"SYDNEY SUPER YACHT MARINA" PROPOSED LAND SIDE FACILITIES

Traffic, Transport and Parking Assessment

November 2010

Reference 10028

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EXECUTIVE SUMMARY

This report documents an assessment of the potential traffic, transport and parking implications of the proposed 'land side' elements of the Sydney Super Yacht Marina on Rozelle Bay.

The principal considerations in relation to "traffic" are:

- *The Traffic Study undertaken for the approved Rozelle Bay Master Plan was based on the substantially higher level of former traffic volumes on James Craig Road and projected traffic generated by development under the Master Plan that study concluded that the resultant operational performance of the James Craig Road and The Crescent intersection would be satisfactory.*
- *The proposed development is generally compliant with the uses and floors pace provided for under the approved Master Plan.*
- *This traffic assessment has established that the prevailing traffic flows on James Craig Road have reduced significantly and the projected traffic generation of the proposed development is less than that assessed for the Master Plan. It follows therefore that even if the traffic flows on James Craig Road return to their higher levels the satisfactory outcome (as assessed for the Master Plan) will still prevail.*

The traffic assessment undertaken for the now envisaged new Overseas Passenger Terminal:

- *Adopted the traffic generation for development under the Rozelle Bay and Blackwattle Bay Master Plan*
- *Identified road upgrade works which would be needed and attributable to the OSPT project*

1. INTRODUCTION

This report has been prepared to accompany a Part 3A Application to the Department of Planning for the proposed 'land side' elements of the Sydney Super Yacht Marina on Rozelle Bay (Figure 1).

The existing Sydney Super Yacht Marina operates with a consent which permits up to 24 vessels to be berthed (up to 70metres long) with temporary administration offices and carparking. A Preliminary Environmental Assessment has been submitted to the Department of Planning for the proposed 'land side' Marina facilities comprising:

* Retail and commercial floorspace
* Workshop
* Restaurant

The Director General's Requirements in response to that application specified the following in relation to Transport and Accessibility Impacts:

- *Demonstrate the provision of sufficient on-site carparking and secure bicycle storage and amenities for the proposal having regard to accessibility of the site to public transport, local planning controls and RTA Guidelines.*

- *A Traffic and Transport Assessment is to be prepared in accordance with the RTA's Guide to Traffic Generating Developments, considering traffic generation, any required road/intersection upgrades, access, loading dock(s), measures to promote public transport usage and pedestrian and bicycle linkages.*

The Part 3A Application is for a staged development comprising:

Commercial	2,690m^2
Workshop	50m^2
Retail	470m^2
Restaurant Indoor	470m^2
Outdoor	1513m^2
Function	700m^2
Staff	540m^2

Note: The outcome in relation to the envisaged 5 stages and floorspace/use has an element of flexibility as defined in the agreement with NSW Maritime

The purpose of this report is to:

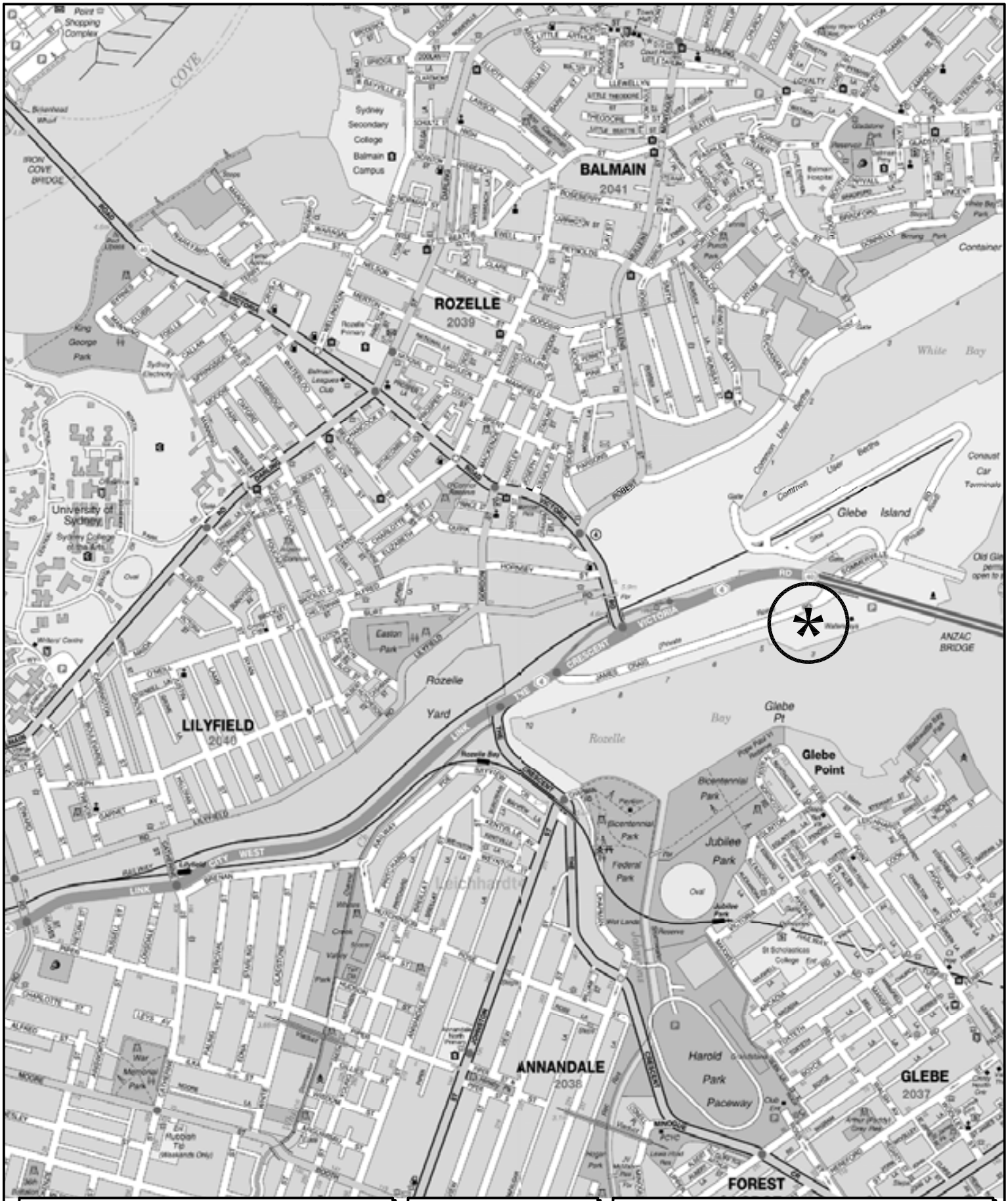
* describe the site and the proposed development scheme

* describe the road network serving the site and the prevailing traffic conditions

* assess the appropriateness of the proposed parking provision

* assess the potential traffic implications in the context of the planning for development on Rozelle Bay

* assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements.



LEGEND

N

LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING DEVELOPMENT

The development site (Figure 2) comprises a land area of 11,640m^2 (supplementing a water area 17,554m^2) located just to the west of Anzac Bridge on the northern foreshore of Rozelle Bay. The site currently contains:

- the temporary offices of the Marina
- part of the carparking area used by NSW Maritime as well as other carparking
- Liquidity Restaurant.

The existing consent for the Marina permits the berthing of up to 24 vessels and activities include deliveries to and maintenance of the vessels and the drop-off/pick-up of owners/crew.

The surrounding uses represent a very diverse environment with many former industrial uses having been replaced by a mixture of new development uses. Significant nearby uses shown on the diagram overleaf include:

- the NSW Maritime operations building just to the east and Sydney City Marine further to the east

- the various smaller maritime related uses to the west

- the Glebe Island terminals to the north-east and the Rozelle Railway Goods Yard to the north-west

- Glebe Point and Bi-Centennial Park opposite on the southern foreshore of Rozelle Bay.

LEGEND

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SITE

FIG 2

Surrounding Land Use

1. Waterways Construction
2. Polaris Marine Constructions & Recovery
3. Australian Wharf & Bridge
4. Sydney Heritage Fleet
5. Clement Marine Services
6. Vacant Lot
7. Dry Boat Storage Facility8. New South Wales Maritime
9. Sydney City Marine
10. Cement Storage
11. Gypsum Storage
12. Overflow Container and Salt Storage
13. Overseas Passenger Terminal

Key

- Development Site
- Existing Use
- Proposed Use

URBAN PERSPECTIVES

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REV:

N

2.2 MASTERPLAN FOR DEVELOPMENT

The Rozelle Bay Masterplan is incorporated into the Sydney REP № 26 – City West as the Rozelle Bay Maritime Precinct. Details of the Masterplan are provided on the extracts in Appendix A with the final version being approved in July 2002. The subject site is located in Site R2(d)+R4 of the Masterplan which identifies the preferred uses as:

- Charter Vessels
- Heritage Fleet
- Dry Boat Storage
- Heavy Marine Repairs
- Layover Berths
- General Mixed Marine
- Marine Contractors
- Marine Repairs
- Commercial Marine Offices
- Waterways Operations
- Food and Retail Outlet ancillary to the main use

The other sites to the east are identified as a Major Boat Repair Precinct and to the west as Commercial/Recreational Boating Precinct and Marine Contracting Precinct.

A Traffic Study[1] was prepared to assess the potential traffic implications of the envisaged development under the Masterplan in a precinct of 'working waterfront for port and other marine purposes'. This study concluded that:

* public transport services are of a high quality

* pedestrians and cyclists are well catered for

* the increased traffic generation will only have minor impacts on the performance of intersections surrounding the site.

2.3 PROPOSED OVERSEAS PASSENGER TERMINAL

The Glebe Island and White Bay Masterplan was published in November 2000 and this provided for:

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[1] *Rozelle Bay Maritime Precinct - Traffic Study*
Masson Wilson Twiney – April 2004

- the continuing role of White Bay/Glebe Island as a commercial port facility
- provision of improved port efficiency and competitiveness
- development of a new Port Road (within a road/rail corridor) connecting beneath Victoria Road to Crescent Street.

In December 2009 the State Government made a decision to permanently relocate the existing Overseas Passenger Terminal from East Darling Harbour to a new facility at WB5. It was initially envisaged that road access would be provided via Robert Street, however due to community and Leichhardt Council concerns it was decided to provide vehicle access via James Craig Road.

A Traffic Assessment[2] has been undertaken in relation to this proposal and that assessment took account of:

- the existing traffic movements
- the projected movements of the Rozelle Bay and Blackwattle Bay Masterplan
- the projected movements of the proposal new Overseas Passenger Terminal.

The assessment found a need to implement capacity improvements at the James Craig Road/The Crescent access intersection in order to accommodate the demands resultant to the proposed OSPT. However, importantly, the traffic assessment undertaken by Halcrow MWT (previously Masson Wilson Twiney) for the Rozelle Bay/Blackwater Bay Masterplan found that the access intersection was capable of accommodating the projected traffic resultant to development under that Masterplan. What is more the OSPT Traffic Assessment confirmed that the background traffic movements in the Masterplan were significantly overstated.

It is quite clear therefore that any need to upgrade the access intersection is simply a matter related to the proposed OSPT.

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[2] *Proposed White Bay Passenger Terminal – Transport Report Halcrow MWT for Sydney Ports Corp*

2.4 PROPOSED DEVELOPMENT

It is proposed to demolish the existing building structures and clear the site to provide for level platforms for the new building and hardstand areas. The proposed staged development involves a new building complex comprising two main buildings wrapping around the waterfront with a total of some 6,145m^2 of indoor floorspace and some 1,843m^2 of outdoor deck and balcony areas:

Commercial	2,690m^2
Workshop	50m^2
Retail	470m^2
Restaurant Indoor	470m^2
Outdoor	1513m^2
Function	700m^2
Staff	540m^2

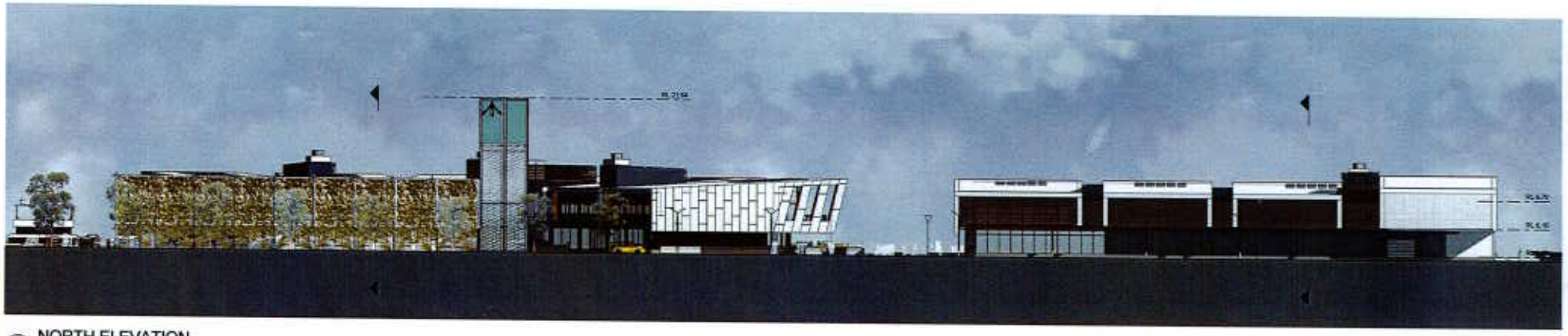
The proposed carparking of 166 spaces will involve a four-level building on the north-eastern part of the site as well as some at grade parking as follows:

* 20 spaces pier side
* 17 spaces around the building
* 31 spaces along the street frontage
* 122 spaces in the carpark building

Total of 190 spaces less 24 previously approved in relation to the vessel berths

Architectural details of the proposed development are provided on the plans prepared by Scott Carver which accompany the Application and are reproduced in part overleaf.

