



Department of
Infrastructure, Planning and Natural Resources

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Our Ref: S02/02481 Pt.1
18 September 2003

Jones Bay Wharf Pty Ltd
17A Pirrama Road
Pyrmont NSW 2003

Attention: Mr Peter Schooley

Dear Mr Schooley

**Development Application No. 358-10-2002
Construction of Marine Structures
(Boat Berthing Facilities – Pontoons and Moorings)
Wharves 19-21 Pirrama Road (Jones Bay Wharf, Pyrmont)**

The abovementioned Development Application submitted by your organisation has been granted conditional consent by the Minister for Infrastructure and Planning, and the Minister for Natural Resources. The consent is on the basis of the attached Notice of Determination of Development Application.

Should you have any enquires regarding this matter, please contact Philip Carroll on 9762-8384, or philip.carroll@planning.nsw.gov.au.

Yours sincerely

Philip Carroll per

**Robert Black
Director
Urban Assessments**

19 20 21	
JONES BAY WHARF	
24 SEP 2003	
Received	
P.S.	S.G.

ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979

**DETERMINATION OF DEVELOPMENT APPLICATION NO. 358-10-2002
FILE NO. S02/02481 Pt 1**

**CONSTRUCTION OF MARINE STRUCTURES
(BOAT BERTHING FACILITIES – PONTOONS AND MOORINGS)
JONES BAY WHARF
19-21 PIRRAMA ROAD, PYRMONT**

I, the Honorable Craig Knowles Minister for Infrastructure and Planning, Minister for Natural Resources, pursuant to Section 80(1)(a) of the *Environmental Planning and Assessment Act, 1979* determine the Development Application referred to in Schedule 1 by granting development consent to the application subject to the conditions of consent in the attached Schedule 2.

The reasons for the imposition of conditions are to:

- To ensure the proposal does not have a detrimental heritage impact;
- To ensure the proposal does not compromise the amenity of existing nearby residents; and,
- To minimise potential environmental impact.



**Craig Knowles
Minister for Infrastructure and Planning
Minister for Natural Resources**

16 SEP 2003

SCHEDULE 1

APPLICATION MADE BY: Jones Bay Wharf Pty Ltd

TO: Minister for Infrastructure and Planning
Minister for Natural Resources

DEVELOPMENT APPLICATION: 358-10-2002

ON LAND BEING: Lots 2, 3, 5, 7, 8 and 9 in DP1002200
Wharves 19-21 Pirrama Road, Pymont
(known as Jones Bay Wharf)

FOR THE CARRYING OUT OF: Construction of Marine Structures
(Boat Berthing Facilities – pontoons and moorings)

**BUILDING CODE OF AUSTRALIA
BUILDING CLASSIFICATION:** Class 10B

DETERMINATION MADE ON: 16 SEP 2003

DETERMINATION: Consent is granted subject to the conditions in
the attached Schedule 2.

CONSENT COMMENCES FROM:

CONSENT LAPSES ON:

**NOTES RELATING TO THE DETERMINATION OF
DEVELOPMENT APPLICATION No. 358-10-2002**

To ascertain the date upon which the consent becomes effective refer to Schedule 1.

To ascertain the date upon which the consent is liable to lapse refer to Schedule 1.

The applicant should ensure that all additional consents and agreements are obtained from other authorities, as relevant.

All references to:

- The consent authority means the Minister for Infrastructure and Planning, and the Minister for natural Resources;
- The Director-General means the Director-General of the Department of Infrastructure, Planning and Natural Resources;
- The Council means the Council of the City of Sydney;
- The PCA means the Principle Certifying Authority.

Any advice or notice to the consent authority shall be served on the Director-General of the Department of Infrastructure, Planning and Natural Resources.

**SCHEDULE 2
CONDITIONS OF CONSENT**

**MARINE STRUCTURES
(BOAT BERTHING FACILITIES – PONTOONS AND MOORINGS)
DA 358-10-2002
(File: S02/02481 Pt 1)**

GENERAL

1. The development shall be in accordance with Development Application No. 358-10-2002, submitted by Jones Bay Wharf Pty Ltd on 20 November 2002, and in accordance with the supporting documentation submitted with the application including, but not limited to, the following:
 - Statement of Environmental Effects for Proposed Marine Structures Jones Bay Wharf Wharves 19-21 Pirrama Road, Pyrmont, prepared by SA Smits & Associates Pty Ltd dated October 2002.
 - Conservation Management Plan prepared by Design 5 Architects and the supplementary Heritage Impact Statement prepared by Otto Cserhalmi & Partners Pty Ltd.
 - Traffic and Pedestrian Management Plan prepared by Colston Budd Hunt & Kafes Pty Ltd dated April 2001.
 - Jones Bay Wharf – Marine Structures Strategy Report prepared by Patterson Britton & Partners Pty Ltd, dated July 2002.
 - Jones Bay Wharf Berthing Facility – Safety Management Plan, prepared by Stephen Grubits & Associates Pty Ltd, dated May 2003.
 - Drawing No. 4590-01 Issue A – Locality Plan
 - Drawing No. 4590-02 Issue A – Moorings Layout Plan
 - Drawing No. 4590-03 Issue A – Pontoon & Gangway Elevation
 - Drawing No. 4590-04 Issue A – Pontoon & Gangway Details

Subject to the variations and requirements set out in the conditions of this consent and in accordance with any relevant issues requiring approval from the Director-General.

FURTHER DESIGN ISSUES

2. Consent is not granted nor implied for the berthing of vessels along the wharf's northern frontage, nor the practice of rafting vessels together. It should also be noted, the breakwater is a non-trafficable structure and under no circumstances shall be used for this purpose.
3. Strictly no advertising signage is permitted on the pontoon.
4. Prior to commencement of use, notices shall be placed on the wharf near the moorings, warning boat owners and users of passing commercial vessels traffic and the wash that can be generated from these vessels and their tugs.

5. Details of any lighting proposed for the pontoon should be submitted for the approval of the Director-General prior to installation.
6. The detailed construction drawings are to show the length, beam, draft and laden displacement of the largest/heaviest vessel(s) likely to use the pontoon. If a particular vessel(s) is/are not known at this stage the required details for 'design' vessels are to be shown.

