Master Plan
Rozelle and Blackwattle Bays Maritime Precincts

Waterways Authority
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Our ref: S97/00165

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

Dear Mr Michniewicz

Re: Master Plan for Rozelle and Blackwattle Bays Maritime Precincts

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

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

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

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

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

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

Yours sincerely

Sue Holliday
Director General

6/9/2002
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The wharves of Rozelle and Blackwattle Bays are a vital working part of Sydney Harbour, continuing the strong maritime traditions of the local area. The Waterways Authority intends to maintain its sites at Rozelle Bay and Blackwattle Bay for maritime industrial uses and for associated maritime activities that are Harbour-related such as the waterfront construction industry and charter/cruise boat servicing.

In November 1997, the subject sites were incorporated into Sydney Regional Environmental Plan No. 26 – City West (City West REP) as part of the Bays Precinct. The City West REP retains the Bays Precinct as working waterfront for port and other maritime purposes by ensuring the foreshore is zoned for these uses and requires the preparation of a Master Plan for the sites.

The Master Plan is designed to set the program and principles for the future rejuvenation of the maritime precinct at Rozelle and Blackwattle Bays. Figure 1 shows the area covered by the Master Plan.

Elsewhere, Sydney Harbour’s industrial waterfront sites are under intense pressure for redevelopment with the demands of high value residential and commercial interests competing with the demands of traditional and new working waterfront operations.

As Sydney’s growth continues, arising demands for its foreshores include:

- Loading and berthing facilities for marine contractors who repair and maintain wharves, bridges and other marine facilities;
- The repair and maintenance of working and recreational boats with many councils restricting repair operations near residential areas;
- Additional charter vessel facilities required with increased tourism;
- Continued gentrification of inner harbour front suburbs resulting in the growth of recreational boating and demand for land and water storage facilities;
- Additional berthing facilities for working and commercial vessels displaced from other parts of the Harbour;
- Facilities for the heritage fleet;
- Shipwright, chandlery and refuelling facilities;
- Berthing, maintenance and servicing of large visiting recreational yachts;
- Continued areas for public boating and rowing clubs, some of which have a long history on the waterways of Sydney Harbour; and
- Additional public foreshore access and open space.
1.2 The Sites

The Master Plan for Rozelle and Blackwattle Bay covers two waterfront sites with an already rich and diverse history of maritime and industrial activities. Both sites have the benefit of immediate access to major arterial roads and combined with their inner-harbour location and extensive waterfrontage continue to represent prime sites for maritime and maritime-related uses. The majority of the land within the Master Plan area is owned by the Waterways Authority.

The Rozelle site is the larger of the two and extends along the northern foreshore of Rozelle Bay from the old Glebe Island Bridge in the east, swinging around south of Whites Creek and terminating at the western edge of Bicentennial Park, east of the Light Rail viaduct. Victoria Road and The Crescent extend along the northern boundary. James Craig Road traverses the site from The Crescent to the Glebe Island Dockyard area. Much of the Rozelle Bay site is reclaimed and a piled wharf extends along a major portion of the waterfrontage.

The Blackwattle Bay site is located at the head of Blackwattle Bay between the Pyrmont Peninsula and the foreshores of Glebe. The site is irregularly shaped and is bounded by Pyrmont Bridge Road and Blackwattle Bay. It is approximately 1.3 hectares in area, part of which is reclaimed land and the balance, wharf structures built on piles over submerged land. Glebe High School is immediately south-west of the site and the Sydney Fish Markets immediately north-east. Wentworth Park lies directly opposite, separated from the site by Pyrmont Bridge Road. The major developments surrounding the site are maritime, commercial/retail (Fish Markets), special uses and open space.

The sites have a total area, excluding road easements and open space, of 113,000m². The Rozelle Bay site has an area of 95,700m² whilst the Blackwattle Bay site has an area of 14,300m².
1.3 History

Rozelle and Blackwattle Bays have a long history of waterfront maritime activity extending from the early 1830’s and are an important element of Sydney Harbour as they are amongst the few remaining bays that continue to be actively used for maritime and waterfront facilities.

18th Century
The areas surrounding Johnstons Bay (including White, Blackwattle & Rozelle Bays) were let in grants to notables such as George Johnson of Annandale, William Balmain and the Rev Richard Johnson at the end of the 18th century and the early 19th century. Some subdivision did occur in Glebe in 1828 and buyers were wealthy Sydney notables attracted to waterside locations.

19th Century
Noxious industries, forced out of Sydney Town, began to locate in the area from the 1830’s and included tanneries, copper smelting, pig yards and tobacco works. The most significant were the Glebe Island Abattoirs in the 1850’s, which further attracted industries such as soap factories and candle makers. The Government Abattoirs were a heavy source of pollution within the Bays and by the 1870’s local protests led to a Commission of Enquiry in 1879 and petitions by 1887 for its closure and relocation to Homebush.
Major land reclamation occurred in the later nineteenth century for industrial sites and for recreational areas. Land reclamation also created deeper water berths replacing early jetties such as those along Rozelle Bay. The foreshores were also developed for industrial uses in the late 1890’s including Langdon and Langdon’s Saw Mill, Lever Brothers Soap Factory and the Sunlight Oil Works.