1 SOUTH ELEVATION
1 : 250



2 NORTH ELEVATION
1 : 250

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SYDNEY SUPERYACHT
ROZELLE BAY

DA SUBMISSION

Project No: 20090002
Nominated Architect: JOHN FERRIES Reg. No. 4666

Scale: 1 : 250 @ A1

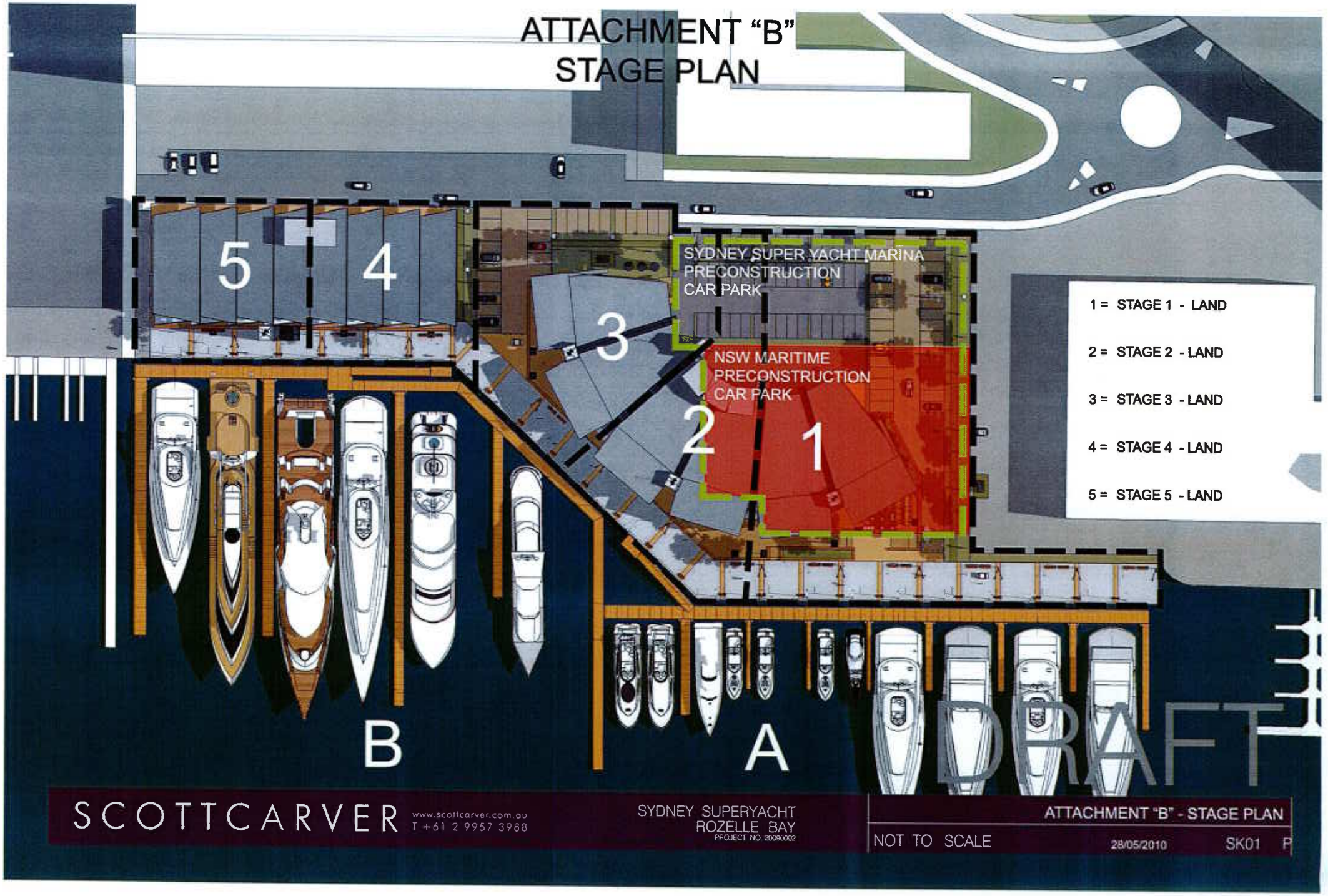
Date Printed: 21.06.10

Drawing No: DA08

Issue: A

ELEVATIONS - SHEET 1

ATTACHMENT "B"
STAGE PLAN



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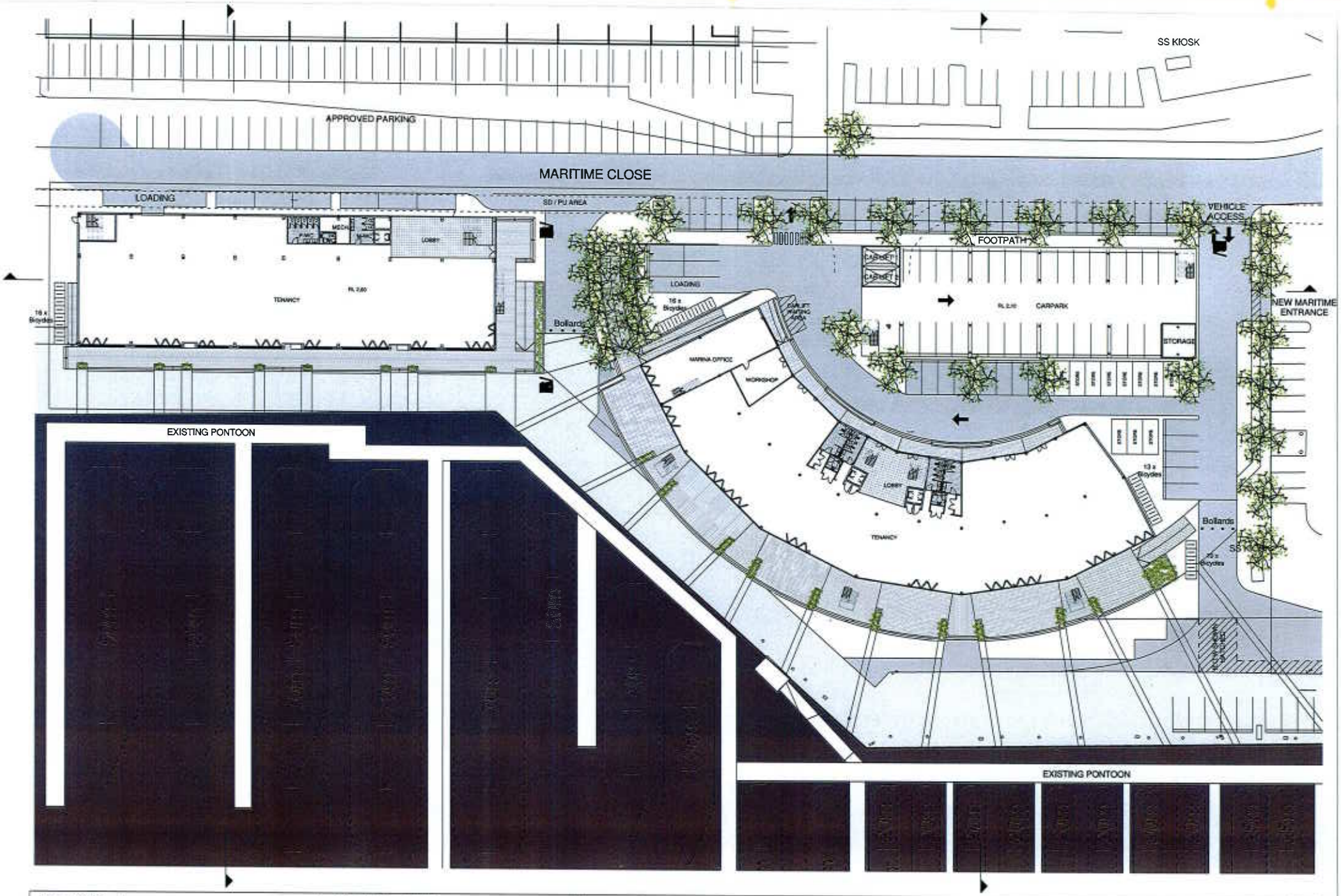
SYDNEY SUPERYACHT
ROZELLE BAY
PROJECT NO. 20090002

ATTACHMENT "B" - STAGE PLAN

NOT TO SCALE 28/05/2010 SK01 P



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ROZELLE BAY

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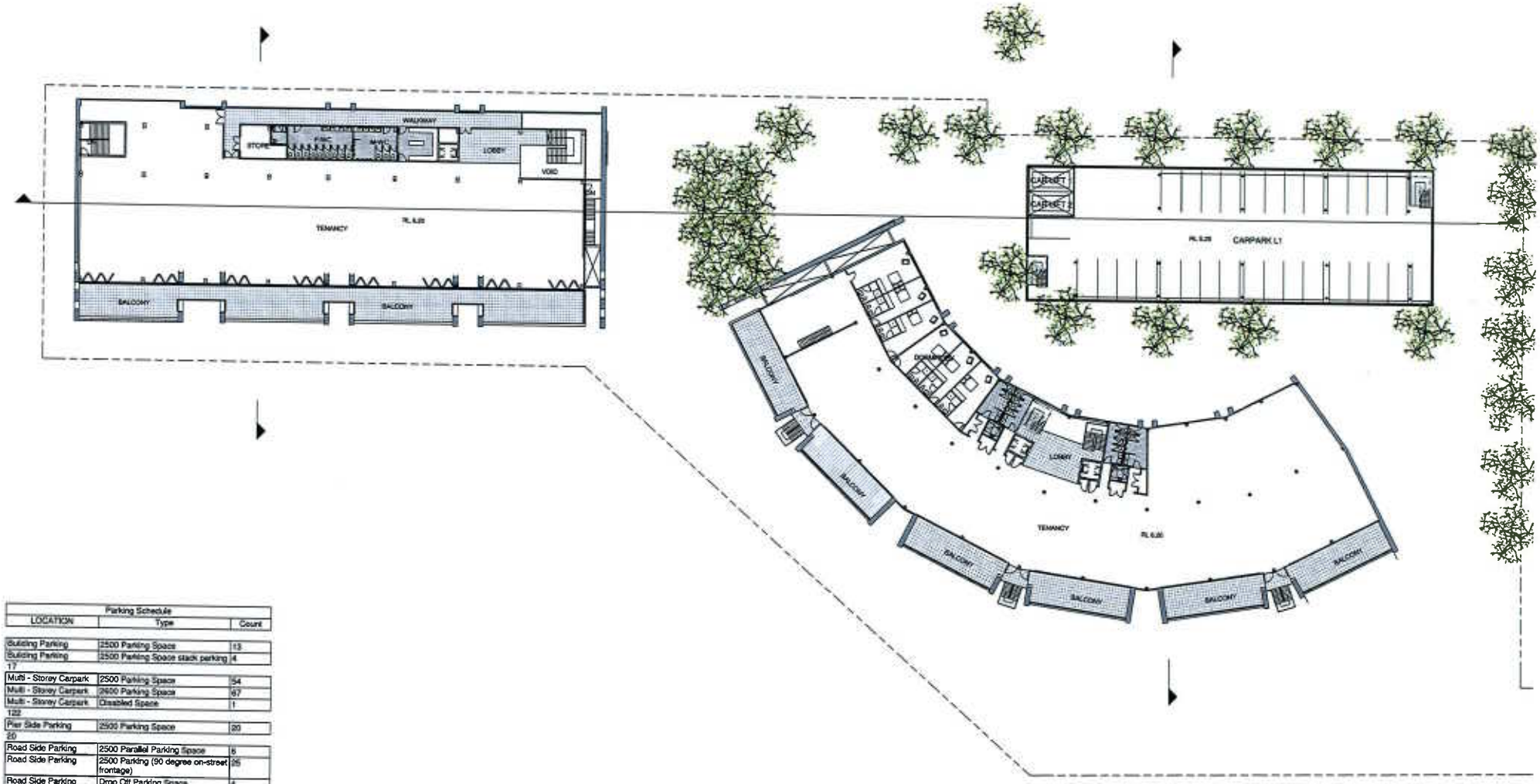
GROUND FLOOR PLAN

DA05 A



Parking Schedule		
LOCATION	Type	Count
Building Parking	2500 Parking Space	13
Building Parking	2500 Parking Space stack parking	4
17		
Multi - Storey Carpark	2500 Parking Space	54
Multi - Storey Carpark	2400 Parking Space	67
Multi - Storey Carpark	Disabled Space	1
122		
Pier Side Parking	2500 Parking Space	20
20		
Road Side Parking	2500 Parallel Parking Space	6
Road Side Parking	2500 Parking (90 degree on-street frontage)	25
Road Side Parking	Drop Off Parking Space	4
35		

Grand total: 194

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SYDNEY SUPERYACHT MARINA

SYDNEY SUPERYACHT
ROZELLE BAY

DA SUBMISSION

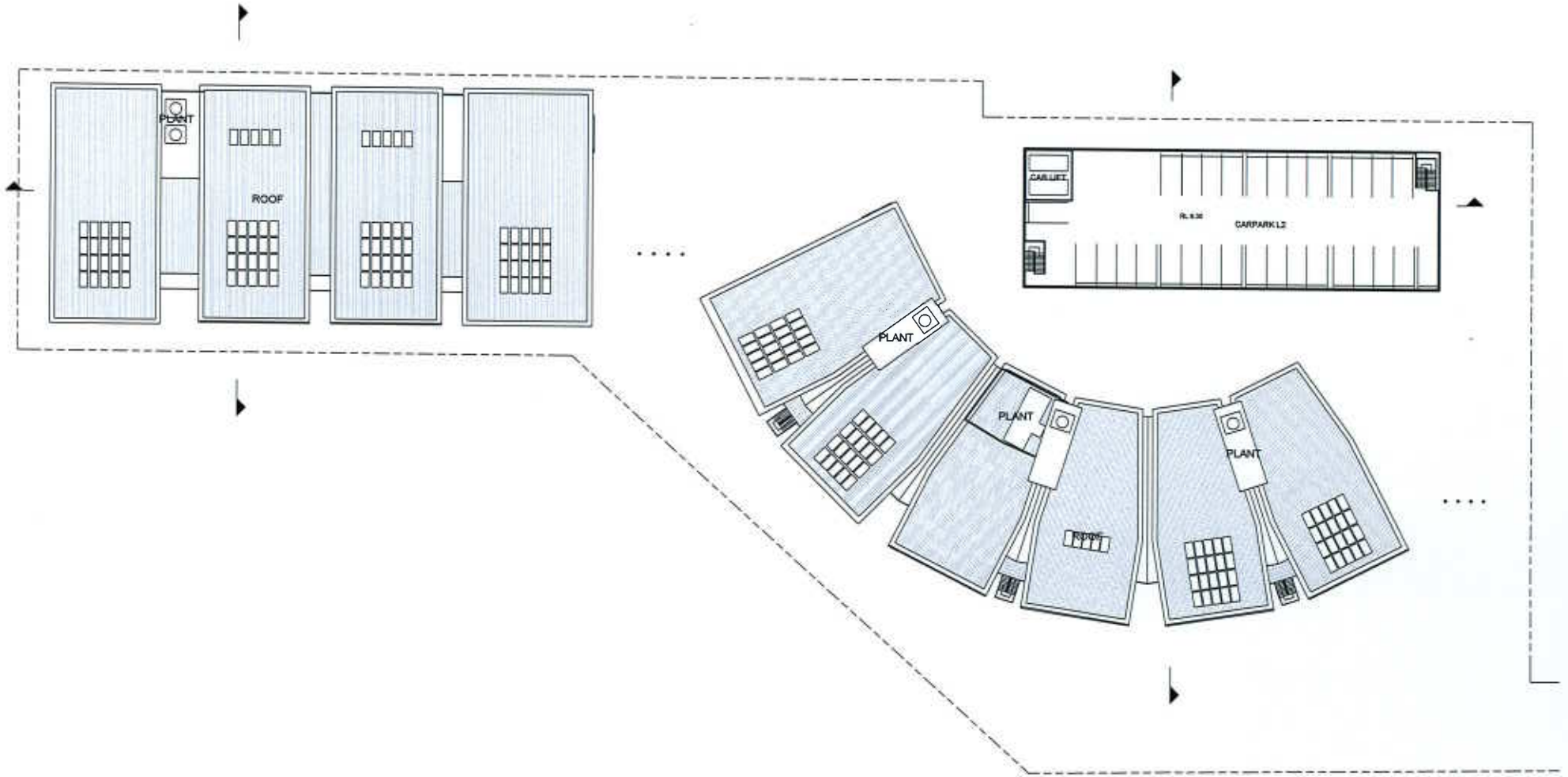
Project No: 20080002
Nominated Architect: JOHN FERRIS Reg. No. 4955

Scale: 1:250 @ A1

FIRST FLOOR PLAN

Date Printed: 23.06.10

Drawing No: DA06 A



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SYDNEY SUPERYACHT
ROZELLE BAY

DA SUBMISSION

1 : 250 @ A1

ROOF PLAN

21.06.10

DA07 A

3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

The existing road network serving the site (Figure 3) comprises:

- *City West Link Road* – a State Road and arterial route connecting between the Anzac Bridge and Parramatta Road

- *Victoria Road* – a State Road and arterial route connecting between the City and Parramatta

