

APPENDIX I

COMPLIANCE TABLE: SYDNEY HARBOUR FORESHORES AND WATERWAYS AREA DEVELOPMENT CONTROL PLAN 2005

2. Ecological Assessment

The site is not identified in Map 8 as having any ecological community hence this section is not applicable

3. Landscape character

The site is geographically closest to the control Landscape Character Type 7. The performance criteria are:

REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
It retains the vitality of the area by retaining the mixture of land uses	✓		The proposed activities help maintain a working harbour and also enhance the recreational activities of the area.
New residential development is in a style, form and spacing compatible with existing residential development		N/a	Not Applicable
Vegetation is integrated within the development to minimise the contrast between natural and built elements	✓		Landscaping would be concentrated in the parking lot areas and along the site boundaries
Measures are introduced to mitigate noise and amenity impacts between incompatible land	✓		Subject site is not adjacent to any land uses that would be incompatible with the proposed development

4. Design Guidelines for Water-based and Land/Water Interface Developments

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
4.2 General requirement	Public access to waterways and public land is maintained and enhanced.	✓		See Section 2. Public access to the foreshore is maintained by the promenade.
	Congestion of the waterway and foreshore is minimised	✓		See Section 2. Development is not envisaged to generate any additional boat movements per day and would therefore be unlikely to cause any conflict with other activity within the Bay.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Conflicts on the waterway and foreshore are avoided;	✓		See Section 2 and Section 4.1. There would be minimal conflict between commercial and recreational uses of Rozelle Bay.
	The development warrants a foreshore location	✓		See Section 2. As a service facility to the Superyacht Marina and an entertainment area designed to take advantage of the waterside and foreshore locality, the development requires a foreshore location.
	The development does not interfere with navigation, swimming or other recreational activities	✓		See Section 2. The fact that it is not anticipated that there would be any increased boat movements to the facility would not result in any negative interaction with other users of Rozelle Bay.
	The demand for the development has been established	✓		See Sections 1.6 and 4.14.
	The structure does not obstruct or affect the natural flow of tides and currents	✓		The development will have no impact on any water based structures or developments.
	The development does not dominate its landscape setting	✓		A visual assessment is prepared in Section 4.11.
	The extent of development is kept to the absolute minimum necessary to provide access to the waterway	✓		The proposed development is to support maritime activity and therefore maximum foreshore access has been provided to ensure efficient use of limited port lands. However vehicular access will be controlled by bollards or gates for pedestrian safety.
	Shared usage of facilities is encouraged to minimise the number of structures and their cumulative impact on the environment of the Harbour and its tributaries.	✓		See Section 2. The development would include facilities for a variety of marine contractors and entertainment facilities.
	Development is setback at least 2.5 metres from the division of the waterway as established by the Waterways Authority.	✓		See Section 2. The concrete apron and promenade include setbacks considerably greater than 2.5m
4.3 Foreshore access	Foreshore access is to be encouraged and promoted. Wherever possible, public access to and along the foreshore should be secured or improved.	✓		See Section 2. Foreshore access is enhanced by the promenade, however access to the waterway is restricted on the Marina for security reasons and vehicular access to the foreshore is also restricted for

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
				pedestrian safety reasons
	Foreshore links joining public open spaces or access points are most desirable. These can be obtained by right of way or dedicated or acquired strips of land and may link with tracks across beaches and rock platforms.	✓		See Section 2. Foreshore links and public open spaces are enhanced along the promenade and can be connected to linkages on adjoining lands in the future if the opportunity arises.
	The maps accompanying this DCP indicate existing and potential pedestrian and bicycle access around the foreshore. When designing and assessing a development, consideration should be given to providing these access routes.	✓		See section 4.11 and Appendix J
4.4 Siting of Building and Structures	Where there is existing native vegetation, buildings should be set back from this vegetation to avoid disturbance to the vegetation	✓		Existing native vegetation has been planted and there is no endemic vegetation on site. The row of eucalyptus on the boundary with NSW Maritime will be retained and the buildings will be approximate 15m from those trees.
	Buildings should address the waterway	✓		See Section 2 and 4.11
	Buildings should not obstruct views and vistas from public places to the waterway	✓		See Section 4.11
	Buildings should not obstruct views of landmarks and features identified on the maps accompanying this DCP		N/A	Not applicable. There are no landmarks or features on Map 8 near the site. See Section 4.11
4.5 Built form	Where buildings would be of a contrasting scale or design to existing buildings, care will be needed to ensure that this contrast would enhance the setting	✓		The scale reflects that of the existing adjacent NSW Maritime building. The design is of a modular, industrial nature in keeping with the maritime setting. Whilst the buildings are modular and articulated any contrast to the exiting buildings is tempered by a similar scale and finishes which blend with the surrounding built form. See Section 4.11 and plans in Appendix A.
	While no shapes are intrinsically unacceptable, rectangular boxy shapes with flat or skillion roofs usually do not harmonise with their surroundings. It is preferable to break up facades and roof lines into smaller elements and to use pitched roofs	✓		See Section 2 and 4.11 and plans in Appendix A. The modular and articulated facades of the buildings avoid a boxed approach. The elements are divided with roof lines enabling photovoltaic cells to be applied and the colour tones and finishes applied to the surfaces

