

PREFERRED PROJECT REPORT
MP11_00001
Relocation of Sydney Heritage Fleet

PROJECT PARTICULARS

Project No.:	HPS 2010-039
Project Address:	Bank Street, Pyrmont
Local Government Area:	City of Sydney
Client:	Sydney Heritage Fleet
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1 INTRODUCTION

This Preferred Project Report (PPR) has been prepared by Hamptons Property Services Pty Ltd (Hamptons) on behalf of the Sydney Heritage Fleet. The PPR relates to Major Project 11_00001, being for the site legally described as:

- Part Lot 19, Deposited Plan 803159;
- Part Lot 20, Deposited Plan 803159;
- Part Lot 21, Deposited Plan 803159; and
- Part Lot 22, Deposited Plan 803159.
- Lot 1, Deposited Plan 1049334; and
- Lot 107, Deposited Plan 1076596.

The land is located at Bank Street, Pyrmont (the site) immediately adjacent to the eastern pylon of the Anzac Bridge.

The project relates to the construction of a maritime facility for the Sydney Heritage Fleet. The project contains land and water based components. The land based component consists of a three storey building that will accommodate a range of uses, including small vessel storage, amenities, a community - based maritime skills centre, museum display and community space, an exhibition pavilion and kiosk. The water-based component consists of a fixed wharf and associated floating pontoon structures, which will berth the Sydney Heritage Fleet's operating vessels and serve as a drop off and pick up point for the public to participate in historic vessel tours. A publicly accessible foreshore walk is proposed along the site's southern and western boundaries¹

The Department of Planning (DoP) wrote to Hamptons on 6 May 2013 detailing access to the submissions provided in response to the application, along with key issues which are to be responded to. Hamptons has also been asked to clarify certain aspects of the application.

In preparing this PPR, Hamptons has been assisted by the following consultants, as part of the overall project:

- Sydney Heritage Fleet;
- Crawford Architects;
- SLR Consulting Pty Ltd;
- McLaren Traffic Engineering; and
- Australian Heritage Management Services.

The purpose of this PPR is to respond to the public and agency submissions in association with the proposal, as well as the key issues raised by the DoP regarding the Major Project. In addition, the PPR provides the proponent with the opportunity to affirm the Statement of Commitments for the future use and development of the site.

¹ http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4500

This PPR is set out as follows:

- Chapter 2 provides a summary of key changes to the proposal, in response to agency and public concerns, as well as discussions with the DoP
- Chapter 3 provides the details for which the DoP has sought additional information
- Chapter 4 address agency submissions in response to the proposal, as well as the submission received from City of Sydney Council;
- Chapter 5 details a response regarding the Bays Precinct Taskforce Report and the Bank Street Master Plan;
- Chapter 6 provides a summary of the public submissions received in response to the application; and
- Chapter 7 provides a revised Statement of Commitments for the project.

The outcomes of this PPR are that the proposal has adequately responded to the concerns raised regarding the project. By upholding the Statement of Commitments put forward by the Proponent, the implementation of the project will provide a significant opportunity for maritime history to be presented to, and form part of the broader community.

2 KEY CHANGES TO THE PROPOSAL

Having regard to the advice received from the DoP, the proposed amendments are as follows:

- adjustments have been made to the building façade to ensure that a perceived sense of activity is created in the adjoining area and streetscape, bearing in mind the intended use of the building as a public museum of maritime history;
- part of the building has been reduced in length by four metres, on its southern side, to remove the perceived pinch point at the south-eastern corner of the building, thereby increasing the width of the foreshore accessway by four metres;
- the inclusion of a publicly accessible lift on the western side of the site in the event that foreshore access is never opened up across the adjacent site to the west on Bank Street, thereby providing adequate disabled access to Bank Street;
- aids to navigation have been incorporated as required;
- bicycle parking in accordance with the standards has been provided; and
- the Statement of Commitments has been amended on a range of matters to reflect the comments received from agencies and the City Council, as a result of the exhibition process.

3 KEY ISSUES – DEPARTMENT OF PLANNING

As stated previously, on 6 May 2013, the DoP provided to the Proponent the Key Issues to be addressed in response to MP11_00001. The correspondence is provided at **Attachment 1**.

3.1 Summary of Key Issues and Reference

The Key Issues and reference to further discussion is identified below at **Table 1**.

Table 1: Summary of Key Issues from DoP

Bank Street Master Plan and Bays Precinct Strategic Framework Report to the NSW Government	<ul style="list-style-type: none"> How the proposal complies with the master plan; Re-location to site B3 and strategic issues/recommendations. <p>Refer to Chapter 5.</p>
Traffic & Parking:	<ul style="list-style-type: none"> How the proposal responds to the ARUP assessment dated 12 April 2013 (Attachment 2). <p>Refer to Appendix 1.</p>
Flooding & Climate Change	<ul style="list-style-type: none"> Further information regarding sea level rise and flooding (Evans & Peck Report, Attachment 3). Potential risk to pedestrians in terms of still water levels along the walkway (Evans & Peck Report, Attachment 3). <p>Refer to Appendix 2.</p>
Operational Works On Site	<ul style="list-style-type: none"> Further detail is required in the operational works. Further detail is required on the proposed café, function space, museum and tours (who will operation, hours of operation; how they are operated; staffing levels; capacities etc). <p>Refer to Chapter 3.2.2</p>
Potential for View Loss	<ul style="list-style-type: none"> Photomontages of the Fleet's boats are required to show the water component of the proposal when viewed from nearby residential properties. <p>Refer to Chapter 3.2.3</p>
Façade	<ul style="list-style-type: none"> The proposal is to be amended to allow the building to address the street and provide adequate surveillance. Consideration is required to open up the building between the pylon, the water and the proposed buildings. An active façade is required to the eastern elevation of

	the building, overlooking the future park.
Public Foreshore Access	<ul style="list-style-type: none"> Investigation of setting back the building at the pinch point between the public boardwalk and the first floor balcony on the eastern side of the site; Provision of a detailed site plan showing dimensions of the proposal and required 10 metre foreshore access way.
Heritage Assessment	<ul style="list-style-type: none"> Consideration of Cam's Wharf on the adjacent site to the west on Bank Street, Pyrmont.
Codes & Standards	<ul style="list-style-type: none"> The Marinas Code AS 3962-2001 Guidelines for Design of Marinas is to be considered.
Development Contributions	<ul style="list-style-type: none"> A detailed response is required to address the Council's concerns.
Adequately Consider Alternative Sites	<ul style="list-style-type: none"> Greater detailed justification for alternative sites, in particular Goat Island and Cockatoo Island
Ausgrid	<ul style="list-style-type: none"> Resolution of potential damage that may be caused to situ critical infrastructure.
Outstanding Fees	<ul style="list-style-type: none"> Lodgement of formal application regarding reduction in fees.

3.2 Discussion

3.2.1 Traffic & Parking

The DoP referred the application to ARUP for assessment, as part of its consideration of the EA. The majority of these matters have been considered at Appendix 1.

The ARUP assessment of the proposal has specifically requested that a survey of travel patterns of staff and volunteers at the existing Wharf 7 facility be undertaken to assist in substantiating claims regarding public transport usage at the Bank Street site.

This has been undertaken by the SHF. The survey was undertaken over a four week period in May and June of this year and asked both staff and volunteers to specify their mode of travel on three of their last five attendances at Wharf 7. Of those surveyed, having regard to their current travel patterns, only 7% of people were relying on private transport as a means of accessing the site. The balance of travel modes to the site is summarised below:

- 15% travelled by bus from the City to Pyrmont;
- 22% used public transport to a city railway station or bus stop and subsequently walked across Pyrmont Bridge;

- 44% used the light rail service from Central to Pyrmont;
- 4% walked from home;
- 7% used a ferry to Pyrmont Bay;
- 1% used the monorail from a city stop to Harbourside; and
- 7% parked in a local car park.

Having regard to the above, it is quite evident and clear that the majority of persons accessing the site are doing so by means other than private transport. This trend is anticipated to continue when the site commences operation at Bank Street.

Further clarification has also been requested regarding compliance with AS2890.1, which required a minimum clearance to gates or building obstructions, of 300mm.

To deal with this matter, it is requested that the DoP impose a condition of consent to the effect of the following:

Prior to the issue of a Construction Certificate, the plans of the proposal are to ensure compliance with AS2890.1 relating to clearance of gates or building obstructions, with minimum clearances to be achieved.

Clarification has also been requested regarding the provision of a bus parking space on Bank Street and whether this may potentially reduce on street parking for the demand that is otherwise generated by visitors.

It is considered that this request is not unreasonable on a demand basis, simply that a restriction is imposed on certain time periods throughout the week. As tours being booked to visit the SHF would be pre-organised then the known time periods where bus parking would be required would be known in advance. When this was to occur, the bus parking bay could be cordoned off on the morning prior.

Alternatively, a time of use restriction may be imposed on those days where attendance by a bus is likely (e.g. Tuesdays, Thursdays and Saturdays and between 10am and 4pm).

Either way, an application would be required to the City Council's Traffic Committee to impose this. It is suggested that the Proponent work with the Council, as part of the Construction Certificate process to determine how this is best managed. A condition may be imposed to this effect.

The area required would be a total length of 22.5 metres, being 12.5 metres for the bus itself, a pull-in length of 6 metres and a pull out length of 4 metres.

3.2.2 Operational Works on the Site

The site will operate in two modes; as a public museum site, displaying elements of Sydney Heritage Fleet's collection of vessels, artefacts, art, books and so on; and as an operational base for the Fleet's heritage vessels.

Within the building complex, visitors – usually arriving as an escorted group – will see current exhibitions of the Fleet's collections, and will then tour the wharf area to inspect the Fleet's operational vessels. A volunteer coffee kiosk on the waterside will serve light refreshments to museum visitors and members of the public using the waterfront promenade during normal business hours, and at weekends.

All museum activities will take place, essentially, during normal business hours. There may be occasional evening events such as at the opening of a new exhibition. This will be for invited guests only.

Museum tour groups will usually arrive by way of Fleet launches from a pick-up point elsewhere in Sydney Harbour. Some groups will arrive by coach and numbers will very rarely exceed 40. Fleet volunteer guides will host visiting groups and escort visitors at all times. A group of 40 visitors would normally be accompanied by 2-3 volunteer guides.

Operational vessel volunteer crews will prepare vessels for excursions on the Harbour as and when they are scheduled. Operations depend on arrangements with external groups using the vessels, or museum-only activities. Operation of the vessels will tend to centre around weekends, from Thursday to Monday, but there may be cruises at other times.

Fleet vessels will operate just as they do now from their present base and as some Fleet vessels have done for almost 50 years on Sydney Harbour. Vessels may be involved in evening cruises, but with the rare exceptions of events such as the New Years Eve Fireworks, late night operation does not occur. Heritage vessel cruises which do not involve groups arriving by either water or coach at Bank Street, will usually embark and disembark passengers at another harbour location. Fleet volunteer crew numbers will depend on the number of vessels operating at any one time. It is usually only for special events that most vessels will be operational at any one time; the norm is for two, perhaps three vessels to be cruising, usually at a weekend and crew numbers in those cases will be in the range 30-35 maximum.