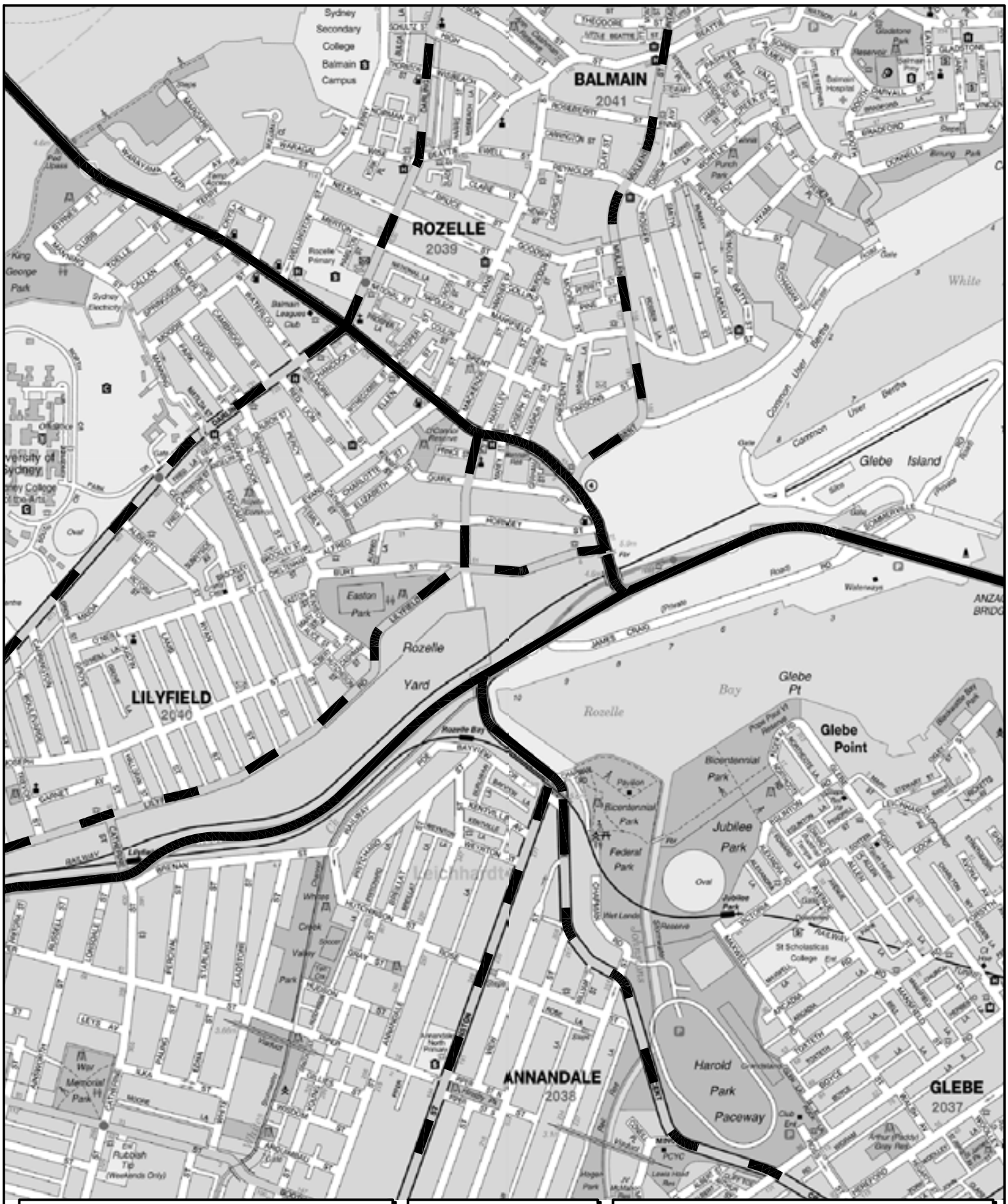
- *Darling Street and Roberts Road* – major collector road routes serving the Balmain Peninsula

- *Johnson Street and The Crescent* – major collector road routes through Annandale

- *Lilyfield Road and Gordon Street* – a minor collector road route through Lilyfield

- *James Craig Road* – a private road providing access to the Rozelle Bay Marine precinct.

City West Link Road generally has 2 traffic lanes in each direction with supplementary through and turning lanes in the vicinity of the marine precinct and an eastbound underpass of the Victoria Road.



LEGEND

ARTERIAL

COLLECTOR

N

ROAD NETWORK

FIG 3

3.2 TRAFFIC CONTROLS

The existing traffic controls on the road system surrounding the site (Figure 4) comprise:

* the traffic control signals at the City West Link Road and James Craig Road intersection. Details of this intersection are provided on the traffic signal design plan reproduced overleaf

* the traffic signals along the Victoria Road route

* the traffic signals at the City West Link Road/The Crescent intersection

* the NO STOPPING restrictions along The Crescent/City West Link Road and Victoria Road routes

* the 60 kmph speed restriction along The Crescent and 50 kmph restriction along James Craig Road

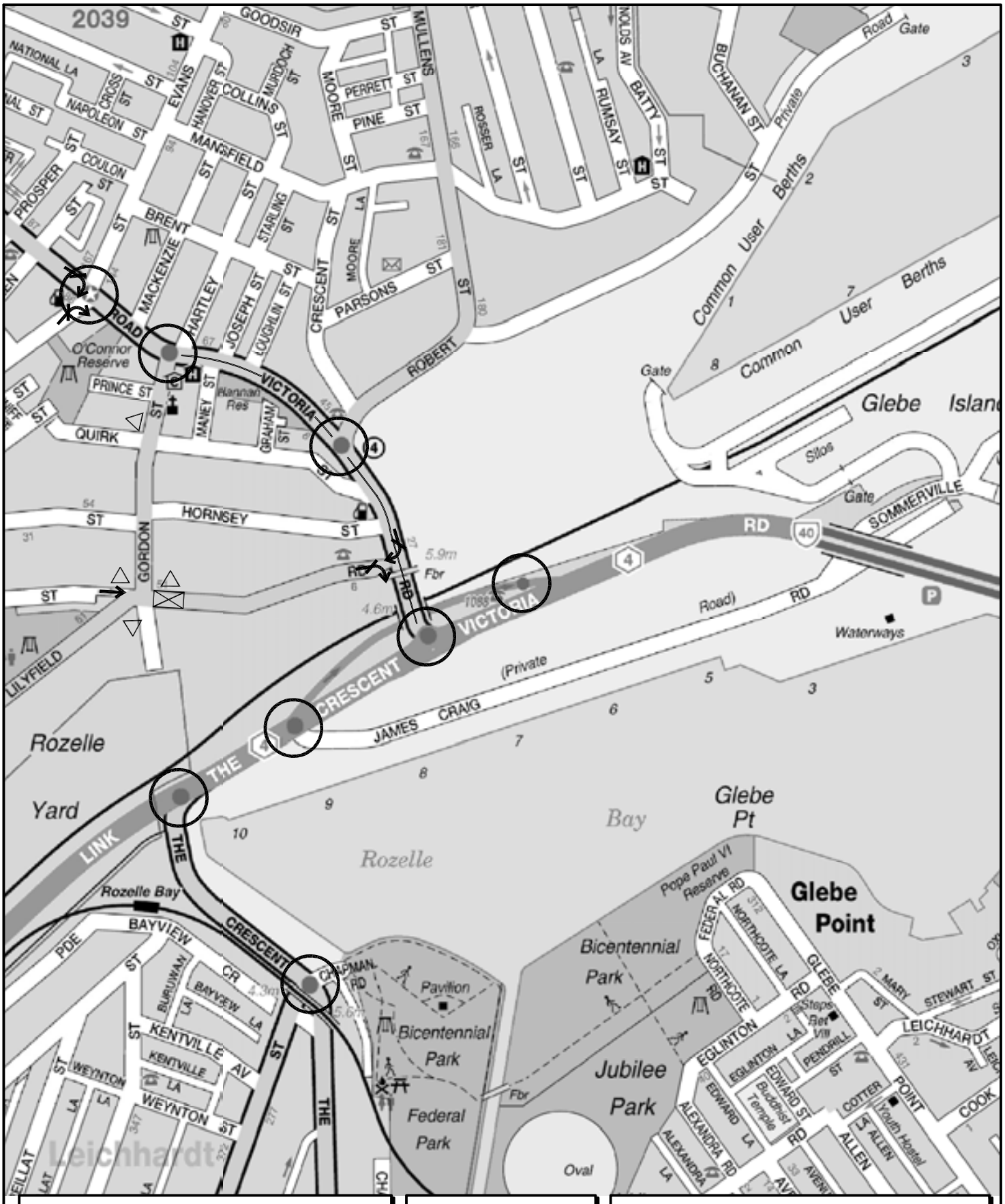
* the BUS ZONES on Victoria Road just to the north of The Crescent.

3.3 TRAFFIC CONDITIONS

An indication of traffic conditions in the area is provided by data published by the RTA and surveys undertaken in relation to planning for the Marina. The RTA data is provided in the terms of Annual Average Daily Traffic (AADT) and the latest published data is as follows:

	AADT
City West Link Road west of The Crescent	64,058
The Crescent south of City West Link Road	29,133

There have been a number of traffic surveys undertaken at The Crescent/James Craig Road intersection during the weekday morning and afternoon and weekend afternoon peak periods in recent years. These surveys have been associated with various



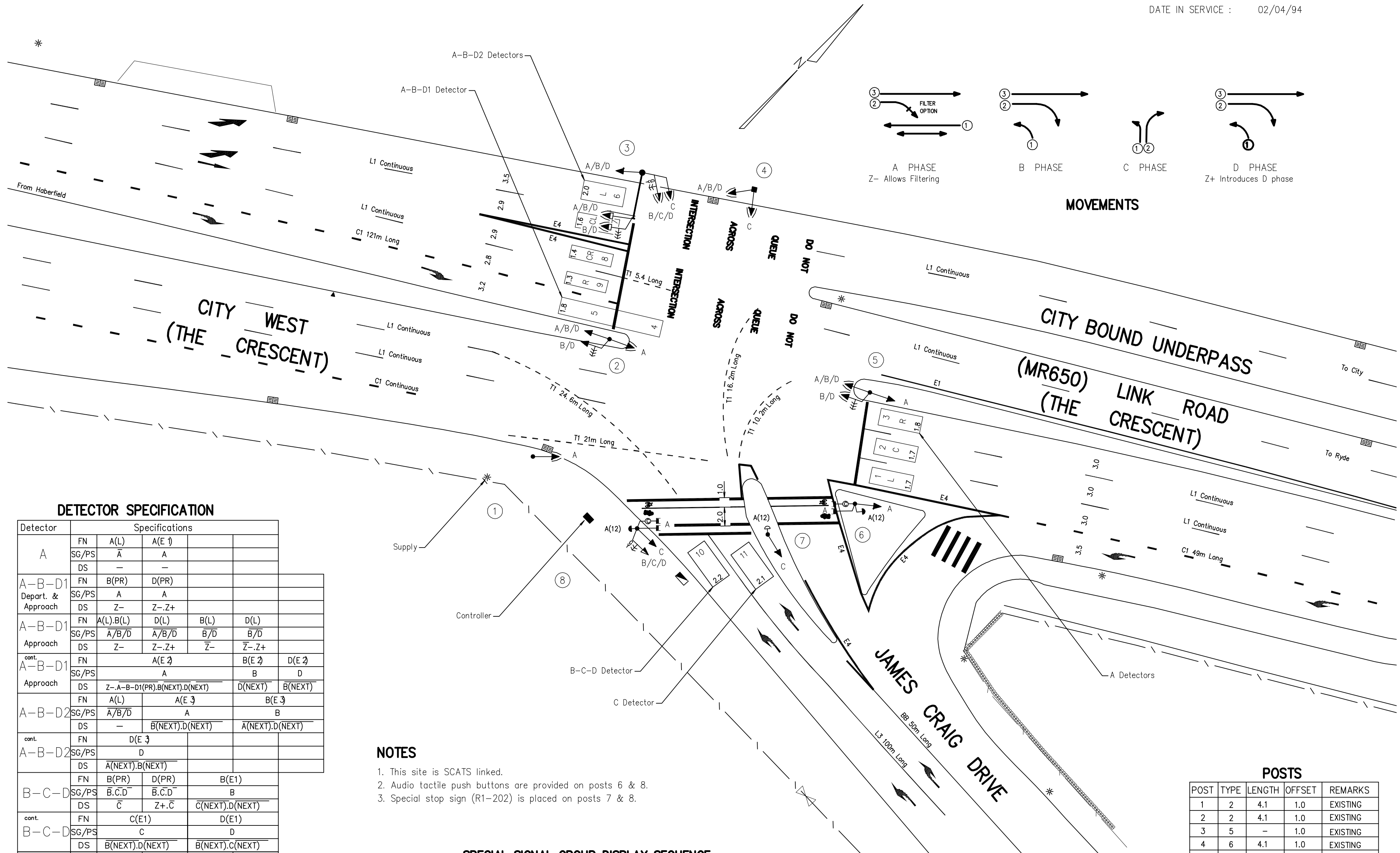
LEGEND

- TRAFFIC SIGNAL CONTROL
- ROUNDABOUT
- RESTRICTED TURNING MOVEMENT

TRAFFIC CONTROLS

FIG 4

DATE IN SERVICE : 02/04/94



DETECTOR SPECIFICATION

Detector		Specifications				
A	FN	A(L)	A(E 1)			
	SG/PS	A	A			
	DS	—	—			
A−B−D1 Depart. & Approach	FN	B(PR)	D(PR)			
	SG/PS	A	A			
	DS	Z−	Z−.Z+			
A−B−D1 Approach	FN	A(L).B(L)	D(L)	B(L)	D(L)	
	SG/PS	A/B/D	A/B/D	B/D	B/D	
	DS	Z−	Z−.Z+	Z−	Z−.Z+	
cont. A−B−D1 Approach	FN	A(E 2)			B(E 2)	D(E 2)
	SG/PS	A			B	D
	DS	Z−.A−B−D1(PR).B(NEXT).D(NEXT)			D(NEXT)	B(NEXT)
A−B−D2	FN	A(L)	A(E 3)		B(E 3)	
	SG/PS	A/B/D	A		B	
	DS	—	B(NEXT).D(NEXT)		A(NEXT).D(NEXT)	
cont. A−B−D2	FN	D(E 3)				
	SG/PS	D				
	DS	A(NEXT).B(NEXT)				
B−C−D	FN	B(PR)	D(PR)	B(E1)		
	SG/PS	B.C.D	B.C.D	B		
	DS	C	Z+.C	C(NEXT).D(NEXT)		
cont. B−C−D	FN	C(E1)		D(E1)		
	SG/PS	C		D		
	DS	B(NEXT).D(NEXT)		B(NEXT).C(NEXT)		
C	FN	C(L)	C(E 2)			
	SG/PS	C	C			
	DS	—	—			
A P.B.	FN	A(PB)	B(L)			
	SG/PS	A(WALK)	A.A(WALK)			
	DS	—	B.C.D			

NOTES

1. This site is SCATS linked.
2. Audio tactile push buttons are provided on posts 6 & 8.
3. Special stop sign (R1-202) is placed on posts 7 & 8.

