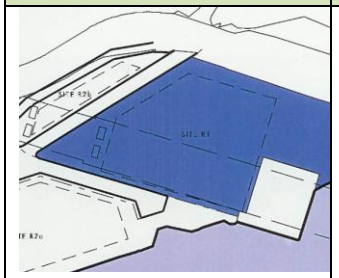
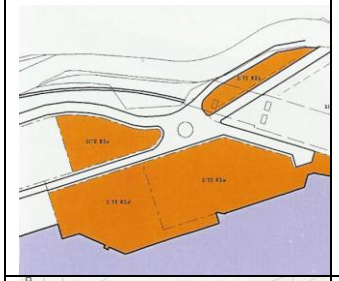
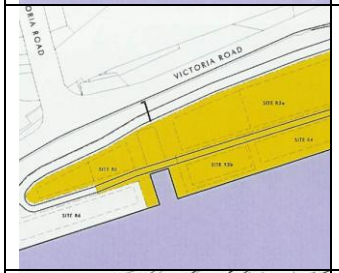
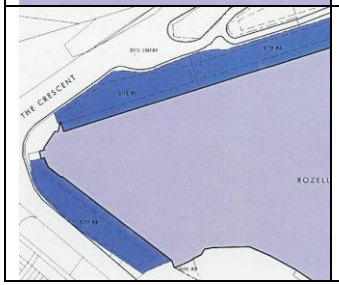
## APPENDIX H

## COMPLIANCE TABLE: ROZELLE AND BLACKWATTLE BAY MARITIME PRECINCTS MASTER PLAN

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| ***1.4 Role of the Master Plan*** | This Master Plan must be read in conjunction with the City West REP and any Master Plan adopted for adjoining land (eg Sydney Port Corporation's *Glebe Island and White Bay Master Plan*). The guiding principles of *SEPP56 – Sydney Harbour Foreshores and Tributaries* are also relevant to the provisions of this Master Plan. The *Sharing Sydney Harbour Regional Action Plan* should also be taken into account | ✓ | | City West REP see section 3.3.2 and Appendix G.<br>Glebe Island and White Bay Master Plan see section 4.1.4 SEPP56 – see section 3.3.1 and Appendix F.<br>Sharing Sydney Harbour see section 3.7 and 4.11 |
| ***2.1 Site Vision*** | Protect and reinforce the precinct as an inner-location where maritime industries essential to the economic life of the Harbour area based. | ✓ | | See Section 2 |
| | Sensitively upgrade and redevelop the area to optimise its viability and flexibility for a range of maritime operations. | ✓ | | See Section 2 |
| | Increase public access within the maritime precinct to link with existing and planning pedestrian and cycle networks and that has appropriate regard to the working nature of the maritime precinct. | ✓ | | See Section 2 and 4.1 |
| | Increase public access within the maritime precinct to link with existing and planning pedestrian and cycle networks and that has appropriate regard to the working nature of the maritime precinct. | ✓ | | See Section 2 and 4.1 |
| | Conserve and interpret the significant maritime industrial heritage features of the sites. | ✓ | | See Section 4.9 |
| | Encourage ecologically sustainable development | ✓ | | See Section 4.13 |
| | Safeguard the continued use of Rozelle and Black wattle Bays for non-motorised water-based recreational activities such as rowing canoeing. | ✓ | | See Section 2. No alteration to the water based activities is proposed |

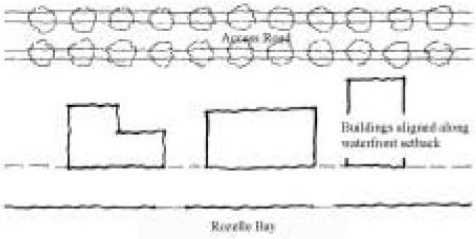
| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| ***2.2 Land use*** | Proposed land use in Rozelle Bay:<br>1. Commercial & Recreational Boating<br>2. Major Boat Repair<br>3. Marine Contracting<br>4. Maritime Operations | ✓ | | See Section 2 and 3.3.3. The proposal comprises uses for brokerage, chandlery, provisioning, café, restaurants, package liquor premises, general bar premises, operations and logistics, offices and associated commercial offerings. This is consistent with the proposed land use identified in the Master Plan. Proposed food, beverage, and retail uses are ancillary. |
| | Maritime uses requiring direct water access are encouraged on the waterfront perimeter of the precinct | ✓ | | Direct water access will be available to the superyacht marina customers |
| | Retention of existing measures, such as the no anchor zone and no wash zone, to encourage cooperative use of the Rozelle and Blackwattle Bay waterway. | | N/A | |
| | Investigation of options to protect cooperative use including establishment of a protocol between passive recreational users and commercial maritime users and development of sanctions for non-compliance with these protocols. | | N/A | This is beyond the scope of the development proposal |
| | A pedestrian and cycle connection is to be included along the alignment of the internal access road for Rozelle Bay and along Pyrmont Bridge Road in Blackwattle Bay. | ✓ | | See Section 2 and 4.1. Cycle connection provided along James Craig Road and pedestrian connections along the promenade. |
| | Future development of the existing coal bunker structure must consider it's potential for adaptive re-use whilst acknowledging its heritage significance. | | N/A | Not applicable. |
| | On a temporary basis, provide for layover berthing of vessels and other non-commercial uses, which do not prejudice future maritime operations. | | N/A | This proposal does not include any aspects of water based activities.. |
| | Provide a facility for passive public watercraft at the western end of Rozelle Bay on the site identified as R9 in Figures 27 and 28. | | N/A | Not applicable. |
| | Provide facilities for local food / retail outlets associated with the working waterfront operation as appropriate. | ✓ | | See Section 2. The restaurant and retail outlets would be provided. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
|  | Preferred land use of site R1 :<br>▪ Charter vessels<br>▪ Heritage fleet<br>▪ Dry boat storage<br>▪ Marine contractors<br>▪ General mixed marine<br>▪ Marine repairs<br>▪ Heavy Marine repairs | | N/A | Not applicable |
| 7<br>  | Preferred land use of site R2 :<br>▪ Charter vessels<br>▪ General mixed marine<br>▪ Commercial marine offices<br>▪ Layover berths<br>▪ Food & retail outlet ancillary to the main use<br>▪ Waterways operations | ✓ | | Proposed uses for R2d:<br>▪ General Mixed Marine<br>▪ Commercial Marine Offices<br>▪ Food, beverage and retail outlet ancillary to the marina servicing facility |
|  | Preferred land use of site R3, R4 and R5 :<br>▪ Charter vessels<br>▪ Heritage fleet<br>▪ Dry boat storage<br>▪ Layover berths<br>▪ General Mixed marine<br>▪ Marine contractors<br>▪ Heavy marine repairs | | No | Proposed uses for R4:<br>▪ General Mixed Marine<br>▪ Commercial Marine Offices<br>▪ Food, beverage and retail outlet ancillary to the marina servicing facility<br>See discussion in 4.14.3 and 3.3.3 |
|  | Preferred land use of site R6, R7 and R8 :<br>▪ Charter vessels<br>▪ Marine contractors<br>▪ General mixed marine<br>▪ Marine<br>▪ Repairs<br>▪ Heritage fleet | | N/A | Not applicable. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| ***2.3 Views, Built Form and Urban Design*** | Building heights across the sites must not exceed the RL heights, measured from A.H.D., shown in the Rozelle Bay Building height Limit Plan (Figure 11) and in the Blackwattle Bay Building Height Limit Plan (figure 32) | | No | See Section 2. The proposed building heights at the apex of both buildings is RL11.90 except for the most westerly quarter of the western building which has an RL of 12.90. The RL for the car park is 11.40. These compare to RL13.20 for the approved boat storage building C next door and RL 12.5 for the existing NSW Maritime building. A reasonably consistent height profile will exist across the foreshore |
| | Maximum building roof heights are to be defined as RLs to the topmost part of the roof | ✓ | | Noted. |
| | Site coverage is to be applied to prevent the location of buildings, creating a wall of development to the harbour or to the adjacent arterial road network. | ✓ | | See Section 2 and 3.3.3 |
| | Building must occur within the building envelopes shown in the master plan. Rozelle Bay Urban Design Control Plans (Relevantly here Figures 18 and 20) | | No | See Section 2 and 3.3.3.The buildings nearly fit within the envelopes, with minor changes on R2d to meet improved urban design principles and to accommodate the existing easements on Site |
| | Maximum building envelopes have been set for each site. However buildings can only occupy the building footprint and site coverage percentage limits specified in the design requirements for each site as indicated (relevantly here in Figures 11, 12, 17, 18, 20, 21). | | No | See Section 2 and 3.3.3. The buildings nearly fit within the envelopes, with minor changes on R2d to meet improved urban design principles and to accommodate the existing easements on Site |
| | Changes to building envelopes may be considered if it can be demonstrated that it is necessary to the operational requirements of the proposed use and meets the urban design principles that underpin the building envelopes in the Master Plan. | ✓ | | Noted. See discussion further to the urban design principles in part 2.3 of this appendix. Operational requirements regarding existing easements require minor changes to the building envelopes |
| | As indicated in Figure 11, Rozelle Bay higher buildings are to be concentrated at the eastern end of the site and step down towards the water and western end of the site. | ✓ | | See Section 2 and 3.3.3. The buildings are of similar height to the NSW Maritime Building, and |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | considerably lower than the approved dry boat storage to the north and west. |
| | Buildings should not obstruct views to bays along designated view corridors shown in Figure 10 | ✓ | | No view corridors pertain to this site. Views from the corridors are not obstructed by the proposal. See section 4.11. |
| | Where feasible designated view corridors are not to be obstructed by car parking. | ✓ | | See Section 4.11. |
| | View corridor from Victoria Road to be retained over building zones to ensure some views are retained to Bicentennial Park and water | | N/A | Not applicable |
| | Built form in Rozelle Bay precinct is not to obstruct the 3 bridges view between the Anzac Bridge towers from Bicentennial Park | ✓ | | See Section 4.11. |
| | Building design for new development along Pyrmont Bridge Road is to provide interesting, articulated and proportioned facades to ensure that elevations to the road do not comprise 'dead frontage' but provide openings where activity can be perceived. | | N/A | Not applicable. |
| | Future buildings on site B3 at Blackwattle Bay are to be of land mark and innovative design and should achieve views from Wentworth Park Road to the waters of Blackwattle Bay. | | N/A | Not applicable. |
| | The built form of the buildings should reflect the character of maritime industrial buildings | ✓ | | See Section 2 and 4.11. The development would be visually consistent with the maritime industrial setting, yet the serrated and articulated building form moderates the imposing scale of adjacent maritime development. |
| | Provide foreshore setbacks to all building zones with a minimum of 10 metres for the majority of the site. | ✓ | o | See Section 2 and Appendix A. A minor intrusion of 29cm into this for part of the western building results from deviations in the concrete apron not being parallel to the northern boundary |
| | Provide building setbacks to all road and site boundaries zones with a minimum of 3m on the narrow sites and 5 m for the majority of the site. | ✓ | | See Section 2 and section 3.3.3. There is a minimum 4.38m setback |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | for the west building (a narrow site) and 11.71m for the eastern building. The setback to the car park, an open space with green planting on a lattice steel frame is 3.98m, but the majority of the site has a setback of well over 5m. |