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
				harmonise with the general industrial nature of the area..
	Bright lighting and especially floodlighting which reflects on the water, can cause problems with night navigation and should be avoided. External lights should be directed downward, away from the water. Australian Standards (AS4282–1997) Guidelines for Outdoor Lighting and Pedestrian Area (Category P) Lighting (AS/NZ 1158.3 – 1999) should be observed	✓		Noted. Lighting would be installed in accordance with AS 4282-1997.
	Except where otherwise required for navigation purposes, all lights on structures shall be shielded seawards and positioned to avoid disturbance to neighbouring properties	✓		Noted. Lighting would be installed in accordance with AS 4282-1997.
	Use of reflective materials is minimised and the relevant provisions of the Building Code of Australia are satisfied:	✓		See Section 2 and materials palette in Appendix B
	Colours should be sympathetic with their surrounds and consistent with the colour criteria, where specified, for particular landscape character types in Part 3		N/A	Not applicable No colour criteria are notified in landscape character 7. The rust colouring to the outside façade is sympathetic to the industrial setting. The industrial prefinished metal used externally and finished fibre cement again reflect the history and nature of the maritime precinct.
	The cumulative visual impact of a number of built elements on a single lot should be mitigated through bands of vegetation and by articulating walls and using smaller elements	✓		See Section 2 and Section 4.11. Articulation is provided by the breaking up of the façade into modular segments. Planter boxed vegetation will be included on the water side and planted trees will mitigate and cumulative impact in the northern boundary and around the car parking area. The car park will have a metal frame softened by vegetation growing on the sides.
	The cumulative impact of development along the shoreline is considered having regard to preserving views of special natural features, landmarks or heritage items		N/A	See Section 4.11. No special natural features, landmarks or heritage items are in the vicinity which could be interrupting their preservation.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
4.6 Signage	A consistent series of signs, using a unified graphic style and construction and siting principles, should be used in particular areas to indicate public open spaces along the waterway.		N/A	Signage on the subject site will be subject to future Development Applications. The applicant is proposing a consistently applied building numbering system along James Craig Road in consultation with NSW Maritime. The plans indicate the western building to be number 14 and the eastern building number 15.
	For publicly-owned land, design guidelines for signages should be followed as detailed guidelines in <i>Parramatta River Foreshore Signage Manual (3rd ed)</i>		N/A	Signage on the subject site will be subject to future Development Applications.
<i>Signs on privately-owned land should meet the following requirements:</i>	- Their dimensions should be minimal and consistent with the commercial or community identity of the premises		N/A	The land is publicly owned.
	- They should not be brightly illuminated to avoid becoming navigational hazards. Lighting of signs should be directed downward, away from the water;		N/A	The land is publicly owned
	- They should preferably be placed on the facades of buildings, rather than on roofs or free standing; and		N/A	The land is publicly owned
	- Signs that intrude on the skyline should be avoided.		N/A	The land is publicly owned
4.7 Marinas (Commercial and Private)				
<i>Location</i>	Marinas (where permissible) are to be located where they can be used by as many people as possible and are easily accessed from land and water;	✓		See Section 1 and Section 4.14. The subject site is readily accessible by water and land, including by public transport services of the light rail and buses, by foot and by bicycle. Note however that the marina (but not the buildings on the subject site, is restricted to superyachts and their service and tender vessels
	Marinas are to be located where there is adequate water depth or where minimal dredging of soft material will achieve an adequate water depth;	✓		See Section 1 and Section 4.14. Subject site has access to water with a sufficient depth. The marina itself is not the subject of this proposal

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Marinas are to be located away from areas subjected to exposed wave environments;	✓		Subject site is located in Rozelle Bay with negligible exposure to waves.
	Marinas are preferably to be located away from wetlands or the wetlands protection area (both as defined by the SREP) or where they or the vessels using them will physically damage or overshadow estuarine vegetation of high value. Clauses 61 to 63 inclusive of SREP (Sydney Harbour Catchment) 2005 indicate provisions relevant to wetlands protection;	✓		See Section 4.8. There are no wetlands or significant vegetation located in proximity to the development.
	Marinas are not to reduce the number of publicly available single (swing) moorings, jeopardise safe navigation or adversely impact other water users including small craft		N/A	Not Applicable.
	Waterside structures are to minimise impacts on public water activities.	✓		See Section 4.10. The proposed facility is not anticipated to increase boat movements.
<i>Design and layout</i>	Building and other facilities are to be designed and sited so that natural or other attractive features are not obscured (<i>see also</i> Section 4.5 of this DCP);	✓		See Section 4.11
	Buildings are to be designed so that their dimensions are not excessive and can reasonably meet the functional requirements of the proposed uses;	✓		See Section 2 and Section 4.11.
	Marinas are to enhance public access to and along the shore and, where relevant, the inter tidal zone	✓		See Section 2. Public would retain and have enhanced access to the foreshore via the promenade and the proposed café and terrace area. There is no intertidal area on site
	Secure storage is to be provided in a controlled environment	✓		See Section 2.
	The extent of development over water including waterside structures, berths, fairways and access channels is to be minimised and result in minimal alienation of the waterway		N/A	No development over water is included in this proposal

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Marinas are to be in the form of a series of interlinked pontoons which shall be restrained and held in position by a minimum number of piles or mooring lines to anchor points in the seabed		N/A	This proposal is not altering any water based structures or moorings
	Design of marina restraints shall take into account the flexibility and performance of the pontoon systems under environmental loads		N/A	The proposal does not affect moorings
	The colours, appearance and form of any associated buildings shall be compatible with the surrounding environment	✓		The colour and finishes palette reflects the maritime and industrial history and setting of the environment
	Shiny or reflective materials are not to be used	✓		See the materials palette in Appendix B
	The depth and width of berths and fairways of commercial marinas shall accommodate either a yacht or motor vessel. Restricted berths are to be nominated only where this will lead to an optimal environmental outcome		N/A	The berths are not to be altered as part of this proposal.
	Commercial marinas are to provide a point of access to boats for disabled people where possible	✓		Access to the marinas are at grade and by sloping gangways
	Marinas are to be designed to minimise the impact of vessels when in use on the environment including on air and water quality, marine habitat and bank stability	✓		See Section 4.13. The facility is designed in accordance with EPA best management practice – involving wastewater treatment facilities and a range of other mitigation measures.
<i>Marina layouts are to be designed in accordance with the following publications</i>	Department of Environment and Conservation (NSW) “ <i>Environmental Information for Marinas, Boatsheds and Slipways</i> ” (November 1998)	✓		Noted
	NSW Maritime Authority “ <i>Engineering Standards and Guidelines for Maritime Structures</i> ”	✓		Noted.
	NSW Fisheries Department of Primary Industries –	✓		Noted. See Section 4.4.