SPECIAL SIGNAL GROUP DISPLAY SEQUENCE

SIGNAL GROUP	TABLE TYPE	REMARKS
A/B/D	3	—
B/D (RT)	39	Timed R.A. protection for 'A' pedestrians.
B/C/D (LT)	10	—

POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	2	4.1	1.0	EXISTING
2	2	4.1	1.0	EXISTING
3	5	–	1.0	EXISTING
4	6	4.1	1.0	EXISTING
5	2	4.1	1.0	EXISTING
6	2	4.1	1.0	EXISTING
7	2	4.1	1.0	EXISTING
8	2	4.1	1.0	EXISTING

A ORIGINAL ISSUE
JI SE171 12/08/93 NEW SIGNAL SITE
B ISSUE 17/09/93 POST DIMENSIONS ADDED.
C ISSUE JI SE171 AMENDED POST CHART AMENDED LANE WIDTHS T.H. 11.1.93
D ISSUE JI SE813 22.9.1995 AMENDED: NOTES, T1 LINES, PAVEMENT ARROWS IN JAMES CRAIG DR. M.A.C. 10.10.1995
E ISSUE JI SS108 16/11/00 ADDED BICYCLE LANTERN POST 6 & B AND ASSOC P'MENT MARKINGS. AMENDED: DETECTOR SPEC; SSGDS. ALTERED REGO NO. UPDATED DRAWING TO WAE. GAP 23/2/01
F ISSUE PLAN CORRECTION CORRECTED B/D LT SIGNAL GROUP TO B/C/D. RJL 12/10/01

PUBLIC UTILITY LEGEND	
HYDRANT	
STOP VALVE	
GAS VALVE	
SEWER MANHOLE	
TELECOM PIT	
ELECT LIGHT POLE	
POWER POLE	
STAY POLE	
TELEPHONE BOX	
TELECOM PILLAR	

REFERENCE PLANS	
SYMBOLS/ABBS.	VD003–6
STD POSIT	VD001–5
DET SCHED EXP	VD018–10
PRES. DETECT	VC005–17
SSG DIS. SEQ.	VD018–8
SURVEYOR : DIGITISED	
DATE : JULY 1993	

U.B.D. Ref. 11 N4
I.S.G. CO-ORDS E: 316 075 N: 1 250 775
DESIGNED T. HUFTON
CHECKED J. ZOUTENDYK
T. HUFTON SITE CHECKED
J. ZOUTENDYK RECOMMENDED

APPROVED
FOR A.J. WESLEY
DESIGN ENGINEER
30–08–1993
DATE
ACCEPTED
03–09–93
DATE

Roads and Traffic Authority,N.S.W

LEICHHARDT COUNCIL
M.R. 650 CITY WEST LINK ROAD
AND JAMES CRAIG DRIVE
ROZELLE

DESIGN LAYOUT
TCS No 3033

REGION: SYDNEY
BRANCH: CONSULTANT SERVICES
DOGS DRAWING FILE: K:/Signals/TCS/...../VV3033_1F.DGN
SCALE (1:200)
ISSUE F
FILE 255 TS 288
SUPERSEDES SHEET/ISSUE 1/E
REGN. 0650.255.VV.3033
SHEET 1

0650.255.VV.3033

planning and development processes and the results of those surveys in relation to the recorded traffic flows on James Craig Road are provided in the following:

TRAFFIC FLOW (TWO-WAY) ON JAMES CRAIG ROAD SOUTH OF THE CRESCENT

	Year	AM	PM	WE
MWT	2002	302	248	-
MWT	2003	177	171	131
CBH&K	2008	130	130	95
TTPA	2010	151	180	101

There are some significant differences in these volumes, however it is noted that there have also been some significant changes to the activities accessed by James Craig Road during this timeframe. Most notably:

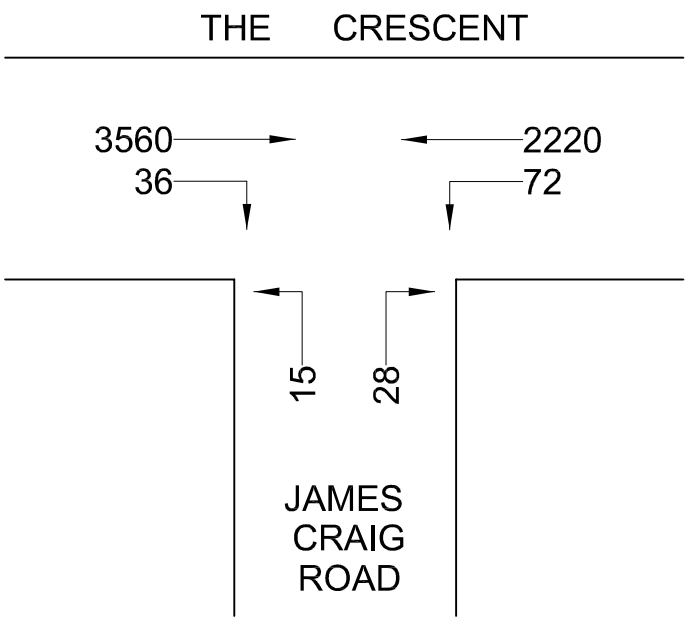
* unloading, storage and transport of new cars has ceased to occur on the Conaust Terminal

* Sydney City Marine is now operational.

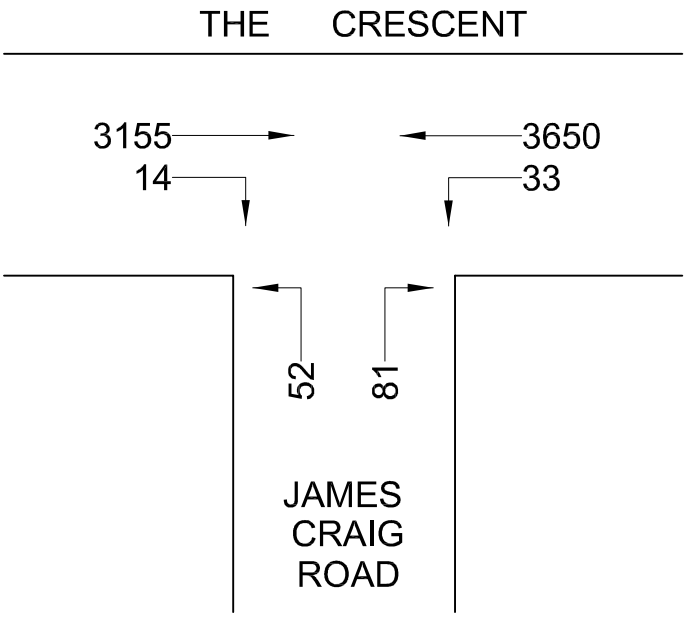
The Conaust activity was a significant fluctuating traffic generator and that would explain the high volumes recorded in the 2002 survey, although the 2003 MWT Masterplan traffic assessment adopted these earlier flows as the 'base peak' traffic flows.

The results of the 2010 surveys in terms of peak vehicles per hour are provided on Figure 5 and summarised in the following:

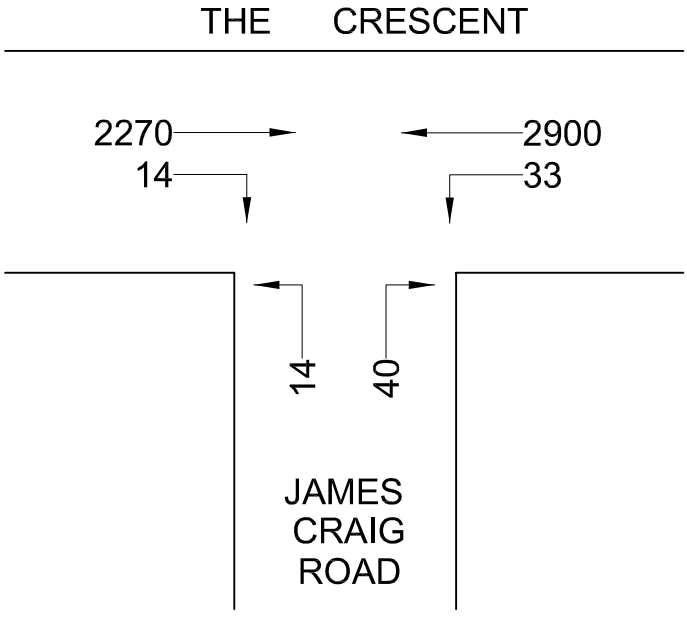
		AM	PM	Saturday
The Crescent	Eastbound	3,600	3,170	2,285
	Westbound	2,270	3,675	2,930
James Craig Road		151	180	101



AM PEAK

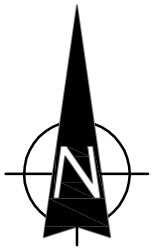


PM PEAK



SAT MIDDAY

LEGEND



EXISTING TRAFFIC VOLUMES

FIG 5

The operational performance of this intersection during these periods has been modelled using SIDRA and the results indicating a relatively satisfaction operation are summarised in the following indicating a satisfactory operation while the criteria for interpreting SIDRA are reproduced overleaf:

AM		PM		Sat MD	
LOS	**AVD**	**LOS**	**AVD**	**LOS**	**AVD**
C	38	C	32	B	21

3.4 TRANSPORTATION

Public transport serving the site is currently provided largely by frequent STA bus services along Victoria Road, The Crescent and Lilyfield Road. This servicing is enhanced by the light rail service which runs along the Railway Goods Line just to the south with a station located at Catherine Street.

The bus services comprise:

* Routes 432, 433 and 434, linking Birchgrove and Balmain with Millers Point, with services every 15 to 30 minutes in each direction. During weekday peak periods services are more frequent

* Routes 441 and 442, linking Birchgrove and Balmain Wharf with QVB and the city, with services every 10 minutes in each direction Monday to Saturday and every 15 minutes on Sundays. During peak periods, services are more frequent

* Routes 500, 502, 504, 506 and 520, linking Parramatta, Macquarie University, West Ryde, Ryde, Drummoyne, Chiswick and Hunters Hill with Circular Quay. Services are every 5 – 10 minutes in each direction. During weekday peak periods services are more frequent

* the light rail line connects Lilyfield with the City and the 'Rozelle bay' light rail station is located just to the west of The Crescent/City West intersection some 400 metres walking distance from the site. This service operates every 10 to 15 minutes in each direction

* Victoria Road and the Anzac Bridge provide a significant pedestrian and cycle route between Pyrmont and the City and areas to the west

Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and accident study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays Roundabouts require other control mode	At capacity and requires other control mode

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**[3] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

---

[3] *the values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs*

- NSW Maritime operates a shuttle bus services for employees between Wynyard Station and the site during weekday morning and afternoon peak periods. This service operates half hourly between 7.00am and 9.00am and 3.30pm and 6.30pm.

Details of the frequency of the various bus services throughout the weekdays and weekends are provided in the following schedule:

Routes	**432, 433, 434**	**441, 442**	**500, 504, 506, 530**	**501**
Frequency	AM: 6/hr, PM: 4/hr*	AM: 14/hr, PM: 12/hr	AM; 46/hr; PM: 12/hr*	AM: 5/hr; PM: 3/hr*
Mon-Fri Peak	AN: 4/hr, PM 8/hr	AM:: 8/hr, PM 12/hr**	AM: 7/hr, PM 36/hr**	AM: 4/hr, PM 3/hr**
Mon-Fri Day	3/hr	6/hr	11/hr	3/hr
Mon-Fri Evening	2/hr	4/hr	4/hr	2/hr
Saturday	3/hr	5/hr	12/hr	3/hr
Sunday	2/hr	4/hr	8/hr	3/hr
Hours of Service				
Mon-Fri	4.30am to 11.15pm*	5.41am to 11.25pm*	4.14am to 11.51pm*	
	5.36am to 12.23am**	6.09am to 11.57pm**	4.56am to 12.38am**	
Saturday	5.02am to 1.28am*	6.51am to 11.55pm*	4.55am to 2.48am*	
	6.04am to 3.43am**	7.17am to 11.57pm**	5.45am to 3.26am**	
Sun/holidays	6.34am to 11.02pm*	7.15am to 10.45pm**	5.34am to 11.28pm*	
	7.34am to 12.06am**	7.40am to 11.11pm**	6.17am to12.19am**	

* *to City*
** *From City*

The site therefore has good access to regular public transport services.

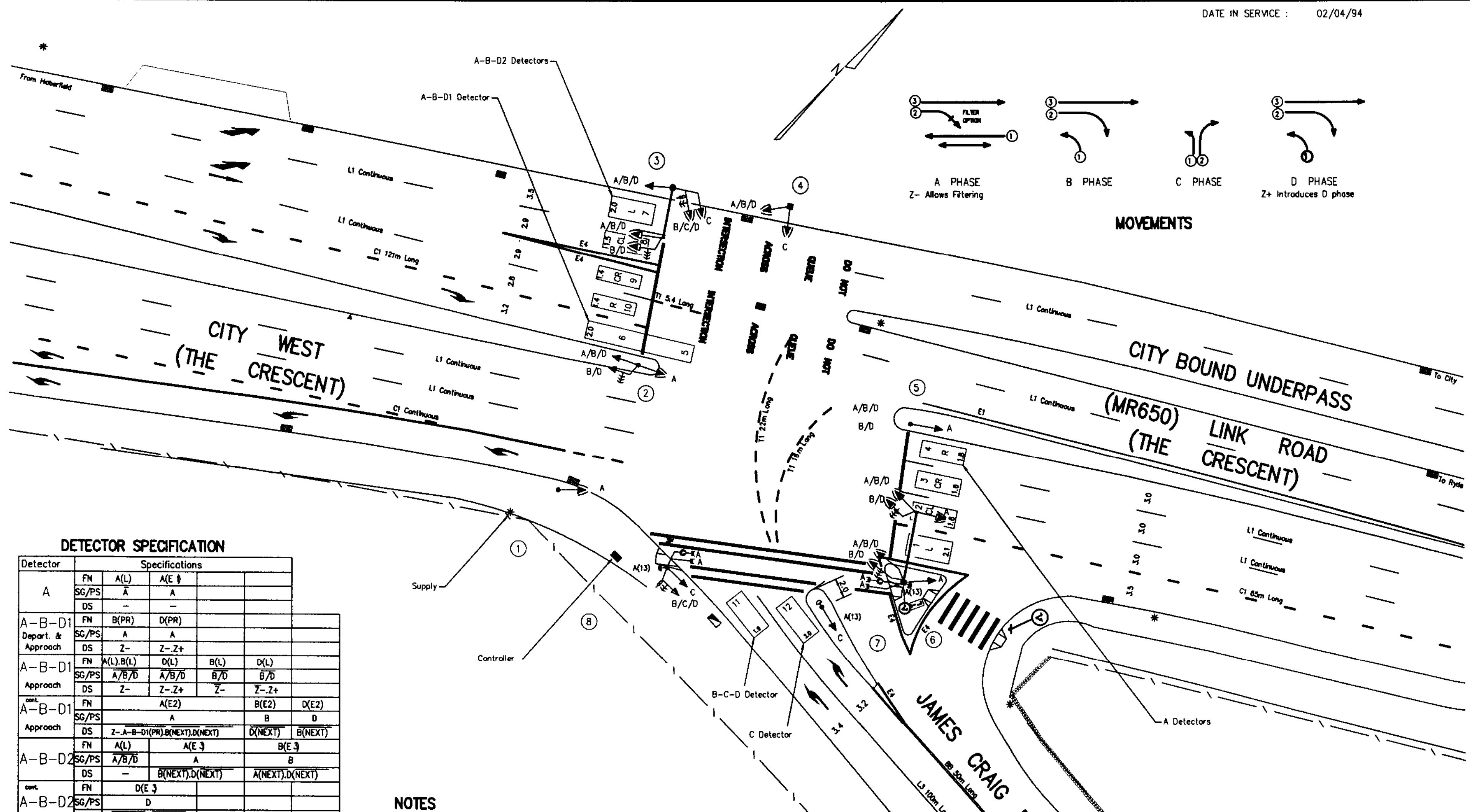
3.5 FUTURE CIRCUMSTANCES

The RTA have a scheme for proposed minor changes at The Crescent/James Craig Road intersection. Details of these changes are shown on the plan overleaf where existing left-turn lane is converted to a through and left-turn to provide additional storage and capacity for the westbound through movement which has been devised to reduce the westbound queue from obstructing the Victoria Road intersection.

There are also plans to:

- extend the light rail system westwards
- upgrade the regional cycle route connection between Anzac Bridge and the City.

