As discussed at Section 7 , the Department has recommended a condition requiring the sign to comply with design and maintenance standards.	Y
8 Safety		
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The sign would not obscure sightlines to or from public areas.	Y
Would the proposal reduce safety for any public road?	The sign is not considered to be out of proportion given the scale of the development. Illumination would not consist of flashing, blinking or intermittent lights. The sign would not reduce safety for any public road.	Y