BUILDING ISSUES

7. Fully detailed and dimensioned working drawings and specifications complying with the appropriate provisions of the 'Guidelines for Waterside Structures', fully and clearly describing all the works and their components proposed for Waterways Authority Land, are to be submitted to and approved by the Waterways Authority in writing before the commencement of any construction, the drawings are to be in quadruplicate and all signed for the applicant.
8. All structural components of the works are to be designed by a practicing consulting structural engineer qualified for corporate membership of the Institute of Engineers Australia and experienced in the design of maritime structures.
9. All structural drawings are to be prepared under the supervision of an Engineer as described above. The site for the approved structures below MHWL must be defined by a registered surveyor prior to commencement of construction. (Survey costs are to be borne by the applicant).
10. The design of the western pontoon is to be in compliance with the provisions of AS1428.1-1993 - *Design For Access and Mobility*.
11. The structural design works are to comply, in addition to the 'Guidelines for Waterside Structures', with current editions of appropriate Codes, Rules and Standards.
12. Prior to the preparation of documentation for an application for a Construction Certificate, the applicant shall submit for the approval of the Sydney Harbour Foreshore Authority (SHFA) a Marine Structures Strategy document. The document is to contain inter alia; a report prepared by a practicing structural engineer, acceptable to SHFA and, experienced in marine structures, detailing the scope and methodology for any works to be undertaken in connection with the existing sub structure and the design and construction details for any proposed new Marine Structure. The document shall include a life cycle assessment and maintenance regime for all Marine Structures and components once the works are completed.
13. During construction of these works the applicant shall permit and facilitate inspections by SHFA, Waterways Authority and the Department of Infrastructure, Planning and Natural Resources, when required.

For the purposes of this condition, Marine Structures includes but is not limited to: piles, substructures and seawalls, embankments, tie backs, deadmen, marina piles, marina pontoons, associated mooring points, columns, beams, suspended decking, trusses, bulwarks and fendering.

CERTIFICATION OF STRUCTURAL WORK

14. Prior to the commencement of any work the following documentation must be submitted to the satisfaction of the PCA. A copy of the Certificate must be submitted to the Department of Infrastructure, Planning and Natural Resources and Council.

- (a) Structural drawings prepared and signed by an appropriately qualified practicing Structural Engineer; corresponding with and attached to a Structural Certificate (see (b)) that comply with: ?
- (b) A Structural Certificate for Design, submitted in the form of a Compliance Certificate after the structural drawings have been checked and comply with:
 - The relevant clauses of the Building Code of Australia;
 - The relevant development consent;
 - Drawings and specifications comprising the Construction Certificate; and,
 - The relevant Australian Standards listed in the BCA (Specification A1.3).
- (c) Repeat (a) and (b) for any revision, or staged submission of structural drawings

15. Prior to issue of an Occupation Certificate and or use of the premises, a structural engineer's inspection certificate (Compliance Certificate) is to be submitted to the satisfaction of the PCA and a copy of the certificate with a microfilm set of final drawings submitted to the Department of Infrastructure, Planning and Natural Resources, and the Council after:

- The site has been periodically inspected and the Certifier is satisfied that the Structural Works is deemed to comply with the final design drawings; and
- The drawings listed on the Inspection Certificate have been checked with those listed on the final Design Certificate/

Notes: (i) *The Waterways Authority reserves the right to require further details, verifying calculations etc following submission and examination of detailed construction specifications.*

(ii) *An appropriately qualified practicing structural engineer certifying by completing a compliance certificate must have:-*

- a. *Appropriate tertiary qualifications in Civil or Structural Engineering; AND*
- b. *Corporate membership of the Institution of Engineers Australia or equivalent; AND*
- c. *Evidence of relevant experience in the form of a CV/Resume;*

- d. *Appropriate current professional indemnity insurance.*
- (iii) *An appropriately qualified practicing structural engineer certifying by issuing a Compliance Certificate must have accreditation as a certifier for Structural Engineering issued by the Institution of Engineers Australia in accordance with the Environmental Planning and Assessment Act 1979.*
- (iv) *For areas not complying with the Deemed to Satisfy provisions of the BCA, an alternative solution may be submitted to demonstrate compliance with the performance requirements stipulated in the BCA. Any alternative solutions must be submitted and approved by the Certifying authority prior to the issue of a construction certificate. The following information must be provided:*
- a) *details of the performance requirements that the proposed alternative solution is intended to meet; and*
- b) *details of the assessment methods used to establish compliance with those performance criteria*

HERITAGE ISSUES

16. All work shall be in accordance with the recommendations contained within:
- The Statement of Environmental Effects prepared by SA Smits & Associates.
 - The Heritage Impact Assessment prepared by Otto Cserhalmi & Partners.
- Except as amended by the following conditions:
17. An assessment of the archaeological potential of the sea bed is to be undertaken by a suitably qualified marine archaeologist. This assessment should include the recommended level of archaeological investigation to be undertaken during the construction works. A final report detailing findings and recommendations shall be submitted to the Director-General for approval prior to commencement of works.
18. The detail of the pontoon restraint piles is to be amended so that the piles are lower than the original wharf structure and are clearly identified as a modern addition. Details of the design shall be submitted to the Director-General for approval prior to the issue of a Construction Certificate.
19. The proposed detail of the handrail is to be amended, with handrail to new access gangways and stairways only. The handrail should be clearly identified as a modern element and appropriate modern materials should be employed. Details of this design shall be submitted to the Director-General for approval prior to the issue of a Construction Certificate.

20. The nominated heritage consultant shall provide written confirmation to the Department of Infrastructure, Planning and Natural Resources that the detailed design is in conformity with the conservation management documents and all statutory approvals prior to construction commencing.
21. The nominated heritage consultant shall provide written confirmation to the Department of Infrastructure, Planning and Natural Resources that the completed works are in conformity with the conservation management documents and all statutory approvals prior to occupation.
22. All work involving heritage fabric shall be supervised by the nominated conservation consultant.