DATE IN SERVICE : 02/04/94



DETECTOR SPECIFICATION

Detector		Specifications			
A	FN	A(L)	A(E 1)		
	SG/PS	A	A		
	DS	–	–		
A–B–D1 Depart. & Approach	FN	B(PR)	D(PR)		
	SG/PS	A	A		
	DS	Z-	Z-.Z+		
A–B–D1 Approach	FN	A(L).B(L)	D(L)	B(L)	D(L)
	SG/PS	A/B/D	A/B/D	B/D	B/D
	DS	Z-	Z-.Z+	Z-	Z-.Z+
cont. A–B–D1 Approach	FN	A(E2)		B(E2)	D(E2)
	SG/PS	A		B	D
	DS	Z-.A-B-D1(PR).B(NEXT).D(NEXT)		D(NEXT)	B(NEXT)
A–B–D2	FN	A(L)	A(E 3)	B(E 3)	
	SG/PS	A/B/D	A	B	
	DS	–	B(NEXT).D(NEXT)	A(NEXT).D(NEXT)	
cont. A–B–D2	FN	D(E 3)			
	SG/PS	D			
	DS	A(NEXT).B(NEXT)			
B–C–D	FN	B(PR)	D(PR)	B(E1)	
	SG/PS	B.C.D	B.C.D	B	
	DS	C	Z+.C	C(NEXT).D(NEXT)	
cont. B–C–D	FN	C(E1)		D(E1)	
	SG/PS	C		D	
	DS	B(NEXT).D(NEXT)		B(NEXT).C(NEXT)	
C	FN	C(L)	C(E 2)		
	SG/PS	C	C		
	DS	–	–		
A P.B.	FN	A(PB)	B(L)		
	SG/PS	A(WALK)	A.A(WALK)		
	DS	–	B.C.D		

NOTES

1. This site is SCATS linked.
2. Audio tactile push buttons are provided on posts 6 & 8.
3. Special stop sign (R1-202) is placed on posts 7 & 8.

SPECIAL SIGNAL GROUP DISPLAY SEQUENCE

SIGNAL GROUP	TABLE TYPE	REMARKS
A/B/D	3	—
B/D (RT)	39	Timed R.A. protection for 'A' pedestrians.
B/C/D (LT)	10	—

POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	2	4.1	1.0	EXISTING
2	2	4.1	1.0	EXISTING
3	5	–	1.0	EXISTING
4	6	4.1	1.0	EXISTING
5	2	4.1	1.0	EXISTING
6	9	–	2.0	NEW 7.0m OUTREACH
7	2	4.1	1.0	NEW
8	2	4.1	1.0	EXISTING

A ORIGINAL ISSUE
JI SE171 12/08/93 NEW SIGNAL SITE
B ISSUE 17/09/93 POST DIMENSIONS ADDED.
C ISSUE JI SE171 AMENDED POST CHART AMENDED LANE WIDTHS T.H. 11.1.93
D ISSUE JI SE813 22.8.1995 AMENDED: NOTES, T1 LINES, PAVEMENT ARROWS IN JAMES CRAIG DR. 10.10.1995 M.A.C.
E ISSUE JI SS105 16/11/00 ADDED BICYCLE LANTERN POST 8 & 8 AND ASSOC P'MENT MARKINGS. AMENDED: DETECTOR SPEC. SSODS. ALTERED REGO NO. UPDATED DRAWING TO WAC. 23/2/01 GAP
F ISSUE PLAN CORRECTION CORRECTED B/D LT SIGNAL GROUP TO B/C/D. 12/10/01 R.L.
G ISSUE

PUBLIC UTILITY LEGEND	
HYDRANT	☐
STOP VALVE	▲
GAS VALVE	#
SEWER MANHOLE	●
TELECOM PIT	⊠
ELECT LIGHT POLE	○
POWER POLE	○
STAY POLE	⊘
TELEPHONE BOX	⊞
TELECOM PILLAR	⊙

REFERENCE PLANS	
SYMBOLS/ABBS.	VD003-6
STD POST	VD001-5
DET SCHED EXP	VD018-10
PRES. DETECT	VC005-17
SSG DIS. SEQ.	VD019-8
SURVEYOR : DIGITISED	
DATE : JULY 1993	

U.B.D. Ref. 11 N4
I.S.G. CO-ORDS E: 316 075 N: 1 250 775
DESIGNED T. HUFTON
CHECKED J. ZOUTENDYK
T. HUFTON SITE CHECKED
J. ZOUTENDYK RECOMMENDED

APPROVED FOR A.J. WESLEY DESIGN ENGINEER 30-08-1993 DATE
ACCEPTED 03-09-93 DATE

Roads and Traffic Authority, N.S.W

LEICHHARDT COUNCIL
M.R. 650 CITY WEST LINK ROAD AND JAMES CRAIG DRIVE
ROZELLE

DESIGN LAYOUT
TCS No. 3033

REGION: SYDNEY | BRANCH: CONSULTANT SERVICES
DOGS DRAWING FILE: K:/Signals/TCS/.../VV3033_1G.DGN
SCALE (1:200)
ISSUE G
FILE 255 TS 288
SUPERSEDES SHEET/ISSUE 1/F
REGN. 0650.255.VV.3033
SHEET 1

0650.255.VV.3033

4. TRAFFIC

The site is conveniently located in relation to access to the arterial road system (ie Victoria Road, City West Link Road etc) without requiring undue circulation along the local road system in the area. The proximity of the site to the surrounding residential areas and local services will also act to encourage walking, cycling and use of public transport.

The Masterplan Traffic Study estimated the following future traffic generation (ie additional to existing) on James Craig Road as a consequence of the envisaged future development:

	AM Weekday	**PM Weekday**	**Sat Midday**
Future Increase (vtph)	180	175	80

However, the 'base' traffic volumes adopted in the Masterplan assessment included traffic movements generated by a major use which no longer exists (eg Conaust).

A revision of the Masterplan traffic projections having regard to the current circumstances would indicate the following future flows on James Craig Road adopting the MWT assessment for future traffic generation:

	Masterplan (MWT) (Existing + Future Additional)	**Revised (TTPA)** (Existing + Future Additional) - Difference
Weekday AM	482 (302 + 180)	331 (151 + 180) - 151
Weekday PM	423 (248 + 175)	355 (180 + 175) – 68
Saturday peak	211 (131 + 80)	181 (101 + 80) – 30

It is noted that this reality is reflected in the recent assessment for the OSPT which adopted a revised traffic movement scenario for the access intersection which is reproduced in Appendix C and summarised in the following:

	AM	PM	Sat MD
IN	228	170	NA
OUT	68	106	
Total	**296**	**276**	

It is noted that the proposed development scheme has a 'constrained' parking provision which is consistent with both the State Government and Council strategy to encourage the use of public transport, walking and cycling.

The Masterplan Traffic Study did not specifically identify a traffic generation in relation to the subject site use while the traffic generation of the Marina berths is already incorporated into the existing recorded traffic flows. The projected traffic generation of the proposed 'land side' elements of the Sydney Super Yacht Marina development during the relevant peak periods is as follows:

	AM (8-9am)		PM (5-6pm)		WEMD (12-1pm)	
	IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**
Commercial*	28	2	2	28	5	5
Workshop	4	1	1	4	2	2
Retail	Ancillary		Ancillary		Ancillary	
Restaurant	2	2	4	1	30	10
Function**	-	-	-	-	-	-
Total	**34**	**5**	**7**	**33**	**37**	**17**

** 50 spaces provided with 60% arrival/departure in on-street peak traffic periods*

*** an infrequent fluctuating use which will essentially not occur during the peak traffic periods*

Having regard for the corrected (Masterplan) base peak flows it is apparent that the potential traffic flows generated by the proposed development will be entirely consistent with the future traffic flows as assessed in the Masterplan Traffic Study. The Masterplan Traffic Study assessed the operation of the existing James Craig Road/The Crescent intersection with the future volumes using SCATES modelling. The results of that assessment indicating a satisfactory outcome with some significant margin of capacity are reproduced in the following:

	AM	**PM**	**Sat MD**
LOS	A	A	C
AVD	8	17	29.5

Note: SCATES traffic modelling replicates the performance of the intersection within the coordinated signal system hence the better outcome then SIDRA modelling of the intersection (P10).

It is relevant to 'recap' that the recent traffic assessment for the OSPT revised the existing (background) traffic movements down by some 40% below those adopted for that Masterplan traffic assessment.

5. PARKING

Parking provision for the proposed development can be assessed in relation to Council's DCP document which specifies 'minimum' and 'maximum' limits for parking provision as follows:

		Minimum		**Maximum**
Retail/commercial		1.5 spaces per 100m^2		3.0 spaces per 100m^2
Restaurant		5 spaces per 100m^2		10 spaces
		+ 2.55 per 100m^2 outdoors		+ 5.0 per 100m^2 outdoors
		+ 0.44 spaces per staff		+ 0.55 spaces per staff
Workshop		1 space per 100m^2		2 spaces per 100m^2
	or	1 space per 4 staff	or	1 space per 2 staff
Function (dining/auditorium)		4 spaces per 100m^2		8 spaces per 100m^2

It is noted that the consent for the marina berths permitted 24 parking spaces for this use element.

Application of Council's criteria to the proposed development scheme would indicate the following:

		Minimum	**Maximum**
Retail/commercial 3,160m^2		48	96
Restaurant	470m^2 indoor	23.5	47
	1513m^2 outdoor	38.5	77
	8 staff	3.5	7
Workshop	50m^2	0.5	1.0
Function	700m^2	28	56
Marina (approved)		24 spaces	24 spaces
	Total	**168 spaces**	**308 spaces**

It is proposed to provide166 spaces (excluding the already approved 24 spaces) in the development and this constrained provision will be entirely consistent with Council's parking policies and the availability of public transport services as well as walking and cycling connectivity.

Council's DCP criteria for the provision of bicycle storage specifies the following in relation to the proposed development:

	Staff	**Visitors**
Commercial	5 spaces/1,000m^2	1.33 spaces/1,000m^2
Retail	3 spaces/1,000m^2	2 spaces/1,000m^2
Restaurant	4 spaces/100m^2 PFA	2 spaces
Workshop	1/space/1,000m^2	-
Function (dining/auditorium)	Nil	Nil
Marina	Not stated	Not stated

Application of this criteria to the proposed development would indicate:

Commercial	2,690m^2	13.5 + 3.5
Retail	470m^2	1.4 + 1.0
Restaurant	645m^2 (500m^2 PFA)	20 + 2
Workshop	50m^2	-
Function	700m^2	- (say 3)
Marina	Not stated	- (say 3)
	Total	48

It is proposed to provide a total of 65 bicycle parking throughout the site which will be supplemented by shower and locker facilities for users.

6. ACCESS, INTERNAL CIRCULATION AND SERVICING

Access

Vehicle access will be provided on the Maritime Close which connects to James Craig Road at the Sommerville Road intersection roundabout. This section of road is straight and level and the access connection/s will:

* have excellent sight distances available

* be able to accommodate all vehicles which require to access the site including fuel deliveries.

Internal Circulation

The design of the parking and circulation areas will comply with the design criteria of AS 2890.1 and 2 and will provide for satisfactory circulation, manoeuvring and parking.

Servicing

The provisions for service vehicles will comprise:

* a loading bay adjacent to the Marina office
* a loading bay on Maritime Close adjacent to the western building
* the ability for occasional fuel tanker vehicles and provisioning vehicles to access along the pier side.

Small service vehicles (service personnel etc) will be able to also use the visitor parking spaces provided.

Details of the turning path assessments for the fuel tanker vehicle are provided in Appendix D indicating that satisfactory manoeuvring will be available.

7. PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT

The design of the 'pier side' will provide a wide 'board walk' corridor for public access along the waterfront. There will also be a pathway along the front boundary and along the eastern boundary as well as connections between the buildings. These on-site provisions will allow connectivity with the off-site pedestrian and cyclists networks including the regional route across Anzac Bridge.

The frequent high capacity bus services along the Victoria Road – Anzac Bridge and the City West Link Road – The Crescent routes are in close proximity and provide connection into the Metropolitan public transport network.

8. CONCLUSION

Assessment of the potential traffic, transport and parking implications of the proposed 'land side' facilities for the Sydney Super Yacht Marina has concluded that:

* the provision of on-site carparking and bicycle storage will be sufficient and appropriate having regard for the accessibility of the site in relation to public transport and the relevant planning criteria

* there will be no adverse traffic implications or required road infrastructure upgrades as the projected traffic generation outcome will be consistent with the Masterplan assessment outcome

* the vehicle access, service vehicle provisions and accessibility for public transport, pedestrians and cyclists will be satisfactory and will avoid undue reliance on travel by private motor vehicle.

APPENDIX A

MASTERPLAN EXTRACTS

Master Plan

Rozelle and Blackwattle Bays Maritime Precincts

Waterways Authority

Waterways

www.waterways.nsw.gov.au

forward

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Our ref: S97/00165

Mr Zenon Michniewicz,
General Manager,
Marine Property & Assets Division,
Waterways Authority
PO Box 11
Millers Point NSW 2000

RECEIVED
10 SEP 2002

Dear Mr Michniewicz

Re: Master Plan for Rozelle and Blackwattle Bays Maritime Precincts

Thank you for your letter of 10 July 2002 submitting the final version of the above Master Plan for my consideration and approval.

The Master Plan has been reviewed in terms of its compliance with the variations to the Master Plan adopted by the Minister for Planning on 7 December 2000.

Variation Nos. 9, 11 and 15 required the preparation of detailed guidelines for building design, landscape and outdoor advertising, which specifically require my approval. This additional work has been prepared in accordance with these specific variations and incorporated within the revised Master Plan to my satisfaction.

In conclusion, I am satisfied that the revisions and map refinements incorporated in the final Master Plan have been prepared in accordance with Variations 1-24 of the adopted Master Plan.

I am pleased to advise that the Waterways Authority can now proceed to publication and distribution of the Master Plan for Rozelle and Blackwattle Bay Maritime Precincts.

Should you have any queries please, contact Una Williamson on 9672 8342.

Yours sincerely

Sue Holliday
Director General

6/9/2002

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1.0 Background

2.0 Master Plan

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1.4 The Role of the Master Plan

A Master Plan is a stage in the planning process between the provisions of the City West REP and a development application. This means that future development applications on land covered by the Master Plan will need to take account of and be assessed against the provisions of the City West REP and this Master Plan. A Master Plan is not a development application.

The purpose of a Master Plan is to:

- Provide guidance to developers and authorities on the type, scale and form of development which will be acceptable in a particular location, within a publicly accountable process;
- Enable development to proceed efficiently, by clarifying issues and identifying requirements for coordination and consultation.
- Assist the public in understanding the future character of the area and to assist them to comment on development applications; and
- Assist consent authorities when they are considering development applications.

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 *State Environmental Planning Policy No.56 – 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.

It should be noted that the City West REP incorporates only land and existing wharves and not the waterways of the Bays themselves. Works proposed within the Bays and outside the City West REP boundaries are within the jurisdiction of the Waterways Authority and will be assessed in accordance with the environmental assessment procedures under Part 5 of the *Environmental Planning and Assessment Act 1979*.

Both agencies will have regard to the Master Plan during the consideration of applications.

One of the major planning principles of the Bays Precinct under the City West REP is to reinforce and complement the role of the precinct as a major inner harbour port and maritime location. Figure 1 shows the area covered by this Master Plan.

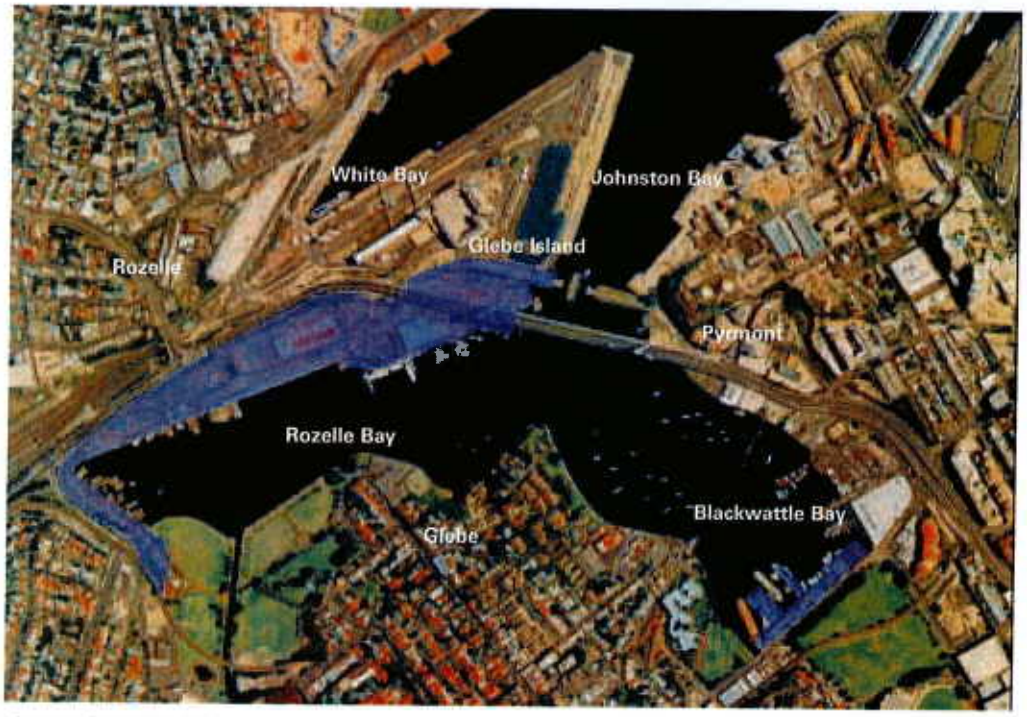


Figure 1: Master Plan Area

1.5 Planning Context

The Rozelle and Blackwattle Bays sites are predominantly zoned **Waterfront Use** apart from an area east of Anzac Bridge, which is zoned **Port & Employment**. Figure 2 indicates the relevant land use zonings under the City West REP.