In terms of Fleet operational vessel running maintenance activities taking place on the wharf and pontoon areas of the site, these will generally involve light activities involved with the vessels and may include such activities as cleaning, deck washing, touch-up painting, ash removal, and coal loading. Activities would generally rely upon use of hand held equipment not considered to generate intrusive noise. Running maintenance will be a daytime activity.

Within the building complex, the community workspace area will be used for a variety of activities, all involved with smaller boats, mostly of wooden construction. There will be small boat building classes and workshop sessions. Small boat owners may use the community workspace to carry out light work on their boat using Sydney Heritage Fleet trained volunteers to guide them. Tools used will not generate intrusive noise and will be used within the building complex.

It is envisaged that occasional activities could take place on the site that may attract local community residents and the visiting public. These may range from open days, to maritime musical events – shanty singing and such like activities – to on-water events involving Fleet small craft and perhaps the Dragon Boat and rowing clubs. There will be information made available to local residents when events are taking place, and they will be consulted on a regular basis to ensure that the activities are running smoothly without causing undue impact on local residents..

3.2.3 Potential for View Loss as a Result of Vessels

In response to concerns relating to potential view loss associated with the proposal, three photomontages have been prepared. A description of these, along with a snapshot is provided below, with the full images provided at Appendix 4.

Image No. 1, looking north across the site, demonstrates quite clearly that the height of the roof form of the proposal sits below the hillside on which apartment developments on the northern side of Bank Street rest. In terms of any potential loss of view from the Evolve apartment development to the north-west of the site, the low height of the exhibition pavilion, which sits below the height of the old Glebe Island bridge abutment, will not obscure any views from that location.

From the Evolve apartment development, the vessels would result in only a minor obstruction of view across the waterway. However, as this is not a marina development and the vessels will come and go regularly and their profile is essentially low in the water, no permanent visual impact, when viewed from the Evolve apartment development, would occur. In addition, it will not be the hulls of the vessels, but only the slimline and largely inconspicuous rigging which might cause any level of visual interference.

Being lower than the hillside on which Antius rests, the vessels will not have any adverse impacts in terms of potential view loss from that building.

Image No. 1: View looking north across the proposed development.



Image No. 2 has been taken from the rooftop of the Antius building. This demonstrates that the built form will have limited, if any, impact on views directed to the waterway. A small proportion of the land-water interface will be reduced on the eastern side of the site, where the new form is proposed. However, it is not considered that the extent of view reduction is significant, nor detrimental from this building.

In terms of the location of vessels when viewed from this location, it is considered that these are of a size and scale that will not cause any detrimental visual impact when viewed from this building. This is due to their limited size, their frequent movements and their low hull profiles. The masts and rigging are essentially inconspicuous and not visually obtrusive in this waterfront landscape.

It should be noted that the vessel *John Oxley*, shown at the northern most berth on the site, will only be a periodic visitor to the Bank Street site. It should also be noted that the ship will not be berthed at Bank Street until restoration is completed elsewhere and she can be opened to the public at the Bank Street site as a museum ship.

Image No. 2: View from the rooftop of the Antius Building, looking across the proposed development



Image No. 3 was taken from the rooftop of the Evolve apartment building. It is relevant to note that photographs were taken at lower levels of the building and were to be included here. However, following the photography at Evolve, Crawford Architects who were commissioned to provide the photomontages required for this report, were informed that the lower level photographs could not to be used to assess the visual impact. In order to abide by this instruction, the view from the rooftop has had to be relied upon, despite best endeavours being made to provide a visual assessment from levels in the building of apartments claiming to to be affected.

It is clear from the image available that the proposed built form does not impede or restrict the view of the waterway. There is a minor loss of view of the land-water interface at the eastern side of the site, but this is not of any significance from the Evolve building.

In terms of the potential visual impact of the vessels when viewed from the rooftop, again, it is considered that the size and scale of the vessels is not such that there is any adverse visual impact or effect. The majority of solid structure associated with the vessels is at, or just above, water level. All of the taller rigging structures associated with the vessels are of a slimline and inconspicuous nature and do not cause any significant detrimental loss of the view over the waterway.

Image No. 3: View of the proposal from the rooftop of the Evolve Apartment Building



Most importantly, Images No 2 and 3 show that the visually dominant element from these residential buildings is the Anzac Bridge. This is the overbearing built form element in this visual landscape and the proposal sits well under this in terms of height and scale. It is also evident that the Anzac Bridge has an impact on the vista across the waterway from these buildings, therefore impacting the visual corridor to the southern side of the Bay. This being the case, and given the size and scale of the proposal, it is considered acceptable from a visual impact perspective.

The final matter that should also be considered in this regard is that of Tenacity Consulting v Warringah Council, with the following comments made:

- The proposal has the potential to impact on views of the waterway; however, the iconic view that is presented by the Anzac Bridge, is not impacted as a result of the proposal. This remains the dominant element in the visual landscape;
- In terms of where the view is impacted from residential properties, access has only been enabled to the rooftop of nearby properties. It is clear that, given the size and scale of the proposal, which is limited, particularly having regard to the grandeur of the Anzac Bridge and its impact on the view towards the waterway, the impact of the proposal in terms of potential view loss is minimal.

- The proposal is therefore considered reasonable, having regard to the stepped architectural design across the site; the transient nature of the vessels located on the waterway; and the general expectation of use attributable to the waterway itself. This being the case, the proposal is acceptable having regard to these principles.

On the basis of the above, the proposal is acceptable from a visual impact and view loss perspective and will be without adverse impact.

3.2.4 Façade & Building Massing

In considering the façade design, it is important to recognize the role of the proposed building as a museum space. Having regard to this, the ability for direct openings is limited as the outcome would result in poor quality exhibition spaces.

The perfect comparison is that of the National Maritime Museum which similarly has a limited amount of openings, but used for similar purpose.

However, having regard to the concerns raised, the south-eastern wall has been altered to a permeable vertical batten screen in front of a full height exhibition space glazing. This will provide increased surveillance from the adjoining public spaces, as well as a perception of activity within the building. Shadows of exhibition material will be apparent, without compromising the exhibition space, with direct sunlight filtering through.

As to the opening up of the building, when viewed from the street, the space available on the site is already limited as a result of the Bridge pylon which otherwise takes away from useable space. Therefore, the space available is limited at best to meet the needs of the SHF and, to ensure the economic viability of the proposal, the amount of space proposed is at a minimum having regard to the SHF's requirements.

To reorganize the massing of the building, having regard to the pylon easements, would require a taller building stack to accommodate the necessary elements and internal programs that the SHF is seeking to provide. It is considered that this is the least appropriate response as it would impact upon private views from nearby residential properties. The easements themselves dictate the footprint of the building, and the proposed layout ensures a low-rise, non-obtrusive solution when viewed from both the street and the waterway.

The outcome is considered to be responsive to the existing street grid, while paying respect to the geometry of the pylon and deck of the Bridge, running parallel to them. The outcome also 'book-ends' the future park to the east, while providing an improved visual outcome for those approaching from the east, heading west. This provides an opportunity to maximize the vistas of a cantilevered timber (now batten) screen, with a thin-edged floating roof. This encapsulates and shadows the Bridge deck and pylon structures.

In addition, it may be considered that one of the preferred or better views of the Anzac Bridge would be from further up, along Bowman Street. However, other developments, such as Evolve, have been approved with no consideration of the view to the lower escarpment of the Bridge. The proposed solution for the site will deliver a low-scale built form outcome.

In addition, at the turnaround point at Bowman Street, where it becomes Bank Street, the view of the Anzac Bridge is regained, only losing the lower level of the Bridge.

The relevant architectural drawings demonstrate the aforementioned matters.

3.2.5 Public Foreshore Accessway

To avoid the pinch point as suggested, the proposed foreshore walk has been increased by four metres. This has resulted in a subsequent reduction in the building length to accommodate this, adjacent to the passive boating ramp.

The relevant plans are supplied showing this change and the proposed access arrangements.

3.2.6 Access on the Western Side of the Building

Question has also been raised about pedestrian access on the western side of the building, returning to Bank Street, in the event that no development activity on the adjacent site to the west on Bank Street occurs. Due to the grade of the northern driveway, which is required to be at a gradient of 1 in 14, in accordance with AS 1428, such access cannot be accommodated. To overcome this issue, but so as not to compromise vehicular access requirement, a publicly accessible, AS1428 compliant lift has been placed in the corner of the building, to bring people from street level to the foreshore walk level.

3.2.7 CAMS Wharf

AHMS have reviewed the information provided for the above item. The conclusions of further reporting are that:

We have reconsidered the development proposed for the Sydney Heritage Fleet (SHF) at 5-7 Bank Street in the light of the listing status of the adjacent property and its identified heritage significance and we consider that there will be no adverse impact upon the heritage values or significance of the adjacent site arising from the proposed SHF development.

The operations of the SHF would be consistent with the maritime history and character of the former Cam's Wharf. The proposed buildings and waterfront structures to be established for the SHF do not impinge upon the adjacent site, nor limit the future management of the Cam's Wharf site as a former maritime industrial site.

We consider, therefore, that this new information does not substantively change the conclusions of our Heritage Impact Assessment report and that this letter should be provided to the Department of Planning as an addendum to our existing report in support of that position.

The proposal will therefore have no adverse consequences in respect of the item.

This additional advice is provided at **Appendix 3**.

3.2.8 Codes & Standards

At a minimum, the proposed works would be subject to the requirements of AS 3962-2001. However, these requirements would not be sufficient for the intended use as much more significant requirements are required to be dealt to, due to the nature of the vessels moored.

The types of vessels that would be moored at the site are heavier in weight than the Australian Standard provides for when specifying marina-type installations. Therefore, to ensure that the vessels are adequately attached to their moorings and do not compromise the integrity of the structure to which they are attached, the construction specifications are more stringent than the Australian Standard provides for.

The specifics of this will be further detailed as part of the construction certificate documentation and variations to the Australian Standard would be dealt with as part of this process.

In the event that the DoP is concerned about compliance with the standard not being achieved and a lesser construction standard imposed, this will simply not be the case; the Australian Standard would be the minimum imposed, with the majority of structures being constructed to a specification over and above the requirement.

In the event that this is of concern to the DoP, it is recommended that a condition of consent be imposed, similar to the following:

At a minimum, all on-water construction associated with the wharfage, must be undertaken in accordance with AS 3962-2001. In the event that the proposed construction requirements exceed the standards, then this shall be considered accordingly by the Principal Certifying Authority at the construction certificate stage.

It is **not**, however practical, that a consent condition be imposed that stipulates that only certain vessels be moored at the site, as this does not allow for change over time, if new vessels were to be accommodated by the SHF, or visiting historic ships provided with temporary berthing while in Sydney in a maritime heritage environment.