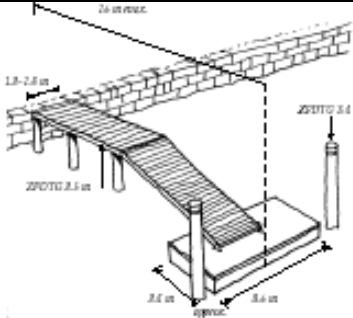
	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Fisheries - <i>Aquatic Habitat Management and Fish Conservation - Policy and Guidelines</i> 1998			
	NSW Department of Primary Industries - Fisheries <i>Policy and Guidelines - Aquatic Habitat Management and Fish Conservation</i> , 1999	✓		Noted. See Section 4.4.
	NSW Department of Primary Industries – Fisheries <i>Habitat Protection Plan No. 2: Seagrasses</i>	✓		Noted. See Section 4.4.
	NSW Department of Primary Industries – Fisheries <i>Habitat Protection Plan No. 1: General</i>	✓		Noted. See Section 4.4
<i>Facilities and services</i>	Commercial marinas are to provide boating service facilities such as fuel, water, toilet facilities or sewage pumpout where practicable and where such facilities are not yet locally available;	✓		See Section 2, 4.4 and 4.6. The servicing facility will provide water, toilet facilities and sewage pumpout facilities. Fuel is available at Baileys refuelling at nearby White Bay.
	Commercial marinas are to provide a mix and choice of boat storage facilities based on established demand as well as a range of marine services to the boating public		N/A	Not Applicable. Alternative facilities for boat storage are proposed on the adjoining land. A range of marine services are to be included on the site. Marine repairs are adequately provided at nearby Sydney City Marine and other local facilities in the Bay
	Commercial marinas are to provide benefits to both the general and boating public	✓		See Section 2 and 4.10. The services are provided for the boating public and entertainment and recreation benefits including the promenade for the general public. Additionally employment benefits for the general public will arise.
	Vessels at the marina are not to be used as a permanent residence. A covenant shall be included on the lease to enforce this requirement.		N/A	This proposal does not include water based activities.
<i>Visual Impact</i>	The visual contrast (derived from an analysis of form, line, colour and texture) between the marina and the existing or planned future character of its setting is to be minimised.	✓		See Section 4.11. The facility would be located in an industrial maritime precinct and would be consistent with the existing and planned future character of the area.
	The visual impact of the marina on people in the visual catchment (derived from an analysis of the number of	✓		See Section 4.11.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	viewers, their location within the landscape, distance from the marina, and duration of view) is to be minimised			
	Any visual analysis shall consider the impact of the largest motor vessel(s) capable of being berthed at the marina		N/A	See Section 4.11. The berthing of vessels is not included in this proposal.
	The largest vessels (motorised or otherwise) to be berthed at the marina are to be located as far from shore as possible		N/A	The berthing of vessels is not included in this proposal.
	Waterside structures and berthed vessels associated with marinas are not to block views from foreshore public open space or views to foreshore public open space from the waterway	✓		See Section 4.11. The berthing of vessels is not included in this proposal.
	The bulk and scale of buildings and other structures on land is to be minimised through appropriate mitigation measures including landscaping, articulated walls, detailing of surfaces and by using smaller elements (see also Section 4.5 of this DCP);	✓		See Section 2 and 4.11. The buildings and rooflines are articulated and modulated. . Smaller elements are included on the roof to mitigate appearance of bulk and scale. Landscaping lessens the visual impact particularly when viewed from James Craig Road including the multilevel car park. Surfaces sympathetic to the maritime/industrial precinct minimises any impact.
	The visual impact of car parking from the waterway is to be minimised	✓		See section 4.11 and Appendix A. The carparking area and multilevel car park would be shielded by the eastern building and landscaped and barely visible from the waterway.
	All signage is to be located on dry land below the roofline (or parapet) of buildings. Advertising signs are not to be visible from the water		No	Signage on the subject site will be subject to a separate Development Application. However the building identification tower on the car park lift area is approximately 10 metres higher than the proposed buildings. This enables visibility from Anzac Bridge and from the waterway.
<i>Environmental management</i>	Pollution and waste: Potential pollutant sources from the site must be controlled and meet established performance	✓		See Section 4.3-4.7. Facility would be designed in accordance with best practice guidelines and would meet all relevant standards for air and water pollution.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	standards			
	Appropriate controls are to be in place and managed to prevent any pollutants entering the environment	✓		See Section 4.3-4.7. The facility would be in accordance with best practice guidelines and includes a variety of controls to restrict pollution. An environmental management Plan will be prepared and implemented
	Marinas for nine or more vessels are to provide adequate and readily accessible facilities for the collection and disposal of wastes from vessels	✓		See section 4.6
	Facilities for pumping out sewage holding tanks are to be provided onshore	✓		See section 4.4 and 4.6
	Any waste that cannot be recycled is to be disposed of at an appropriate facility	✓		See section 4.6
	Traffic and Parking: Land-based impacts including traffic volumes, parking demand and noise emissions, meet established performance standards	✓		See Section 4.1.
	Adequate car and trailer parking (based on the number and type of berths, associated activities and number of employees) is to be available on-site. Off-site parking is acceptable only where it will not reduce community amenity or generate adverse traffic impacts	✓		See Section 4.1. Approximately 190 car spaces would be provided to meet projected demand.
	The adverse impacts of traffic and parking generated by boat storage facilities in terms of congestion, safety, air quality and noise are to be minimised		N/A	This is not a boat storage facility.
	Noise: The adverse impacts of noise (considering hours of operation, existing background noise, expected departure/arrival times for vessels, noise level of marina patrons, noise level from repair and testing of vessels and motors) are to be minimised through appropriate design and management measures	✓		See Section 4.3.

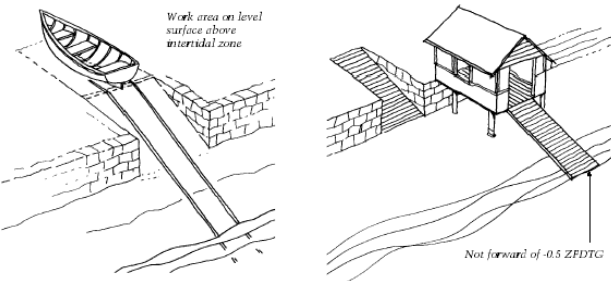
	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Lighting: The adverse impacts of lighting on night navigation and neighbours are to be minimised through appropriate design and management	✓		Lighting at the facility would be installed and operated in accordance with AS 4282.
<i>Health and safety</i>	Marinas are to be a safe place to work and adequate environmental safety and emergency response plans are in place.	✓		An Occupational Health and Safety procedure including emergency response plans will be implemented.
<i>Private marinas</i>	The private marina shall meet an established demand based on vessel ownership of residents living on the adjoining land.		N/A	Not applicable.
	The private marina shall ensure at least 5 metres or 50% of the water frontage of each property remains undeveloped, whichever is the greater.		N/A	Not applicable.
	The total length of structures is restricted to the minimum required to perform their function. This will be no more than 13m from the mean high water mark, or up to 16m if it means that dredging can be avoided. The length of the structure is measured along the centreline of the facility		N/A	Not applicable.
	The size of vessels berthed in association with the size of vessels berthed in association with residential development shall not exceed 18 metres in length		N/A	Not applicable.
4.8 Private landing facilities (including jetties, ramps and pontoons)	To minimise alienation of the public waterway, the total length of structures is restricted to the minimum needed for their function. This is generally 13 metres with a maximum length of 16 metres from the mean high water mark (MHW). The need for structures to be longer to reach an adequate depth of water is not, in itself, sufficient justification for extended structures. Where existing adjoining long structures would prevent access to a new structure of 16 metres, a length compatible with existing structures may be allowable		N/A	Not applicable.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Pontoons are to be of minimum size and to be as unobtrusive as possible. In general pontoons should be 3.6 metres x 2.4 metres, but, where circumstances demand, pontoons up to but not greater than 6 metres x 3 metres will be considered		N/A	Not applicable.
	Ramps to pontoons shall be of such a length that the slope of the ramp at a zero tide is not steeper than 1 vertical in 2.7 horizontal		N/A	Not applicable.
	The minimum width of ramps and jetties shall be 1.2 metres and the maximum width 1.8 metres unless there is a demonstrated demand for a greater width		N/A	Not applicable.
	The depth of water at a pontoon or any associated vessel mooring shall conform with the requirements of the Waterways Authority as construction approval authority		N/A	Not applicable.
	The surfaces of pontoons, ramps and jetties, including the tops of piles, are to be left untreated or stained or painted in colours compatible with the character of the area, except as required for safety reasons		N/A	Not applicable.
	Ramps should be slatted or mesh to allow light penetration into the intertidal zone;		N/A	Not applicable.
	Handrails are not acceptable		N/A	Not applicable
	The decks of jetties shall be 2.5 metres above Zero Fort Denison Tide Gauge (ZFDTG) (1.575 AHD) and their piles shall be cut off at or below deck level. However, those piles necessary as fenders for vessels may extend above deck level in which case such piles, together with any free-standing mooring piles, shall be cut off 3.5 metres above ZFDTG (2.575 AHD).		N/A	Not applicable.