Under the City West REP, permissible uses in the **Waterfront Use zone** must satisfy one or more of the following objectives:

- To provide for development of water based commercial and recreational activities, including facilities for the servicing, mooring, launching and storage of boats.
- To allow a range of commercial maritime facilities (such as boating industry facilities, marinas, waterfront service operations, waterfront commercial and tourism facilities and uses associated with services temporary mooring, launching and storage of boats and uses ancillary to these) which will take advantage of the harbour location.
- To provide public access within and across the zone to facilitate the extension of the Ultimo-Pyrmont foreshore promenade from Blackwattle to Rozelle Bay and link with public access networks surrounding the precinct.
- To create, retain and enhance views and links between Wentworth Park and the foreshores of Blackwattle Bay.
- Uses such as hotels, hotel apartments and tourist resort development will not be permitted.

Permissible uses in the **Port and Employment zone** must satisfy one or more of the following objectives:

- To facilitate the continuation of commercial port uses.
- To allow a range of commercial port facilities (such as buildings, structures, activities or operations and uses ancillary to these, associated with carrying goods from one port to another and associated with storage and handling and access to the port).
- To encourage development on Glebe Island and land adjoining White Bay which requires close proximity to the port.
- To encourage a mix of land uses which generate employment opportunities, particularly in relation to port and maritime uses.
- To allow a mix of uses which generate employment opportunities in the White Bay Power Station site.
- To encourage port-related uses and provide road and rail access to the port and related activities.
- To provide pedestrian and cyclist links with surrounding public access networks.

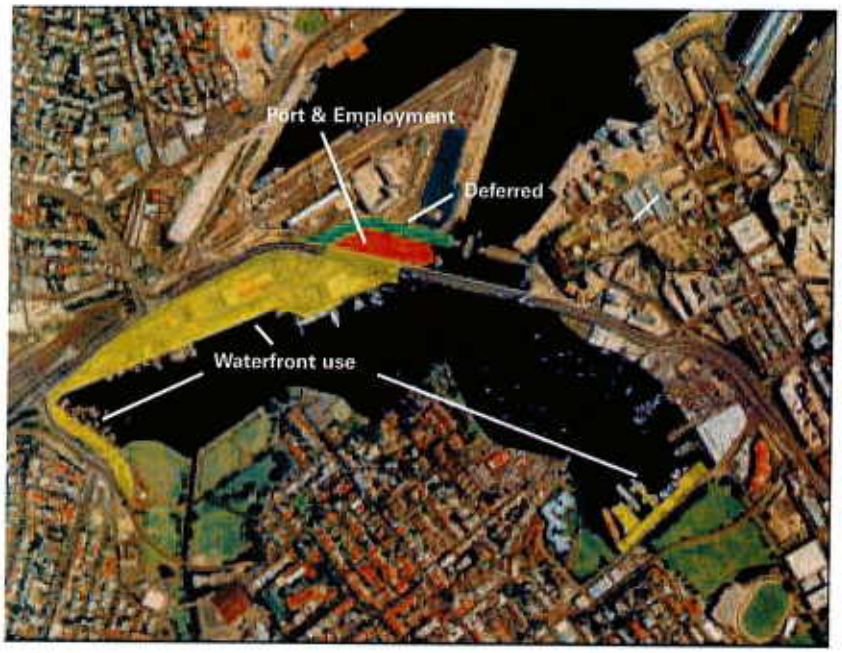


Figure 2: Land Use Zones

1.6 Industry and Community Consultation

As part of the preparation of the Master Plan a number of workshops were held to canvass issues facing development of the site.

The demands of various industry groups and the requirements of Leichhardt Council and State Government Agencies were identified through two stakeholder workshops. The concerns and ideas of the local community from the Leichhardt local government area were identified through two community meetings and consultation with specific interest groups.

The Government Agencies, Marine-related Groups and Community Groups consulted during preparation of the Master Plan include:

Government Agencies

Environment Protection Authority

Department of Urban Affairs and Planning

Leichhardt Council

Roads and Traffic Authority

Sydney Harbour Foreshore Authority
(formerly the City West Development Corporation)

Sydney Ports Corporation

State Rail Authority

Marine-related Groups

Charter Vessel Association

Sydney Fish Markets

Sydney Heritage Fleet

Sydney University Women's Rowing Club

Waterfront Contractors

Yachting Association

Community

Local residents

Glebe Chamber of Commerce

Save Rozelle Bay Association

The Glebe Society Inc

The Local Member for Port Jackson, the Honourable Sandra Nori MP also took part in the consultation process.

1.7 Accompanying Documents

A number of supporting studies were prepared for this Master Plan including:

- Supporting information – Devine Erby Mazlin.
- Landscape Report for Blackwattle and Rozelle Bay Master Plan – Landscan, September 1988.
- Heritage Guidelines – Brian McDonald & Associates, September 1998.
- Traffic and Access Report – Masson Wilson Twiney Traffic and Transport Consultants, September 1998.
- Bays Precinct Transport Study Report – Department of Urban Affairs and Planning, August 1998.
- Infrastructure/Maritime Aspects for Blackwattle and Rozelle Bay Master Plan – Patterson Britton & Partners, August 1999.
- Conservation Management Plan – Coal Loader, OMA. (now the Maritime Assets Division, Waterways Authority).
- Maritime Industries' Demand for Foreshore Land and Water Space, Sydney Harbour and the Parramatta River – J.T. Rolls Pty Limited for the Maritime Assets Division, Waterways Authority, April 1999.

2.1 Site Vision

The Master Plan for the maritime sites at Rozelle and Blackwattle Bays supports the Government's working harbour strategy, *Sharing Sydney Harbour Regional Action Plan*, by retaining and developing waterfront sites to cater for a range of maritime industries.

Sydney Harbour requires the development of modern maritime facilities to cater for growing operational requirements of the charter vessel, marine contracting, major boat repair, dry boat storage, private and commercial boating industries. A major upgrade of facilities is required to service these requirements over the next 20 years.

The Government proposes to invite industry to fund and develop the facilities in accordance with the Master Plan.

The Master Plan has been prepared in consultation with industry and community groups. The preferred land uses nominated in the Master Plan were arrived at, in recognition of the need for cooperative coexistence between commercial maritime users and passive recreational uses such as rowing and canoeing in Rozelle and Blackwattle Bays. In addition to considering industry land and water based requirements, the Master Plan also addressed a range of planning and urban design issues.

The existing views from around the Bays have been analysed. The height controls and the placement of built forms have allowed for views through and over the sites. The Master Plan provides for an improvement in the quality of development through design standards, landscaping and the application of ESD (ecologically sustainable development) practices.

In essence, the planning and urban design vision for Rozelle and Blackwattle Bays follows the objectives in the City West REP is to:

- Protect and reinforce the precinct as an inner-location where maritime industries essential to the economic life of the Harbour are based.
- Sensitively upgrade and redevelop the area to optimise its viability and flexibility for a range of maritime operations.
- 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.
- Conserve and interpret the significant maritime industrial heritage features of the sites.
- Encourage ecologically sustainable development.
- Safeguard the continued use of Rozelle and Blackwattle Bays for non-motorised water-based recreational activities such as rowing and canoeing.

2.2 Land Use

Principles

- Land use within the Blackwattle & Rozelle Bay Master Plan is to provide a working waterfront environment.
- Land use character of the precinct should reinforce and complement the role of the precinct as a major inner-harbour working waterfront.
- Future development should retain the existing diversity and maritime character of the precinct.
- Accommodation of future development at Rozelle and Blackwattle Bays may involve 24 hour operations.
- Development is to make a significant contribution to ecological sustainability.
- Development is to have no adverse impact on water quality.
- Development is to encourage the conservation of and adaptation for re-use of existing structures of heritage significance.

Provisions

- The overall land use pattern envisaged for the Rozelle and Blackwattle Bay sites is shown in Figure 3 – Major Land Use Precincts.This figure proposes four sub-precincts within the Rozelle Bay site and two at Blackwattle Bay, as listed below:

Rozelle Bay Site Precincts

1. Commercial & Recreational Boating
2. Major Boat Repair
3. Marine Contracting
4. Maritime Operations

Blackwattle Bay Site Precincts

1. Marine Heritage
2. Commercial Boating

- Maritime uses requiring direct water access are encouraged on the waterfront perimeter of the precinct.
- 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.
- 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.

Figure 3: Major Land Use Precincts

- 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.
- Future development of the existing coal bunker structure must consider its potential for adaptive re-use whilst acknowledging its heritage significance.
- On a temporary basis, provide for layover berthing of vessels and other non-commercial uses, which do not prejudice future maritime operations.
- 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.
- Provide facilities for local food/retail outlets associated with the working waterfront operation, as appropriate.

Preferred Land Uses for Major Land Use Precincts

Preferred land uses for each precinct sites are nominated in Figures 4 – 9. Further detail is provided on preferred land uses and urban design controls for individual sites in Figures 11 – 34.

Preferred Land Uses – Site R1

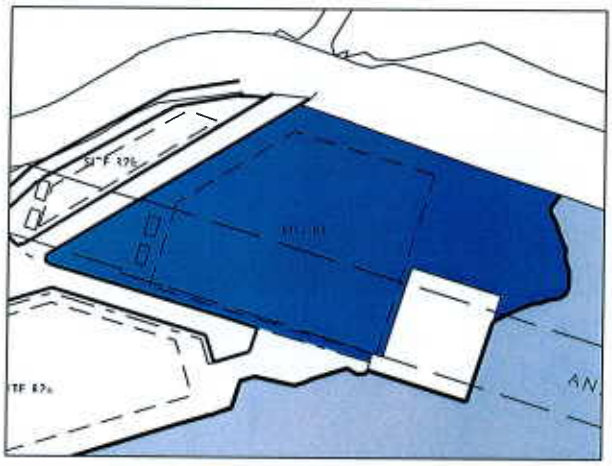


Figure 4: Major Boat Repair Precinct (Site R1)

- Charter vessels
- Heritage fleet
- Dry boat storage
- Marine contractors
- General mixed marine
- Marine repairs
- Heavy marine repairs

Preferred Land Uses – Site R2

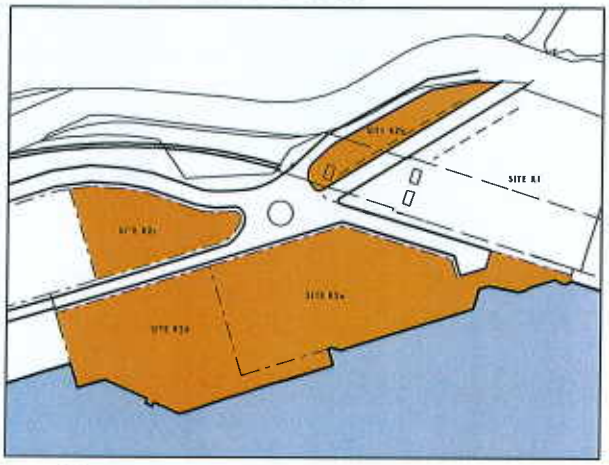


Figure 5: Maritime Operations Precinct (Sites R2)

- Charter vessels
- General mixed marine
- Commercial marine offices
- Layover berths
- Food & retail outlet ancillary to the main use
- Waterways operations

Preferred Land Uses – Sites R3, R4 and R5

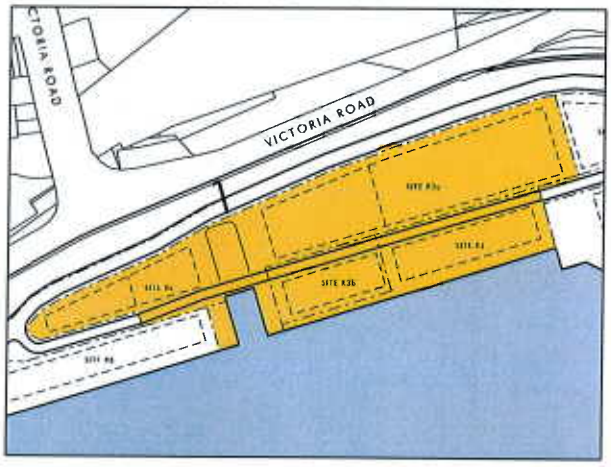


Figure 6: Commercial & Recreational Boating Precinct (Sites R3, R4, R5)

- Charter vessels
- Heritage fleet
- Dry boat storage
- Layover berths
- General mixed marine
- Marine contractors
- Heavy marine repairs
- Marine repairs

Preferred Land Uses – Sites R6, R7 and R8

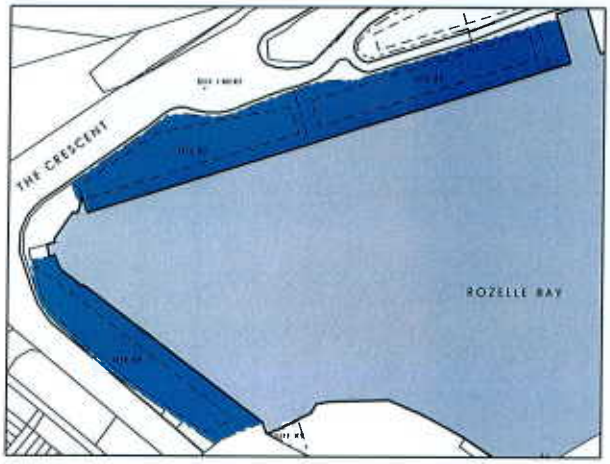


Figure 7: Marine Contracting Precinct (Sites R6, R7, R8)

- Charter vessels
- Marine contractors
- General mixed marine
- Marine repairs
- Heritage fleet

Preferred Land Uses – Sites B2 and B3

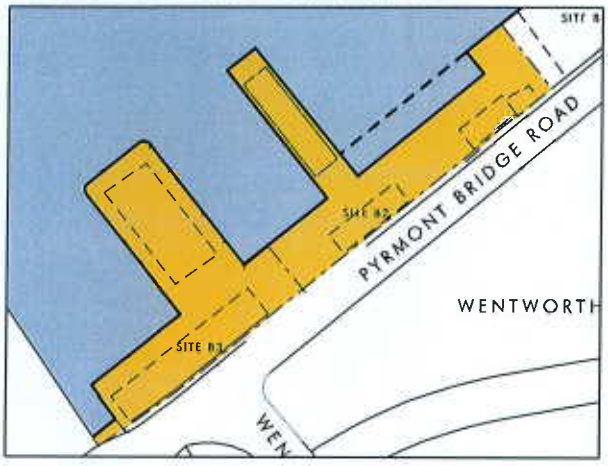


Figure 9: Commercial Boating Precinct (Sites B2, B3)