The SHF is not averse to a condition that restricts use of the site to heritage or classic vessels; as has always been advocated, the proposal is not for a marina facility,

3.2.9 Development Contributions

This matter is dealt with at Chapter 4 of this Report.

3.2.10 Adequately Consider Alternative Sites

Over most of the past ten years, Sydney Heritage Fleet has considered and, where appropriate, made submissions concerning, potentially suitable sites for its activities. During that period, the intention was always to combine the operational activities of the Fleet with its restoration and maintenance requirements and all submissions were made on that basis.

In all cases, previously documented, potential sites were either judged unsuitable to meet the Fleet's requirements, or were not available due to external factors determined by site owners or operators, or as a result of local planning guidelines.

The Fleet had regular dialogue with government and its relevant departments and authorities throughout the lengthy period of the site search. The offer by then NSW Maritime of the Bank Street site in 2009 was as a result of the continuing dialogue with government.

Although suggestions are made of 'alternative' sites, the reality is that since 2009 the principal owners of suitable foreshore land in Sydney Harbour, RMS and the Sydney Harbour Federation Trust have made it clear that there are no sites available to the Fleet other than Bank Street. The need to find an alternative to Bank Street for the Fleet's restoration and maintenance activities, as a result of amendments to this application forced on the Fleet, is once again demonstrating this fact.

3.2.11 AusGrid

A meeting between the SHF, Crawford Architects and AusGrid has been undertaken. SHF is accepting of the conditions proposed by AusGrid and will work with them accordingly to ensure that all of the necessary matters are resolved. A working group made up of all parties will be involved in the final design stages of the project.

3.2.12 Outstanding Fees

This matter is dealt with under separate cover.

3.3 Other Matters

The DoP has requested that the site address be clarified.

Site Address

The site address, as set out in the Introduction, at Chapter 1, is as follows:

- Part Lot 19, Deposited Plan 803159;
- Part Lot 20, Deposited Plan 803159;
- Part Lot 21, Deposited Plan 803159;
- Part Lot 22, Deposited Plan 803159;
- Lot 1, Deposited Plan 1049334; and
- Lot 107, Deposited Plan 1076596.

The land is located at Bank Street, Pyrmont immediately adjacent to the eastern pylon of the Anzac Bridge (the site).

Works on the Pylon Site

The DoP has also requested clarification as to whether any works are being undertaken on or near the pylon of the Anzac Bridge.

The works being completed within this area form part of leasing requirements administered by the RMS for protection of the surfaces associated with that area. It is anticipated that, as part of the construction certificate documentation, the works required would be considered by the RMS, prior to submission of these to the certifying authority.

In the event that the DoP is concerned about ensuring that the RTA are satisfied with these works, we would propose a condition be imposed on the development consent, similar to the following:

Prior to the issue of a Construction Certificate, the Proponent must liaise with the Roads and Maritime Services (RMS) to ensure that the surface works being undertaken around the Anzac Bridge Pylon accord with any RMS requirements. RMS is to provide written confirmation that the proposed works are acceptable and such confirmation is to be submitted to the Principal Certifying Authority prior to the issue of a Construction Certificate.

Works on the Park Pipe

Clarification has been sought on whether works are required on neighbouring lots for stormwater purposes.

Clarification has been sought by SLR Consulting on this point, whom, in their original report identified that stormwater pipes would be required outside of the site boundaries. This was simply to reduce the impact on the sea wall, through the need to create a new whole in this for the purpose of a stormwater drainage outlet.

Subsequent to this, SLR Consulting have identified an alternative means for dealing with this as follows:

Subsequent to survey and detailed design information being available, which would occur at the Construction Certificate stage, we confirm that:

- *the existing stormwater pipe (running southeast beneath the proposed building footprint from Bank Street) could be diverted to the western side of the proposed workshop building and discharged to the bay via a newly created outlet within the site boundary. This would involve some works to the pathway outside the Site boundary immediately adjacent (north) of the Workshop building; and*
- *all stormwater generated within the site could be managed within the Site boundary.*

This being the case, works may therefore be contained within the site and would not require relocation of the existing pipe.

Foreshore Access Ramp

Clarification has been sought on the public access ramp on the eastern side of the building and who bears the responsibility for construction of this.

This ramp has already been constructed and completed by RMS.

No works in this regard are required by the SHF.

Turning Circles

RMS has, to date, reviewed the plans for the proposal both from a landowners consent perspective, and as part of the referral process for the EA. No issue has been identified in this respect in terms on an inability for appropriate access to the pylon to be provided.

To safeguard this issue, it is recommended to the DoP that a condition similar to the effect of the following be included on any future development consent:

Prior to the issue of a Construction Certificate, the Proponent must obtain written approval from RMS that the proposed location of structures on the site will not cause interference with access pathways for RMS maintenance vehicles, enabling them to safely manoeuvre around the site.

4 AGENCY CONSIDERATIONS

4.1 Agency Considerations

The Environmental Assessment (EA) was referred to the following agencies, as part of the assessment process. The comments of these agencies are detailed below.

Table 2: Summary of Agency Considerations and Comments

Environment Protection Authority (EPA) (Attachment 4)	<p>General terms of approval have been issued by EPA.</p> <p>A separate application will be required to EPA for an Environment Protection Licence.</p>
Sydney Ports (Attachment 5)	<p>Harbour Masters Approval granted 26 April 2013.</p> <p>The proposal is to include aids to navigation (i.e. lights on the protective dolphins on the western side of the proposed marina and the southern ends of the eastern fixed wharf. (SOC 37)</p> <p>Mitigation measures are to be provided for the prevention of spilling of coal and grate ash (SOC 36). The Fleet will continue the approved mitigation measures currently in place in the operation of its vessels in relation to the handling and spillage of coal and grate ash.</p>
NSW Fisheries (Attachment 6)	<p>The proposal is supported subject to the Statement of Commitments being implemented in relation to Aquatic Flora and Fauna and Erosion and Sediment Control.</p> <p>No mesh decking material into the berthing facility is required (SOC 38).</p>
NSW Office of Water (Attachment 7)	<p>All stormwater treatment measures are to be consistent with the Water Sensitive Urban Design objectives and the City of Sydney Stormwater Drainage Design Code (draft August 2009) (SOC 39).</p> <p>All stormwater is to be appropriately treated prior to discharge from the site (SOC 40).</p>

	All works within or adjacent to riparian lands should be consistent with the NSW Office of Water Guidelines for Controlled Activities (SOC 41).
Sydney Harbour Foreshore Authority (Attachment 8)	<p>The proposed use should align the with Bank Street Master Plan Note: This issue is addressed at Chapter 5.2.</p> <p>The proposed materials should be suited to the exposed maritime activities. Note: Refer to SOC 42.</p> <p>The proposed pedestrian link should tie in with those on adjoining sites. Note: Refer to Pedestrian Plan</p>
NSW Roads & Maritime Services (Maritime Assets) (Attachment 9)	No objection to the proposal.
NSW Roads & Maritime Services (Transport Planning) (Attachment 10)	<p>The proposed buildings are clear of the Anzac Bridge and associated easements. Note: Refer to SOC 43.</p> <p>RMS is not to be denied access to all RMS structures and easements. Note: Refer to SOC 44.</p> <p>The integrity of the easements is not to be compromised. Note: Refer to SOC 45.</p> <p>A three metre wide vehicular access path on the bridge approach is required. Note: Refer to SOC 46.</p> <p>Gated access is to be secured at all times and the site kept clear of any rubbish or dumped material Note: Refer to SOC 47 and 48.</p> <p>The application shall cease to occupy the site if provided written notification by RMS of planned</p>

	<p>activities that require usage of this bridge approach. Note: Refer to SOC 49.</p> <p>Long term use of the bridge approach is not supported and would be revoked if the bridge were to be refurbished in coming years.</p> <p>Off street parking shall be in accordance with AS28901. – 2004 Note: Refer to SOC 50.</p> <p>A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control prior to the issue of a Construction Certificate. Note: Refer to SOC 32.</p>
AusGrid (Attachment 11)	<p>Potential damage for in situ infrastructure to occur.</p> <p>As stated above at 3.2.10, the Proponent is accepting of the AusGrid requirements.</p>

4.2 City of Sydney Council Comments

In addition to the above, a submission has also been received from the City of Sydney Council. The key matters raised and a response to these is provided in the table below (**Attachments 12**).

Table 3: Summary of Comments from City of Sydney Council

Issue Raised	Response	Further Information
1.0 Site Address		Refer to Chapter 3.3
2.0 Urban Design		
2.1 Façade fronting Bank Street – <ul style="list-style-type: none"> Lack of opportunity for activity and passive surveillance over Bank Street, due to service functions being located on this side of the building. Lack of activity over the future park. 	Improvements have been made to the facades.	Refer to Chapter 3.2.3
2.2 Views to the Water and Anzac	Due to the required floor space of	Refer to Chapter 3.2.4

Bridge Pylon <ul style="list-style-type: none"> Lack of direct view lines from Bowman Street to the waterfront (including view of the base of the pylon) 	the Proponent and the limitations as to space imposed by the pylon, it is not possible to open up this vista.	
3.0 Heritage		
3.1 Potential Non-Indigenous Archaeology	The Proponent does not object to these recommendations.	Refer to SOC 51-54.
3.2 Potential Aboriginal Cultural Archaeology	The Proponent does not object to these recommendations.	Refer to SOC 55-56.
4.0 Traffic & Parking		
4.1 Car Parking <ul style="list-style-type: none"> Use of the Glebe Island Bridge abutment for car parking purposes is not supported. Bowman Street/ Bank Street car parking reconfiguration 		Refer to SOC 46-49 Refer to SOC 46-49
Bicycle Parking <ul style="list-style-type: none"> Minimum provision of 8 bicycle spaces, but Proponent to investigate providing a greater number 	The bicycle parking has been included on the architectural drawings.	Refer to Architectural Drawings.
4.3 Public Transport <ul style="list-style-type: none"> Changes to bus transport routes need to be negotiated with Transport NSW 	The proposal no longer seeks to be altering bus routes within the vicinity of the site.	
4.4 Cycling <ul style="list-style-type: none"> Proponent to clarify whether the pedestrian path is shared for cycling purposes 		Refer to Architectural Drawings.
4.5 Green Travel Plan <ul style="list-style-type: none"> Plan to incorporate sustainable transport practices by both staff and visitors. 		Refer to SOC 57.
5.0 Public Domain		
5.1 Access <ul style="list-style-type: none"> An accessible path of travel is 		Refer to Section 3.2.5