ENVIRONMENTAL MANAGEMENT (CONSTRUCTION)

Hours of Construction

23. The hours of construction shall be limited to 7:30 am to 5:00 pm Mondays to Fridays and 7:30 am to 2:00 pm Saturdays. No demolition or construction is to occur on Sundays and Public Holidays.

Noise and Vibration

24. All demolition and building work (other than pile driving) must comply with the 'City of Sydney Code of Practice for Construction Hours / Noise 1992' and Australian Standard "Guide to Noise Control on Construction, Maintenance and Demolition Sites".

Piling

25. Piling installation shall generally be restricted to vibro-piling. Impact piling must be limited to:
 - Driving of final section of each pile into bedrock before final setting (where vibration methods are inadequate);
 - Driving of the final section of each steel pile into bedrock.
 - Week days, excluding public holiday; and
 - Fixed time periods during any one day with significant respite breaks between periods of impact piling
26. To help establish the appropriate work hours for piling activities, an additional noise and vibration impact assessment report shall be submitted to the Director-General for approval prior to any piling work commencing on site.

The report shall include, but not be limited to:

- A pier installation schedule that identifies the proposed (per day) of vibro and impact piling activities, and respite periods and the estimated duration of the total piling installation task.

27. All work is to be done in such a way that no construction or demolition debris etc falls, flows or is carried to the bed or waters of the Port and any material entering the Port is to be removed immediately.
28. Appropriate silt curtains and oil absorbent booms shall be installed and maintained to contain silt and other water pollutants which are generated by the proposed substructure works. The silt curtains and oil absorbent booms shall be installed and maintained to completely surround the proposed works whilst construction occurs on the substructure of the pier. The pollution control measures should ensure that the proposed works do not cause any deterioration of water quality outside the curtailed-off area of Sydney Harbor.

OPERATIONAL MANAGEMENT

29. The development shall at all times comply with the requirements of the *Protection of the Environment Operations Act, 1997*, Environmental Protection Authority (EPA), Waterways Authority and Workcover NSW.
30. The applicant/developer shall inform intended occupants in writing that the property is adjacent to a declared Naval Waters Zone under the *Naval Water Act, 1918* (Commonwealth). The existence of this zone may, under certain circumstances, affect the use of the berthing facility.
31. Embarking and/or disembarking of passengers from charter boat operations is prohibited at all times.
32. All maritime operations shall cease between 12 midnight and 7.00am.
33. Commercial and visitor berthage may only be occupied by commercial vessels in respect of which all current permits, certificates, registrations and licenses have been issued by the Waterways Authority. Commercial and visitor berthage must not be occupied for private purposes.
34. The public berthing facility is to be used for casual berthing of vessels and is not to be used for the permanent mooring of any vessel at any time. At all times there must be adequate notification by way of appropriate signage of the facility's availability for public use for boat pick up and drop off. The sign should also advise that permanent berthing is not permitted. Details relating to the notification required by this condition shall be submitted to the Director-General for approval prior to the issue of an Occupation Certificate.
35. When vessels depart from the wharf no gangways, equipment or cargo shall obstruct the Public Domain areas.
36. Before commencement of berthing at the pontoon facility, an Operations Environmental Management Plan shall be prepared to the satisfaction of the Director-General (in consultation with the Waterways Authority).

The Operations Environmental Management Plan shall be prepared in accordance with the conditions of this approval, any other relevant approval, all relevant Acts and Regulations and accepted Best Practice management procedures. The Operations Environmental Management Plan shall be updated every two (2) years or as required by the Department of Infrastructure, Planning and Natural Resources or the Waterways Authority.

The Operations Environmental Management Plan is to be prepared which sets out to the satisfaction of the lessor:

- Details of vessel berthing arrangements for the safe berthing of vessels in all wind and wave conditions;
- Maintenance/cleaning requirements for the pontoon;
- Program for maintenance for the checking of the facility (in total);
- Details of the management of the waterside structure;
- A description of the management system to deal with complaints and environmental incidents;
- Details of signage that alerts vessels and cautions them regarding the fact that the pontoon facility is in 'Rough Water'; and,
- Other matters deemed necessary for the safe continued use of the facility.

As part of the Operations Environmental Management Plan, the applicant shall prepare an Emergency Plan to cover actions in the event of:

- Fire hazards to persons or property;
 - Personal accidents;
 - Collisions of vessels and collisions within the facility; and
 - Oil, sewage and bilge water spillage.
37. A summary of the Operations Environmental Management Plan, particularly the Emergency Plan, is to be prominently displayed at the facility.
38. A person, or persons shall be appointed to accept responsibility for the management of the facility and such person(s) shall be contactable on a 24-hour basis. Responsibilities include administration of the lease, operational environmental management plan, maintenance of the pontoon, services and waste disposal practices at the facility. The details of the contact person(s) shall be submitted to the Department of Infrastructure, Planning and Natural Resources and the Waterways Authority prior to the issue of an Occupation Certificate.
39. The facility shall be maintained in good order and repair to the satisfaction of the Waterways Authority.

Water Quality

40. Pollution of navigable waters in the course of the occupation or use of the pontoon, or of the use or any operation or activity on any vessel berthed at the premises is not permitted.

41. Any discharge of sewage (including treated sewage and effluent of any kind) from any vessel berthed at the premises into any navigable waters, or to any place on land from which such sewage may fall, flow or be carried into any navigable water is not permitted.
- The applicant/developer shall ensure that pump-out facilities are incorporated for berthing facilities in accordance with any requirements of the Waterways Authority and Sydney Water. Such facilities shall be connected to the sewerage system servicing the Pyrmont Bay area.