| | A view corridor is to be maintained at Wattle Street and water views are to be enhanced from Wentworth Park. | | N/A | The site is not viewable from this viewpoint. |
| | Buildings opposite the termination of Wentworth Park Road are to be of a landmark and innovative design. | | N/A | Not applicable. |
| | Building design for new development along Pyrmont Bridge Road should provide interesting, articulated and proportioned facades where elevations to the road do not comprise 'dead frontage' but provide openings where activities can be perceived. | | N/A | Not applicable. |
| | Ensure passive watercraft activities eg. Rowing upon Blackwattle Bay and Rozelle Bay is protected. | ✓ | | See Section 2. The proposed development is not envisaged to change the number of boat movements per day and therefore would unlikely cause any conflict with other boat activity in the bay. |
| | Provide for public interaction in and around the Blackwattle Bay Coal Loader | | N/A | Not applicable |
| ***2.3.1 Design Guidelines*** | | | | |
| *Building lines* | New buildings are to provide and/or reinforce the major site axes and connections with surrounding public spaces. | ✓ | | See Section 2 and Appendix A. The buildings front the public walkway along the foreshore. Both buildings reinforce the major site access fronting the waterline. |
| | The entrances of buildings are to be orientated so as to be clear for their primary access | ✓ | | See Section 2 and Appendix A. Primary access from the car parks are logically central for the eastern building and nearest the pedestrian accessway in the western building. Access to tenancies from the |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | promenade will be available direct from the waterfront. |
| | On the Rozelle Bay Sites:<br>Waterfront buildings are to be aligned along the boundary closest to the water to ensure edge definition along the waterfront. Refer diagram 1<br>  <br><br>Diagram 1 | ✓ | | See Section 2 and Appendix A. The buildings are aligned along the waterfront setback, which is between14.63m and 23.72m on the east building and 10m on the western building. |
| *Address* | Entry points to be clearly demarcated by the articulation of the façade and/or signage and lighting | ✓ | | See Section 2 and Appendix A. Buildings on the site address the foreshore to enhance the visual quality of the development. However entry points are still well articulated at the entranceways from the car parking area. |
| | Provide a clear sight line from one end of a block to the other for orientation, surveillance and accessibility | ✓ | | See Section 2 and Appendix A. |
| *Safety and Security* | Provide well lit and defined pathways and entries to buildings at night | ✓ | | See Section 2 and 4.10. The restaurant and café and function centre will encourage this |
| | Provide lighting to achieve luminescence levels consistent with community safety and security to the appropriate Australian standards | ✓ | | See Section 2 and 4.10 |
| | Allow casual surveillance of the precinct by inhabitants of the buildings | ✓ | | See Section 2 and 4.10. The windows and openings enable casual surveillance |
| | Promote lively public and semi-public areas through location and number openings or commercial uses on the ground floor | ✓ | | See Section 2 and 4.10. There are both formal entrances on accessible from the car parking areas, but also foreshore entrances promoting lively public areas. |

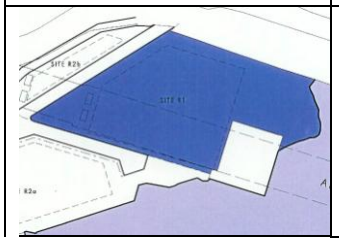
| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *Site Structure* | Provide a focal point associated with the public access easements on the waterfront (refer Diagram 3 and Figure 38) with the use of a taller structure or viewing tower attached to the development. This structure may be outside the control envelope by a max. 5m height and no more than 20m2 in plan area. This could be used for a viewing deck; environmental elements such as solar chimney or tank mounting; mounting for microwave dishes, communications aerials and the like, but is not to be included as useable floor space. | | No | The building identification has an area of approximately 36m$^2$, being the same area required for the car lifts. It is placed outside the public access easement and is at RL21.64. Although greater in height than the control envelope by about 10m and not 5m as prescribed and greater in area than proscribed by about 16m$^2$, it uses the height and area of the car lift suitably and provides visible identification from the Anzac Bridge and surrounds. Diagram 3 indicates a focal point about twice as high as the surrounding building, which this design incorporates. |
| ***2.3.2 Building form and character*** *Existing Buildings* | The large simple form of Conaust building is to be retained. If re-painted it should use colours from the palette proposed in these guidelines. The open frame structure to the south is to remain exposed as much as possible. Any infill should accept the form of the existing building, although it may change the detailing to reveal the structure. | | N/A | Not applicable. |
| *Character* | Use framed structural systems | ✓ | | See Section 2, Appendix A. |
| | Express framing systems as composite and hierarchy of primary, secondary and tertiary elements | ✓ | | See Section 2, 4.11 and Appendix A. |
| | Membrane structures are not permitted except for temporary uses of no more than 6 months period. Structures are to be located within the allowable building area | ✓ | | Noted |
| | Avoid heavy and clumsy forms. | ✓ | | See Section 2, 4.11 and Appendix A. The modulated and articulated form avoids any appearance of heaviness with inviting openings to the public foreshore |
| | Containers are not be used for office accommodation or be located in permanent storage areas. | | No | See Section 2. It is possible that containers will be used for storage, however they will not be visible from |

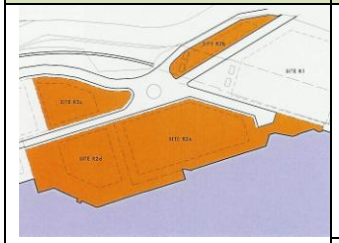
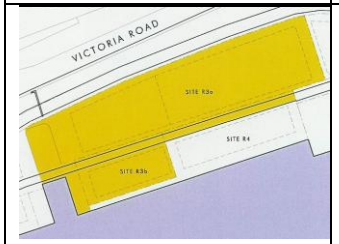
| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | the foreshore, water or from Maritime Close. They will not be used for office accommodation. |
| *Building height* | Developments are not to exceed the height nominated by the development envelope | | No | See Section 2 and 3.3.3. Building heights exceed the development generally by 90cm and for a small section by 1.90m. This reflects the existing and approved heights of the adjoining NSW Maritime (RL12.5) and boat storage (RL132) respectively. The icon has an RL 21.64 enabling site identification from the surrounding area. |
| | Generally, the height is to be lower closer to the water's edge | | No | See Section 2, 3.3.3 and Appendix A. The elevations indicate that the roofline will rise slightly towards the water's edge. This facilitates use of photovoltaic cells on the roof, presents as a welcoming vista to the waterfront and creates an outward reaching and open atmosphere within the upper levels of the building and on the balconies. The approved buildings behind (to the north of the proposal) have an RL of RL25.2 – some 12.3 metres higher than the highest point of the main buildings. |
| | The height of the building should be reduced visually by changing colour or material horizontally | ✓ | | Section 2 and 4.11. There are strong horizontal elements with roof and balcony framing. The rust colour applies only on the first level. |
| *Articulation* | Building articulation can be generated through the expression of separate parts of development: openings, structure, access stairs, walkways, balconies etc, and through design solution to environmental conditions of orientation, noise, breezes and views. | ✓ | | See Section 2 and 4.11. Building design has taken these factors into consideration. Passive features designed to maximize energy efficiency have been incorporated |

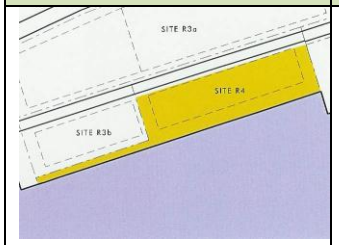
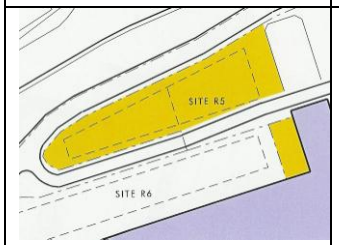
| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | into buildings including by orientation. |
| | Articulation of the building must be integrated with the building design and its massing. | ✓ | | See Section 2, 4.11 and Appendix A. |
| | Articulation is to occur behind the line of development. | ✓ | | See section 2 and Appendix A |
| *Structure* | The structure should be a primary ordering system on the building façade and expressed as such | ✓ | | See section 2 and 4.11 and Appendix A |
| | Structure should be highlighted in a colour distinct from the rest of the building | ✓ | | See section 2 and 4.11 and Appendix A |
| *Façade* | Building openings are to be clearly articulated through the use of deep recesses, or expressed within the structural hierarchy | ✓ | | See Section 2, 4.11 and Appendix A. |
| | The façade should have an expressed secondary and tertiary ordering system that modulates the scale of the building. Avoid bland, unarticulated and blank facades. | ✓ | | See Section 2, 4.11 and Appendix A. |
| | Openings such as windows and doors should be placed within or integral to the secondary or tertiary ordering system | ✓ | | See section 2 and 4.11 and Appendix A |
| *Roof* | Roof forms should be of a form appropriate to the industrial / marine typology | ✓ | | See Section 2, 4.11 and Appendix A and B. |
| | Roof forms should be articulated to allow for natural ventilation and light to access the interior spaces of the building | ✓ | | See Section 2, 4.11 and Appendix A and B. The articulated roof incorporates passive design measures to maximize light and ventilation. |
| | Elegant, expressive and articulated roof forms area encouraged | ✓ | | See Section 2, 4.11 and Appendix A and B. The modular and articulated roofline gives interest to the building form. |
| | Free standing elements such as satellites, aerials etc are not permitted on the ridge line or any other part of the roof but should be separated and in a different location | ✓ | | Noted. |
| | If the roof is pitched it must be a minimum of 30 degrees | ✓ | | The roof is not pitched as it is elevated at only one end |
| | Broad flat curved rooves are not encouraged | ✓ | | Noted |

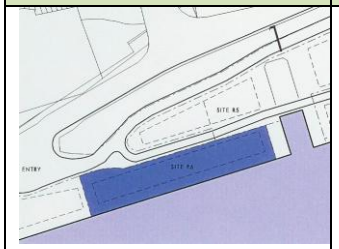
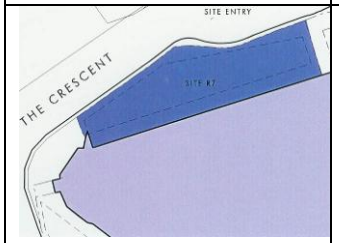
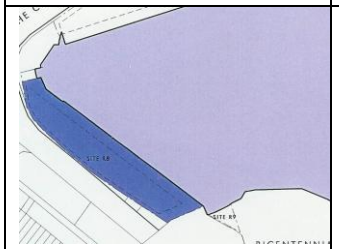
| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *Awnings* | Awnings can be used to mark entries or where pedestrian activity is anticipated | ✓ | | Noted See Section 2, and Appendix A & B. .The upper levels provide an overhang, marking the lower outdoor wooden area where formal outdoor activities for the proposal will occur, however they are not awnings. |