<p>to be provided on the northern side of the building.</p> <ul style="list-style-type: none"> Clarification regarding the timber boardwalk (responsibility of maintenance, uninterrupted access, security arrangements) 	<p>The timber boardwalk is within the Fleet's leased area – part land, part water – and all aspects of maintenance, access and security are the responsibility of the Fleet. The timber boardwalk forms part of the waterfront promenade and will be subject to the same 24/7 access arrangements as the lane element.</p>	
<p>5.2 Security</p> <ul style="list-style-type: none"> Security measures (lighting, CCTV) to be included to deter anti-social behaviour 		<p>Refer to SOC 58.</p>
<p>5.3 Site Connections with surrounding area</p> <ul style="list-style-type: none"> Directional and way finding signage to be provided to see where the Harbour Foreshore Walk goes. 		<p>Refer to SOC 59.</p>
<p>5.4. Finished Levels of the Pedestrian Walkway</p> <ul style="list-style-type: none"> Implications for pedestrian use of the foreshore walk during peak events should be considered. 	<p>Crawford Architects have advised that, if this site were to flood it is also reasonable to suggest that half the properties on Sydney Harbour will also be flooded. Given that there are no 'physical' devices in place in other 'public foreshore' spaces, and short of reinstating the original gates which were proposed to restrict access, the same emergency services response that are adopted for other sites should be adopted here. That may be as simple as a muster point (emergency evacuation point) in the event of</p>	<p>Refer to SOC 60.</p>

	an occurrence.	
5.5. Public Domain Along Bank Street		
<ul style="list-style-type: none"> Proposed treatment of the public domain. 	Refer to Architectural Drawings which show these amendments.	Refer to SOC 61.
6.0 Trees		
<ul style="list-style-type: none"> Tree planting along Bank Street to be provided. 	Refer to Architectural Drawings which show these amendments.	Refer to SOC 61.
7.0 Environmental Health		
7.1 Noise / Vibration		Refer to SOC 24
<ul style="list-style-type: none"> Time restrictions for intrusive applicants and a Construction Noise Management Plan are recommended. 		
7.2 Contamination		Refer to SOC 61.
<ul style="list-style-type: none"> OH & S measures to be implemented during construction. Materials to be taken off site require waste classification. 		Refer to SOC 33, as amended.
7.3 Air/Dust/Odour		
Dust control measures to be implemented during construction		Refer to SOC 02.
7.4 Kiosk/Café		
<ul style="list-style-type: none"> A further development application be required for the use and fitout of the kiosk/café 		Refer to SOC 62.
8.0 Development Contributions		
<ul style="list-style-type: none"> Review of proposed staff working at the site to determine level of contribution Indexed contribution rate of \$3,535,77 should be applied. 	<p>There are likely to be no more than two full time staff at the Bank Street site.</p> <p>The number of staff is adjusted down from the original EA, due to the removal of restoration activities taking place at the site.</p> <p>Volunteer guides will be on duty depending upon visitor arrangements. Two volunteers are likely to man the facility during</p>	The Fleet accepts that the indexed contribution rate should be applied to two employees.

	<p>business hours, with additional volunteers being present as necessary to escort booked visitor groups around the site. It is almost impossible to estimate volunteer numbers in relation to hours of work as this will vary month on month and year on year.</p> <p>Therefore, only permanent employees are a relevant consideration.</p> <p>In the event that contributions were levied for volunteers the project would not be economically viable.</p>	
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5 BAYS PRECINCT TASKFORCE REPORT & BANK STREET, MASTERPLAN

The DoP has requested that the Proponent consider the recently released Bays Precinct Taskforce Report and the Bank Street Masterplan.

We draw to the DoP's attention that, at the time of publication of the DGR's:

- It was not a requirement that the Bank Street Masterplan be addressed as part of the Proponent's submission; and
- The Bays Precinct Taskforce Report had not been released, nor is it a statutory requirement as part of this process.

In addition, we have sought, as part of preparing this Preferred Project Report, to locate the date of adoption of the Bank Street Masterplan. Our research indicates that this occurred in 2006 and was adopted by Minister Frank Sartor, at the time. However, no date of adoption has been located.

Advice has also been requested previously from the City of Sydney Council and the DoP as part of preparing this PPR as to the date of adoption. At this time, we have not been provided with the date of adoption of the Bank Street Masterplan.

Finally, the Bank Street Masterplan does not appear on the Section 149 certificate for the property.

That aside, the relevant documents are addressed below.

5.1 Bays Precinct Taskforce Report

The site is subject to the recently published Bays Precinct Strategic Framework Report, presented to the NSW Government.

While having no statutory purpose associated with this application, the DoP has requested that the Proponent provide a response on how the proposal accords with the findings of this Report.

Having regard to the overarching recommendations of the Report:

- The proposal is consistent with the relevant environmental planning instruments as they apply to the site, in particular the relevant local environmental plan and state regional planning policy;
- The proposal is the catalyst for opening up public access to the foreshore;
- The proposal provides a scale and use of the site that is appropriate to the waterway location of the site and will adequately connect with future land uses adjoining this to the east and west;
- The proposal provides sufficient mitigation measures to ensure that it may existing with other land uses within the vicinity of the site, particularly those of a residential nature;

- The land does not require rezoning for the use to occur;
- The proposal is not reliant upon use of the Glebe Island Bridge for car parking purposes and will be self-contained from a transport perspective;
- The proposal will not compromise use of the waterway, providing an equitable opportunity for various users, and is suitable from a navigation perspective.

The Objective for Blackwattle Bay (Page 24) is for public uses to be undertaken. While undertaken by a not-for-profit organisation, the proposal will accord with the objective of providing publicly focused activities of a recreational and tourist nature.

Chapter 5 of the Report provides the Strategic Land Use Framework. The proposed use of the site by the SHF will accord with the findings of this section, as set out below.

Finding 1 – Bays Precinct provides essential port shipping and maritime boating services.

Waterways

1. Continue to support the use of the waterway for recreational purposes;
2. The on-water structures will not compromise opportunities for commercial or recreational boating due to their proposed position, having being appropriately negotiated with NSW Maritime and agreed to for the intended purpose. The location of these will not compromise foreshore access.

Commercial Port and Maritime

3. The proposal will reinforce the role of Blackwattle Bay for maritime and tourism purposes by providing a sound contribution on land and water towards an understanding of Australian maritime history. This will have a positive influence on tourism for the local and state economy.
4. The proposal will provide for the needs of Sydney as a global city, with a significant contribution to tourist purposes without adversely impacting on adjacent communities, given that the focus of the site is directed towards passive recreational activity and community spaces promoting maritime history.

Finding 2 – Public Ownership & Future Proofing

5. The site will be retained in public ownership. The lease term is reflective of the capital investment value attributable to redevelopment of the site and, without a lease term of this magnitude, as a not-for-profit organisation, a proposal such as this would not be economically feasible.
6. The lease term has been agreed to between the proponent and Roads & Maritime Services.

Finding 3 – Traffic & Transport

7. The proponent has sought use of the Glebe Island Bridge abutment for the purpose of car parking in association with the use of the site. The use of this would be subject to a future licence agreement with RMS. However, the application is not contingent on the implementation of this, due to other methods of transport accessibility proposed.

Finding 4 – Urban Renewal Opportunities

8. Not relevant to the proposal

Finding 5 – Improving Public Access and Public Domain

9. The proposal is to take place on the only area zoned for public open space purposes. However, the proposal will provide a positive and extensive opportunity for recreational activities to take place, both indoors and outdoors. Although the proposal will not result simply in open space area being provided, the contribution that the proposal will provide to the recreational needs of the local and broader community is significant.

In addition, the proposal will be the first to implement a proper foreshore access way along this section of Blackwattle Bay, in a move not yet created on any of the adjoining sites. This contribution is a significant precursor to the requirements for foreshore access.

Finding 6 – Consolidating Uses to Create Opportunities

10. The relocation of industrial activities out of Blackwattle Bay has no impact on the site selected for this proposal. In addition, the proposal does not involve industrial activity that would adversely impact upon the amenity of surrounding uses, nor preclude opportunities for foreshore access; instead, it will create this.

Finding 7 – Improving Management of the Precinct Lands

11. It is not considered that the proposal will result in any adverse conditions at the interface with residential development. Due to the topography of the land, the site is removed from direct interface with nearby communities.

This being the case, the proposal also will incorporate an array of design treatments (landscaping, lighting, fencing etc) to ensure that residential land is not compromised. This is shown through the architectural drawings and the Statement of Commitments, as well as any future conditions of consent.

While the proposal will have some impact on view corridors at street level, it is not considered that these will result in a poor visual outcome, particularly given the current condition of the site. If anything, the proposal is considered to represent a positive outcome.

Chapter 6 of the report goes on to deal with Strategic Planning Principles. The proposal aligns with the principles as set out below.

Table 4: Strategic Planning Principles (Bays Precinct Taskforce Report)

Principle	Response
Public Interest & Future Proofing	
1. Recognise and protect the Bays Precinct as a public resource by ensuring planning and development promote the social and economic welfare of the community	The proposal will provide the public with access to the extensive resources of the Sydney Heritage Fleet and its role in maritime history. This will provide sound social and economic outcomes that will have significant benefit to the

	local and broader community.
2. Retain the publicly owned lands in public ownership to ensure long term flexibility in the use of the Bays Precinct assets.	The land will be retained in public ownership and subject to leasing arrangements reflective of the capital investment value to facilitate a project of this size and scale.
Waterway	
1. Recognise, protect, enhance and maintain the waterways as an outstanding natural asset of Sydney and a focal point of the public domain of the Bays Precinct.	The proposal will not compromise the quality of the waterway as an asset. It will create a significant focus within the public domain of the Bays Precinct.
2. Maintain deep water berths for commercial port, shipping and maritime users and operations to meet existing future demands for Sydney and NSW.	The proposal will not reduce existing deep water berths in its proposed location.
3. Preserve and manage use of the waterways for active and passive recreational boating users.	The location of the waterway structures will not compromise use of the waterway for passive purposes. NSW RMS has satisfied itself in considering the navigational impacts associated with the proposal.
Land Use	
1. Encourage new development that: <ul style="list-style-type: none"> balance regional and local economic, social, recreational and environmental needs; provide a distinctiveness and character consistent with the Bays Precinct Sydney harbour location and that reflects the Precinct's history; activate the foreshore day and night; and are dependent upon foreshore location and access to waterway. 	<ul style="list-style-type: none"> The proposal will provide a positive balance for regional and local economies as a result of its implementation, while also ensuring adequate environmental efficiencies, while not compromising the overall environment. The proposal will also provide a positive contribution to the recreational needs of the community, both indoors and outdoors. The proposed use of the land and water accurately reflects the Precinct's history. The proposal allows for 24-hour access to the foreshore. The specific nature of the use is directly dependant on a foreshore location and access to the waterway; there is no other practical alternative.
2. Commercial port and maritime uses operate	The proposed maritime use will not compromise

in a way that recognises their location in a city environment and mitigates impacts on the amenity of existing residents and businesses in the adjoining communities.	the city environment. Adequate construction and operational methods are devised to ensure suitable mitigation measures in association with the use to avoid adverse impact on proximate residential communities.
3. Ensure non-working harbour uses are compatible with ongoing working harbour functions and do not alienate the foreshores from public ownership and active use.	The proposed use of the land will be undertaken by a professional not-for-profit organisation that are appropriately skilled to co-exist with working harbour functions. The proposal will provide an opportunity to promote use of the foreshore in a location where this does not currently occur and will allow for the active use of the land. The land and water will remain in public ownership.
4. Residential development is not a priority within the Precinct and must be carefully considered in terms of its impact on the long-term flexibility of port and maritime operations.	The proposal does not involve any form of residential development.
5. Ensure any new residential development provided as part of urban renewal is diverse in type, providing for both market and affordable rental housing.	The proposal does not involve any form of residential development.
Economic Sustainability	
1. Encourage new development that contributes to maintaining and enhancing Sydney as a Global City by providing for economic growth, economic productivity, job opportunities and tourism.	The proposal will result in a positive outcome for the economy and, more importantly, tourism within this precinct, existing in its own right and connecting, more broadly with nearby uses such as the National Maritime Museum and the Fish Markets.
2. Provide for commercial port and maritime uses within the Bays Precinct to ensure prosperous working harbour.	The proposal will promote maritime use. The proposed activities to take place on the site are not of an industrial nature to many of those which promote a working harbour. However, the more passive activities that will occur, relating to boat maintenance, as well as the museum aspects of the proposal, will promote the importance of this location and use as a working harbour in a passive practical and historical sense.
Traffic & Transport	