- Charter vessels
- Heritage fleet
- Fishing fleet
- Layover berths
- General mixed marine

Preferred Land Uses – Site B1

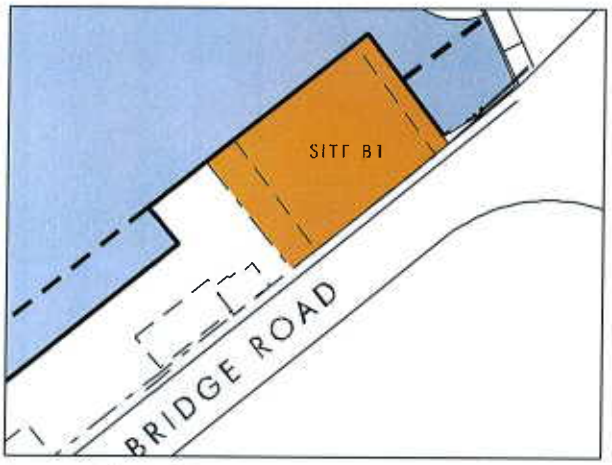


Figure 8: Marine Heritage Precinct (Site B1)

- General mixed marine
- Maritime-related retail and/or commercial uses
- Non-conforming uses may be considered

APPENDIX B

TRAFFIC SURVEY RESULTS

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : T.T.P.A.
Job No/Name : 3097 ROZELLE James Craig Dr
Day/Date : Monday 3rd May 2010

Lights

Time Per	WEST The T	WEST The R	SOUTH James L	SOUTH James R	EAST The L	EAST The T	TOT
0700 - 0715		5	3	5	9		22
0715 - 0730		5	2	4	19		30
0730 - 0745		7	1	3	10		21
0745 - 0800		6	1	8	12		27
0800 - 0815		6	1	6	19		32
0815 - 0830		11	5	9	11		36
0830 - 0845		5	1	5	18		29
0845 - 0900		14	5	6	19		44
Per End	**0**	**59**	**19**	**46**	**117**	**0**	**241**

Heavies

Time Per	WEST The T	WEST The R	SOUTH James L	SOUTH James R	EAST The L	EAST The T	TOT
0700 - 0715		1	1	0	0		2
0715 - 0730		4	0	2	0		6
0730 - 0745		3	3	2	1		9
0745 - 0800		0	0	1	0		1
0800 - 0815		0	0	0	0		0
0815 - 0830		0	1	0	1		2
0830 - 0845		0	0	2	3		5
0845 - 0900		0	2	0	1		3
Per End	**0**	**8**	**7**	**7**	**6**	**0**	**28**

Combined

Time Per	WEST The T	WEST The R	SOUTH James L	SOUTH James R	EAST The L	EAST The T	TOT
0700 - 0715	0	6	4	5	9	0	24
0715 - 0730	0	9	2	6	19	0	36
0730 - 0745	0	10	4	5	11	0	30
0745 - 0800	0	6	1	9	12	0	28
0800 - 0815	0	6	1	6	19	0	32
0815 - 0830	0	11	6	9	12	0	38
0830 - 0845	0	5	1	7	21	0	34
0845 - 0900	0	14	7	6	20	0	47
Per End	**0**	**67**	**26**	**53**	**123**	**0**	**269**

Lights

Peak Per	WEST The T	WEST The R	SOUTH James L	SOUTH James R	EAST The L	EAST The T	TOT
0700 - 0800	0	23	7	20	50	0	100
0715 - 0815	0	24	5	21	60	0	110
0730 - 0830	0	30	8	26	52	0	116
0745 - 0845	0	28	8	28	60	0	124
0800 - 0900	0	36	12	26	67	0	141
PEAK HR	**0**	**36**	**12**	**26**	**67**	**0**	**141**

Heavies

Peak Per	WEST The T	WEST The R	SOUTH James L	SOUTH James R	EAST The L	EAST The T	TOT
0700 - 0800	0	8	4	5	1	0	18
0715 - 0815	0	7	3	5	1	0	16
0730 - 0830	0	3	4	3	2	0	12
0745 - 0845	0	0	1	3	4	0	8
0800 - 0900	0	0	3	2	5	0	10
PEAK HR	**0**	**0**	**3**	**2**	**5**	**0**	**10**

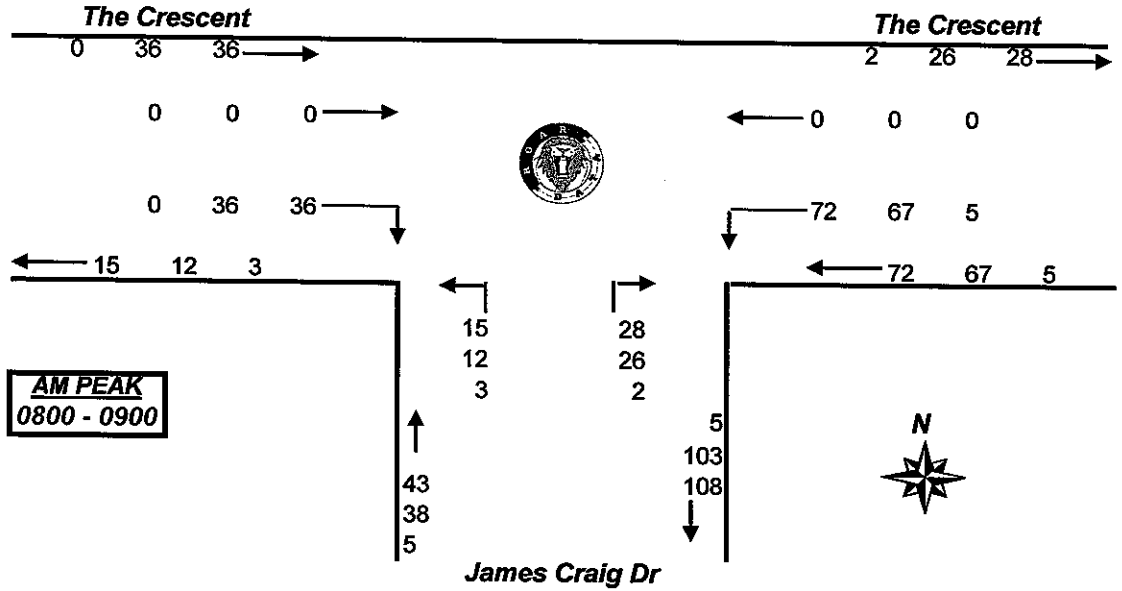
Combined

Peak Per	WEST The T	WEST The R	SOUTH James L	SOUTH James R	EAST The L	EAST The T	TOT
0700 - 0800	0	31	11	25	51	0	118
0715 - 0815	0	31	8	26	61	0	126
0730 - 0830	0	33	12	29	54	0	128
0745 - 0845	0	28	9	31	64	0	132
0800 - 0900	0	36	15	28	72	0	151
PEAK HR	**0**	**36**	**15**	**28**	**72**	**0**	**151**

Peds

Time Per	WEST The	SOUTH James Craig	EAST The	TOT
0700 - 0715				0
0715 - 0730		*NOT*		0
0730 - 0745		*REQUIRED*		0
0745 - 0800				0
0800 - 0815				0
0815 - 0830				0
0830 - 0845				0
0845 - 0900				0
Per End	**0**	**0**	**0**	**0**

Peak Per	WEST The	SOUTH James Craig	EAST The	TOT
0700 - 0800	0	0	0	0
0715 - 0815	0	0	0	0
0730 - 0830	0	0	0	0
0745 - 0845	0	0	0	0
0800 - 0900	0	0	0	0
PEAK HR	**0**	**0**	**0**	**0**



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : T.T.P.A.
Job No/Name : 3097 ROZELLE James Craig Dr
Day/Date : Monday 3rd May 2010

Lights

	WEST		SOUTH		EAST		
	The		*James*		*The*		
Time Per	T	R	L	R	L	T	TOT
1600 - 1615		5	14	14	6		39
1615 - 1630		2	11	22	8		43
1630 - 1645		1	9	23	8		41
1645 - 1700		1	16	20	7		44
1700 - 1715		2	14	14	3		33
1715 - 1730		0	10	8	4		22
1730 - 1745		1	6	15	2		24
1745 - 1800		5	5	14	5		29
Per End	0	17	85	130	43	0	275

Heavies

	WEST		SOUTH		EAST		
	The		*James*		*The*		
Time Per	T	R	L	R	L	T	TOT
1600 - 1615		1	1	1	2		5
1615 - 1630		0	0	0	2		2
1630 - 1645		4	0	0	0		4
1645 - 1700		0	1	1	0		2
1700 - 1715		3	0	3	0		6
1715 - 1730		0	0	0	1		1
1730 - 1745		1	4	0	0		5
1745 - 1800		0	0	0	0		0
Per End	0	9	6	5	5	0	25

Combined

	WEST		SOUTH		EAST		
	The		*James*		*The*		
Time Per	T	R	L	R	L	T	TOT
1600 - 1615	0	6	15	15	8	0	44
1615 - 1630	0	2	11	22	10	0	45
1630 - 1645	0	5	9	23	8	0	45
1645 - 1700	0	1	17	21	7	0	46
1700 - 1715	0	5	14	17	3	0	39
1715 - 1730	0	0	10	8	5	0	23
1730 - 1745	0	2	10	15	2	0	29
1745 - 1800	0	5	5	14	5	0	29
Per End	0	26	91	135	48	0	300

Lights

	WEST		SOUTH		EAST		
	The		*James*		*The*		
Peak Per	T	R	L	R	L	T	TOT
1600 - 1700	0	9	50	79	29	0	167
1615 - 1715	0	6	50	79	26	0	161
1630 - 1730	0	4	49	65	22	0	140
1645 - 1745	0	4	46	57	16	0	123
1700 - 1800	0	8	35	51	14	0	108
PEAK HR	0	9	50	79	29	0	167

Heavies

	WEST		SOUTH		EAST		
	The		*James*		*The*		
Peak Per	T	R	L	R	L	T	TOT
1600 - 1700	0	5	2	2	4	0	13
1615 - 1715	0	7	1	4	2	0	14
1630 - 1730	0	7	1	4	1	0	13
1645 - 1745	0	4	5	4	1	0	14
1700 - 1800	0	4	4	3	1	0	12
PEAK HR	0	5	2	2	4	0	13

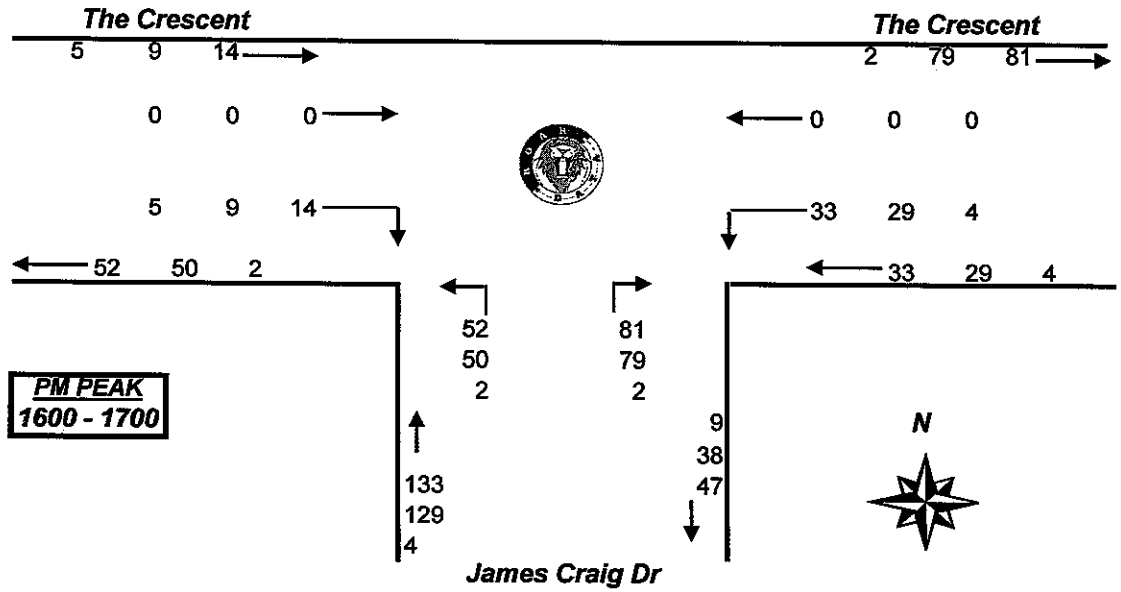
Combined

	WEST		SOUTH		EAST		
	The		*James*		*The*		
Peak Per	T	R	L	R	L	T	TOT
1600 - 1700	0	14	52	81	33	0	180
1615 - 1715	0	13	51	83	28	0	175
1630 - 1730	0	11	50	69	23	0	153
1645 - 1745	0	8	51	61	17	0	137
1700 - 1800	0	12	39	54	15	0	120
PEAK HR	0	14	52	81	33	0	180

Peds

	WEST	SOUTH	EAST	
Time Per	The	James Craig	The	TOT
1600 - 1615				0
1615 - 1630		*NOT*		0
1630 - 1645		*REQUIRED*		0
1645 - 1700				0
1700 - 1715				0
1715 - 1730				0
1730 - 1745				0
1745 - 1800				0
Per End	0	0	0	0

	WEST	SOUTH	EAST	
Peak Per	The	James Craig	The	TOT
1600 - 1700	0	0	0	0
1615 - 1715	0	0	0	0
1630 - 1730	0	0	0	0
1645 - 1745	0	0	0	0
1700 - 1800	0	0	0	0
PEAK HR	0	0	0	0



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : T.T.P.A.
Job No/Name : 3097 ROZELLE James Craig Dr
Day/Date : Saturday 8th May 2010

PEDS	WEST	SOUTH	EAST	
Time Per	*The*	*James Craig*	*The*	TOT
1100 - 1115				0
1115 - 1130		*NOT*		0
1130 - 1145		*REQUIRED*		0
1145 - 1200				0
1200 - 1215				0
1215 - 1230				0
1230 - 1245				0
1245 - 1300				0
1300 - 1315				0
1315 - 1330				0
1330 - 1345				0
1345 - 1400				0
Per End	0	0	0	0

PEDS	WEST	SOUTH	EAST	
Peak Per	*The*	*James Craig*	*The*	TOT
1100 - 1200	0	0	0	0
1115 - 1215	0	0	0	0
1130 - 1230	0	0	0	0
1145 - 1245	0	0	0	0
1200 - 1300	0	0	0	0
1215 - 1315	0	0	0	0
1230 - 1330	0	0	0	0
1245 - 1345	0	0	0	0
1300 - 1400	0	0	0	0
PEAK HR	0	0	0	0

Lights	WEST		SOUTH		EAST		
	The		*James*		*The*		
Time Per	T	R	L	R	L	T	TOT
1100 - 1115							0
1115 - 1130							0
1130 - 1145							0
1145 - 1200							0
1200 - 1215							0
1215 - 1230							0
1230 - 1245							0
1245 - 1300							0
1300 - 1315							0
1315 - 1330							0
1330 - 1345							0
1345 - 1400							0
Per End	0	0	0	0	0	0	0

Heavies	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Time Per	T	R	L	R	L	T	TOT
1100 - 1115							0
1115 - 1130							0
1130 - 1145							0
1145 - 1200							0
1200 - 1215							0
1215 - 1230							0
1230 - 1245							0
1245 - 1300							0
1300 - 1315							0
1315 - 1330							0
1330 - 1345							0
1345 - 1400							0
Per End	0	0	0	0	0	0	0

Combined	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Time Per	T	R	L	R	L	T	TOT
1100 - 1115	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0
Per End	0	0	0	0	0	0	0

Lights	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Peak Per	T	R	L	R	L	T	TOT
1100 - 1200	0	0	0	0	0	0	0
1115 - 1215	0	0	0	0	0	0	0
1130 - 1230	0	0	0	0	0	0	0
1145 - 1245	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0
1215 - 1315	0	0	0	0	0	0	0
1230 - 1330	0	0	0	0	0	0	0
1245 - 1345	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0
PEAK HR							