| | Awning height is to be a minimum of 3.6m from ground floor level. | ✓ | | See Appendix A. The building overhang covering the entrances will be 3.5m but this is not an awning |
| | Awning width is to be set back a minimum of 600mm from the face of the kerb, a greater setback is permitted to allow for street trees and light poles, cut outs for the street elements are not permitted. | | N/A | |
| | The minimum width of awning is 2.0m. Awning are to provide protection from the sun and the rain | | N/A | |
| | Provide lighting under the awning, or wall mounted lighting on the building to achieve luminescence levels consistent with the Australian standards. | | N/A | |
| | Awnings are an opportunity to provide articulation along the façade. Use height, structure, material or colour to differentiate the awning from the rest of the mass. | ✓ | | Noted. See Section 2. There are no awnings but the building canopy does achieve the articulation along the façade promoted by this clause |
| *Building material, colour and finishes* | Achieve developments that use finishes that have a long life | ✓ | | The external materials are prefinished with anticipated long life. See materials palette in Appendix B |
| | Building materials selected should display a combination of the following Ecologically Sustainable Development qualities; a low embodied energy, durability, recycled or able to be recycled, non-polluting in manufacture, use and disposal, contribute to healthy indoor air quality, through minimized toxic fume emission and out-gassing from paints, carpets, glues and pest control practices. | ✓ | | See Section 4.13. Recycling of current materials on site, use of recycled materials, the majority of paints, carpets, sealants etc to comply with Green Building Council of Australia's credit criteria, low formaldehyde emissions engineered wood products. |
| | Use building materials and interior design that minimises the need for chemical pest control and maximises opportunities for integrated pest management. | | | The use of building materials with regards to pest control not assessed. Steel and fibre cement used, with 95% of timber being recycled. |
| | The principles and properties of thermal mass, glazing and insulation are to be incorporated into the design of new buildings to reduce the need to artificially | ✓ | | See Section 2 and Section 4.13. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | heat or cool these buildings. (Refer to relevant Australian Standards) | | | |
| | Use appropriate combinations of bulk and reflective insulation in walls, ceilings and roofs to improve thermal performance | ✓ | | See section 4.13 |
| | Use of timber should not result in the destruction of old growth forests, native or foreign rainforest. The use of recycled timber is encouraged. | ✓ | | See Section 4.13.95% by cost will be reused, recycled or from Forest Stewardship Council certified timber |
| | Visible light reflectivity from building material used on the facades of new building should not exceed 20%. | ✓ | | Section 2 and 4.11 and Appendix A & B |
| | Use materials and colours that break down the building mass | ✓ | | Section 2 and 4.11 and Appendix A & B. |
| | Restrict the palette of materials to reinforce the maritime vernacular such as timber, steel, lightweight cladding. | ✓ | | Section 2 and 4.11 and Appendix A & B. The proposed glass, steel, timber and masonry finishes will reflect the maritime character and adjacent port infrastructure, articulating the lively character of this precinct and its proposed uses |
| | Reinforce the structure of the buildings by expressing it on the façade f the building, and painting it a distinct colour, where appropriate. | ✓ | | Section 2 and 4.11 and Appendix A & B. Distinctive rust colour of the upper level reinforces the modular structure |
| | The colours used should make the mass of large buildings recede though distinct colour can be used to highlight structure and articulated elements | ✓ | | Section 2 and 4.11 and Appendix A & B. Rust colouring used as a highlighter for the articulated façade of the buildings blending with the maritime precinct and industrial nature of the area |
| | Where colour applied, use a restricted palette of colours:<br>- overall dominating colours are to be muted palette of blue greys, warm greys and varieties within.<br>- Highlight colour should be chromatically more intense colours such as red, yellow, blues, purple; or contrasting colours to the overall colour palette. | ✓ | | See Section 2 and 4.11 and Appendix A & B. The glass, timber concrete and masonry are of muted tonings with the highlight rust colour in the upper levels |
| Access | All new developments are required to prepare an ‘access strategy’ to the satisfaction of the consent authority which shall satisfy AS 1492.2 / AS 1428 as | ✓ | | See Section 2 and Appendix J |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | a minimum | | | |
| | Ensure that barrier free access is provided to common areas of all common areas of all buildings. | ✓ | | See Section 2. Lobbies are proposed in the northerly accessways. The only barriers are in the outside pedestrian and access zones to restrict vehicular traffic on the forecourt for pedestrian safety. |
| *Lighting* | Safety is the primary concern for the lighting strategy | ✓ | | See Section 2 and 4.11 |
| | Reinforce the rhythm of the structural system of the buildings through lighting | ✓ | | See Section 2 and 4.11 |
| | Lighting should highlight<br>- Signage<br>- Entrances<br>- Working areas | ✓ | | See Section 2 and 4.11 |
| | Lighting should highlight articulated elements such as cranes, towers, gantries | ✓ | | See Section 2 and 4.11. The identification tower will be illuminated |
| | Create a lighting strategy for each lease integrated with the overall site wide lighting strategy by a qualified lighting engineer. | ✓ | | Noted |
| | Lighting should not create a glare source when viewed from the water. | ✓ | | See Section 4.11. No direct light beam from within the building or outside the building boundary will be directed at any point in the sky |
|  | (R1) Building Envelope:<br>- Allowable new building height RL 23.0 and 50% site coverage<br>- Generated parking, truck access and loading to be accommodated on site<br>- Site suitable for highest land and water activity<br>Preferred land uses……. | | N/A | Not applicable |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
|  | (R2) Urban design requirements:<br>- Allowable new building height of RL 11.0, RL 12.5, RL 17.5 and RL 23.0 and 50% site coverage | ✓ | No for RL | See Section 2, 3.3.3 and Appendix A. The proposed RL height will be RL11.9 hence not comply, although it is 0.60m lower than the adjacent NSW Maritime building. The proposal meets the %50% site coverage as it is 34% |
| | - Generated parking, truck access and loading to be accommodated on site | ✓ | | See Section 2 and 4.1. A four level car park, at grade car parking, loading pays for both buildings and truck access to the front and rear of the buildings are all provided on site |
| | - Site suitable for high land and water activity | ✓ | | See section 2, 4.2 |
| | - Pedestrian working waterfront access required along foreshore. | ✓ | | See Section 2. Promenade provides this with access from Maritime Close |
| | Preferred land uses<br>• Charter vessels<br>• Commercial marine offices<br>• General mixed marine<br>• Layover berths<br>• Waterways operations<br>• Food & Retail outlet ancillary to main use | ✓ | | See section 2 |
|  | (R3) Urban design requirements:<br>- Allowable new building height of RL 22.0, RL 14.0 and RL 11.0 and 50% site coverage<br>- Generated parking, truck access and loading to be accommodated on site with additional on street parking available adjacent<br>- Active land usage acceptable, limited water usage<br>- Existing canal to be opened<br>- A land connection between sites R3 and R5 is required to allow the potential for joint use of travel lifts on either side of channel.<br>Preferred land uses<br>• Dry boat storage<br>• General mixed marine<br>• Heavy marine repairs<br>• Heritage fleet<br>• Marine repairs | | N/A | Not applicable. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
|   | (R4) Urban design requirements<br>- Allowable new building height of RL 11.0 and 50% site coverage | ✓ | No for RL | See Section 2 and Appendix A. The proposed RL height will be RL11.9 for the majority and RL12.9 for the most western section hence not comply. The adjacent approved boat storage is RL 13.2, The proposal meets the %50% site coverage as it is 34% |
| | - Generated parking, truck access and loading to be accommodated on site | ✓ | | See section 2 and 4.1. Car parking for the development is predominantly provided on the eastern R4 site |
| | - Active land and water usage acceptable | ✓ | | See section 2 and 4.2 |
| | - Pedestrian working waterfront access proposed | ✓ | | Section 2 – promenade provides this with open access from Maritime Close |
| | Preferred land uses<br>• Charter vessels<br>• Dry boat storage<br>• General mixed marine<br>• Heavy marine repairs<br>• Heritage fleet<br>• Layover berths<br>• Marine repairs | | No | Section 2. The uses of the Site are similar to R2 preferred uses |
|   | (R5) Urban design requirements:<br>- Allowable new building height of RL11.0m and 50% site coverage<br>- Generated parking, truck access and loading to be accommodated on the site<br>- Active land usage acceptable, limited water usage<br>- Pedestrian working waterfront access require adjacent to canal<br>- A land connection between sites R3 and R5 is required to allow the potential for joint use of travel lifts on either side of channel.<br>Preferred land uses…….. | | N/A | Not applicable. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
|  | (R6) Urban design requirements:<br><br>- Allowable new building height of RL 11.0 and 20% site coverage<br>- Generated parking, truck access and loading to be accommodated on site<br>- Low site coverage facilitates truck access<br>- Active land and water usage acceptable<br>Preferred land uses…… | | N/A | Not applicable. |
|  | (R7) Urban design requirements<br><br>- Allowable new building of RL 11.0 and 20% site coverage<br>- Generated parking, truck access and loading to be accommodated on site<br>- Low site coverage facilitates truck access<br>- Only low levels of land and water usage acceptable<br>- Reservation for pedestrian and cyclists to rear of site<br>Preferred land uses…… | | N/A | Not applicable. |