<p>1. Ensure consideration is given to transport impacts and how they can be managed in assessing new major activities or developments:</p> <ul style="list-style-type: none"> • Integrate traffic, transport and access as part of any future development and land use considerations, focusing on: <ul style="list-style-type: none"> ○ promoting public transport usage including opportunities for new public transport including ferries, light rail and car share; ○ enhancing pedestrian and cycle networks linking key activity areas with transport over the broader region; ○ catering for demand and ensuring that traffic impacts on surrounding residential streets and intersections are appropriately managed; and ○ considering access for disabled persons in new transport initiatives on the site. 	<p>Await traffic report from McLaren</p>
<p>2. Provide efficient transport and access solutions to support future port uses including the segregation of port traffic from residential areas. This includes consideration for a new port access road from City West Link Road directly to the Glebe Island and White Bay Port area.</p>	
<p>Public Domain, Open Space and Foreshores</p>	
<p>1. Maintain and extend public access to and along the foreshore, including access to open space corridors for pedestrians and cyclists except where health and safety, security, regulatory provisions and public liability restrict access.</p>	<p>NSW RMS has agreed to enable 24 hours public foreshore access along the southern and western sides of the site. Therefore, a new public accessway along the foreshore will be created.</p>
<p>2. Public access within the Precinct be linked with public transport and existing public access points in the surrounding precincts.</p>	<p>Public access will be available into the site from Bank Street, into the internal spaces of the building. Access will also be available via the</p>

	<p>eastern boat ramp and the proposed roadway, on the western side of the building.</p> <p>At a future stage when the adjoining lands are developed to the north-west and east of the site, the accessway to be provided as part of this proposal will easily connect in with future pedestrian linkages.</p>
3. Encourage addition of high quality public domain, open space and a range of recreational opportunities for both local community and visitors.	<p>The proposal will provide a significant passive and active recreational contribution to the locality, both on land and on the waterway. The contribution to the public domain will result in a significantly superior outcome over the existing situation, through the proposed materials and finishes along with the location of quality foreshore access which will promote a high quality addition to the public domain in an area that is not able to currently be used for such purpose.</p>
4. Restore the heads of bays for public use as opportunity arises.	<p>This is not applicable to this application.</p>
Built Form & Design	
<p>1. Ensure development reflects the industrial and maritime nature of the built form of the Precinct and manifests design excellence by:</p> <ul style="list-style-type: none"> • developing/redeveloping at a compatible scale at interfaces with adjacent existing neighbourhoods; • ensuring bulk, scale and location of buildings considers local views into, over, through and from within the Precinct and conserves and where possible extends significant views; • developing diverse architectural responses, with buildings, having a diverse design, fine grain pattern, with active frontages and articulated 	<p>The proposed scale of the building and its interface with neighbouring properties is reflective of the history of the area and its maritime nature, while be complimentary to the nearby residential environment.</p> <p>The bulk and scale of the building is consistent with its location below the Anzac Bridge and is stepped across the site to ensure that it does not appear as a protruding form in the landscape, particularly when viewed from the waterway. Matters of views are discussed in the response regarding the City Council's comments.</p> <p>This matter is discussed in the response regarding the City Council's comments.</p>

elevations.	
2. Implementing principles of view sharing where relevant.	This matter is discussed in the response regarding the City Council's comments.
3. Ensure new development within the port and maritime precincts recognises the foreshore location and city environment in which is located, in terms of built form and design.	The proposal is considered to provide a positive recognition of the maritime location in terms of built form and design. The materials are consistent with the historical character of the site, while providing a contemporary visual appearance to the streetscape and surrounds. The proposal recognises its foreshore location and responds to this character accordingly.
4. Ensure new buildings are appropriately set back from the waterfront.	The proposal is set back a sufficient distance from the waterfront and is stepped in its form so as not to appear as a protruding or obtrusive element.
Heritage	
1. Recognise the significance of the Bays Precinct as part of Sydney's maritime, port and industrial history.	As a museum the proposal will provide a significant opportunity to display both the history of the area and the maritime history of the Fleet.
2. Conserve, interpret and adaptively re-use existing and potential key heritage items	There are no known heritage items located on the site, aside from the Anzac Bridge. This matter has been dealt with in the Heritage Impact Assessment accompanying the application.
Community & Culture	
1. Encourage ecologically sustainable development of the Precinct, in particular: <ul style="list-style-type: none"> • Climate positive • Water cycle management • Decentralised power • Low carbon precinct • Minimise waste • Green roofing 	Matters of ecologically sustainable development are dealt with in the relevant consultant reports accompanying the application.
2. Demonstrate the sustainable sourcing and use of resources and materials in the design, construction, maintenance servicing and environmental performance of new development.	These matters have been dealt with in the relevant consultant reports accompanying the application.
Community Consultation	
1. Ensure that local community, Precinct	Noted

stakeholders and local government are involved in future planning decisions.	
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Sub-Precinct: Blackwattle Bay

Section 7 of the Report deals with sub-precincts. The site is located within Blackwattle Bay. On Page 72, there is an extended discussion regarding the location of the Sydney Heritage Fleet. It is apparent that the concern of locating the SHF at the proposed site is linked to the restoration elements undertaken by the SHF.

As has been identified in the EA, the restorative elements, as originally proposed, have been removed from the application. Only minor works will be undertaken to vessels, with works having a greater impact being undertaken at an alternative location. Therefore, the potential noise and environmental impacts are significantly reduced since the time of this Report.

The outcome will therefore see a significant contribution to the tourist precinct that is sought for this side of Blackwattle Bay and provide a complimentary relationship in association with uses such as the Sydney Fish Markets. The primary focus of the site is the museum elements, open to the public, which will provide a historical understanding of maritime history in Australia. It is a rare opportunity that the physical elements of history are able to be displayed. In this particular case, that opportunity is available, through the display of historical vessels, again representing a significant opportunity for tourist facilities.

As to other locations available to the SHF, these have been thoroughly investigated over the past thirteen years. Bank Street represents the only viable option for the long term preservation of maritime history in alignment with the objectives of the SHF, which include to promote a tourist facility, focused on maritime uses, that Sydney may be proud of.

The size and scale of the building will satisfy the long term needs of the SHF and will ensure that its objectives are achieved. It is designed and located on the Bank Street site to suit the topography of the land and will not dominate the landscape from neither land, nor water.

Blackwattle Bay B3 is not a suitable location for the SHF as RMS has stipulated that the site is not available to the Fleet as other uses are planned for it, if and when the site becomes available.

Having regard for the intent of the Task Force report, it is considered that the proposal is acceptable. It has been identified that the alternative location of B3 is not acceptable to the needs of the SHF. In addition, the intentions sought by this Report, having regard to matters of design, public access, community infrastructure and environmental capability will be adequately dealt to as part of this process.

It is therefore considered that the proposal will achieve the intent of the Task Force Report.

5.2 Bank Street Master Plan

The relevant remarks contained in the Bank Street Master Plan are provided below.

The site is known as part of the 'NSW Maritime site under the Master Plan.

Having regard to the opportunities and constraints identified by the Master Plan, the proposal responds to these as follows:

- Public foreshore access:- the proposal will implement this as part of the overall linkage of the lands covered by the Masterplan
- Historical preservation:- the proposal will provide for a historical interpretation strategy demonstrating the history of the locality as well as that of the Fleet.

Opportunities

Foreshore Access and Waterway Access

The proposal will:

1. provide continuous foreshore access across the site;
2. provide community facilities, by way of a public museum, as well as the opportunity for community groups to utilize the workshop spaces within the museum for maritime purposes;
3. open up the opportunity for maritime vessels to be moored at the site, which will provide community access to the waterway through organized tours of the harbour, in their own right and in conjunction with other tourist and community attractions, such as the National Maritime Museum;
4. not inhibit use of the newly constructed boat ramp for use by passive craft; and
5. provide for boat storage facilities for passive use in the adjoining waterway

Amenity & Environment

Matters of view corridors are discussed previously. In short, given the limited available footprint of the site and the needs of the Proponent to ensure a viable project, it is not possible to reduce the built form. The proposed design response is considered acceptable.

In addition, the proposal will:

1. provide a significant improvement to the pedestrian quality of Bank Street, with public domain improvements to be implemented; and
2. The proposal, while not providing simply open space, will provide a positive recreational facility, based on the historical use and nature of the site.

Constraints

Traffic

The proposed development:

1. will rely upon alternative means, other than public transport, to service visitors to the site; therefore, this will result in reduced reliance on public transport; and
2. will provide foreshore access, despite the cost impediment.

Amenity & Environment

The proposed development:

1. will provide for a positive use of the land for recreational purposes in an environment that can accommodate built form because of the constraints imposed by the Anzac Bridge, which provides a poor microclimatic environment for realistic open space purposes that would have any reasonable benefit to the community; and
2. provide adequate water treatment and contamination measures to ensure that the quality of the Bay is not affected and the use of the land is fit for purpose.

In terms of the Vision & Objectives provided in the Master Plan, the proposal will accord with these by:

1. providing a valuable contribution to the role and value of maritime history in Sydney Harbour;
2. ensuring that the proposed use has adequate regard for the natural environment, as well as water users, by positioning the proposed water-based infrastructure so as not to cause impact on passive and larger craft; and
3. promoting pedestrian access to the foreshore in a location that is not currently available to do so, therefore increasing access to this and future open space and recreation area.

Section 2 provides the Planning Framework. The proposal is consistent with the objectives of the zone as set out in the EA. Most importantly, the zoning does not require use of this space simply for a park; it requires a land use that promotes recreational opportunities. The proposal provides for the implementation of maritime recreational activities at an active and passive level, through boat restoration activities, while also providing public museum space for the display of maritime history.