Control of Activities

42. At the facility:
- No person shall reside on any vessel berthed or moored at the facility/premises;
 - There shall be no incineration or open burning;
 - No major vessel repairs are permitted (including painting and engine repairs, are permitted);
 - No vessel berthed at the facility are to be fuelled or serviced by other waterborne craft;
 - No handling of any material which could result in a toxic or hazardous spill in the navigable waters is permitted;
 - Application of fiberglass is restricted to minor repairs;
 - Use of power grinders only for minor repairs;
 - Use of power sanders only for minor repairs;
 - The times for use of power tools shall conform to those applicable to residential areas;
 - Security alarms on vessels berthed at the berthing facility shall be adjusted for a cut-off period of 10 minutes or less;
 - Litter bins are not permitted without the prior approval of the Waterways Authority;
 - No public address system or a tone enhanced telephone system is permitted without the prior approval of the Waterways Authority;
 - Night lighting on the facility is to be shielded in order to prevent spillage beyond the immediate vicinity of the mooring facility;
 - Vessels berthed at the facility that have automatic bilgewater pumps must have suitable isolating switches fitted;
 - Automatic bilgewater pumps on vessels moored within the berthing facility must be isolated whilst vessels remain berthed; and

- The applicant shall not install boat fuelling, servicing or brokerage facilities within the berthing facility.

CONSULTATION

43. During the construction stage, due care is to be taken in order to avoid damage occurring to any nearby utilities. The applicant is advised to investigate the existence of nearby utility installations and, where necessary, to confer with the relevant authorities prior to the commencement of any construction work.
44. The pontoon facility is to comply with the requirements of Sydney Water, the Environment Protection Authority, Energy Australia (re electrical work) and any other statutory body having jurisdiction over any aspects of the work.
45. Prior to the commencement of the use of the pontoon facility, the concurrence of the NSW Fire Brigades shall be obtained in relation to fire protection and fire fighting equipment and procedures at the pontoon.

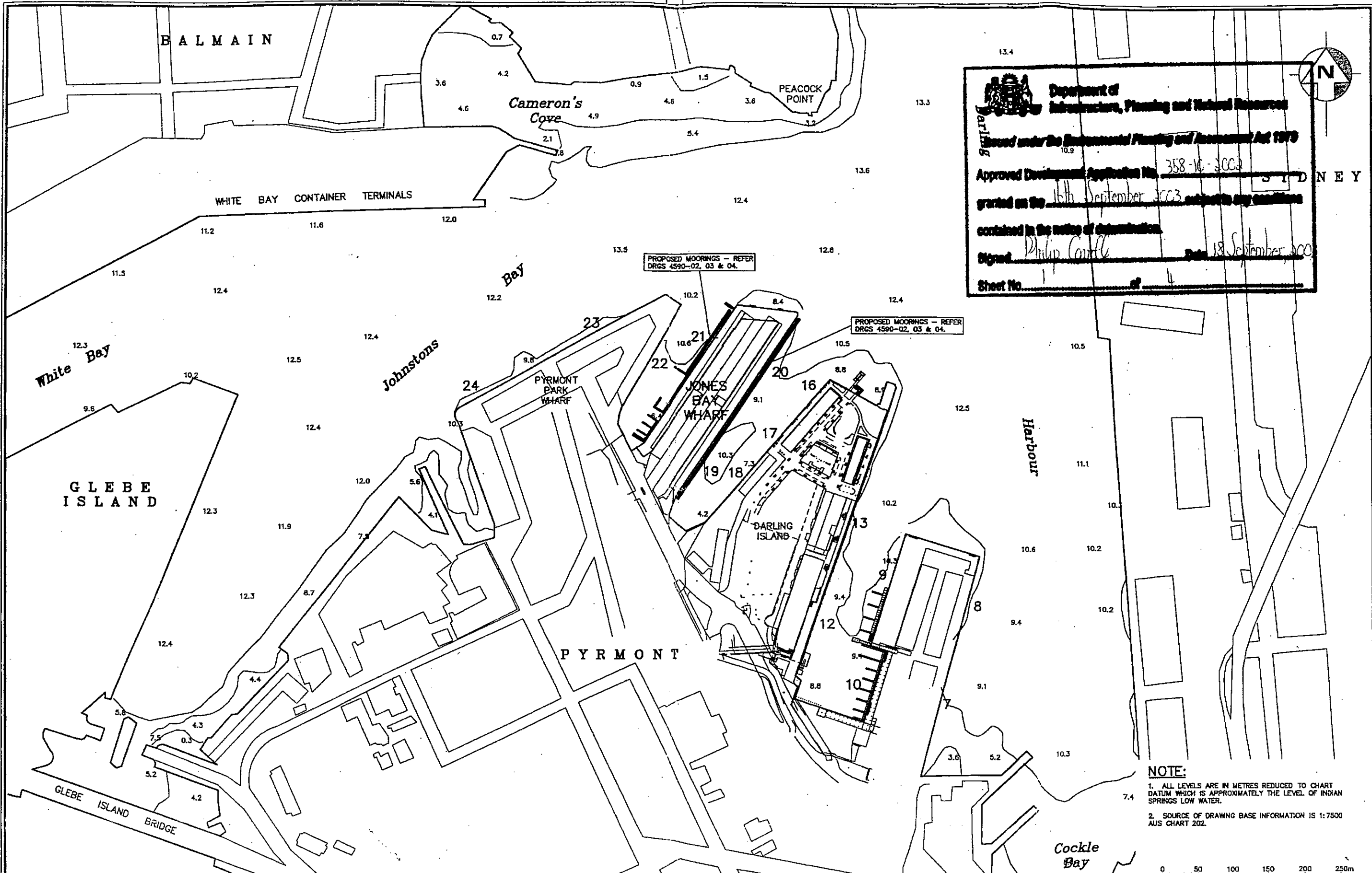
REPORTING


46. The applicant is to notify both the Waterways Authority and the Department of Infrastructure, Planning and Natural Resources upon:
 - Commencement of construction (of any stage);
 - Practical completion of construction works (of any stage); and
 - Commencement of operation.
47. The applicant shall at six (6) monthly intervals from the date of practical completion of works, or as otherwise advised by the Department of Infrastructure, Planning and Natural Resources or the Waterways Authority, furnish both authorities with:
 - details of all complaints received and actions taken by the applicant in response to such complaints
48. The Department of Infrastructure, Planning and Natural Resources and the Waterways Authority shall be notified as soon as practicable of any incident or near incident with actual or potential off-site impacts on people or the environment. A detailed report shall be prepared and submitted following investigations of the causes and identification of necessary additional preventative measures.