|  | (R8) Urban Design Requirements<br><br>- Allowance new building height of RL 11.0 and 20% site coverage<br>- Generated parking, truck access and loading to be accommodated on site<br>- Low site coverage facilitates truck access<br>- Only low levels of land and water usage acceptable<br>- Reservation for pedestrian and cyclist to rear of site<br>- New minimum 3 metre continuous public foreshore link to be built over mouth of Whites Creek<br>Preferred land uses…… | | N/A | Not applicable. |
| | Sites (R9), R10, B1, B2 and B3 Urban Design Requirements and preferred land uses | | N/A | Not applicable |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| ***2.4 Ecologically sustainable development principles*** | | | | |
| *Environmental management plan* | An Environmental Management Plan (EMP) must accompany development applications for each of the Rozelle and Blackwattle Bay sites. The EMP is to address ESD principles, stormwater management, water quality, noise management, retention and recycling of buildings, contamination, management during demolition, removal and construction phases, waste management and waste minimization. | ✓ | | See Section 4.3-4.8. An EMP would be prepared in accordance with the conditions of consent. |
| *Environmental noise* | The development needs to take into account that guidelines of the Environment Protection Authority (EPA) industrial Noise Policy. A noise management plan may need to be prepared with a development application that includes:<br>▪ Background noise monitoring<br>▪ Predicted noise levels from the proposed activities<br>▪ Assessment against the noise guidelines, and proposals to mitigate and manage the noise if it exceeds the noise limits<br>▪ Monitoring after the commencement of operations | ✓ | | See Section 4.3 and Appendix L.The EMP would include provisions for monitoring after the commencement of operations. |
| | The noise guidelines set upper limits, or an overall cap, on noise from different land uses that impacts on the surrounding areas. These criteria are to be applied by consent authorities when considering development applications. They will provide for an equitable means of determining noise levels when a number of new industries with noise impacts are planned for a particular locality. | ✓ | | Noted. |
| *Stormwater management* | Consideration needs to be given to measures to reduce the impact of stormwater on waterways in conjunction with local councils and other agencies. This would potentially include the installation of gross pollutant traps, provision of a water detention basin and other measures to intercept stormwater so that it can be discharged in a controlled way. | ✓ | | See Section 4.4. The facility design is based on EPA best practice guidelines – including water pollution control devices designed to intercept and treat stormwater prior to discharge. |
| | Drainage surface runoff and roof drainage should be collected and, where possible, drained to existing outlets in the seawall. Inlet pits should include sediment collection sumps/traps to minimize the sediment discharges to the bays in runoff | ✓ | | See Section 4.4. Gross pollutant traps are proposed in the concrete apron area. Roof drainage utilises rainwater tanks on site |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | The development will need to refer to the Port Jackson South Catchment Management Plan and Leichhardt Council's stormwater management plans. | ✓ | | See Section 4.4 .1 |
| | Where possible, manage stormwater flows generated on site as an integral part of the public domain landscape to minimize the volume and enhance quality of runoff entering the harbour. | ✓ | | See Section 4.4. Stormwater management includes collection on roofs in rainwater tanks for use for flushing and irrigation and treatment by gross pollutant traps prior to discharge to the sea wall |
| *Marinas and boat repair facilities* | Development applications should also address the Environment Protection Authority's Environmental Guidelines for Best Management practices for Marinas & Boat Repair Facilities (1999) with particular reference to liquid waste, solid wastes, spray operations, TBT paint avoidance, solvents and cleaning agent odours, stormwater, excessive noise, sewage, grey water and bilge water requirements | ✓ | | Section 4.4.41. The facility has been designed in accordance with EPA best practice guidelines. Design features and mitigation measures aimed at restricting noise, air pollution and water pollution are discussed in the relevant sections. |
| | Consideration should be given to a first flush system of pollution segregation for future boat repair facilities | | N/A | Not a boat repair facility |
| | Developments should consider Sydney Water's guidelines on total water cycle management | ✓ | | See Section 4.4. Provisions have been made to harvest rainwater for reuse within the site. |
| *Sediment and erosion* | Development applications will need to consider the preparation of a Sediment and Erosion Control Plan in accordance with *Managing Stormwater, Soils and Construction Manual 1998*, (NSW Department of Housing) | ✓ | | A detailed plan would be prepared prior to commencement of construction in the CEMP. |
| | Soil testing will be required if excavation greater that 650 millimetres below ground level is proposed on land identified as class 1-4 on acid sulfate maps located at Leichhardt Council and DUAP. | ✓ | | Not applicable as not on acid sulphate soils. See Section 4.3 and Appendix K. |
| | The City West REP requires that the consenting authority must not give consent to development on a site or part of a site unless consideration as to whether there is any risk to public health or safety from contamination is established. Further, appropriate remediation measures will have to be undertaken to remove such a risk. | ✓ | | See Section 4.3 and Appendix K. No public health or safety issue has arisen |

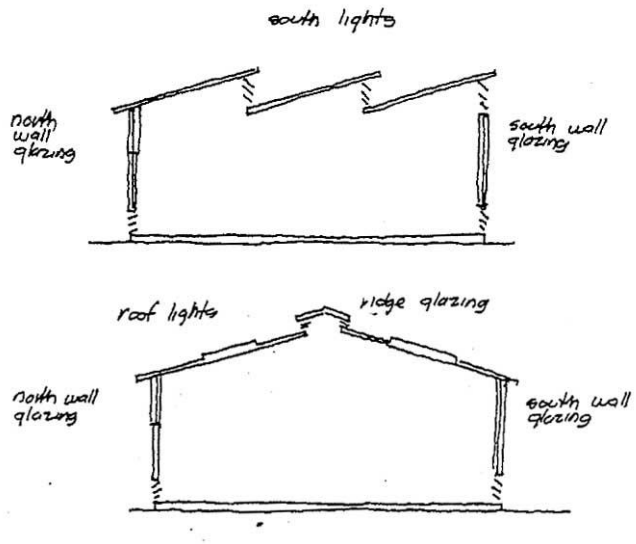
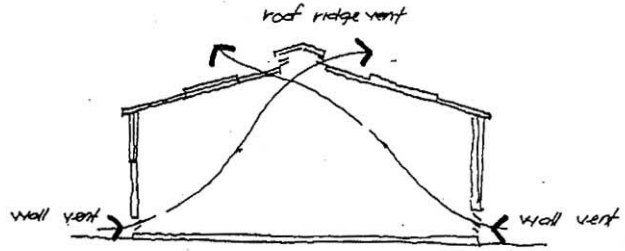
| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *Landscape* | Minimise the use of chemicals (pesticides, herbicides, and fertilizers) by designing for diversity, careful species selection, and by using appropriate planting details and specifications. | ✓ | | See Section 2 and 4.8. |
| | Use endemic plant species where possible to enhance local biodiversity | ✓ | | Native species as per section 2.6 of the Master Plan are included in the proposed landscaping. |
| | Select plant material that requires least amount of irrigation. Ensure that organic mulching is used to increase in-ground water retention | ✓ | | See above.<br>Noted. Requirement would be incorporated into the EMP. |
| | Assess the sources of any imported soil and other material for contamination and weeds. Imported material should be tested by an approved certifier to test for contaminants. | ✓ | | Noted. Requirement would be incorporated into the EMP. |
| | Control and clean stormwater run-off from potential polluting sources such as car parks and storage areas | ✓ | | See Section 4.4. |
| | Incorporate stormwater 'filters', water control ponds, detention basins and gross pollutant traps into the landscape structure where appropriate. Generally maximize the amount of 'soft' landscape areas to increase stormwater infiltration | ✓ | | See Section 4.4 |
| | Ensure tree planting is included in car parks and storage areas to reduce heat load of hard stand surfaces | ✓ | | See section 2 and landscape plan in Appendix B. |
| | Recycle green and organic waste during establishment and maintenance of the landscape. | ✓ | | See section 4.6 |
| ***Sustainable Building Design Principles***<br><br>*Building orientation, shape, form and planning* | | | | |
| | Comply with the NSW Government 'Code of Practice for the Construction Industry' for ecologically sustainable development | ✓ | | Section 4.13. |
| | Appropriate building orientation, shape, form and planning area required to optimise passive design for effective solar control, daylight access, ventilation | ✓ | | See proposal description and site layout. Development is consistent |

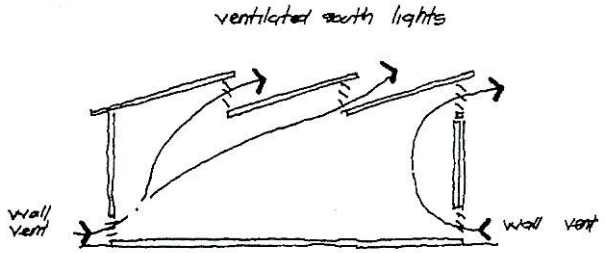
| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | and minimized physical impacts on the surrounding areas. | | | with urban design controls while still incorporating passive design. Section 4.13 |
| | While building orientation for optimum passive design is desirable, orientation with street patterns and urban planning requirements should be respected. | ✓ | | See Section 2 and Appendix A. Orientation within the block includes appropriate orientation to the north with urban planning requirements acknowledging the waterfront location. |
| | Orientations with north or south-facing major elevations are easiest for designing solar control and daylight access | ✓ | | The shape of the site and the operational requirements has dictated the location of buildings, however they do orientate north/south for their major elevations. |
| | Ensure the building does not restrict solar access to neighbouring buildings and open spaces | ✓ | | The proposed building would not restrict solar access to any neighbouring buildings or open space areas. |
| | The building orientation, shape and from should be designed to take advantage of cool summer winds, control cold winter winds and avoid creating adverse wind effects around the building | ✓ | | See Section 2 and Appendix A. Project design includes provisions for cross-ventilation while avoiding adverse wind effects. |
| | Narrow floor plates with windows along opposite walls would ensure good daylight access and natural ventilation | ✓ | | See Section 2 and Appendix A. Large openings and windows provide daylight access and cross-ventilation. |
| | For single-sided ventilation (openings along one side), the maximum floor depth (distance from openings) for effective ventilation is generally 2 to 2.5 times the ceiling height | | No | The ceiling height is 3.5 – 3.6m. Depth of workshop and dormitories about 8m (calculation is 8.75m), hence complies. Other tenancies between 12-15m do not comply |
| | For cross-ventilation (openings along opposite sides), the maximum floor depth (distance between opposite openings) for effective ventilation is generally 5 times the ceiling heights. | | No | See Section 2, Appendix A. Ceiling height 3.5-3.6m. Depth 20m. (calculation is 17.5m) There is a minor non compliance. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | |
