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

### Issues arising from the s75W Modification application for the eastern sector

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| **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. | ✓ | | Noted, modification supports this |
| | Sensitively upgrade and redevelop the area to optimise its viability and flexibility for a range of maritime operations. | ✓ | | Noted, modification supports this. Increased floor space and uses within car park building increases viability of the site and increases types of maritime activities on site |
| | 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. | ✓ | | Slight change in location but access routes are maintained |
| | Conserve and interpret the significant maritime industrial heritage features of the sites. | ✓ | | No change results from the proposed modification |
| | Encourage ecologically sustainable development | ✓ | | Noted |
| | Safeguard the continued use of Rozelle and Black wattle Bays for non-motorised water-based recreational activities such as rowing canoeing. | ✓ | | Modification seeks to include water area, intimately linked to the land uses. Proposal to allow water craft to store boats on the site and use the yacht club facilities |
| ***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 | ✓ | | Modification does not alter significantly the proposed uses, although marine GFA is increased principally due to storage and additional marine uses in car park building. |
| | 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 |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | 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 | Noted that the existing limit of moorings will be retained |
| | 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, however SSYM has had discussions with Dragon Boat NSW and protocols between the two organisations have been established |
| | 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. | ✓ | | Noted. Modification makes no change to approved access along foreshore |
| | On a temporary basis, provide for layover berthing of vessels and other non-commercial uses, which do not prejudice future maritime operations. | | N/A | No layover berthing proposed |
| | Provide facilities for local food / retail outlets associated with the working waterfront operation as appropriate. | ✓ | | The restaurant and retail outlets are already approved and not proposed to significantly change, although use of the outdoor seating areas which would advantage the working waterfront operations are requested. |
| | 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<br>▪ Modification includes ancillary storage facilities and berths |
| | 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 | | NA | No change in use proposed |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | ▪ Marine contractors<br>▪ Heavy marine repairs | | | |
| ***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 | Masterplan height is RL11. Main portion of east building remains at approved height RL11.9. Approximately 1/3rd of the building (set back from the foreshore) will be increased to RL15.25 from approved RL 11.9, proposed top level of car park to be RL13.6 (increased from RL 11.4), proposed identification sign increased to RL 18.6 (from approved RL16.9).<br><br>These compare to RL13.20 (with roof icon level to RL17.3) for the approved commercial maritime building for the Sydney Boathouse on the adjacent foreshore; RL25.2 for the approved Sydney Boathouse buildings behind the west building and a portion of the east building; and RL12.5 for the existing NSW Maritime building. The masterplan height limit for the site behind the car park is RL17.5. |
| | 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. | ✓ | | Site coverage is 0.38:1 increased from 0.37:1 below site coverage limit of 0.5:1 |
| | 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 | Modification slightly relocates the approved car park building and expands the footprint. but separation of buildings, being the design intent of the masterplan provision, is maintained |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | 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). | | Partly | See above, modification does not place buildings within the footprint, however % site coverage is well within the site coverage limits |
| | 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. Urban design principles are met and 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. | ✓ | | The buildings are of similar height to the NSW Maritime Building, approved maritime commercial building of Sydney Boathouse and 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. |
| | Where feasible designated view corridors are not to be obstructed by car parking. | | NA | |
| | View corridor from Victoria Road to be retained over building zones to ensure some views are retained to Bicentennial Park and water | | N/A | |
| | Built form in Rozelle Bay precinct is not to obstruct the 3 bridges view between the Anzac Bridge towers from Bicentennial Park | ✓ | | Buildings will remain below the Anzac Bridge roadway and have no impact on 3 bridges view |
| | The built form of the buildings should reflect the character of maritime industrial buildings | ✓ | | Built form is largely the same as approved consistent with marine setting. The extra level of the car park is largely invisible from across the water. The set back 2nd level on the east building is of small scale maintaining glazed appearance of approved development |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | Provide foreshore setbacks to all building zones with a minimum of 10 metres for the majority of the site. | ✓ | | No foreshore setback amendments proposed in application |