Therefore, as a recreational opportunity, it adheres to the zoning of the land, without fault.

In terms of the specific elements of this Section:

2.4 Land Use

The NSW Maritime site, which includes both the subject site and that neighbouring to the east, is sought to provide a 'Desired Future Land Use Character' of the following uses:

1. public recreation;
2. passive boat launching/club facilities;

3. open space

The site comprises public recreation facilities, without question. As a combined site, to the east of the subject site, is a passive boat launching facility. Further east, it is understood that the intention for the use of this space, as sought by the local community, is for open space purposes by way of a parking. Assuming that this is implemented, the Desired Future Land Use Character' for the NSW Maritime site will be achieved.

2.5 Option Development

Foreshore promenade:- the required foreshore open space linkage is accommodated as part of the site design and therefore will be achieved.

Passive recreation:- this describes lower intensity public recreational activity akin to a local park. However, as discussed previously the imposition of the Anzac Bridge structure does not necessarily make for a conducive environment for such purpose and to the full extent across the land. That said, there is sufficient space adjoining the subject land for this to be implemented and tie into the SHF facility.

Boat ramp and pontoon:- the proposal will not compromise the passive boat ramp and provide internal storage for passive craft utilizing this.

Storage for dragon boats:- storage facilities are provided within the proposal.

Youth activities:- the proposal will incorporate an array of activities for youth, by way of both organized school tours and through weekend and school holiday programs, therefore achieving the desire for youth space within the facility. The additional facilities sought may be accommodated on the adjoining parcel of land.

On-site parking:- due to the size of the site and the operational nature of the proposal, on-site car parking is not directly proposed.

Security of the Anzac Bridge Pylon & Lighting:- the proposal has been designed to ensure that the relevant security requirements are adhered to, with the concurrence of the relevant authorities.

2.6 Foreshore & Promenade Access

The proposal will implement the requirements as required under the master plan across the site.

2.7 Built Form

The built form has been designed to respond to its location underneath the Anzac Bridge and is of a stepped design and scale to ensure that it accords with and responds to its waterfront location.

The proposal will reinforce the street frontage, while ensuring crime prevention principles are achieved over the foreshore walkway area.

Suitable articulation is achieved in the design, from the waterway.

In terms of building height, the stepped form of the building away from the waterway will achieve visual relief from the opposing side of Blackwattle Bay.

Visual impact and view loss is dealt with above.

Traffic and transport matters are addressed in the report by McLaren Traffic Engineering and the SOC's.

2.11 Infrastructure & Services

The proposed design of infrastructure and services will be in accordance with the relevant consultant reports and SOC's for infrastructure and service provision.

In conclusion, while the whole of the NSW Maritime site is considered suitable for parkland purposes, it is also highly constrained for such purpose in terms of amenity. The proposed use of the site, for a public recreational purpose, in alignment with the zoning of the land is considered acceptable and a suitable option for development. The use of the land will provide a significant contribution to the maritime community, as well as the public in general, through its diversity of uses contained therein.

The site also represents the catalyst for opening up this side of the Harbour for public purposes, and the implementation of the foreshore access is critical to this development taking place.

The proposed use of the land accords with the philosophy of a working harbour and the design, layout and uses will be representative of this.

The proposed use of this section of the NSW Maritime site does not negate the opportunity for parkland to be provided at a later time, to the east of this. The two uses would be complementary to each other and would also allow for the critical foreshore link to be extended.

This proposal cannot be reliant upon the adjoining parcels of land being developed. There is a significant opportunity at this time to create a public use facility, that accords with the zoning of the land and will open up the vital foreshore linkage that is required.

It is therefore considered that the proposal is acceptable having regard to the Masterplan.

6 PUBLIC SUBMISSIONS

In response to the advertising and notification of the EA, 94 submissions were received. Of these, 13 were in support of the application, 75 objected to the proposal and 6 were provided as comment.

The letters in support of the application may be summarised as follows:

- The proposed use of the site will see a significant improvement over the appearance of what is currently barren land being improved upon;
- The proposal will provide a home for the maritime history of Australia;
- The proposal will provide significant benefits for citizens and will also enhance opportunities for community activity; and
- The proposal will open up, and provide for, opportunities for public access along the foreshore.

The letters objecting to the proposal may be summarised as follows:

- Significant objection was raised to the relocation of any bus routes to support the use, due to the extent of movements, the noise generated by bus services and concern over road widths;
- The traffic impacts of the proposal are of concern due to what is considered to be an already saturated road network;
- The shortage of on-street parking and the increased demand that will accrue as a result of the proposed use of the site, in absence of any on-site parking;
- The proposal is contrary to the intent of the Bank Street Masterplan, which considers that passive boating and parkland uses are more appropriate to the site;
- That there are other alternative sites, such as Cockatoo or Goat Islands, which are more suited to the development;
- The extent of noise generated from the proposed use is of concern.
- The proposed built form represents an overdevelopment of the site.
- The proposed use of the waterway will conflict with passive boating activity.
- There is concern about the location of the John Oxley at the site;
- The impacts of coal loading onto vessels and soot associated with this is of concern from an environmental amenity point of view;
- There is concern that the proposal does not provide sufficient car parking to service the dragon boat use of the site.

The majority of these issues are addressed above. For those issues that are not addressed:

- The proponent will not be pursuing discussions with Transport NSW to explore opportunities for the relocation of the existing bus services within the vicinity of the site. Alternative transport options have

been identified for access to the site. It is therefore considered that this objection to the proposal is resolved.

- The extent of noise generated from the site is not considered to be at issue, given that the heavy maintenance aspect of the proposal has been removed. There are not considered to be any other activities taking place on the site that would result in a significant adverse impact, nor akin to the existing activities within the area that continue to take place, as part of a working Harbour. It is therefore considered that the proposal is suitable and will not result in adverse impact.
- The proposal is not considered to represent an overdevelopment of the site. The built form has been stretched across the site, in a tiered design, whilst working within the constraints that the pylon and associated easements cause to the site. The materials and finishes are appropriate to the intended use and associated location within the Harbour and therefore will provide an appropriate and blended responses to the broader landscape. It is therefore considered that the proposal is not an overdevelopment of the site.
- Despite concerns raised regarding potential conflict with the passive boating community, it is not considered that this will be the case. In particular, RMS has approved the proposal from a navigation and safety perspective. As the experts on this matter, their concurrence to the proposal should be taken with the due weight that is required for the consent authority to determine the application. It is also considered that sufficient aids to navigation are incorporated into the proposal to ensure that any potential or perceived conflict is minimised. It is therefore considered that this issue is resolved.
- Restoration of John Oxley will be completed at another site, not at Bank Street. It is proposed that the completed vessel will be located at another berth in the Harbour, but that it will visit Bank Street for special events such as heritage vessel open days. The completed ship will be a significant museum exhibit and its occasional presence at Bank Street will be of interest to many.
- Coal will be stored within the Bank Street facility buildings and will be delivered to the vessels requiring coal in closed containers. The current safe working practises for handling coal and ash will be continued at Bank Street. The coal used by the Fleet is a carefully selected grade, researched with, and provided by, BHP Billiton, resulting in the minimum possible smoke and soot. Boilers are tended by trained and experienced firemen who follow routines to manage and minimise emissions.
- The use of the site by the dragon boat community will be subject to a separate development application to be determined by the City Council. The impact associated with that specific use on the site will be determined on a merit basis as to its suitability and associated impacts will be required to be addressed as part of any application. The SHF has provided space requirements within the building to accommodate the dragon boat community only. Therefore, this issue, in terms of parking provision, is not a matter for this application. The issues is therefore considered to be resolved.

Matters on parking and traffic generation; compliance with the Bank Street Masterplan and alternative site locations are addressed previously.

7 STATEMENT OF COMMITMENTS

The final Statement of Commitments is provided below at Table 5.

Table 5: Statement of Commitments

Comm itment No.	Item	Commitment	Responsibilit y	Timing
01	Overall	The proponent will undertake the proposed development in accordance with the stamped plans and documentation, including consultant reports, as may be approved, and in accordance with any Conditions of Consent which may be imposed.	Sydney Heritage Fleet	As part of the on-going operation of the site.
02	Air Quality	<p>The proponent will control dust emissions during construction in order to manage any short-term impact on the local community. Dust emissions are not anticipated to be significant. However the proponent will prepare and implement an Air Quality Sub-Plan which will be incorporated into the Construction Environment Management Plan (CEMP) and outline details of dust management measures, such as:</p> <ul style="list-style-type: none"> the identification of conditions during which particularly dust-producing activities may be curtailed or ceased; dust suppression measures (e.g. water bowsters and sprays) which may be employed to damp-down earthworks or hard- standing areas during construction; the provision of dust screens; appropriate management of stockpiled materials; visual inspection of off-site compliance; and a clear communication strategy for the management and prompt investigation of dust complaints <p>The CEMP will be prepared with reference to Section 4.16 of the OEH's Local Government Air Quality Toolkit, "Module 1: Air pollution control techniques".</p>	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.

03	Air Quality	In the event that the Stage 2 – Detailed Investigation identifies the potential for the emission of odour or contaminated dust from the site to occur, these impacts would be specifically addressed by the proponent within any remediation strategy and CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage.
04	Air Quality	The disturbance of sediment from Blackwattle Bay also poses a significant risk of causing short-term acute odour impacts. As such, where sediment needs to be drawn to the surface, the CEMP will provide specific measures to minimise the potential for odour impacts, which may include preventing the material from drying and minimising exposure times.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
05	Air Quality	The proponent will prepare an odour management plan as part of the CEMP that will provide a proactive management procedure to record activities and observations on-site, provide a range of odour control methods to manage the risk of odour emissions during construction activities and provide a methodology for the recording and response to any received odour complaints. In addition, to reduce the impact of construction plant emissions, plant will be located as far from local receptors as practicable and engines should not be left idling when not in use. Stationary trucks will also switch off engines if idling time on-site is likely to exceed 2 minutes and will avoid using the local road network during peak traffic periods. All equipment used on site should also be maintained to the required performance standards. These details will be included in the CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
06	Air Quality	The proponent will prepare and implement an odour management plan which will be included within the Operational Environmental Management Plan (OEMP). The odour management plan will provide a pro-active management procedure to record activities and observations on-site and provide a range of odour control methods to manage the risk of odour emissions from operational activities. In addition, the odour management plan will outline a methodology for the recording and response to any received odour complaints. The proponent will prepare this with reference to the OEH's Local Government Air Quality Toolkit, "Module 3: Guidelines for managing air pollution for the appropriate management and investigation of odour complaints".	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.