| | As well as meeting functional requirement, occupied areas should be planned to take advantage of daylight and controlled solar access. Areas with lower daylight levels could be used for intermittent occupancy or lower quality accommodation | ✓ | | See Section 2and Appendix A. Has been considered during design phase. Blinds on the north face control solar access. Due to orientation to the waterfront the function of the building orientates itself away from the northern most used sections of the building. The lower solar quality areas have higher aesthetic quality areas. |
| | Use service cores (eg stores, toilets, stairs) and circulation areas as buffer zones between occupied areas and areas with high heat loads (eg. East and west elevations) if necessary. | ✓ | | See Section 2and Appendix A. Has been considered during design phase. These service cores are located on the visually less pleasant northern side |
| *Building envelope and structure* | The building envelope and structure should be designed to passively modify the ambient condition to provide a comfortable and healthy indoor environment. The design should aim to minimize heat gain and loss, optimise solar control (minimize undesirable summer solar load and maximise useable winter solar access), optimise daylight access, moderate indoor conditions, optimise ventilation and minimize infiltration, and control noise transmission into and from the building. | ✓ | | See Section 2, 4.13 and Appendix A. Design phase included consideration of solar access, thermal mass, ventilation and insulation from temperature change and noise. |
| | Locate and size windows and openings, balancing the needs of providing visual access to the exterior, controlling solar heat load and daylight access, and providing effective ventilation. | ✓ | | See Section 2, 4.13 and Appendix A. Has been considered during design phase. |
| | Select building envelope elements (eg. Roof, wall, windows) with high thermal resistance (R-value) to minimize heat gain and loss through the envelope, considering issues such as insulation, single or double-glazing, window-to-wall ratios. | ✓ | | See Section 2, 4.13 and Appendix A. Energy efficient windows and other buildings with high thermal resistance have been included in project design. |
| | Select transparent or translucent building envelope elements (eg. Windows, skylights) with low solar heat gain factors (SHGF) or low shading coefficients (SC) and high visible light transmittance, to minimise solar heat gain and maximize daylighting. | ✓ | | See Section 2, 4.13 and Appendix A. Windows would be consistent with requirements. . |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | |
| | Where appropriate use the building structure for thermal mass to moderate peak heat loads, in conjunction with a strategy to dissipate the stored heat (eg night ventilate cooling, ground-cooling as in slab-on-ground constructions). | ✓ | | See Section 2, 4.13 and Appendix A. |
| | Design the building envelope, particularly the openings to limit noise transmission into or from the building. | ✓ | | See Section 4.3 and 3.3.3. |
| *Material selection* | The selection of appropriate material is required to minimise external environmental impact and consumption of non-renewable resources, to ensure healthy indoor environments, and to optimise the functionality and life of the building. Consider the full life cycle of materials. | ✓ | | See Section 2 and 4.13 and Appendix B. |
| | Select building materials and building elements that are manufactured with low resource consumption (eg. Energy, water, raw materials), low environmental impacts and high recycled content. | ✓ | | See Section 2 and 4.13 and Appendix B. |
| | Any timber used should be recycled timber, or timber from plantations or sustainable regrowth forests. | ✓ | | See Section 4.13 95% by cost of all timber will be sourced from reused or recycled timber or Forest Stewardship Council certified timber |
| | Select materials that are durable, require low maintenance and have low environmental impacts (eg greenhouse gas emissions, ozone depletion) during their service life. | ✓ | | See Section 4.13 |
| | Avoid the use of ozone-depleting substances such as chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs). Where such substances are still in use in existing installations, provide a management strategy that includes containment, leak minimization and eventual replacement. | ✓ | | Noted. All HVAC refrigerants have an ozone depleting potential (ODP) of zero.. Thermal insulants will avoid ODP substances in manufacture and composition. |
| | Reduce quantities of materials by modifying or refurbishing instead of demolishing wherever possible | ✓ | N/A | Section 4.13. 80% by mass of all demolition and construction waste will re re-used or recycled. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | Select materials that can be reused or recycled at the end of life | ✓ | | See Section 4.13. 50% by area of the structural framing, roofing and façade cladding systems are designed for disassembly |
| | Select interior materials and finishes with low emissions of gases (eg volatile organic compounds), toxic fumes, hazardous substances, dust and fibres, to ensure good indoor air quality. | ✓ | | All interior fit-outs are subject to individual DAs, lodged by tenants of Sydney Superyacht Marina, which should specify intended, internal finishes. |
| *Solar control and daylighting* | Minimise direct solar radiation (heat gain) into the building in summer | ✓ | | See Section 2, 4.13 and Appendix A. Direct solar radiation is minimised due to south facing orientation of buildings. |
| | Optimise the quality and quantity of daylight in the perimeter zones of the building | ✓ | | See Section 2 and Appendix A. |
| | For deeper planned buildings, daylight access and natural ventilation can be provided through skylights, atria, light wells and courtyards without excessive solar load and thermal discomfort. | ✓ | | Has been considered during design phase. See Section 2, 4.13 and site plans. |
| | East-facing and west facing glazing is more likely to be source of high solar heat loads and glare, being more difficult to shade and design for effective daylighting. | ✓ | | There is little glazing on these elevations. What there is has overhangs for protection (eg on the balconies) Has been considered during design phase. See Section 2, Section 4.13 and site plans. |
| | The extent of east-facing and west-facing glazing should be minimized unless effective shading or appropriate glazing types are provided:<br>- External shading is preferred, as it is more effective than internal shading for controlling direct solar radiation (heat gain).<br>- Internal shading can be used to control glare but should not be the primary means of controlling solar heat gain.<br>- Select solar control glazing with low solar heat gain factors (SHGF) or low shading coefficients (SC) and high visible light transmittance. | ✓ | | Minimal east and west facing glazing. Shading on northern windows of western building, internal and external |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| |  | | | |
| *Ventilation* | Effective ventilation is required to remove indoor pollutants (eg fumes, odours, moisture, heat) and provide comfortable and healthy indoor environments.<br>  | ✓ | | Development includes measures to promote cross-ventilation in office buildings. See Section 2, Section 4.13 and Appendix A. |
| | Maximise the use of natural ventilation before resorting to mechanical ventilation | ✓ | | Has been considered during design phase. See Section 2, Section 4.13 and Appendix A. |
| | Ensure mechanical ventilation system are energy efficient | ✓ | | See Section 2, Section 4.13 and Appendix A. |
| *Cooling* | Effective passive cooling in summer contributes to minimizing energy consumption | ✓ | | Has been considered during design phase. See Section 2, Section 4.13 and Appendix A. Internal and external shading on northern elevations. Buildings front the |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | southern elevation minimising energy consumption for cooling |
| | Optimise the effectiveness of passive cooling by minimizing heat gains, moderating the heat loads by using thermal mass and using ventilate cooling to dissipate the stored heat | ✓ | | See Section 2, Section 4.13 and Appendix A. Passive measures including thermal mass and ventilation have been built into design of the office buildings. |
| | Maximise the use of passive cooling before resorting to mechanical cooling and air conditioning | ✓ | | See Section 2, Section 4.13 and Appendix A. The buildings incorporate a variety of measures to promote passive cooling. |
| | Ensure mechanical cooling and air conditioning systems are energy efficient | ✓ | | See Section 2, Section 4.13 and Appendix A. |
| |  | ✓ | | |
| *Heating* | Design for controlled solar access in winter (with due regard to glare) and the use of thermal mass to store heat | ✓ | | See Section 2, 4.13 and Appendix A. Solar access and thermal mass are incorporated into the design of the office building. |
| | Maximise the use of passive heating before resorting to active heating systems | ✓ | | Office buildings incorporate a variety of measures to promote passive heating. See Section 2, 4.13 and Appendix A. |
| | Select the type of active heating system most appropriate for the situation. For instance, space heating (ie. heating the space with connection heater, ducted heating systems, heat pumps or similar) is more appropriate for areas with normal ceiling heights, and radiant heating (ie only heating the occupants) is more appropriate areas with higher ceilings, large volumes or high ventilation rates. | ✓ | | Has been considered during design phase. See Section 2, 4.13 and Appendix A. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | Ensure active heating systems are energy efficient. | ✓ | | See Section 2, 4.13 and Appendix A. |
| *Energy efficiency* | Minimise energy demand by adopting passive design solutions first (eg. Exploiting local climate and intrinsic properties of the design and materials), before resorting to hybrid or active design solutions (eg. Energy consuming engineering service or systems). Where active systems are necessary optimise engineering services design. | ✓ | | See Section 2, 14.3 and Appendix A. The buildings incorporate a variety of measures to promote passive heating and cooling. Site layout aims to minimize energy by maximizing the logistical efficiency of the facility. |
| | All new buildings should achieve a SEDA Greenhouse rating of 3.5 stars as a minimum, all existing buildings should implement strategies to achieve this rating as a minimum. | ✓ | | Noted. There is insufficient detail at this stage to undertake an assessment of the energy efficiency rating of the building, however it is anticipated that such a rating would be achieved |