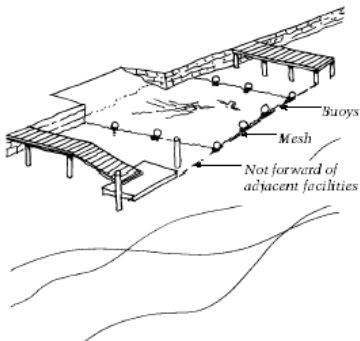
	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	 <p>Fig 6. Jetties, Ramps, pontoons</p>			
4.9 Mooring Piles, single moorings and mooring pens	Piles are not to constitute a navigational hazard or obstruction		N/A	Not applicable.
	Mooring and fender piles are to be single piles		N/A	Not applicable.
	Piles of a material other than timber will be considered on merit		N/A	Not applicable.
	Piles are to be cut off at 3.5 metres above ZFDTG (2.575 AHD)		N/A	Not applicable
	The size of vessels berthed in association with residential development shall not exceed 18 metres in length		N/A	Not applicable.
	Vessels are not be used as a permanent residence		N/A	Not applicable.
	A mooring pen shall meet an established demand based on vessel ownership of a permanent resident living on the adjoining land		N/A	Not applicable.
	No more than one vessel may be permanently berthed in front of a single residence.		N/A	Not applicable.
4.10 Dredging	Dredging should be minimised.		N/A	Not applicable.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
<i>Applicants proposing to undertake dredging are required to submit</i>	Heavy metals and other toxins often appear in bottom sediments and testing of samples may be required prior to approval. A statement must accompany a development application addressing the likelihood of contaminants, the mitigation measures proposed and indicate the proposed disposal methods		N/A	Not applicable.
	Effective methods to control pollution need to be instituted during dredging		N/A	Not applicable.
	Plans and accompanying information indicating:		N/A	Not applicable.
	- purpose of proposed dredging;		N/A	Not applicable.
	- existing depth of water;		N/A	Not applicable.
	- proposed extent and depth of dredging;		N/A	Not applicable.
	- quantity of material to be dredged;		N/A	Not applicable.
	- type of material to be dredged (i.e. sand, mud, rock, presence of significant contaminants);		N/A	Not applicable.
	- proposed method of dredging		N/A	Not applicable.
	- proposed method of disposal of dredged material		N/A	Not applicable.
	- proposed mitigation measures both during and after construction		N/A	Not applicable.
	Excavation or cutting of significant natural rock features, within or above the intertidal zone, is not acceptable, nor is dredging where it would cause erosion of shorelines or beaches		N/A	Not applicable.

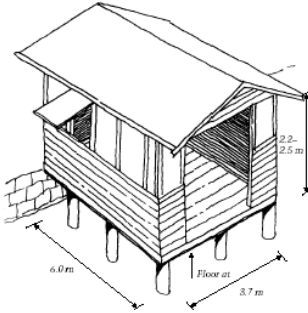
	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Any submarine retaining walls or structures necessary for armouring a dredged batter should not create a safety hazard to foreshore users or extend above zero tide level		N/A	Not applicable
	Applicants should note that approvals may be required for dredging from the NSW Environment Protection Authority (EPA) and the NSW Fisheries Department		N/A	Not applicable
4.11 Slipways	Close conformity with the natural foreshore profile		N/A	Not applicable.
	Cutting or excavation of natural intertidal rock is not acceptable		N/A	Not applicable.
	Slipways designed to have their inshore ends coincident with the top of an existing seawall are not acceptable. In these circumstances a re-entrant would need to be excavated into the existing wall		N/A	Not applicable.
	The slipway is to extend landward to allow the storage of the vessel wholly above MHW		N/A	Not applicable.
	Any work areas must be above the intertidal zone and appropriate pollution controls must be provided to prevent wastes/oils entering the waterway		N/A	Not applicable.
	Department of Environment and Conservation (NSW) <i>Environmental Information for Marinas, Boatsheds and Slipways</i> (November 1998)"; and		N/A	Not applicable.
	Applications for slipways must include details of the size and displacement of the largest vessel likely to be slipped.		N/A	Not applicable.
4.12 Skids	skids are to be of piered construction. Solid fill skids are not acceptable		N/A	Not applicable.
	skids are to be a minimum practical size and should not extend seaward of the -0.5 metres (ZFDTG) contour. Only in exceptional cases would skids be		N/A	Not applicable.