PRESCRIBED CONDITIONS

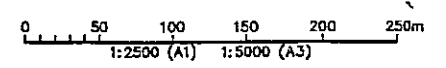
49. The development shall comply with the relevant prescribed conditions of development consent under clause 98 of the *Environmental Planning and Assessment Regulation, 2000*.
50. Before any construction works commence the applicant must appoint a Private Certifying Authority (PCA), who will be responsible for ensuring that

all works are carried out in accordance with the approved plans and specifications. The applicant is to notify the Department of Infrastructure, Planning and Natural Resources and the Waterways Authority of the appointment of the Private Certifying Authority.




Department of Infrastructure, Planning and Natural Resources
 Issued under the Environmental Planning and Assessment Act 1979
 Approved Development Application No. 358-10-2002
 granted on the 16th September 2003 subject to any conditions contained in the notice of determination.
 Signed Philip Conell Date 18 September 2003
 Sheet No. 1 of 4

NOTE:
 1. ALL LEVELS ARE IN METRES REDUCED TO CHART DATUM WHICH IS APPROXIMATELY THE LEVEL OF INDIAN SPRINGS LOW WATER.
 2. SOURCE OF DRAWING BASE INFORMATION IS 1:7500 AUS CHART 202.



DRG STATUS: PRELIMINARY, NOT FOR CONSTRUCTION

Issue	Details of Issue	Des'd	Drn	Chk'd	Approved	Date
A	ISSUED FOR REVIEW	PRC	SAC	PRC	P.R.COLTMAN	04/07/02

INITIALS SHOWN IN THE ADJACENT ISSUE RECORDS INDICATE THE STAGES UNDERTAKEN IN THE DRAWING APPROVAL PROCESS. DRAWINGS ARE ONLY TO BE USED WHEN APPROVED BY PATTERSON BRITTON & PARTNERS AND THEN ONLY AS NOTED FOR DRG STATUS. THE ORIGINAL SIGNATURES CAN BE FOUND ON THE REVERSE SIDE OF THE ORIGINAL OF THE DRG REGISTER/TRANSMITTAL FORM No.5.2.2. HELD BY PATTERSON BRITTON & PARTNERS

level2
 104 Mount Street
 North Sydney 2060
 telephone (02) 9957 1810
 facsimile (02) 9957 1293
 email reception@pbpa.com.au
 A.C.N 003 220 226

Patterson Britton & Partners Pty Ltd
 consulting engineers

Client
JONES BAY WHARF PTY. LTD.
 Project
MOORINGS FOR JONES BAY WHARF

Title
LOCALITY PLAN

Drawing No.
4590-01
 Issue
A
 Cad File No.
 4590-01
 Xref.(s)

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Department of Infrastructure, Planning and Natural Resources

Issued under the Environmental Planning and Assessment Act 1979

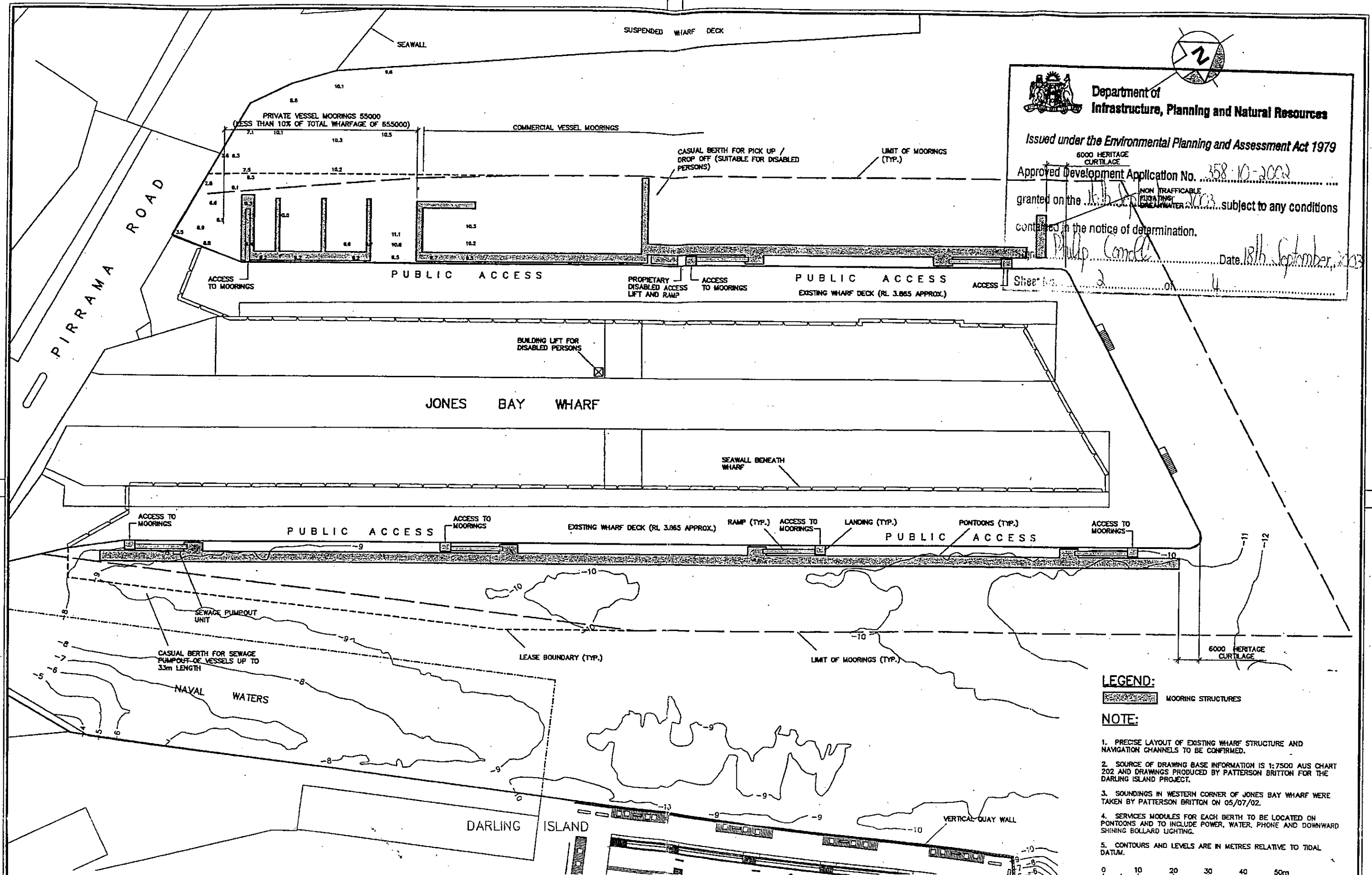
6000 HERITAGE CURTLAGE

Approved Development Application No. 358-10-2002

granted on the 18th September 2003 subject to any conditions contained in the notice of determination.