| | Provide metering and monitoring systems to a level commensurate with the complexity of the building, as energy management tools to ensure efficient building operation | ✓ | | Noted. Energy consumption would be monitored as part of the EMP. |
| | Select energy-efficient equipment and appliances based on their rated performance or recognized star rating scheme | ✓ | | Noted. A requirement to consider energy efficiency when purchasing any new equipment or appliances would be included in the EMP. |
| *Energy sources* | Use alternative energy sources where feasible, such as GreenPower and natural gas. New buildings should aim to use a minimum of 5% GreenPower. | ✓ | | Photovoltaic cells are to be applied to the roof to be fed back to the grid. The use of Greenpower in the office and marine shops would be considered, and use by tenants whilst encouraged would be determined by individual tenants. |
| | Minimise the extent of energy-consuming equipment and systems that use grid electricity. | ✓ | | It is in the interest of Sydney Superyacht Marina to use energy efficient equipment wherever possible. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *Waste management and recycling* | Management strategies for stormwater from buildings and impervious surfaces (eg hard-paving, parking areas) are required to minimise impacts on local ecosystems (eg oil contamination, erosion of natural watercourse) and municipal stormwater systems. | ✓ | | See Section 4.4. Stormwater from hardstand areas would be intercepted and treated or filtered prior to discharge for all storms up to a one-in-twenty year storm event. The proposal will not increase peak stormwater flows for rainfall events of up to a one-in-two year storm. |
| | Incorporate design feature that retain and filter stormwater and reuse it on site or release it slowly at a controlled rate, to reduce the load on municipal stormwater systems | ✓ | | See Section 4.4. All stormwater is intercepted and treated or filtered prior to discharge in sewers and drains. Rainwater collection from rooves will be stored in on site rainwater tanks for flushing and irrigation. |
| | Minimised sewage discharge is required to minimise impacts on the external environment. | ✓ | | All relevant controls have been included to minimize sewerage discharge given the requirement for nil discharge of wastewater directly to Sydney Harbour. |
| | Reduce volume of blackwater at source by selecting low-flush toilets and urinals, thereby reducing the load on the municipal system | ✓ | | 5*WELS rated fittings, low-flush toilets would be installed on site. |
| | Consider greywater systems with appropriate separation and treatment | ✓ | | See Section 2, Section 4.13 and Appendix A. 90% of potable water for irrigation is reduced by on site water retention, and 80% of routine fire system test water will come from on site. |
| | Install water conserving plumbing fittings | ✓ | | Noted. 5 star WELS rated fittings will be used. |
| | Install water usage metering, monitoring and reporting devices for managing water consumption. | ✓ | | Noted. Monitoring of water use would form part of the EMP. Tenancies will be connected to the BMS |
| *Water management and conservation* | Design the building to minimise construction and demolition waste and to facilitate effective waste management during the building's service life. | ✓ | | Section 4.13 and 4.6. Demolition waste is reduced as a EMP will require 80% by mass of all demolition and construction waste to be re-used or recycled.. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | Adopt construction and demolition waste management plans, highlighting waste avoidance and "separated-at-source" collection of reusable and recyclable wastes that cannot be avoided. | ✓ | | See Section 4.13 and 4.6. |
| | Design buildings to minimise wastage of excess materials (eg.non-standard sizes, off-cuts), and for buildings to be dismantled easily to maximize future recovery of materials. | ✓ | | Has been considered during design phase. See Section 2, Section 4.13 and Appendix A. 50% of framing roofing and façade cladding systems can be disassembled |
| | Occupants should implement an effective waste management program. An effective solid waste recycling program requires separation and sorting, short-term storage and regular pick-ups. The provision of storage equipment and space is a necessary part of a recycling program for paper and other consumer recyclables (eg glass, aluminium, steel, polyethylene). | ✓ | | See Section 4.6. Procedures for waste management would be incorporated into the EMP with dedicated recycled materials storage and collection. |
| ***2.5 Access and circulation*** | Vehicular Access Traffic impact assessment will be required for individual activities and should comply with requirements of the relevant authority | ✓ | | See Section 4.1. |
| | Provide for a clearly identifiable internal movement hierarchy which: | | | |
| | Identifies the public road and private access points | ✓ | | See Section 4.1 and Appendix J. |
| | Provides for the movement and parking of a range of vehicles from private cars to large trucks and vehicles towing boat trailers | ✓ | | See Section 4.1 and Appendix J. The restricted vehicular access allows larger trucks and towing vehicles can access the forecourt area |
| | Provides for vehicular access and parking which is consistent with safe pedestrian and cycle movement | ✓ | | See Section 4.1 and Appendix J. Pedestrian crossing and walkways with restricted vehicular access are provided |
| | Vehicular access to the precinct, plus internal and external road connections should be provided in accordance with the network plan shown in Figure 36. | ✓ | | See Section 4.1 and Appendix J. |
| | Proposed roads, setbacks, easements and open space locations are shown in Figure 35. | ✓ | | Noted. See Section 4.1 and Appendix J. |
| | Retain access to sites at James Craig Road traffic signals on City West Link Road and at Chapman Road traffic signals on The Crescent/ Johnston Street. | ✓ | | Noted. See Section 4.1 and Appendix J. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | Subject to economic feasibility, provide a new road reservation along the boundary of the site with Victoria Road to allow for the possible re-alignment of James Craig Road. Alternatively, maintain James Craig Road along current alignment. | | N/A | Not applicable. This realignment has now been completed |
| | Pursue opportunities with the RTA and Leichhardt Council for a shared way at Chapman Road to prioritise pedestrian/cycle movement, to slow vehicular access and to indicate to vehicular traffic that this is a pedestrian friendly zone. | | N/A | Not applicable. |
| | Investigate the potential for a traffic controlled intersection to the Blackwattle Bay site at Wentworth Park Road to achieve limited vehicle entry points to the site and improve pedestrian links to Wentworth Park, light rail stations and the local area. | | N/A | Not applicable. |
| | Minimise the number of site access driveways at Pyrmont Bridge Road. | | N/A | Not applicable. |
| *Parking* | Developments should provide sufficient on-site car parking to meet expected demands, however parking numbers need careful consideration because of limited site areas and difficulties created by potential overspill. | ✓ | | See Section 4.1 and Appendix J. Parking space provision is adequate. |
| | Parking is to be provided generally in accordance with the relevant Australian Standards for waterfront and boating activity. | ✓ | | See Section 4.1 and Appendix J. |
| | Car Parking at Blackwattle Bay is to be limited to essential servicing only. | | N/A | Not applicable. |
| | Car parking on the Rozelle Bay site is to be limited to the working requirements of each individual land use/lease area | ✓ | | Noted See Section 4.1 |
| | Future car parking areas where possible are to be developed away from the immediate foreshore and incorporate plant screening | ✓ | | See Section 4.1. The majority of the car parking is set back from the waterfront along James Craig Road. However limited temporary car parking is proposed along the foreshore to be used for the service vehicles associated with servicing the superyachts. |
| | Hard-stand required for maritime operations will not be used for car parking. | ✓ | | Noted |
| *Pedestrian and cycle links* | Pedestrian and cycling links are to be provided through the precinct and integrated into adjoining areas | ✓ | | See Section 4.1. The cycling link along James Craig Road remains. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | Pedestrian linkages through the site re enhanced and can be linked to other adjoining areas in future if the opportunity arises |
| | Consideration should be given as to how pedestrian links on the Rozelle Bay site relate to the adjoining Bicentennial Park. | ✓ | | Noted. There are many occupiers between the site and Bicentennial Park which currently prevent such a linkage. The on site pedestrian and cycling access can be linked in future if the opportunity arises. |
| | Pedestrian links should recognize safety and security issues associate with commercial working waterfront and maritime activities. | ✓ | | See Section 4.1. Has been considered during design phase. Restricted vehicular access to the forecourt and pedestrian crossings along the accessways |
| | Building access and pedestrian routes must be design to achieve the needs of people with disabilities. | ✓ | | See Section 4.1 and section 2. Has been considered during design phase. Disabled parking in the ground level of the elevated car park, with ramp access to both buildings from each end of the buildings. Lifts are proposed in each building |
| | Pedestrian access adjacent to sites R7 and R8 is to be enhanced by a 3m easement provided on the site. | | N/A | Not applicable. |
| | Potential for future pedestrian access to the Old Glebe Island Bridge when issues regarding the bridge are resolved | | N/A | Not applicable. |
| | Provide a permanent public access connection between the Fish Markets and the Blackwattle Bay Coal Loader | | N/A | Not applicable. |
| | Provide a public footpath connection from the Blackwattle Bay site to the foreshore of Glebe High School | | N/A | Not applicable. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *Public transport* | Pedestrian access to existing public transport should be provided | ✓ | | See Section 4.1. It is anticipated that some workers and visitors to the Site would utilize bus services along the Crescent and the light rail service at the western end of Rozelle Bay |