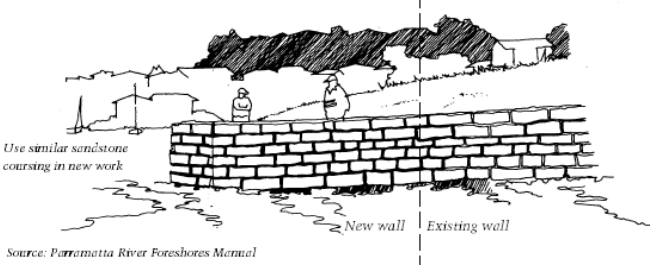
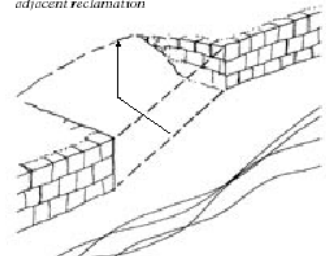
	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	acceptable beyond this contour and applicants would need to demonstrate why such exceptional circumstances occur			
	skids are to follow the natural foreshore profile and, where appropriate, shall be recessed into existing walls and reclamations so that the portion of a skid protruding beyond a wall is kept to a minimum		N/A	Not applicable.
	skids are to be of a minimum width consistent with their proposed function		N/A	Not applicable.
	the slope of a skid shall not be steeper than 1 vertical in 2.7 horizontal		N/A	Not applicable.
	where the skid is of a slope of greater than 1 vertical in 8 horizontal, the skid shall be designed and constructed so as to provide a safe foothold by means of spaced decking or the use of cleats		N/A	Not applicable.
	skids should be of hardwood. Concrete and steel skids are not permitted		N/A	Not applicable.
	vessel storage is not permitted on skids, apart from storage of small dinghies up to 2.5 metres in length		N/A	Not applicable.
			N/A	Not applicable.
4.13 Boat lifts	Boat lifts catering for dry storage of vessels over water are prohibited.	✓		Noted.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Vessel storage is not permitted on jetties below mean high water mark, apart from storage of small dinghies up to 2.5 metres in length. Boat lifts which lift vessels from the water for storage above the MHW are permitted subject to consent	✓		Noted
4.14 Swimming enclosures (Private and Public swimming enclosures) A swimming enclosure will only be allowed where it:	<ul style="list-style-type: none"> • does not impede the tidal flow; • does not interfere with watercraft • does not alienate public use of the waterway and foreshore • is adjacent to a developed foreshore. 		N/A	Not applicable.
Where a swimming enclosure is allowed, it must meet the following criteria:	consist of buoyed mesh or netting of a mesh size not less than 150 millimetres to prevent accumulation of debris		N/A	Not applicable.
	buoyed net structures are to be anchored or moored to ensure their positions are maintained at all times		N/A	Not applicable.
	the mesh shall not protrude above water level		N/A	Not applicable.
	the enclosure shall not extend further than 13 metres beyond MHW or beyond adjacent landing facilities, whichever is the lesser		N/A	Not applicable.
Public Swimming enclosures	The performance criteria for private swimming enclosures also apply. Where site conditions prevent the construction of a buoyed enclosure, consideration will be given to a mesh or net barrier hung from a suspension cable supported by a minimum number of		N/A	Not applicable.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	piles.			
			N/A	Not applicable.
4.15 Swimming pools	Swimming pools are not acceptable structures for locations below MHWM and should be located landward of MHWM. See Section 5.13 for requirements for swimming pools above MHWM.		N/A	Not applicable.
4.16 Boatsheds below MHWM used for private purposes:	Will only be permitted below MHWM where: there are no feasible alternatives to site the boatshed above MHWM		N/A	Not applicable.
	there are existing boatsheds below MHWM		N/A	Not applicable.
	the provision of an additional boatshed will not result in an overdeveloped water's edge		N/A	Not applicable.
	boatsheds should be one storey		N/A	Not applicable.
	The building is used in accordance with the definition i.e. for the storage and routine maintenance of a boat or boats, is associated with a private residence and includes any skid used in connection with the building or other structure. Boatsheds are not to be used for any other purpose unless approved by the consent authority;		N/A	Not applicable.
	To provide sufficient height clearance the minimum headroom for a boatshed is 2.2 metres and a		N/A	Not applicable

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	maximum of 2.5 metres to minimise visual impacts			
	the boatshed floor shall be 2.5 metres above ZFDTG gauge (1.575AHD		N/A	Not applicable.
	the maximum plan dimensions are 6 metres x 3.7 metres		N/A	Not applicable.
	roof pitch should not exceed 35 degrees and should be gabled. Other styles will be considered having regard to the general context and design of surrounding buildings		N/A	Not applicable.
	the use of roofs as decks is prohibited. Boatshed roofs shall be designed and constructed in materials which preclude or inhibit pedestrian access		N/A	Not applicable.
	the exterior colours should be compatible with the immediate surrounds and the landscape character in which the boatshed is proposed;		N/A	Not applicable.
	boatsheds built over the water should be of light-weight materials		N/A	Not applicable.
	Timber, fibrous cement sheeting and fibrous cement siding with an applied finish are acceptable. With the exception of the floor and substructure, masonry, concrete and brick elements will be discouraged over the water. Shiny or reflective materials should not be used.		N/A	Not applicable

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
			N/A	Not applicable.
4.17 Sea Walls <i>Where sea walls are permitted:</i>	The development application must address the impact of the seawall on wave and current patterns, potential erosion and the resuspension of contaminants	✓		Rozelle and Blackwattle Bay are sheltered bays and the subject foreshore area is not subject to high wave action. Waves within the bay currently reverberate off the foreshore area, the Glebe Island Bridge, stanchions for the Anzac Bridge, man made wharfs and natural shores lines. The application does not propose to recontour the foreshore area.
	The top of the seawall should be 2.6 metres above ZFDTG (1.675 AHD)		N/A	Not applicable.
	Natural sandstone blocks or sandstone facing over concrete walls are preferable to other materials. Cement rendered masonry wall with integral yellow oxide render of light tone is acceptable. The use of shotcrete or unrendered off form concrete will not be encouraged		N/A	Not applicable.
	Where existing sandstone seawalls are being extended or upgraded, similar sandstone coursing to match existing walls should be used		N/A	Not applicable.
	Rubble walls should be avoided and, if possible, existing rubble walls replaced		N/A	Not applicable.
	High walls and long unbroken lengths of walls are best avoided. If these already exist, they should be broken by steps or vegetation to relieve their visual monotony		N/A	Not applicable.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	 <p>Use similar sandstone coursing in new work</p> <p>Source: Parramatta River Foreshores Manual</p> <p>New wall Existing wall</p>		N/A	Not applicable.
4.18 Reclamation	<p>Reclamation will generally not be encouraged and it will be necessary to demonstrate that reclamation provides a valuable public facility or service or leads to environmental improvements, such as encapsulating contaminated sediments.</p> <p>In these circumstances, the following requirements must be met:</p>			
	The quality of the reclaimed lands must be suitable for the proposed use		N/A	Not applicable.
	Sea walls are to be designed, constructed and maintained to prevent any material entering waterways. The walls should join the seaward points of adjacent seawalls or reclamations;		N/A	Not applicable.
	The maximum height will be the same as for seawalls at 2.6 metres above ZFDTG (1.675 AHD).		N/A	Not applicable.
	<p>Not forward of line between adjacent reclamation</p> 		N/A	Not applicable.