| | 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. | | No | Relocation of car park reduces setback to private rear road from 3.83 metres to nil on the northern boundary to allow for improved circulation by two way ramps in car park.<br>Application otherwise does not impact on approved setbacks. |
| | Ensure passive watercraft activities eg. Rowing upon Blackwattle Bay and Rozelle Bay is protected. | ✓ | | The navigation plan accommodates passive watercraft on the water. Increased number of berths will have a minimal impact on navigation in the Bay. The proposed marina layout ensures adequate visual observation for manoeuvring vessels. It is possible that passive watercraft could be stored on site on the foreshore. |
| ***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. | ✓ | | Major site axes unaffected by Modification. Connectivity retained as approved. |
| | The entrances of buildings are to be orientated so as to be clear for their primary access | ✓ | | Access from the car park to the yacht club west building is improved by relocation of services away from the path between the buildings, creating an entrance forecourt in the middle of the site. Access routes from the car park to the rear of the east building are also opened up |
| *Address* | Entry points to be clearly demarcated by the articulation of the façade and/or signage and lighting | ✓ | | Noted. Modification makes no significant alteration in this respect |
| | Provide a clear sight line from one end of a block to the other for orientation, | ✓ | | No alteration proposed. Sightlines |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | surveillance and accessibility | | | are retained along the waterfront |
| *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 been relocated from the east to the middle of the site due to removal of car lifts and location of passenger lift at western end of car park. It is 5 metres higher than the top floor of the proposed extra level of the car park at RL18.6 (hence exceeding the masterplan height due to the height of the extra level of the car park.<br><br>The size has been reduced by about 1/3rd due to relocation over a passenger lift rather than the car park lifts |
| ***2.3.2 Building form and character*** | | | | |
| *Character* | Use framed structural systems | ✓ | | No change |
| | Express framing systems as composite and hierarchy of primary, secondary and tertiary elements | ✓ | | No change |
| | 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. | ✓ | | The modulated and articulated form is unchanged. The upper level section of the east building lightly sits on the eastern building. |
| | Containers are not be used for office accommodation or be located in permanent storage areas. | ✓ | | No containers are proposed. Storage is proposed by purpose built storage areas in the car park building with minimal visual impact and not on the roof level. |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *Building height* | Developments are not to exceed the height nominated by the development envelope | | No | The proposed building heights do exceed the masterplan envelope, however are stepped back from the foreshore |
| | Generally, the height is to be lower closer to the water's edge | ✓ | | The modifications allow for this |
| | The height of the building should be reduced visually by changing colour or material horizontally | ✓ | | There are strong horizontal elements with roof and balcony framing. |
| *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. | ✓ | | The modifications do not affect the way the project already complies with this |
| | Articulation of the building must be integrated with the building design and its massing. | ✓ | | Noted this is already approved |
| | Articulation is to occur behind the line of development. | ✓ | | No modification is included in front of or on the line of development |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *Structure* | The structure should be a primary ordering system on the building façade and expressed as such | ✓ | | Noted – no change in application |
| | Structure should be highlighted in a colour distinct from the rest of the building | ✓ | | Noted no change caused by the modification |
| *Façade* | Building openings are to be clearly articulated through the use of deep recesses, or expressed within the structural hierarchy | ✓ | | Noted no change caused by the modification |
| | The façade should have an expressed secondary and tertiary ordering system that modulates the scale of the building. Avoid bland, unarticulated and blank facades. | ✓ | | Noted no change caused by the modification |
| | Openings such as windows and doors should be placed within or integral to the secondary or tertiary ordering system | ✓ | | Noted no change caused by the modification |
| *Roof* | Roof forms should be of a form appropriate to the industrial / marine typology | ✓ | | The roof form for the additional 2nd level is minimalist and slopes gently up to the water's edge following the same profile as the approved roof form |
| | Roof forms should be articulated to allow for natural ventilation and light to access the interior spaces of the building | ✓ | | Open roof form of 2nd level on south side allows for maximum light entry on the southern side |
| | Elegant, expressive and articulated roof forms area encouraged | ✓ | | Now roofline of 2nd levels follows approved profile |
| | 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 |