| | Maximise opportunities for convenient access to light rail stations at Wentworth Park and Rozelle Bay | ✓ | | See Section 4.1. The nearest light rail station is at Rozelle Bay. |
| *Waterfront access* | Public access to the waterfront is to be provided under a three category access regime in accordance with the following guidelines:<br>**Public access** / **Period** / **Restrictions**<br>24 hours unrestricted / 24 hours / Nil<br>Daylight hours restricted / Daylight hours / Restricted access during daylight hours<br>Business hours restricted / Business hours / Restricted access during business hours | | No | See section 4.1. Public access along the promenade would be restricted from approximately 2am (or closing time of the restaurants/function centre on Site) to about 6am to assist in asset security for the marina occupiers Given that there is no through link currently between adjacent sites this should not adversely affect the public's use of the area. |
| | Working waterfront access for the public should be provided to the foreshore on the limited basis during business hours subject to restrictions for safety or security reason associated with ongoing maritime operations. Measures for maintaining such access into the future need to be introduced. | ✓ | | See section 2 and 4.1. Access to the gangways will be permanently restricted to superyacht marina customers for safety and security issues by way of a locked gate. |
| | Access to the waterfront should be provided as shown in Figure 36 | ✓ | | See Section 4.1. Access would be provided by way of the promenade although access to the water would be restricted at the marina for security concerns. |
| | To ensure the public is able to access the Rozelle Bay precinct to view the Bay, waterfront access points have to be provided at two locations as shown in Figure 36. | ✓ | | Noted. The accessways are incorporated into the plan although they will not be 24 hour to ensure asset security for the moored superyachts. Figure 36 also (relevantly) references Figures 42 and 43. The footpath identified in figure 42 will be on the opposite side to that identified (ie on the Site R2d side of the existing trees. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| ***2.6 Landscapes*** | | | | |
| ***Rozelle Bay Precinct*** | Identify the major and minor public streets with tree planting, lighting and footpaths. | | N/A | Not applicable. |
| | Provide legible public access through the site to the Anzac Bridge access point and to the waterfront. | ✓ | | See Section 4.1. Anzac Bridge is readily accessible via James Craig Road. Public access along the foreshore of the site will be provided by the promenade |
| | Provide cycle and pedestrian connections to adjacent areas | ✓ | | See Section 4.1 Pedestrian facilities provided along James Craig Road and car park areas. The promenade will link to the approved walkway in front of the proposed dry boat storage area to the west. |
| | Install a unified range of furniture and fittings to establish a cohesive language of materials within the public domain | ✓ | | Furniture and fittings detailed in part 2.6 of the Master Plan will be used and as shown in Appendix A and B. |
| | Ensure visual impact and heat loads of hardstand areas on-grade are mitigated with appropriate tree planting where possible. | ✓ | | See Section 2, 4.11 and Appendix A. Tree planting incorporated into site layout. |
| | Planting to be endemic species where appropriate, and selected from Leichhardt Council White Creek Corridor revegetaton study. Include other native, non-endemic species where appropriate. | ✓ | | See Section 4.8. |
| *Major Street* | Street tree planting of *Melaleuca quinquenervia* (Broadleaf Paperbark) located at 10m centres. Three planting detail as per Ultimo Pyrmont Public Domain Technical Manual (UPPDTM) detail T2 – local street detail | | N/A | Not applicable |
| | Pedestrian pavements with asphaltic concrete to industrial design strength. Pavements as per UPPDTM detail | | N/A | Not applicable |
| | Street lighting and pedestrian lighting | | N/A | Not applicable. |
| *Minor Street* | Street tree planting of *Cupaniospis anacardioides* (Tuckeroo) located at 10m centres. Tree planting detail as per UPPDTM detail T2 – Local street detail | ✓ | | See landscape plan Appendix B |
| | Pedestrian pavements with asphaltic concrete to industrial design strength. Pavements as per UPPDTM detail. | | N/A | Not applicable |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | |
| | Street lighting and pedestrian lighting | ✓ | | Not applicable |
| *Public access easement and pathways* | Easement for public access within development sites to be 6.0m width minimum | ✓ | | Achieved – see setback plan in Figure 3.3 (section 3.3.3) |
| | Easement for public access along waterfront to be 4.0m width minimum | ✓ | | This is between 9.71m and 23.72m |
| | Pedestrian and cycle pathways to be 3.0m wide concrete pavement where pathways located on grade | ✓ | | This is between 9.71m and 23.72m |
| | Pedestrian pavement to remain as concrete or timber decking where located on wharf structure | ✓ | | Current concrete concourse to remain |
| | Seating to be included along pathways at 10.0m intervals along waterfront and at 20.0m intervals along access easements | ✓ | | Seating will be distributed within the radial markings on the promenade at approximate 10 metre intervals with final positions determined at construction stage. The north /south access easements are shared zones with cars and not appropriate for seating |
| | All areas of public access to include lighting. | ✓ | | Lighting would be in accordance with a lighting plan and AS/NZ 4282. |
| | Planting to include tree planting and shrub planting as per Schedule. | ✓ | | Noted. |
| *Parking and Hardstand* | Areas of hardstand and parking within development sites to include tree and shrub planting as per Schedule | ✓ | | See Section 4.1. Planting undertaken in car parking areas and site boundary as per landscape plan Appendix B, incorporating vegetation identified in the schedule. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | Planting areas to car parks to be 2.5 x 5.5m located at ends of car parking bays and at intervals of no more than 10 car spaces | ✓ | | Appendix B. Tree planting is proposed at the edges of the building with existing planting on the eastern side remaining (about 50m length). Trees to be planted in the car park generally at intervals ranging from four to five car spaces. |
| | Planting areas to hardstand/storage areas to be 3.0 x 3.0m with areas spaced at 20m intervals as a minimum | ✓ | | Appendix B. Tree planting near the storage areas are about 15-20m apart. |
| *Embankment* | The embankment below the escarpment and adjacent Victoria Road is to be revegetated with endemic plant species to increase biological diversity. Species to be selected to not interfere with view points and corridors as outlined. | | N/A | Not applicable. |
| ***Blackwattle Bay Precinct*** | | | | |
| *Public access easements* | Easement for public access along waterfront to be 4m width minimum | | N/A | Not applicable |
| | Pedestrian pavement to remain as concrete or timber decking where located on wharf structure | | N/A | Not applicable |
| | Seating to be included along pathways at 10.0m intervals | | N/A | Not applicable |
| | All areas of public access to include lighting | | N/A | Not applicable |
| *Pyrmont Bridge Road* | Street tree planting requirements to be negotiated with Sydney City Council. Tree planting detail as per Ultimo Pyrmont Public Domain Technical Manual (UPPDTM) detail T2 – local street detail. | | N/A | Not applicable |
| | Pedestrian pavements with asphaltic concrete to industrial design strength. Pavements as per UPPDTM detail. | | N/A | Not applicable |
| *Parking and hardstand* | Areas of hardstand and parking within development sites to include tree and shrub planting as per Schedule | | N/A | Not applicable |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | Planting areas to car parks to be 2.5 x 5.5m located at ends of car parking bays and at intervals of no more than 10 car spaces | | N/A | Not applicable |
| | Planting areas to hard stand storage areas to be 3.0 x 3.0mwith areas spaced at 20m intervals as minimum. | | N/A | Not applicable |
| *Urban elements – Street Lighting* | Location: Lighting to be located along street foot paths as shown on sections. Spacing requirements to be determined by Lighting Engineer prior to approval | | N/A | Not applicable. |
| | Form: Poles to be circular section, smooth with constant taper. Horizontal arm to light fixture | | N/A | Not applicable. |
| | Height: 15m. minimum | | N/A | Not applicable. |
| | Finish: Galvanised steel | | N/A | Not applicable. |
| *Urban elements – Pedestrian Lighting* | Location: Along street footpaths as shown on sections and to public access easements, Spacing requirements to be determined by Lighting Engineer prior to approval. | ✓ | | Noted. Lighting to be installed as per Master Plan and Australian standards. |
| | Form: Pole mounted light fixtures | ✓ | | Noted. Lighting to be installed as per Master Plan and Australian standards |
| | Height: 4.5m | ✓ | | Noted. Lighting to be installed as per Master Plan and Australian standards |
| | Finish: Galvanised steel or marine grade aluminium. | ✓ | | Noted. Lighting to be installed as per Master Plan and Australian standards |
| *Urban elements – Lighting Bollards* | Location: Along waterfront access easements. Spacing requirements to be determined by Lighting Consultant prior to approval<br>Form: Bollard lighting 1m high<br>Finish: Marine Grade aluminium | ✓ | | Noted. Lighting to be installed as per Master Plan and Australian standards |
| *Urban elements – Toe Rail* | Location: Along wharf edge waterfront easements<br>Form: Recycled hardwood timber, square sawn with arris edges. Timber set to 300mm above ground | ✓ | | See plans. Will be installed as set out in Master plan |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *Urban elements – Seating* | Location: Along waterfront access points and easements<br>Form: Recycled hardwood timber, square sawn with arris edges. Timber set to 430mm above ground. | ✓ | | See plans. Will be installed as set out in Master plan |
| *Urban elements – Bins* | Location: Along waterfront access points and easements<br>Form: Plain circular steel 55 litre bin with lid<br>Finish: Marine grade aluminium | ✓ | | See plans. Will be installed as set out in Master plan |
| *Urban elements – Fencing* | Location: where fencing required for security to private site areas. Location to be approved by authority<br>Form: Steel Palisade fence<br>Finish: Galvanised steel<br>Height: 2.4m high | ✓ | | See Section 2. To be finalised on eastern boundary with NSW Maritime |