Philip Connel Date 18th September 2003

Sheet No. 2 of 4

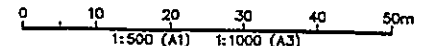


LEGEND:

MOORING STRUCTURES

NOTE:

1. PRECISE LAYOUT OF EXISTING WHARF STRUCTURE AND NAVIGATION CHANNELS TO BE CONFIRMED.
2. SOURCE OF DRAWING BASE INFORMATION IS 1:7500 AUS CHART 202 AND DRAWINGS PRODUCED BY PATTERSON BRITTON FOR THE DARLING ISLAND PROJECT.
3. SOUNDINGS IN WESTERN CORNER OF JONES BAY WHARF WERE TAKEN BY PATTERSON BRITTON ON 05/07/02.
4. SERVICES MODULES FOR EACH BERTH TO BE LOCATED ON PONTOONS AND TO INCLUDE POWER, WATER, PHONE AND DOWNWARD SHINING BOLLARD LIGHTING.
5. CONTOURS AND LEVELS ARE IN METRES RELATIVE TO TIDAL DATUM.

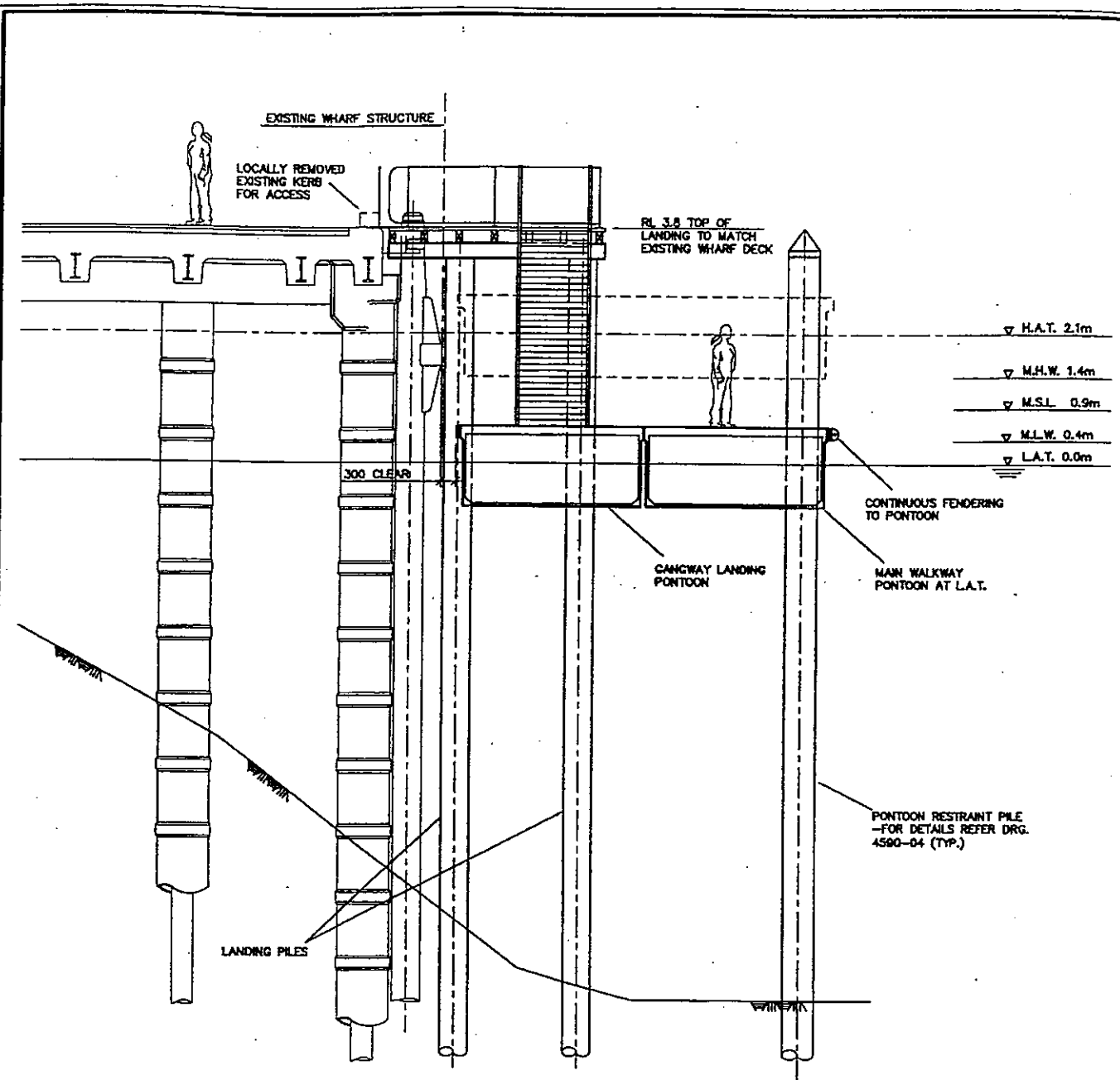


DRG STATUS: PRELIMINARY, NOT FOR CONSTRUCTION

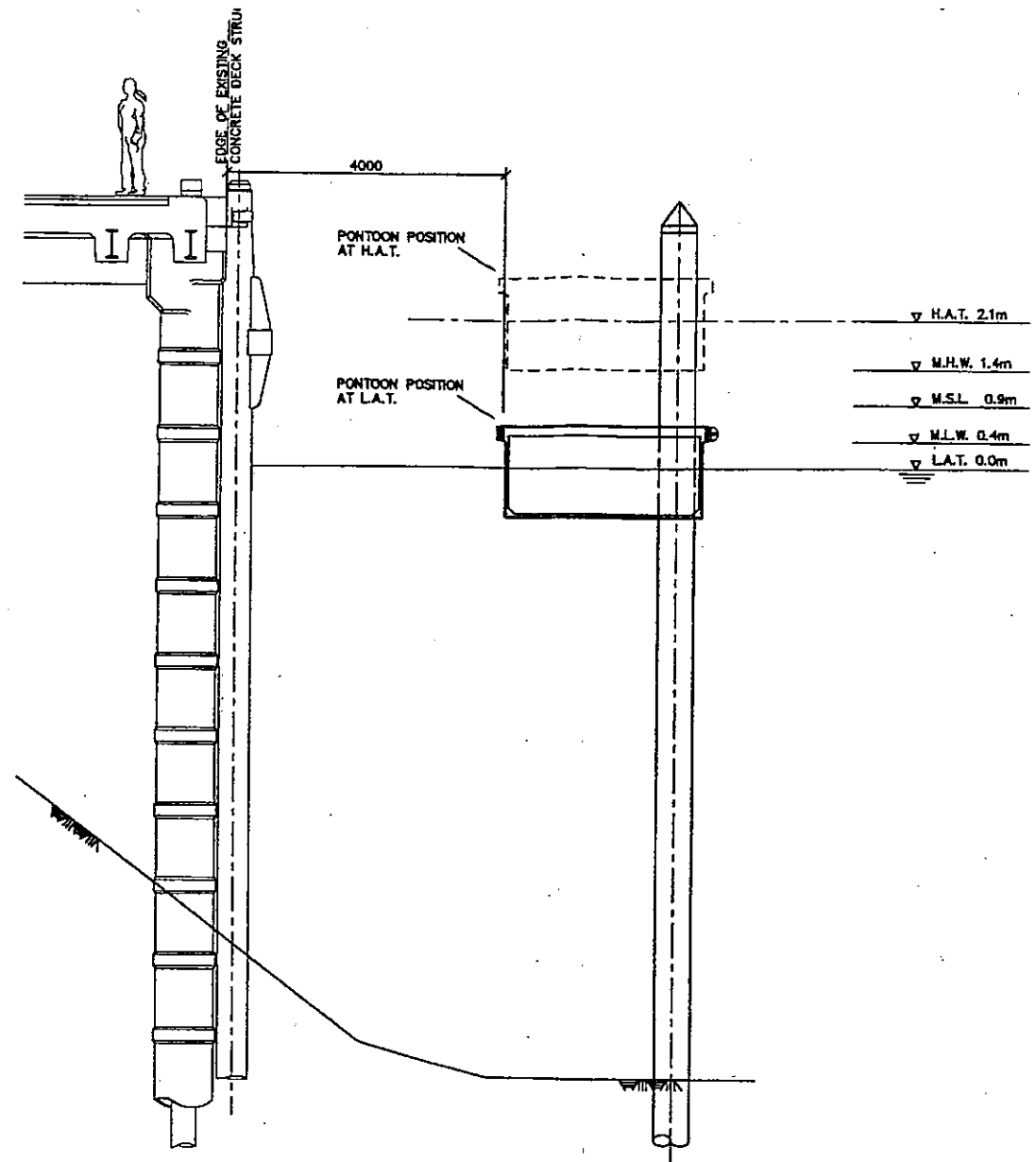
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Issue	Details of Issue	Des'd	Drn	Ch'kd	Approved	Date																	
A	ISSUED FOR REVIEW	PRC	SAC	PRC	P.R.COLTMAN	04/07/02																	



TYPICAL SECTION AT ACCESS GANGWAY
1:50



TYPICAL SECTION THROUGH PONTOON
1:50

Department of Infrastructure, Planning and Natural Resources

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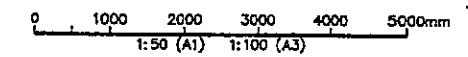
Approved Development Application No. 358 VC 2002

granted on the 16th September 2003 subject to any conditions contained in the notice of determination.

Signed *Phil Connell* Date 18 September 2003

Sheet No. 3 of 4

NOTE:
1. LEVELS ARE IN METRES RELATIVE TO TIDAL DATUM.
2. FINAL ARRANGEMENT SUBJECT TO DETAILED DESIGN.