5. Design Guidelines for Land-based Developments

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
5.2 Foreshore access	Foreshore access is to be encouraged and wherever possible, public access to and along the foreshore should be secured or improved.	✓		See Section 2. Public access along the foreshore is enhanced due to the promenade.
	Where foreshore access cannot be achieved, a linkage through adjacent streets is usually possible.	✓		Section 2. Foreshore access is achievable but links joining public open spaces are dependent on adjoining land owners and occupiers.
	Boardwalks are generally not recommended. They may, however, be an acceptable means of providing access along the foreshore in the following situations: - where other means of access is not possible;	✓		The promenade will be on the concrete apron existing on site.
	- where the privacy of existing residential or other foreshore uses would not be unduly disturbed	✓		The promenade will not impose upon privacy of adjacent areas
	- where the amenity or environmental quality of the subject foreshore or nearshore areas would not be adversely affected	✓		The promenade will provide no undue disturbance to the other foreshore uses and will enhance the amenity of the entertainment facilities of the development. The marina will be secured by gates
	- where binding arrangements for the leasing, maintenance and ultimate renewal of the structure are agreed with the Waterways Authority. Generally, preference will be given to land-based means of providing foreshore access rather than public boardwalks	✓		Land based access is provided
	The maps accompanying this DCP indicate existing and potential pedestrian and bicycle access around the foreshore. When designing and assessing a development, consideration should be given to providing these access routes.	✓		Access routes have been provided
5.3 Siting of buildings and	where there is existing native vegetation, buildings should be set back from this vegetation to avoid	✓		See Section 4.8. The subject site is highly disturbed and there is not remnant vegetation of significance.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
structures	disturbing it			The existing line of eucalypts on the east site boundary with NSW Maritime will be retained at a distance of approximately 15m to the nearest building
<i>Where a council has not set a foreshore building line, buildings should be sited having regard to:</i>	buildings should address the waterway	✓		See Section 2.
	buildings should not obstruct views and vistas from public places to the waterway	✓		See Section 4.11.
	buildings should not obstruct views of landmarks and features identified on the maps accompanying this DCP	✓		See Section 4.11. There are no views or landmarks identified on the maps on which the proposal could impact
	where there are cliffs or steep slopes, buildings should be sited on the top of the cliff or rise rather than on the flat land at the foreshore		N/A	Not applicable – the land is flat.
	the above criteria		N/A	A building line is established under the Master Plan – Rozelle and Blackwattle Bays Maritime Precincts 2002.
	minimising loss of views		N/A	A building line is established under the Master Plan – Rozelle and Blackwattle Bays Maritime Precincts 2002
	the siting of the buildings on adjoining properties		N/A	A building line is established under the Master Plan – Rozelle and Blackwattle Bays Maritime Precincts 2002
5.4 Built form	Where buildings would be of a contrasting scale or design to existing buildings, care will be needed to ensure that this contrast would enhance the setting	✓		See Section 4.11. The buildings are of a similar scale to the adjacent NSW Maritime building. Their modulated design and industrial finishes are sympathetic to the maritime precinct.
	where undeveloped ridgelines occur, buildings should not break these unless they have a backdrop of trees		N/A	Not applicable. In any event, the Victoria Road ridgeline is not broken

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	while no shapes are intrinsically unacceptable, rectangular boxy shapes with flat or skillion roofs usually do not harmonise with their surroundings. It is preferable to break up facades and roof lines into smaller elements and to use pitched roofs;	✓		See Section 2 and 4.11 and plans in Appendix A. The modular and articulated facades of the buildings avoid a boxed approach. The elements are divided with roof lines enabling photovoltaic cells to be applied and the colour tones and finishes applied to the surfaces harmonise with the general industrial nature of the area.
	walls and fences should be kept low enough to allow views of private gardens from the waterway		N/A	Not applicable
	bright lighting and especially floodlighting which reflects on the water, can cause problems with night navigation and should be avoided. External lights should be directed downward, away from the water. Australian Standards AS/NZ1158.3: 1999 Pedestrian Area (Category P) Lighting and AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting should be observed	✓		See Section 2. Lighting would be erected in accordance with Australian Standards.
	Use of reflective materials is minimised and the relevant provisions of the Building Code of Australia are satisfied	✓		See Section 2
	colours should be sympathetic with their surrounds and consistent with the colour criteria, where specified, for particular landscape character	✓		See Section 2. No colour criteria are notified in landscape character 7. The rust colouring to the outside façade is sympathetic to the industrial setting. The industrial prefinished metal used externally and finished fibre cement again reflect the history and nature of the maritime precinct.
	the cumulative visual impact of a number of built elements on a single lot should be mitigated through bands of vegetation and by articulating walls and using smaller elements	✓		See Section 2 and Section 4.11. Articulation is provided by the breaking up of the façade into modular segments. Planter boxed vegetation will be included on the water side and planted trees will mitigate and cumulative impact in the northern boundary and around the car parking area. The car park will have a metal frame softened by vegetation growing on the sides.
	the cumulative impact of development along the foreshore is considered having regard to preserving	✓		See Section 4.11. No special natural features, landmarks or heritage items are in the vicinity which

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	views of special natural features, landmarks or heritage items.			could be interrupting their preservation.
5.5 Signage	A consistent series of signs, using a unified graphic style and construction and siting principles, should be used in particular areas to indicate all the public open spaces along the waterway.	✓		Signage on the subject site will be subject to future Development Applications. The applicant is proposing a consistently applied building numbering system along James Craig Road in consultation with NSW Maritime. The plans indicate the western building to be number 14 and the eastern building number 15.
	The requirements of the Department's Parramatta River Foreshore Signage Manual (3 rd Edition) which contains detailed design guidelines for signage on public open space along the Parramatta River should be followed.		N/A	Signage on the subject site will be subject to future Development Applications
	See also SEPP 64 – Advertising and Signage		N/A	Signage on the subject site will be subject to future Development Applications
	Signs on privately owned land should meet the following requirements:		N/A	Not applicable
	<ul style="list-style-type: none"> They should be of minimal dimensions and consistent with the commercial or community identity of the premises; 		N/A	Not Applicable
	<ul style="list-style-type: none"> They should not be brightly illuminated to avoid becoming navigational hazards. Lighting of signs should be directed downward away from the water 		N/A	Not Applicable
	<ul style="list-style-type: none"> They should preferably be placed on the facades of buildings, rather than on roofs or free standing 		N/A	Not Applicable
	<ul style="list-style-type: none"> Signs that intrude on the skyline should be avoided 		N/A	Not Applicable
5.6 Planting	The following criteria should be addressed when providing landscaping for developments:			