| *Urban elements – Planting* | The following planting list indicates tree species that are to be used for street tree planting ad outlines on the Landscape and Urban Design Plan. The list also provides an indicative list of general planting to be developed and expanded to be site specific for areas as required. | ✓ | | |
| *Street trees* | Major street:<br>*Melalauca Quinquenervia* Broad-Leaf Paperbark<br>Minor Street:<br>*Cupaniopsis Anacardiodes* Tuckeroo | ✓ | | See landscape plan Appendix B. |
| *Car parking and hardstand areas* | Trees:<br>*Eucalyptus Piperita* Sydney Peppermint<br>*Eucalyptus Microcorys* Tallow-wood<br>*Melalauca Quinquenervia* Broad-Leaf Paperbark<br><br>Shrubs:<br>*Banksia ericifolia* Health Banksia<br>*Leptospermum polygalifolium* Tea-tree<br><br>Groundcovers:<br>*Hibbertia scandens* Guinea Flower<br><br>Grassess:<br>*Carex appressa* Tall Sedge<br>*Dianella caerulea* Flax Lily | ✓ | | See landscape plan Appendix B. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | *Isolepsos nodosa* Club-rush<br>*Lomandra Longifolia* Mat-rush | | | |
| *Embankment Planting* | Trees:<br>*Eucalyptus Piperita* Sydney Peppermint<br>*Banksia integrifolia* Coast Banksia<br><br>Shrubs:<br>*Banksia ericifolia* Health Banksia<br>*Leptospermum polygalifolium* Tea-tree<br><br>Groundcovers:<br>*Hibbertia scandens* Guinea Flower<br><br>Grassess:<br>*Carex appressa* Tall Sedge<br>*Dianella caerulea* Flax Lily<br>*Isolepsos nodosa* Club-rush<br>*Lomandra Longifolia* Mat-rush | ✓ | | See landscape plan Appendix B |
| *Public access areas* | Trees:<br>*Casuarina cunninghamiana* River She-oak<br>*Eucalyptus Piperita* Sydney Peppermint<br>*Banksia integrifolia* Coast Banksia<br><br>Groundcovers:<br>*Hibbertia scandens* Guinea Flower<br><br>Grassess:<br>*Dianella caerulea* Flax Lily<br>*Isolepsos nodosa* Club-rush<br>*Lomandra Longifolia* Mat-rush | ✓ | | See landscape plan Appendix B |
| ***2.7 Heritage***<br>*Rozelle Bay* | The master plan area includes the western abutment of the old Glebe Island Bridge within its controls but excludes the pivot structure and assumes the bridge and the abutment remain an item of heritage significance. | ✓ | | Noted |
| | A draft Conservation Management Plan for the bridge has been prepared by the Department of Public Works and Services on behalf of the Roads & Traffic Authority | ✓ | | Noted. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| ***2.8 Outdoor Advertising and Signage*** | Prepare signage and advertising guidelines with input from the following professional disciplines: architecture, advertising, landscape, graphics, heritage and traffic safety | | N/A | Not applicable. Signage on the site would be subject to a separate Development Application. |
| *Site structure* | The site entry market at Rozelle Bay should be shared with Sydney Ports. Waterways and Sydney Ports both enter this site off the Crescent and should co-ordinate their site identification to avoid visual clutter. | | N/A | Not applicable. Signage on the site would be subject to a separate Development Application. |
| | The entry marker at Blackwattle Bay should be of the same suite as Rozelle Bay but smaller in scale | | N/A | Not applicable. Signage on the site would be subject to a separate Development Application. |
| | Direction boards should be provided near the entry point and at major decision points within Waterways Land to aid wayfinding and minimise traffic congestion and confusion on the site. These would schedule lessees and amenities (but excludes logos) and give direction with arrows | | N/A | Not applicable. Signage on the site would be subject to a separate Development Application. |
| | Buildings may be identified by numbers that are in sequence along the site. Final numbering will be dependant upon development proposals | | N/A | Not applicable. Signage on the site would be subject to a separate Development Application. |
| | Numbers that identify marine structures or buildings, must all be of same colour and style and should be located to be visible from land and water (maximum 2 numbers per building). | | N/A | Not applicable. Signage on the site would be subject to a separate Development Application. |
| | Numbers can be large supergraphics up to 2.4m high and should be permitted on the buildings. | | N/A | Not applicable. Signage on the site would be subject to a separate Development Application. |
| | Signage should be bold and legible from the water and adjacent land. | | N/A | Not applicable. Signage on the site would be subject to a separate Development Application. |
| *Lessee identification* | Free standing signage panels may be placed near business entries or next to designated waterfront leases. These panels will be part of the overall site suite of signs and of consistent size and colour. Individual signs and logos maybe placed within the panel. All signs on street frontages at the Rozelle site should be a free standing rectangles 2.4 x 0.8 x 0.2m. | | N/A | Signage would be subject to a separate Development Application. |
| | Free standing, third party advertising structure are to be avoided in Master Plan area. | | N/A | Advertising would be subject to a separate Development Application. |
| | Signs on buildings must be integrated with the modulation of the building eg. Within the structural frame, aligned with openings. | | N/A | Signage would be subject to a separate Development Application. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | |
| | Business signs must be of consistent height and sit within the zones shown below. | | N/A | Signage would be subject to a separate Development Application. |
| | Ensure that third party advertising is clearly differentiated from Waterways Authority and leaseholder signage. | | N/A | Advertising or signage would be subject to a separate Development Application. |
| | Third party advertising should be limited to those signs that are an integral part of their function eg. Petrol brand on pump, or brand on marine equipment. | | N/A | Advertising or signage would be subject to a separate Development Application. |
| ***2.9 Utilities and infrastructure*** | | | | |
| *Foreshore Modifications* | The master plan acknowledges that to optimise waterfront efficiency, conforming land and water uses may be required to re-shape the foreshore and/or existing. A framework for the joint assessment of future applications is at Appendix A. | ✓ | | Noted. |
| *Easements* | Easements for services are to be provided as shown in Figure 35 | ✓ | | The draft plan of subdivision includes provisions for these easements |
| | Consult with the Sydney Harbour Foreshore Authority, concerning options for a future drainage easement in the Rozelle Bay Precinct required by the redevelopment of the Rozelle Marshalling Yards. | | N/A | Not applicable |
| *Sewerage* | New buildings and facilities at the eastern end of Rozelle Bay should be connected to the existing sewer line. A new sewer line will be required to service the western end of Rozelle Bay. | ✓ | | See Section 2.1.4, 4.4 and 4.6. Facility will be connected to sewerage line. |
| | New buildings and facilities at Blackwattle Bay should be connected to the existing sewer line. | | N/A | Not applicable. |
| *Water* | New buildings and facilities should be connected to the existing mains in both bays. | ✓ | | See Section 2.1.4 and 4.4. Development also includes water retention and reuse facilities. |
| *Electricity* | Augmentation of the existing services may be required depending on the facilities to be established on the site. Craft repair, large craft berths and back of the house charter industry facilities will require significant power. | ✓ | | Noted. The noted industries will not occur on site. Any changes will be considered at construction certificate stage. |
| | The power service to the Blackwattle Bay site may be adequate although some augmentation may be required to service the central area. | | N/A | Not applicable. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *Communication* | New buildings and facilities should be connected to the existing services | ✓ | | Noted See Section 2.1.4 |
| *Gas* | New buildings and facilities should be connected to the existing services. | ✓ | | Connection to gas is not proposed as no existing services to the site exist. |
| ***2.10 Implementation and Phasing*** | The proposed implementation strategy and redevelopment program is anticipated to occur over a five year period from 2002 to 2007; via a staged development of sites are precincts. | ✓ | | Noted. |
| | The Round One EOI invitation will allow industry groups the opportunity to make single or multiple site bids for sites in each of the following precincts as shown in the master plan report<br>The stage process is required for a number of reasons including:<br>- Maintenance of existing Waterways Authority maritime operations<br>- Allowance for existing tenancy arrangements<br>- Market testing of the commercial feasibility of alternative uses<br>- Market testing of private sector industry groups to fund the capital development<br>- Flexibility to adjust site areas to accommodate innovative designs and solutions.<br>- Maintenance of access to Sydney Ports Corporation White Bay port area.<br>- Infrastructure provision and site servicing | ✓ | | Noted |
| | Any non-conforming land uses are to be progressively excluded from the sites. | ✓ | | The proposed development conforms with the envisaged land uses for the precinct sites. |
| | Re-development will be required to be carried out in an orderly and staged program, causing minimum disruption to the continuity of conforming activities and public access during the construction process | ✓ | | Noted |
| | The existing wharves at Rozelle and Blackwattle Bays have recently been refurbished and upgraded. The Waterways Authority's operational berth facilities at Rozelle Bay (eg Harbour cleaning) have been centralized to maximize waterfrontage available for other maritime operations. Utility services at Rozelle Bay should be upgraded. | ✓ | | Noted |
| | The Waterways Authority has invited Expressions of Interest from the maritime industry to lease the various site in accordance with the requirements of the Master Plan. Government should retain ownership of the land. Any required infrastructure work such as the proposed relocation of James Craig Road would be undertake during construction of new maritime facilities. | ✓ | | Noted the design of the proposed marina facility is in response to Expression of Interest from NSW Waterways. |