| 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 a minimum | ✓ | | Access strategy previously provided. Lift extends to second level. Pedestrian lift now provided to all car park levels. Additional 3rd accessible car park provided |
| | Ensure that barrier free access is provided to common areas of all common areas of all buildings. | ✓ | | Ramps still provided to provide access to all buildings |

| | 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 | The proposed RL height will be RL15.25 hence not comply, The proposal meets the 50% site coverage as it is 38% |
| | - Generated parking, truck access and loading to be accommodated on site | ✓ | | See traffic report. The extra car park level provides extra parking and allows for additional marine storage and mixed marine businesses where there is demand. The two way ramps provide a better circulation by removing the car park lifts |
| | - Site suitable for high land and water activity | ✓ | | No change |
| | - Pedestrian working waterfront access required along foreshore. | ✓ | | No change |
| | 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 | ✓ | | No change to uses except additional general mixed marine and marine storage |
| | (R4) Urban design requirements<br>- Allowable new building height of RL 11.0 and 50% site coverage | ✓ | No for RL | No change The proposal meets the 50% site coverage as it is 38% |
| | - Generated parking, truck access and loading to be accommodated on site | ✓ | | No change |
| | - Active land and water usage acceptable | ✓ | | No change |
| | - Pedestrian working waterfront access proposed | ✓ | | No change |
| | Preferred land uses<br>• Charter vessels<br>• Dry boat storage<br>• General mixed marine<br>• Heavy marine repairs | | NA | No change |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | • Heritage fleet<br>• Layover berths<br>• Marine repairs | | | |
| ***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. | ✓ | | No change |
| *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 acoustic assessment. Conditions re noise will remain |
| | 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. |
| *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 | ✓ | | Conditions imposed will remain |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | Developments should consider Sydney Water's guidelines on total water cycle management | ✓ | | No change |
| *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. | ✓ | | No change |
| | Use endemic plant species where possible to enhance local biodiversity | ✓ | | No change. Landscape plan already provided under condition B2 |
| | Select plant material that requires least amount of irrigation. Ensure that organic mulching is used to increase in-ground water retention | ✓ | | No change. Landscape plan already provided under condition B2 |
| | 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. No change. |
| | Control and clean stormwater run-off from potential polluting sources such as car parks and storage areas | ✓ | | No change |
| | 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 | ✓ | | No change |
| | Ensure tree planting is included in car parks and storage areas to reduce heat load of hard stand surfaces | ✓ | | No change. Landscape plan already provided under condition B2 |
| | Recycle green and organic waste during establishment and maintenance of the landscape. | ✓ | | No change |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| ***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 | ✓ | | No change |
| | Appropriate building orientation, shape, form and planning area required to optimise passive design for effective solar control, daylight access, ventilation and minimized physical impacts on the surrounding areas. | ✓ | | Building orientation remains the same orientated to the south requiring minimal sun protection, although an awning is provided on the southern side. Marine units in car park have glazing to north and are open to the undercover car park to the south by roller doors. |
| | While building orientation for optimum passive design is desirable, orientation with street patterns and urban planning requirements should be respected. | ✓ | | Noted |
| | Orientations with north or south-facing major elevations are easiest for designing solar control and daylight access | ✓ | | Noted, no change |
| | Ensure the building does not restrict solar access to neighbouring buildings and open spaces | ✓ | | None – see shadow diagram DA11 |
| | The building orientation, shape and form should be designed to take advantage of cool summer winds, control cold winter winds and avoid creating adverse wind effects around the building | ✓ | | Nothing would create a significant change from the approved design |
| | Narrow floor plates with windows along opposite walls would ensure good daylight access and natural ventilation | ✓ | | Noted. 2nd level on roof has narrow floor plate. Ventilation in car park marine units by open roller doors to car park. |
| | 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 | ✓ | | Will comply with BCA |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | |
| | 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. | ✓ | | Will comply with BCA. |
| | 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 | ✓ | | On 2nd level access stairs and services are adjacent to plant rooms with least solar access |
| | 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. | ✓ | | On 2nd level access stairs and services are adjacent to plant rooms with least solar access |
| *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. | ✓ | | No fundamental change. Orientation to south for views and light without summer heat for 2nd level |