DRG STATUS: PRELIMINARY, NOT FOR CONSTRUCTION

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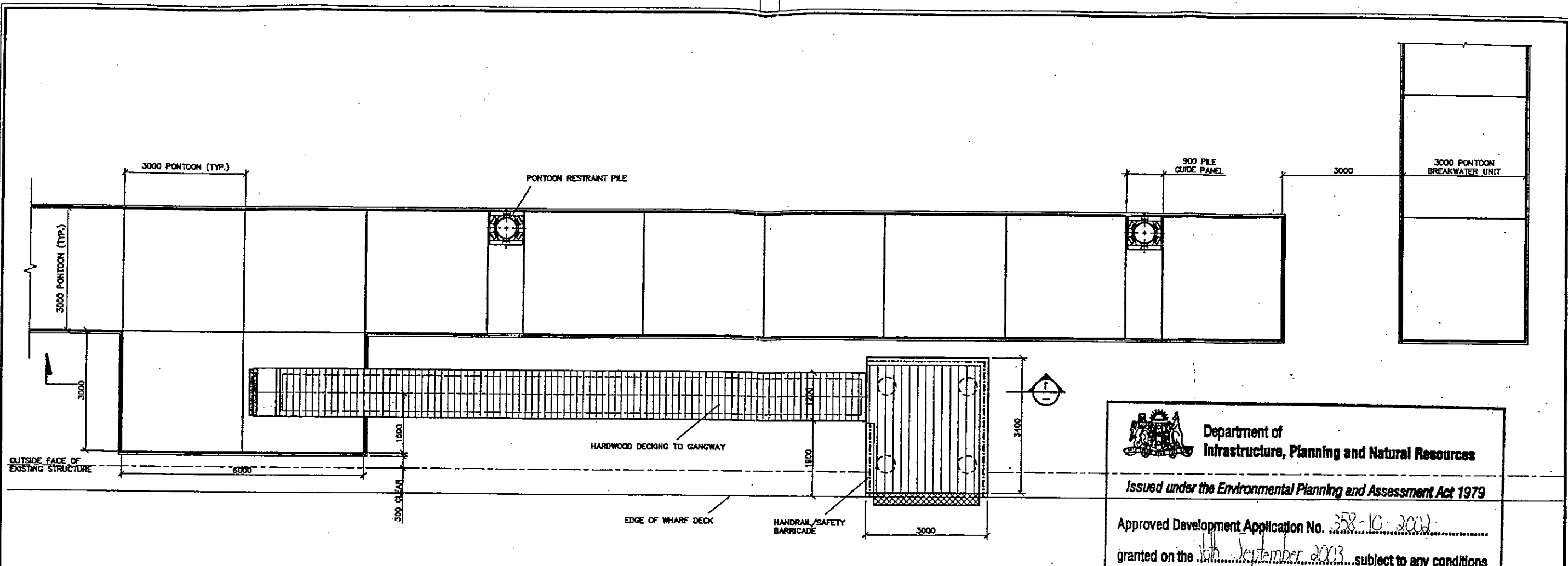
Level 2
104 Mount Street
North Sydney 2060
Telephone (02) 9957 1019
Facsimile (02) 9957 2911
Email reception@pbr.com.au
A.C.N. 603 220 228

Patterson Britton & Partners Pty Ltd
consulting engineers

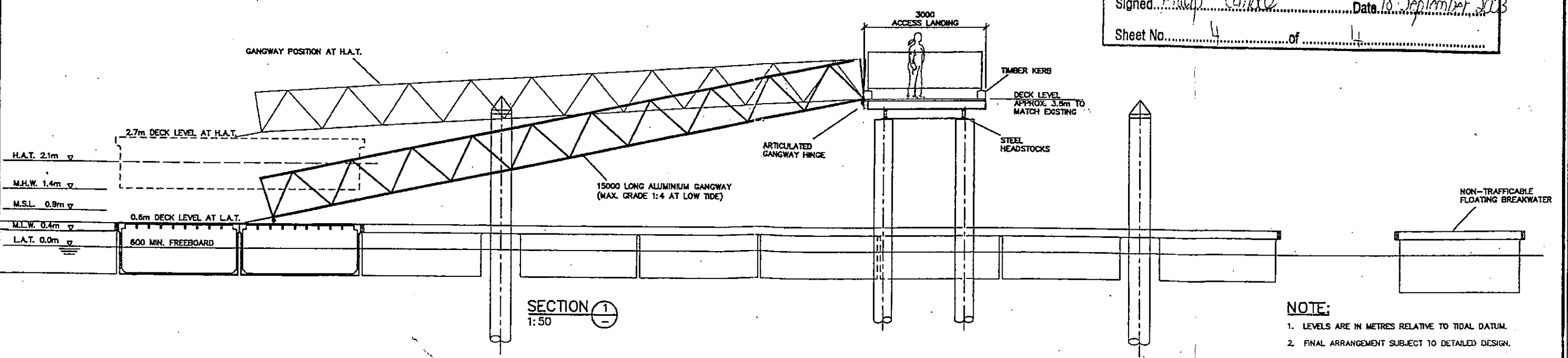
Client
JONES BAY WHARF PTY. LTD.
Project
MOORINGS FOR JONES BAY WHARF

Title
PONTOON & GANGWAY ELEVATION
Drawing No.
4590-03
Issue
A
Cad File No.
4590-03
Xref.(s)


28/08/2002 11:57:12
A1



ACCESS GANGWAY & PONTON PLAN
1:50



SECTION 1
1:50


Department of Infrastructure, Planning and Natural Resources
 Issued under the Environmental Planning and Assessment Act 1979
 Approved Development Application No. 358-10-2002
 granted on the 18th September 2003 subject to any conditions contained in the notice of determination.
 Signed *Philip Condlle* Date 18 September 2003
 Sheet No. 4 of 4

NOTE:

- LEVELS ARE IN METRES RELATIVE TO TIDAL DATUM.
- FINAL ARRANGEMENT SUBJECT TO DETAILED DESIGN.

0 1000 2000 3000 4000 5000mm
 1:50 (A1) 1:100 (A3)

DRG STATUS: PRELIMINARY, NOT FOR CONSTRUCTION

INITIALS SHOWN IN THE ADJACENT ISSUE RECORDS INDICATE THE STAGES UNDERTAKEN IN THE DRAWING APPROVAL PROCESS. DRAWINGS ARE ONLY TO BE USED WHEN APPROVED BY PATTERSON BRITTON & PARTNERS AND THEN ONLY AS NOTED FOR DRG STATUS. THE ORIGINAL SIGNATURES CAN BE FOUND ON THE REVERSE SIDE OF THE ORIGINAL OF THE DRG REGISTER/TRANSMITTAL FORM No.5.2.2. HELD BY PATTERSON BRITTON & PARTNERS						level 2 184 Mount Street North Sydney 2060 telephone (02) 9567 1619 facsimile (02) 9557 1291 email enquiries@pbr.com.au A.C.N. 003 220 228		Patterson Britton & Partners Pty Ltd consulting engineers		Client JONES BAY WHARF PTY. LTD. Project MOORINGS FOR JONES BAY WHARF		Title PONTOON & GANGWAY DETAILS		Drawing No. 4590-04 Issue A Cod File No. 4590-04 Xref.(s)	
DRG STATUS: PRELIMINARY, NOT FOR CONSTRUCTION						Issued For Review PRC SAC PRC P.R.COLTMAN 04/07/02		Approved Date		Details of Issue Des'd Dm Chk'd					

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