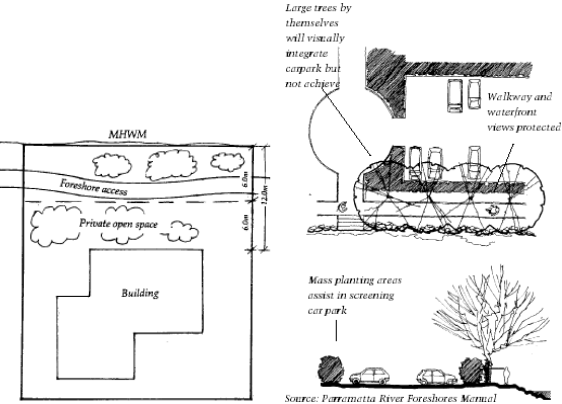
	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Appropriate species from those found in the surrounding landscape should be incorporated	✓		The proposed landscaping includes species suggested in Section 2.6 of the Rozelle and Blackwattle Bay Maritime Precinct Master Plan.
	Endemic native species should be used in areas where native vegetation is present or has the potential to be regenerated	✓		The proposed landscaping would incorporate species required in Section 2.6 of the Rozelle and Blackwattle Bay Maritime Precinct Master Plan.
	Exotic species that have the potential to spread into surrounding bushland should be avoided	✓		There is no surrounding bushland. Such exotic species will not be used.
	Existing mature trees should be retained where possible and incorporated into the design of new developments	✓		See Section 4.5. The line of semi mature eucalypts on the east boundary with NSW Maritime is to be retained.
	Vegetation along ridgelines and on hillsides should be retained and supplemented with additional planting to provide a backdrop to the waterway		N/A	Not applicable
	A landscape plan is to be submitted with any land-based development proposal showing existing and proposed changes in contours, surface and sub-surface drainage, existing trees to be retained and removed, measures to protect vegetation during construction, and proposed planting including species and common names	✓		See Appendix B
5.7 Maritime activities	Encourage the retention of existing maritime and boating industry facilities	✓		See Section 2.
	Ensure that these activities make a positive contribution to the landscape when viewed from the waterway	✓		See Section 2 and 4.11.
When assessing alterations or additions to the facilities the following	Large blank expanses of undifferentiated cladding should be avoided. This can be achieved by incorporating vents, louvres, windows and hoods into facades	✓		See Section 2 and 4.11. An articulated and modulated façade is proposed.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
criteria must be addressed:				
Any proposals to discontinue a maritime or boating industry and replace it with another use should be accompanied by a statement that:	Except in areas where the industry is surrounded by bushland, lighter colours sympathetic to the marine setting should be used for window frames, door surrounds, bargeboards and gutters. Roofs should be midtone grey or grey-greens in a hipped or gabled form		No	See Section 4.11. The rust tonings in the highlights and the metalized finished steel and fibre cement of the outside surfaces are sympathetic to the marine setting. Whilst the roof is not hipped or gabled, they will be of a mid grey toning. The reasonably flat roof enables photovoltaic cells to be included on the roof
	In the absence of controls set by council, the maximum wall height for buildings other than workshops should be 8 metres		N/A	See Section 3. The proposed building heights are set out in the Rozelle and Blackwattle Maritime Precincts Master Plan.
	To minimise scale and bulk, grouped smaller elements which articulate their function rather than a single large shed, should be used	✓		See Section 2. The buildings are articulated in design.
	Noise mitigation measures should be used to reduce disturbances to any adjacent noise sensitive uses	✓		See Section 4.3.
	The majority of the building should be used for maritime or boating industry purposes	✓		See Section 2. The site would be used for the servicing of the adjacent marina, including the provision of café and restaurant facilities, and ancillary office space, chandlery, brokerage, operations and logistics. Restaurants, café's are ancillary to those purposes and it is possible that commercial office space will also be ancillary.
	Provides reasons for discontinuing the maritime or boating industry		N/A	Not applicable. See Section 2. The proposed development is a continuation of maritime activity on the subject site.
	Demonstrates that there are sufficient suitable sites available elsewhere to meet the demands of the		N/A	Not Applicable.

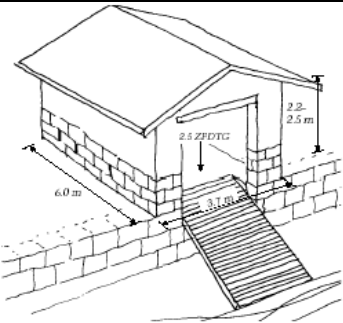
	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	maritime and boating industry			
5.8 Waterfront industry	In areas where public access is to be extended, buildings should be set back from the foreshore boundary a minimum of 12 metres to allow public foreshore access of 6 metres and private open space of 6 metres.		No	Building setbacks are established in the Rozelle and Blackwattle Maritime Precincts Master Plan. The western section in the Master Plan identifies a 10m setback and as this is specific to this site compliance with the more specific document has been generally achieved (given the fact that the waterfront and land boundary are not parallel). A setback between 14.63m and 23.72m is proposed on the eastern building. See section 3.3.3
	Open space should be of a suitable dimension and grade to enable efficient use of these areas with minimal disturbance to the foreshore	✓		Open space is provided according to the setback arrangements identified in the Rozelle and Blackwattle Maritime Precincts Master Plan.
	In the absence of controls set by council, the maximum height of warehouses or storage buildings should be 10 metres and the maximum height of other buildings should be 8 metres		N/A	The proposed building heights are controlled by the Rozelle and Blackwattle Maritime Precincts Master Plan.
	Exterior colours should be compatible with the overall landscape character type in which the industry is proposed. In general, buildings and structures should be constructed of materials with non-reflective surfaces. Where sited close to native vegetation, olive and mangrove greens and midtone greys are preferred. Dark browns, intense russets, ochres and light tones should be avoided		N/A	See Section 2 and Appendix A and palette in Appendix B. The area is not within a specific landscape type but is closest to landscape character 7 with a mix of waterside industrial and maritime. No exterior colourings are indicated in landscape character 7. The tonings proposed are non-reflective and not being close to native vegetation adopt the tonings of the maritime industrial precinct in which the site is placed.
	Car parking should not be visible from the waterway. Car parks should be located away from the waterfront and setback a minimum of 3 metres from any foreshore access to allow mass plantings to screen car parking		No	See Section 4.11. The elevated car parking will be only minimally visible if at all from the waterway as it is located behind the eastern building. Some car parking on the foreshore in front of the NSW Maritime building may be visible but again it is unlikely given the presence of the berthed superyachts. As that car parking is on a concrete apron mass plantings are not possible