Heavies	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Peak Per	T	R	L	R	L	T	TOT
1100 - 1200	0	0	0	0	0	0	0
1115 - 1215	0	0	0	0	0	0	0
1130 - 1230	0	0	0	0	0	0	0
1145 - 1245	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0
1215 - 1315	0	0	0	0	0	0	0
1230 - 1330	0	0	0	0	0	0	0
1245 - 1345	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0
PEAK HR							

Combined	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Peak Per	T	R	L	R	L	T	TOT
1100 - 1200	0	0	0	0	0	0	0
1115 - 1215	0	0	0	0	0	0	0
1130 - 1230	0	0	0	0	0	0	0
1145 - 1245	0	0	0	0	0	0	0
1200 - 1300	0	0	0	0	0	0	0
1215 - 1315	0	0	0	0	0	0	0
1230 - 1330	0	0	0	0	0	0	0
1245 - 1345	0	0	0	0	0	0	0
1300 - 1400	0	0	0	0	0	0	0
PEAK HR							

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : T.T.P.A.
Job No/Name : 3097 ROZELLE James Craig Dr
Day/Date : Saturday 8th May 2010

PEDS	WEST	SOUTH	EAST	
Time Per	*The*	*James Craig*	*The*	TOT
1100 - 1115				0
1115 - 1130		*NOT*		0
1130 - 1145		*REQUIRED*		0
1145 - 1200				0
1200 - 1215				0
1215 - 1230				0
1230 - 1245				0
1245 - 1300				0
1300 - 1315				0
1315 - 1330				0
1330 - 1345				0
1345 - 1400				0
Per End	**0**	**0**	**0**	**0**

PEDS	WEST	SOUTH	EAST	
Peak Per	*The*	*James Craig*	*The*	TOT
1100 - 1200	0	0	0	0
1115 - 1215	0	0	0	0
1130 - 1230	0	0	0	0
1145 - 1245	0	0	0	0
1200 - 1300	0	0	0	0
1215 - 1315	0	0	0	0
1230 - 1330	0	0	0	0
1245 - 1345	0	0	0	0
1300 - 1400	0	0	0	0
PEAK HR	**0**	**0**	**0**	**0**

Lights	WEST		SOUTH		EAST		
	The		*James*		*The*		
Time Per	T	R	L	R	L	T	TOT
1100 - 1115		2	6	3	6		17
1115 - 1130		5	1	3	2		11
1130 - 1145		0	5	15	11		31
1145 - 1200		0	3	3	2		8
1200 - 1215		0	1	9	10		20
1215 - 1230		2	4	5	6		17
1230 - 1245		2	1	9	3		15
1245 - 1300		4	2	11	9		26
1300 - 1315		3	5	8	9		25
1315 - 1330		4	5	8	7		24
1330 - 1345		3	2	4	2		11
1345 - 1400		2	2	9	4		17
Per End	**0**	**27**	**37**	**87**	**71**	**0**	**222**

Heavies	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Time Per	T	R	L	R	L	T	TOT
1100 - 1115		0	0	2	0		2
1115 - 1130		0	0	0	1		1
1130 - 1145		1	0	1	2		4
1145 - 1200		2	1	2	0		5
1200 - 1215		1	0	2	2		5
1215 - 1230		0	0	0	1		1
1230 - 1245		0	0	3	1		4
1245 - 1300		0	0	1	1		2
1300 - 1315		0	0	0	1		1
1315 - 1330		1	1	0	2		4
1330 - 1345		0	0	0	0		0
1345 - 1400		0	0	0	1		1
Per End	**0**	**5**	**2**	**11**	**12**	**0**	**30**

Combined	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Time Per	T	R	L	R	L	T	TOT
1100 - 1115	0	2	6	5	6	0	19
1115 - 1130	0	5	1	3	3	0	12
1130 - 1145	0	1	5	16	13	0	35
1145 - 1200	0	2	4	5	2	0	13
1200 - 1215	0	1	1	11	12	0	25
1215 - 1230	0	2	4	5	7	0	18
1230 - 1245	0	2	1	12	4	0	19
1245 - 1300	0	4	2	12	10	0	28
1300 - 1315	0	3	5	8	10	0	26
1315 - 1330	0	5	6	8	9	0	28
1330 - 1345	0	3	2	4	2	0	11
1345 - 1400	0	2	2	9	5	0	18
Per End	**0**	**32**	**39**	**98**	**83**	**0**	**252**

Lights	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Peak Per	T	R	L	R	L	T	TOT
1100 - 1200	0	7	15	24	21	0	67
1115 - 1215	0	5	10	30	25	0	70
1130 - 1230	0	2	13	32	29	0	76
1145 - 1245	0	4	9	26	21	0	60
1200 - 1300	0	8	8	34	28	0	78
1215 - 1315	0	11	12	33	27	0	83
1230 - 1330	0	13	13	36	28	0	90
1245 - 1345	0	14	14	31	27	0	86
1300 - 1400	0	12	14	29	22	0	77
PEAK HR		**13**	**13**	**36**	**28**		**90**

Heavies	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Peak Per	T	R	L	R	L	T	TOT
1100 - 1200	0	3	1	5	3	0	12
1115 - 1215	0	4	1	5	5	0	15
1130 - 1230	0	4	1	5	5	0	15
1145 - 1245	0	3	1	7	4	0	15
1200 - 1300	0	1	0	6	5	0	12
1215 - 1315	0	0	0	4	4	0	8
1230 - 1330	0	1	1	4	5	0	11
1245 - 1345	0	1	1	1	4	0	7
1300 - 1400	0	1	1	0	4	0	6
PEAK HR		**1**	**1**	**4**	**5**		**11**

Combined	WEST		SOUTH		EAST		
	The		*James Craig*		*The*		
Peak Per	T	R	L	R	L	T	TOT
1100 - 1200	0	10	16	29	24	0	79
1115 - 1215	0	9	11	35	30	0	85
1130 - 1230	0	6	14	37	34	0	91
1145 - 1245	0	7	10	33	25	0	75
1200 - 1300	0	9	8	40	33	0	90
1215 - 1315	0	11	12	37	31	0	91
1230 - 1330	0	14	14	40	33	0	101
1245 - 1345	0	15	15	32	31	0	93
1300 - 1400	0	13	15	29	26	0	83
PEAK HR		**14**	**14**	**40**	**33**		**101**

APPENDIX C

EXTRACT FROM OSPT TRANSPORT REPORT

On exhibition.

Proposed White Bay Cruise Passenger Terminal

Transport Report

29 September 2010

FINAL

Prepared on behalf of

Sydney Ports Corporation

Halcrow

approximately 10 truck movements per peak hour or a total of 20 movements per hour – 10 movements in and 10 movements out.

3.7.3 *Rozelle Bay Masterplan*

In 2004, Halcrow (formerly Masson Wilson Twiney) prepared a traffic report assessing the cumulative traffic impacts of the likely development within the Rozelle Bay precinct. The study estimated additional development traffic of new operators with traffic from the existing operators expected to continue largely unchanged. This traffic would access the Rozelle Bay site from James Craig Road.

For the most part, the new development allowed for in the Rozelle Masterplan has not eventuated, but the potential for this remains. Accordingly, the assessment in this report has assumed that the previously forecast traffic growth of some 180 vehicle trips per peak hour arising from the new development in Rozelle Bay would add to existing traffic.

In summary, the adjacent proposed developments are expected to generate some 230 to 240 vehicle trips per peak hour. Of these, about 36 vph would use Robert Street and the balance would use James Craig Road.

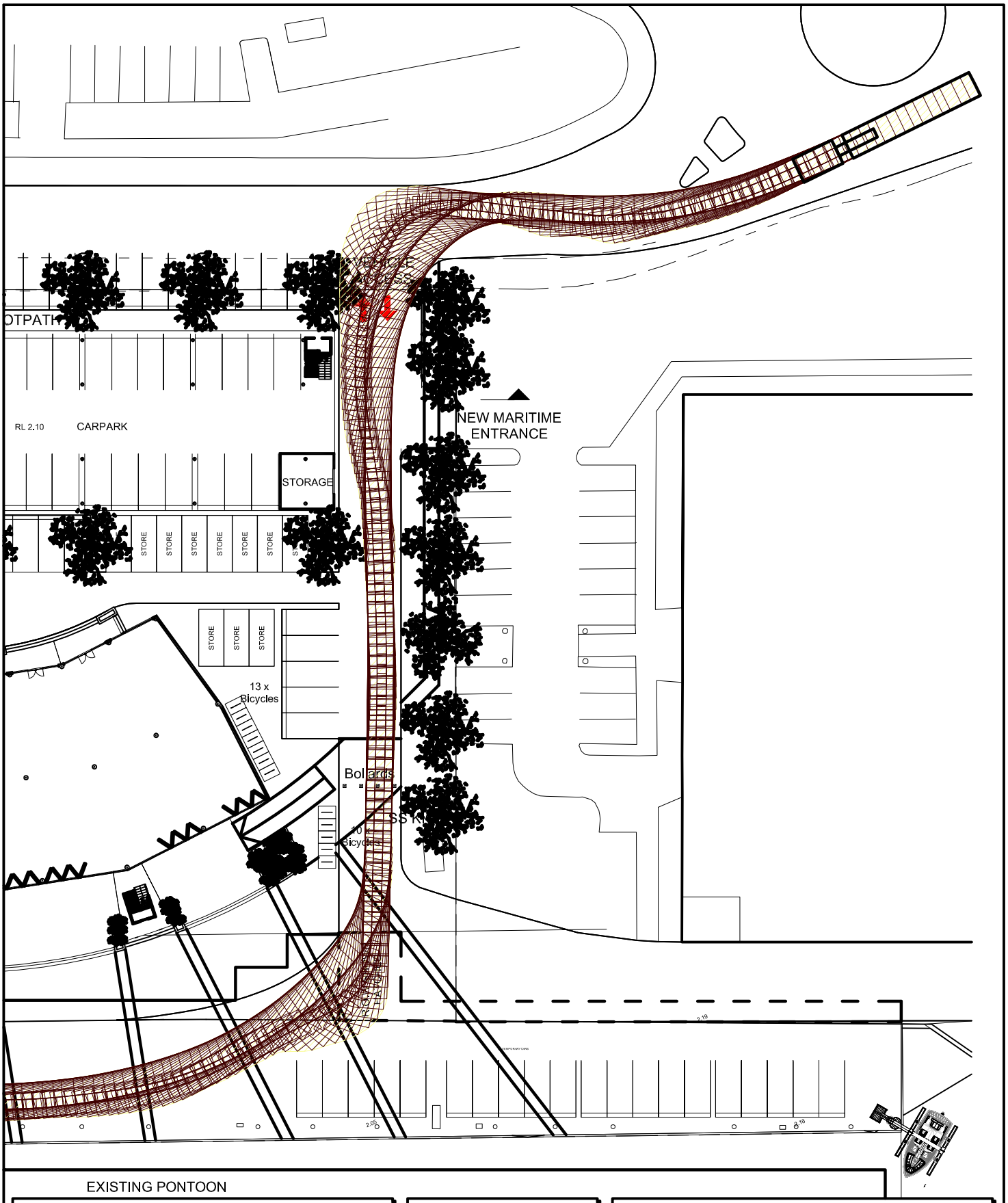
Table 3.2 Traffic Generated by Adjacent Developments

Proposed Uses	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Baileys Fuel Depot	33	3	36	3	33	36
Empty Container Facility	10	10	20	10	10	20
Rozelle Bay	155	25	180	45	130	175
Total	**198**	**38**	**236**	**58**	**173**	**231**

It is noted that frequency of overlap of peak traffic generation from all of these proposed uses with the presence of a cruise ship would be very low.

APPENDIX D

TURNING PATH ASSESSMENT



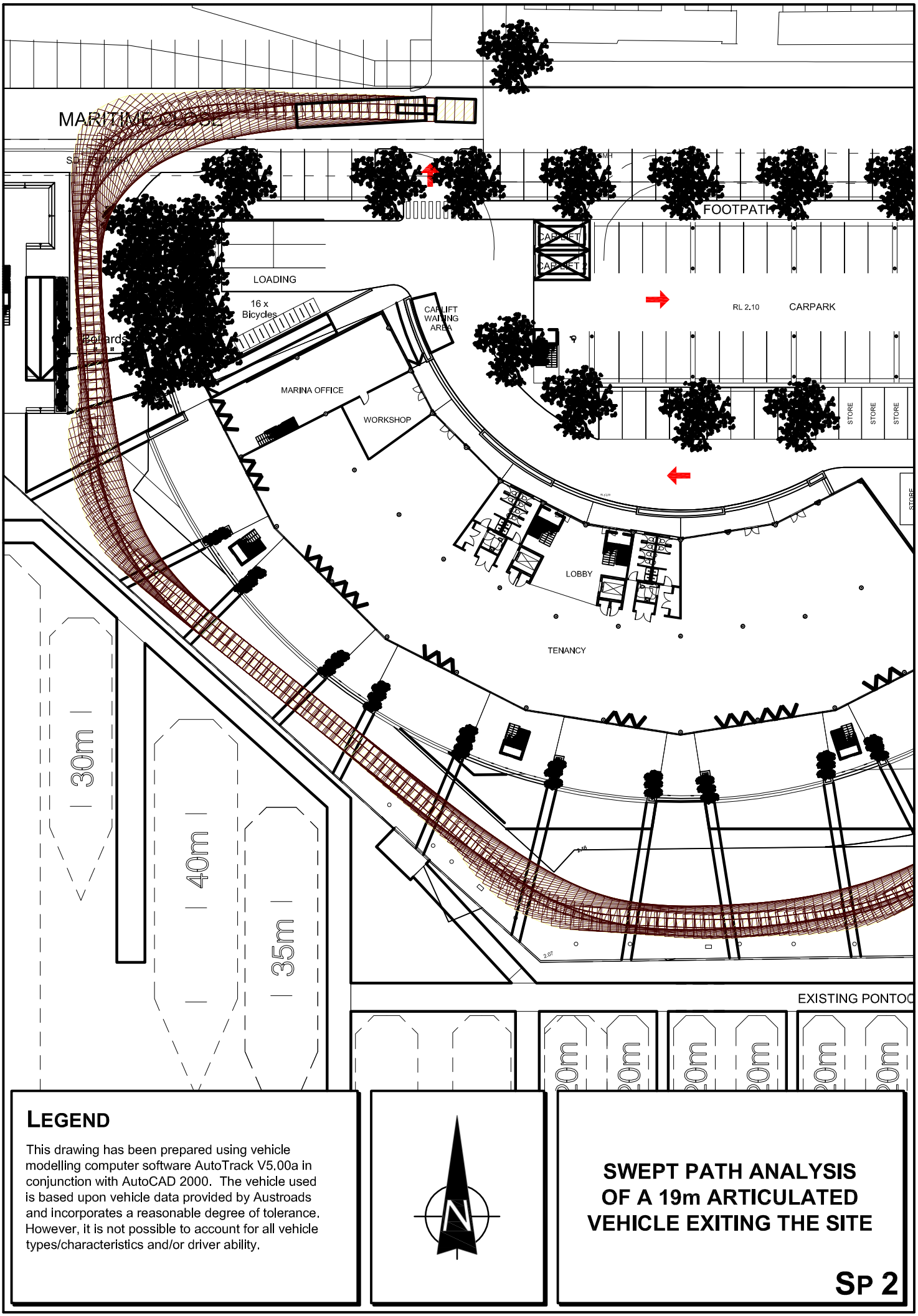
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

N

SWEPT PATH ANALYSIS OF A 19m ARTICULATED VEHICLE ENTERING THE SITE

SP 1



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

N

SWEPT PATH ANALYSIS OF A 19m ARTICULATED VEHICLE EXITING THE SITE

SP 2