| | 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. | ✓ | | Visual access to south achieved by full glazed windows to the south |
| | 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. | ✓ | | Noted |
| | 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. | ✓ | | Glazing on full southern face of 2nd level. Glazing on northern face for marine units in car park – shielded by approved green landscaping |
| | 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). | ✓ | | Car park units will be cooled by underneath thermal mass during summer |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | |
| | Design the building envelope, particularly the openings to limit noise transmission into or from the building. | ✓ | | Noted. Use of the 2nd level will be fore marine uses. |
| *Solar control and daylighting* | Minimise direct solar radiation (heat gain) into the building in summer | ✓ | | 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 | ✓ | | Noted – southern façade of 2nd level fully glazed. Marine units have glazing to northern elevation |
| | 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. | | NA | . |
| | 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. | | NA | |
| *Ventilation* | Effective ventilation is required to remove indoor pollutants (eg fumes, odours, moisture, heat) and provide comfortable and healthy indoor environments. | ✓ | | Ventilation considered in the 2nd level and car park units |
| | 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 | ✓ | | Noted |
| *Cooling* | Effective passive cooling in summer contributes to minimizing energy consumption | ✓ | | Has been considered during design phase. Buildings front the 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 | ✓ | | Passive measures including thermal mass and ventilation have been considered in use of car park area for mixed marine units. |
| | 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 |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | promote passive cooling. |
| | Ensure mechanical cooling and air conditioning systems are energy efficient | ✓ | | Noted |
| ***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 | ✓ | | Noted – see traffic report |
| | Provide for a clearly identifiable internal movement hierarchy which: | | | |
| | Identifies the public road and private access points | ✓ | | See traffic report |
| | Provides for the movement and parking of a range of vehicles from private cars to large trucks and vehicles towing boat trailers | ✓ | | Car circulation is improved by two way ramps in car park rather than use of car lifts. Access around pierside retained for large vehicles. Driveway for service vehicles improved between the western building and car park |
| | Provides for vehicular access and parking which is consistent with safe pedestrian and cycle movement | ✓ | | See traffic report. Pedestrian routes to buildings are enhanced from approved plans |
| *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. | ✓ | | Parking space provision meets Leichhardt DCP provisions. |
| | Parking is to be provided generally in accordance with the relevant Australian Standards for waterfront and boating activity. | ✓ | | Noted – already in the condition B9 |
| | Car parking on the Rozelle Bay site is to be limited to the working requirements of each individual land use/lease area | ✓ | | Noted |
| | Future car parking areas where possible are to be developed away from the immediate foreshore and incorporate plant screening | ✓ | | Car park remains behind the eastern building and is screened by green hanging plants. When the buildings behind are developed they will be fully blocked from view from City West link |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| *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 modification to approved 24 hour access |
| | 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. | ✓ | | No modification proposed to approved 24 hour access |
| | Access to the waterfront should be provided as shown in Figure 36 | ✓ | | Only minor modification to location of access area at eastern end of site with no discernable impact |
| | 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. | ✓ | | No change to approval proposed. |
| ***2.6 Landscapes*** | | | | |
| *Public access easement and pathways* | Easement for public access within development sites to be 6.0m width minimum | ✓ | | No modification to widths proposed |
| | Easement for public access along waterfront to be 4.0m width minimum | ✓ | | No modification to widths proposed |
| | Pedestrian and cycle pathways to be 3.0m wide concrete pavement where pathways located on grade | ✓ | | No modification to widths proposed |
| | 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 | ✓ | | Landscape plan provided in accordance with condition B2 |

| | Requirements | Yes | No / N/A | Comments |
|---|---|---|---|---|
| | | | | |
| | All areas of public access to include lighting. | ✓ | | No change to condition D23 proposed |
| | Planting to include tree planting and shrub planting as per Schedule. | ✓ | | Landscape plan provided already under condition B2 |
| | 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 | ✓ | | Landscape plan provided already under condition B2 |
| | Planting areas to hardstand/storage areas to be 3.0 x 3.0m with areas spaced at 20m intervals as a minimum | ✓ | | Landscape plan provided already under condition B2 |
| ***2.10 Implementation and Phasing*** | | ✓ | | |
| | 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. Staging discussed in SEE |