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
5.9 Community boating and water-based recreation facilities	The size of the development should be kept to a minimum consistent with its function. To minimise scale and bulk, grouped smaller elements which articulate their function rather than a single large shed, are preferred		N/A	Not applicable
	large blank expanses of undifferentiated cladding should be avoided. This can be achieved by incorporating vents, louvres, windows and hoods into facades		N/A	Not applicable
	Exterior colours should be compatible with the overall landscape character type in which the building is proposed. In general, buildings and structures should be constructed of materials with non-reflective surfaces.		N/A	Not applicable
	Where sited close to native vegetation, olive and mangrove greens and midtone greys are preferred. In other areas, consideration should be given to lighter colours sympathetic to the marine environment. Roofs should be midtone greys or grey-greens		N/A	Not applicable.
	The incorporation of outdoor cafes along the waterfront, where permitted by council environmental planning instruments, should be considered to encourage public use of community boating and water-based recreation facilities		N/A	Not applicable
5.10 Multi-unit residential developments	Consider the site in the context of the river and the Harbour		N/A	Not applicable
	provide public access along the foreshore where appropriate and feasible		N/A	Not applicable
	Note SEPP 65 – Design Quality of Residential Flat Development should also be referred to.		N/A	Not applicable
	in areas where public access is to be extended,		N/A	Not applicable

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	buildings should be set back from the foreshore boundary a minimum of 12 metres to allow public foreshore access of 6 metres and private open space of 6 metres. Open space should be of a suitable dimension and grade to enable efficient use of these areas with minimal disturbance to the foreshore			
	detailing and planting of the public access is to appear as the public domain and be distinct from the private areas of the development		N/A	Not applicable
	floor levels of ground floor units should be 1 metre above the adjoining public access to minimise loss of privacy		N/A	Not applicable
	car parking should be located away from the waterfront and setback a minimum of 3 metres from the public access to allow adequate screening		N/A	Not applicable
	car parking should not be visible from the waterway. No roof top parking is allowed and parking beneath buildings should be screened by vegetation or integrated into the building form as a base to the building		N/A	Not applicable
	developments proposed near existing maritime or boating industries, must recognise that these industries are legitimate uses of waterfront land.		N/A	Not applicable
	Accordingly, new developments that may be sensitive to noise, odours, light or other effects associated with industries, should be sited and designed to minimise disturbance to their future occupants		N/A	Not applicable

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	 <p>Large trees by themselves will visually integrate carpark but not echelon</p> <p>MHWM</p> <p>Foreshore access</p> <p>Private open space</p> <p>Building</p> <p>Willoway and waterfront views protected</p> <p>Mass planting creos assist in screening car park</p> <p>Source: Parramatta River Foreshores Manual</p>		N/A	Not applicable
5.11 Redevelopment sites	Ensure continuous and inviting public access to the foreshore	✓		See Section 2. Public access will be enhanced by the provision of the promenade, maritime retail uses, café and restaurant area.
	allow for a mix of uses to further improve the public utility and amenity of the waterfront	✓		See Section 2
	provide public jetties and wharves for access to vessels where there is a demonstrated demand		N/A	Not applicable. Not included in this proposal
	identify suitable areas that can be conserved and made available to the public	✓		The public accessways have been identified
	provide public road access to the foreshore park where a park is being provided		N/A	Not applicable
	be designed considering the site in the broader context of the River and the Harbour. Redevelopment sites have the potential to provide a gateway and become a waterside destination for the hinterland	✓		See Section 2. The addition of restaurants, cafes and retail to the area as well as marine servicing provides a waterside destination for the community
	Developments proposed near existing maritime or boating industries must recognise these industries as legitimate uses of waterfront land.	✓		See Section 1.3. Proposal would be consistent with surrounding land uses.

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	Accordingly, new developments that may be sensitive to noise, odours, light or other effects associated with these industries should be sited and designed to minimise disturbance to their future occupants	✓		See Section 4.3, 4.5,
5.12 Boatsheds above MHWM used for private purposes	Minimise visual impact from the waterway		N/A	Not applicable
	Ensure development is compatible with the surrounding landscape and built		N/A	Not applicable
	boatsheds should be one storey		N/A	Not applicable
	minimum headroom for a boatshed is 2.2 metres and a maximum of 2.5 metres		N/A	Not applicable
	the boatshed floor shall be 2.5 metres above ZFDTG (1.575AHD);		N/A	Not applicable
	the maximum plan dimensions are 6 metres x 3.7 metres		N/A	Not applicable
	roof pitch should not exceed 35 degrees and should be gabled. Other roof styles will be considered having regard to the context and design of surrounding buildings		N/A	Not applicable
	the exterior colours should be compatible with the immediate surrounds and the landscape character in which the boatshed is proposed		N/A	Not applicable
	the boatshed is to be used in accordance with the definition in Appendix A. Boatsheds are not to be used for any other purpose unless approved by the consent authority		N/A	Not applicable

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
			N/A	Not applicable
5.13 Swimming pools between MHW and foreshore building line	swimming pools and surrounding areas shall not be cantilevered over the waterway		N/A	Not applicable
	construction of swimming pools should avoid reshaping of the terrain and removal of native vegetation or significant cultural trees		N/A	Not applicable
	swimming pools should be sited away from native vegetation to avoid chemical splash		N/A	Not applicable
<i>where a swimming pool protrudes beyond natural ground level, mitigation measures to minimise the visual impact are to be implemented. These include:</i>	- landscaping to screen the exposed sides of the pool		N/A	Not applicable
	– colour and texture of the materials comprising the exposed sides are to match natural elements such as tree trunks and stone or where there is a seawall, any exposed sides of the pool should		N/A	Not applicable

	REQUIREMENTS	Yes	No / Not Applicable	COMMENTS
	match the seawall.			
5.14 Inclinator, stairs and driveways	inclinator and driveways should be sited as close as possible to natural ground level		N/A	Not applicable
	stairs should be a maximum of 1.2 metres wide		N/A	Not applicable
	stairs should be constructed in timber, masonry or stone. Galvanised stairs will only be permitted where they are painted in colours that blend with their setting		N/A	Not applicable
	inclinator, stairs and driveways should be sited to maintain privacy of adjacent dwellings		N/A	Not applicable
	inclinator, stairs and driveways should not obscure or break a view line of a rock or cliff face		N/A	Not applicable
	the implementation of soil erosion measures		N/A	Not applicable
	encourage shared use of access facilities in environmentally or visually sensitive locations.		N/A	Not applicable