07	Air Quality	<p>The proponent will seek to manage any fugitive emissions from the internal workspaces through careful use and bunded storage of solvents, and the provision of spill clean-up kits including absorbing materials to minimise the potential for VOC emissions. In addition, waste solvents will be properly stored in sealed and marked containers to contain vapours and removed from site for treatment or disposal at a suitable waste management facility. Where feasible, products and agents with lower VOC content will be used.</p> <p>These details will be included within the OEMP.</p>	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.
08	Air Quality	<p>The proponent will ensure, where possible, that the delivery of liquid fuels will utilise reciprocal feeds, so that the tank vapours are displaced into the delivery vehicle rather than being emitted to the atmosphere as a fugitive emission. In addition, any dust, scrapping waste and debris and empty stripper/varnish/solvent containers will be managed and disposed of in an appropriate manner, as discussed in the SLR Consulting Waste Management Plan.</p> <p>These details will be included within the OEMP.</p>	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.
09	Air Quality	<p>The proponent will ensure that any coal handling activities will be carefully managed to ensure particulate emissions are minimised. Bunker portals should be enclosed (or partially enclosed where shown to be effective) by the use of a curtain. In addition, appropriate PPE should be worn by workers during any removal of grate ash from the coal-fired boilers to avoid health risks associated with respirable particulates.</p> <p>These details will be included within the OEMP.</p>	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.
10	Air Quality	<p>The proponent will ensure that, taking account of the approved circumstances pursuant to the POEO Regulation 2010, all practicable means are employed to prevent and minimise the emission of smoke.</p>	Sydney Heritage Fleet	As part of the on-going operation of the site.
12	Aquatic Flora and Fauna	<p>The proponent will include the appropriate protection measures within the CEMP which ensures that adverse impacts are not imposed upon adjacent areas of aquatic habitat. The CEMP will need to be prepared and submitted with an application for a Construction Certificate.</p>	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.

13	Aquatic Flora and Fauna	The proponent will select a slow boring technique to minimise any localised turbidity for the installation of the support piles for the wharf and pontoons, in order to minimise resuspension of surface sediments and the smothering of nearby macroalgae and epifauna on rock rubble. The details of the boring technique will be provided with the application for a Construction Certificate.	Sydney Heritage Fleet	At the Construction Certificate stage.
14	Aquatic Flora and Fauna	The proponent will operate the proposal, post-construction, in accordance with current 'best practice' measures in respect of the maintenance of boats and facilities.	Sydney Heritage Fleet	As part of the on-going operation of the site.
15	Climate Change and Sea Level Rise	<p>The sea wall has been identified as the potential primary defence against the projected sea level rise.</p> <p>Therefore, the proponent will, as part of the operations and maintenance regime of the site, undertake monitoring of the sea wall and assess for the impacts described. In addition, the proponent will stay up to date with actual sea level rise trends. These details will be outlined in an OEMP which will address:</p> <ul style="list-style-type: none"> • Monitoring and Maintenance programs to reduce the risk of movement/erosion of the seawall; • Any future building adaptability/adaptation measures; and • Emergency response elements associated with sea level rise, including inundation and extreme events e.g. wave run-up. 	Sydney Heritage Fleet	At the Occupation Certificate stage and as part of the on-going operation of the site.
16	Coastal Flood Risk	<p>The proponent will consider design adaptation changes which may include:</p> <ul style="list-style-type: none"> • Raise the sea wall to defend against projected potential sea level rise. • Develop and construct a "flexible design" whereby in the future the ground floor can be raised. • Establish all services (particularly electricity) above the projected inundation levels within the ground level building. • Raise the height of the ground level as part of the current development to accommodate the projected higher sea levels. 	Sydney Heritage Fleet	At the Construction Certificate stage.

20	Land Contamination	The proponent will select a construction methodology which minimises sediment disturbance, results in little spoil generation at the surface, allows for the impacts of a potential chemical attack and is accompanied by appropriate control measures to protect the marine environment during the works. Such details will be incorporated into the CEMP and will be provided with the application for a Construction Certificate.	Sydney Heritage Fleet	At the Construction Certificate stage.
21	Land Contamination	The proponent will prepare and include a specific management plan for dealing with any acid sulphate soils encountered during construction. This management plan will be incorporated into the CEMP and provided with the application for a Construction Certificate.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
22	Land Contamination	<p>The proponent will undertake a limited soil investigation in land areas which are likely to be disturbed by the proposed development. This investigation would establish the likelihood of encountering contaminated soil and groundwater during the construction works and the nature of any such impacts.</p> <p>Should these investigative works indicate that that development area has not been significantly impacted by the potentially contaminating activities, this should provide sufficient information to deem that the site is suitable for the proposed use.</p> <p>These investigations will be undertaken by the proponent in response to a Condition of Consent and the outcomes will be submitted to the Consent Authority for approval.</p>	Sydney Heritage Fleet	Prior to Construction Certificate Application.
23	Land Contamination	<p>Should elevated contaminant levels be encountered, which exceed the Health Investigation Levels prescribed for this development type, then a Stage 2 – Detailed Investigation will be required in accordance with Section 3.5.3 of SEPP 55. This investigation would seek to provide information on the extent and degree of contamination and an assessment of the risks posed by the contaminants to health and the environment.</p> <p>In the event that this is required, the proponent will undertake the Detailed Investigation and submit the outcomes as part of the Construction Certificate application.</p>	Sydney Heritage Fleet	Prior to the release of a Construction Certificate.

24	Noise	The proponent will prepare and implement a construction noise management plan in relation to the demolition and construction works. The details of this will be included within the CEMP.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
26	Onsite Stormwater Detention (OSD)	<p>Council's drainage engineering unit advised that, as the site fronts Blackwattle Bay, there is no requirement for OSD at the site or any restriction on the rate of stormwater discharge from the site.</p> <p>However, the proponent acknowledges that some discharge restrictions may need to be implemented if new drainage connections are to be established to the existing drainage network.</p> <p>This matter will be resolved as part of the detailed design of the proposal and details in this regard will be provided as part of the Construction Certificate application.</p>	Sydney Heritage Fleet	At the Construction Certificate stage.

27	Overland Flow Routing	<p>The proponent will ensure that the proposed design is in accordance with the overland flow routing requirements set out in the Stormwater Drainage Concept Plan and overland flow mitigation strategy. In this respect, the proponent acknowledges that:</p> <ul style="list-style-type: none"> • The development should be designed to ensure an overland flow path is maintained between Bank Street and Blackwattle Bay. • The overland flow path should be designed to convey the excess stormwater flow unable to be conveyed within the below ground stormwater pipe network for events up to and including the 100 year ARI storm flow. • Some form of boundary treatment will likely to be required to divert overland flow during major storm events around the building to the eastern access way (east of the boat sheds) and western access way (along western boundary). • Further works may be required in order to gain approval from Sydney City Council for the proposed overland flow mitigation strategy. A full network assessment will be required to determine the required capacity of the overland flow path and potential mitigation measures. • A preliminary assessment estimated the overland flow rate during a 100 year ARI event was between 84 L/s and 116 L/s, depending on the capacity of the existing pipe network. • In accordance with City of Sydney Stormwater Drainage Design Code (Draft August 2009) the depth of flow should generally be less than 0.2 m and the velocity less than 1 m/s. • Further details in this regard will be provided as part of the Construction Certificate application. 	Sydney Heritage Fleet	The required details will be provided at the Construction Certificate stage and compliance may be determined at the Occupation Certificate stage.
29	Stormwater Quality	<p>The proponent will provide for the following measures during the construction period in order to minimise the amount of sediment and potentially contaminated water which leaves the construction site:</p> <ul style="list-style-type: none"> • A designated wash out area, set aside for waste water generating activities. The wash out area will be located away from drainage lines and street gutters. All runoff from the wash out area will be upstream of a sediment fence which will intercept sediment; and • Stockpiles of sand and soil will be sheltered or covered with a plastic sheet to prevent rainfall from mobilising soils. • Stockpiles of building materials will be located away from drainage lines to prevent potentially contaminated surface water runoff from being routed directly into gutters 	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.

30	Stormwater Quality	The proponent will prepare and implement a Construction Phase Erosion and Sedimentation Control Plan as part of the CEMP prior to commencement of site works.	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
31	Stormwater Quality	<p>The proponent accepts and will implement the detailed water quality treatment strategy provided within Water Sensitive Urban Design Strategy.</p> <p>Any further details required in this regard will be provided as part of the Construction Certificate application.</p>	Sydney Heritage Fleet	At the Construction Certificate stage and as part of the on-going operation of the site.
32	Traffic (Construction)	<p>The proponent will prepare and implement a traffic management plan for the construction period, which will include details specifying:</p> <ul style="list-style-type: none"> • Construction period, including stages of construction. • The daily volume of construction traffic generated (trucks, plant & equipment vehicles, materials delivery and construction staff vehicles) for demolition and construction phases. • Truck routes and times in order to protect amenity of nearby residents. • Site Access for trucks & construction staff. Control of soil / mud from being dropped from the wheels of construction vehicles onto adjacent public streets when those vehicles leave the construction site. • Construction staff parking zones. <p>The traffic management plan will be included within the CEMP.</p>	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.

33	Waste Management	<p>The proponent will ensure that the selected building contractor prepares and implements a detailed waste management plan, in accordance with the recommendations provided by SLR Consulting. This will include:</p> <ul style="list-style-type: none"> • Clean, suitable demolition materials are to be stockpiled on site and reused where appropriate within the construction phase of the works. • Unsuitable or contaminated materials are to be removed from site, classified and treated or disposed of at an appropriate facility. • Where necessary during the infrastructure stage of works, qualified and certified contractors should be engaged to remove all contaminated/hazardous material. • Construction materials are selected with consideration to their long lifespan and potential for reuse. • Correct quantities of construction materials are ordered and prefabricated materials are used where possible. • Formwork is reused onsite. • Site disturbance and unnecessary excavation is limited. • Careful source separation of waste (e.g. off-cuts) is conducted to prevent cross-contamination of waste and to facilitate reuse, resale or efficient recycling. • Subcontractors are informed of site waste management procedures. • Records of all waste types and amounts collected by contractor are maintained. • The building contractor shall identify opportunities for waste avoidance, in accordance with Section 4.3 of SLR Consulting's • Waste Management Plan (Appendix 24). • The management of construction materials and waste including options for reuse and recycling where applicable and practicable should be conducted. Only Project wastes that cannot be cost effectively reused or recycled are to be sent to landfill or appropriate disposal facilities. • The building contractor shall implement the procedures outlined at Section 4.4 of SLR Consulting's Waste Management • Plan (Appendix 24). • Careful source separation of waste (e.g. off-cuts) is conducted to prevent cross-contamination of waste and to facilitate reuse, resale or efficient recycling. • Subcontractors are informed of site waste management procedures. • Records of all waste types and amounts collected by contractor are maintained. 	Sydney Heritage Fleet	At the Construction Certificate stage and during construction.
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		<ul style="list-style-type: none"> • Careful source separation of waste (e.g. off-cuts) is conducted to prevent cross-contamination of waste and to facilitate reuse, resale or efficient recycling. • Subcontractors are informed of site waste management procedures. • Records of all waste types and amounts collected by contractor are maintained. • The building contractor shall identify opportunities for waste avoidance, in accordance with Section 4.3 of SLR Consulting's Waste Management Plan (Appendix 24). • The management of construction materials and waste including options for reuse and recycling where applicable and practicable should be conducted. Only Project wastes that cannot be cost effectively reused or recycled are to be sent to landfill or appropriate disposal facilities. • The building contractor shall implement the procedures outlined at Section 4.4 of SLR Consulting's Waste Management Plan (Appendix 24). • The Building Contractor will need to specify the types and quantities of wastes produced during construction. • The building contractor will implement the waste storage and servicing matters outlined at Section 4.6 of SLR Consulting's Waste Management Plan (Appendix 24). • Standard signage will be posted in all storage/waste collection areas and all drums/bins will be labelled correctly and clearly to identify materials stored within. • Employed staff and contractors will be made aware of all recycling initiatives and waste storage/handling requirements. • Records of waste volumes recycled, reused or contractor removed are to be maintained and reported on a quarterly basis. • Waste audits are to be carried out to gauge the effectiveness and efficiency of waste segregation procedures and recycling/reuse initiatives. Where audits show that the above procedures are not carried out effectively, additional staff training should be undertaken and signage re-examined. 		
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34	Waste Management	<p>The proponent will implement the operational waste management details as outlined. This will form part of the OEMP and include the following aspects:</p> <ul style="list-style-type: none"> Any liquid wastes or dangerous goods wastes generated by the Project (e.g. due to damage or leakage of containment) should be disposed of by a suitably qualified contractor to an appropriately licensed disposal facility. No liquid wastes or wash down waters should be disposed of via the stormwater drainage system. Wastewater storage tanks (including stormwater collection tanks) should be carefully monitored to ensure overflow does not occur. Containment measures for spillages should be provided nearby (e.g. a spill kit containing non-combustible absorbent material). No liquid wastes or wash down waters should be disposed of via the stormwater drainage system. Wastewater storage tanks should be carefully monitored to ensure overflow does not occur. All contaminated and hazardous wastes (i.e. fluorescent tubing, batteries, e-wastes and smoke detectors) should be recycled at an appropriately licensed facility. Fluorescent tubes and other globes can be recycled via prepaid packs suitable for Australia Post to recycling facilities in Australia. E-waste (electronic waste such as computers) and batteries contain heavy metal contaminants and should be recycled at an appropriately licensed recycling facility. Smoke detectors should be returned to the supplier for disposal (this is a condition of the supplier's licence to sell smoke detectors) and not disposed of with general landfill waste as they contain small amounts of radioactive material. Contact the supplier for information on how to return used smoke detectors. 	Sydney Heritage Fleet	Details may be provided at the Occupation Certificate stage and will need to be implemented as part of the on-going operation of the site.
35	Water Management	The Proponent will apply for the relevant Environment Protection Licence as required by any condition of consent and as a requirement of the Environment Protection Authority	Sydney Heritage Fleet	The relevant application will be made prior to the issue of an Occupation Certificate, or as otherwise specified by a condition of consent.

36	Water Management	The Proponent will ensure that coal and grate ash are not spilt in the waterway. This will be ensured by continuing approved coal and ash management and handling methods in use by the Fleet for almost 50 years.	Sydney Heritage Fleet	This will be implemented as part of the on-going operation of the site.
37	Navigation	Aids to navigation including lights on the protective dolphins on the western side of the proposed marina and the southern ends of the eastern fixed wharf will be incorporated. Details will be provided at the Construction Certificate stage for approval by the Harbour Master and implemented as part of the construction process.	Sydney Heritage Fleet	Consultation with the Harbour Master will occur prior to the issue of a construction certificate and the works implemented during construction.
38	Aquatic Flora & Fauna	The Proponent will not install mesh decking on the berthing facility as stipulated by NSW Fisheries.	Sydney Heritage Fleet	Note
39	Stormwater Quality	All stormwater treatment measures are to be consistent with the Water Sensitive Urban Design objectives and the City of Sydney Stormwater Drainage Design Code (draft August 2009).	Sydney Heritage Fleet	Further design details will be incorporated at the Construction Certificate stage and the works incorporated during construction.
40	Stormwater Quality	All stormwater is to be appropriately treated prior to discharge from the site.	Sydney Heritage Fleet	Further design details will be incorporated at the Construction Certificate stage and the works incorporated during construction.

41	Stormwater Quality	All works within or adjacent to riparian lands should be consistent with the NSW Office of Water Guidelines for Controlled Activities.	Sydney Heritage Fleet	Further design details will be incorporated at the Construction Certificate stage and the works incorporated during construction.
42	Materials & Finishes	The proposed materials and finishes will be submitted to the Sydney Harbour Foreshore Authority for approval prior to the issue of a Construction Certificate	Sydney Heritage Fleet	Details will be submitted to SHFA prior to issue of a construction certificate.
43	Location of Buildings & Structures	The proposed buildings are clear of the Anzac Bridge and associated easements.	Construction Contractor and Sydney Heritage Fleet	All buildings will be constructed clear of the Bridge and easements and subject to the necessary certifications during construction and prior to an occupation certificate being issued.
44	Site Access - RMS	Sydney Heritage Fleet will provide access to RMS on an as required basis to all structures and easements favouring RMS.	Sydney Heritage Fleet	Access will be provided during construction and operation as required.]

45	Integrity of Easements (RMS)	The integrity of the easements is not to be compromised.	Sydney Heritage Fleet	All construction and operational aspects of the site will have the necessary regard for the integrity of easements.
51	Historical Archaeology	Prior to works commencing within the vicinity of the historic sandstone sea wall, the proponent is to retain the necessary professional services to undertake an archaeological investigation to determine the nature and depth of the wall and assist, as required with an archaeological management strategy.	Project Archaeologist.	Investigative works to be undertaken prior to project works commencing within the vicinity of the sea wall.
52	Historical Archaeology	Subject to the findings at SOC 51, a detailed recording of the integrity of the remains is to be undertaken	Project Archaeologist.	Upon completion of SOC 51.
53	Historical Archaeology	Subject to the findings at SOC 52, an Interpretation Strategy is to be developed providing the results of the archaeological testing and a historical interpretation. The archaeologist is to have input into the ideas, themes and interpretative concepts under the Strategy.	Project Archaeologist.	Upon completion of SOC 52.
54	Historical Archaeology	An area on the site will be provided for artefacts.	Sydney Heritage Fleet	Upon completion of SOC 51.
55	Potential Aboriginal Cultural Archaeology	If any Aboriginal 'objects' as defined under the National Parks and Wildlife Act 1974, are located during the course of the excavations, the National Parks and Wildlife Service should be contacted immediately and the Metropolitan Local Aboriginal Land Council should apply for a Care Agreement with the Department of Environment Climate Change and Water to enable them to retain the objects.	Building Contractor	This requirement will be incorporated into the construction management plan and dealt with during site construction, as required.
56	Potential Aboriginal Cultural Archaeology	The Interpretation Strategy at SOC53 is to include interpretation of Aboriginal history.	Project Archaeologist	Upon completion of SOC 52.
57	Travel Management	The Green Travel Plan is to provide initiatives to encourage sustainable transport practices by both staff and visitors to the facility.	Sydney Heritage Fleet in conjunction with traffic consultant	Prior to Occupation of the Premises.

58	Security Management Plan	A Security Management Plan is to be developed as part of the construction certificate documentation and necessary works included in the construction drawings	Sydney Heritage Fleet	Prior to issue of a Construction Certificate
59	Wayfinding Signage	Appropriate signage is to be provided, showing the location of the Harbour Foreshore Walk	Sydney Heritage Fleet	Prior to issue of an Occupation Certificate
60	Pedestrian Accessibility	Refer to Council Issue 5.4		
60	Public Domain Improvements	Refer to Council Issue 5.5		
61	Land Contamination	OH & S requirements will be adhered to as part of the investigative and construction process	Remediation Contractor and Building Contractor	During investigative testing and construction as required
62	Use of Kiosk/Cafe	The kiosk pavilion will be subject to a further development application to be determined by the City of Sydney Council. This application will be for use of the kiosk and associated fit out works,	Sydney Heritage Fleet	Prior to occupation of kiosk and subject to development approval.
63	Heritage Interpretation Strategy	To ensure that the historical attributes of the site are adequately recognised, it is proposed that a heritage interpretation strategy would be prepared in consultation with the City Council and RMS, in conjunction with any findings associated with SOC 52.	Sydney Heritage Fleet	Prior to final occupation of the site.
64	Boating Bazaars	28 days prior to any boating bazaar taking place at the site, the local community will be notified by a letter box drop of such activities. This will include the date and time of such activities, as well as any specific information regarding the event that is relevant.	Sydney Heritage Fleet	On-going basis during operation of the site.
65	Public Domain Plan	A Public Domain Plan will be prepared in consultation with the City Council, with its content agreed prior to the issue of a construction certificate, and works to be completed prior to the issue of the final occupation certificate.	Sydney Heritage Fleet	Plan to be prepared prior to issue of construction certificate; works to be implemented prior to issue of final occupation certificate.

66	Foreshore Walk	<p>The location of the foreshore walk, landward of the existing retaining wall, will be accessible by an appropriate legal agreement to be issued by RMS as the landowner.</p> <p>Should access and/or repair work be required to the foreshore walk, this will be made available by the SHF as required.</p>	Sydney Heritage Fleet	Legal documentation to be agreed between RMS and SHF prior to final occupation certificate.
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APPENDICES & ATTACHMENTS

Relocation of Sydney Heritage Fleet

APPENDIX 1: TRAFFIC IMPACT ASSESSMENT

MCLAREN TRAFFIC ENGINEERING

APPENDIX 2: FURTHER ADVICE REGARDING WATER MANAGEMENT, CONTAMINATION, SEA LEVEL RISE SLR CONSULTING

APPENDIX 3: CAMS WHARF ASSESSMENT

AHMS PTY LTD

APPENDIX 4: VISUAL IMPACT ANALYSIS

CRAWFORD ARCHITECTS

ATTACHMENT 1: KEY ISSUES LETTER

DEPARTMENT OF PLANNING

ATTACHMENT 2: ASSESSMENT OF TRAFFIC IMPLICATIONS

ARUP PTY LTD

ATTACHMENT 3: FLOODING AND SEA LEVEL RISE

EVANS & PECK

ATTACHMENT 4: ENVIRONMENT PROTECTION AUTHORITY

ATTACHMENT 5: SYDNEY PORTS

ATTACHMENT 6: NSW FISHERIES

ATTACHMENT 7: NSW OFFICE OF WATER

ATTACHMENT 8: SYDNEY HARBOUR FORESHORE AUTHORITY

ATTACHMENT 9: ROADS & MARITIME SERVICES (MARITIME ASSETS)

ATTACHMENT 10: ROADS & MARITIME SERVICES (TRANSPORT PLANNING)

ATTACHMENT 11: AUSGRID

ATTACHMENT 12: CITY OF SYDNEY COUNCIL