At Blackwattle Bay, the head of Blackwattle Bay was known as Black Wattle Cove or Swamp. The perimeter of the bay was used for abattoirs and boiling down works from the 1830s to 1860s. Infilling of the swamp and creek occurred in 1876 with the aim of eliminating the noxious smells associated with the removal of the polluting industries from the area.

Construction of Wentworth Park commenced in 1882. During World War I, the park was utilised for timber sheds and wool stores. Landscape elements such as the lakes and the northern sports ground were removed. The railway which crosses the park was built in 1916.

20th Century
Industrial development of the bays was further supported by the construction of the existing Glebe Island Bridge in 1901 and rail tracks through Rozelle linking to Pyrmont and Darling Harbour in 1919. In 1926, the Sydney Harbour Trust built extensive wharfage for timber shipment together with rail connections. Reclamation of mangrove swamps on Rozelle Bay in 1908 created land which now forms Jubilee Park.

The decline of the Bays Precincts areas industrial significance began after World War II, when the relocation of industrial uses to larger sites in Western Sydney began. More recently, significant changes have taken place with older industrial sites becoming obsolete or under-utilised. For instance, between the mid-1980’s and early 1990’s the Maritime Services Board transferred a number of waterfront sites to Leichhardt Council which now form part of Bicentennial Park.

The images, drawn from the Godden McKay October 1990 study, graphically depict the growth of the bays area from the 1850’s to the 1960’s.
1.4 The Role of the Master Plan

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

The purpose of a Master Plan is to:

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

This Master Plan must be read in conjunction with the City West REP and any Master Plan adopted for adjoining land (eg Sydney Port Corporation’s Glebe Island and White Bay Master Plan). The guiding principles of State Environmental Planning Policy No.56 – Sydney Harbour Foreshores and Tributaries are also relevant to the provisions of this Master Plan. The Sharing Sydney Harbour Regional Action Plan should also be taken into account.

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

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

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

Figure 1: Master Plan Area
1.5 Planning Context

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

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

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

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

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

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

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

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

**Government Agencies**
- Environment Protection Authority
- Department of Urban Affairs and Planning
- Leichhardt Council
- Roads and Traffic Authority
- Sydney Harbour Foreshore Authority (formerly the City West Development Corporation)
- Sydney Ports Corporation
- State Rail Authority

**Marine-related Groups**
- Charter Vessel Association
- Sydney Fish Markets
- Sydney Heritage Fleet
- Sydney University Women's Rowing Club
- Waterfront Contractors
- Yachting Association

**Community**
- Local residents
- Glebe Chamber of Commerce
- Save Rozelle Bay Association
- The Glebe Society Inc

The Local Member for Port Jackson, the Honourable Sandra Nori MP also took part in the consultation process.
A number of supporting studies were prepared for this Master Plan including:

- Supporting information – Devine Erby Mazlin.
- Infrastructure/Maritime Aspects for Blackwattle and Rozelle Bay Master Plan – Patterson Britton & Partners, August 1999.
- Conservation Management Plan – Coal Loader, OMA. (now the Maritime Assets Division, Waterways Authority).
The Master Plan for the maritime sites at Rozelle and Blackwattle Bays supports the Government’s working harbour strategy, Sharing Sydney Harbour Regional Action Plan, by retaining and developing waterfront sites to cater for a range of maritime industries.

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

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

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

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

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

- Protect and reinforce the precinct as an inner-location where maritime industries essential to the economic life of the Harbour are based.
- Sensitively upgrade and redevelop the area to optimise its viability and flexibility for a range of maritime operations.
- Increase public access within the maritime precinct to link with existing and planning pedestrian and cycle networks and that has appropriate regard to the working nature of the maritime precinct.
- Conserve and interpret the significant maritime industrial heritage features of the sites.
- Encourage ecologically sustainable development.
- Safeguard the continued use of Rozelle and Blackwattle Bays for non-motorised water-based recreational activities such as rowing and canoeing.
Principles
- Land use within the Blackwattle & Rozelle Bay Master Plan is to provide a working waterfront environment.
- Land use character of the precinct should reinforce and complement the role of the precinct as a major inner-harbour working waterfront.
- Future development should retain the existing diversity and maritime character of the precinct.
- Accommodation of future development at Rozelle and Blackwattle Bays may involve 24 hour operations.
- Development is to make a significant contribution to ecological sustainability.
- Development is to have no adverse impact on water quality.
- Development is to encourage the conservation of and adaptation for re-use of existing structures of heritage significance.

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

**Rozelle Bay Site Precincts**
1. Commercial & Recreational Boating
2. Major Boat Repair
3. Marine Contracting
4. Maritime Operations

**Blackwattle Bay Site Precincts**
1. Marine Heritage
2. Commercial Boating

- Maritime uses requiring direct water access are encouraged on the waterfront perimeter of the precinct.
- Retention of existing measures, such as the no anchor zone and no wash zone, to encourage cooperative use of the Rozelle and Blackwattle Bay waterway.
- Investigation of options to protect cooperative use including establishment of a protocol between passive recreational users and commercial maritime users and development of sanctions for non-compliance with these protocols.
A pedestrian and cycle connection is to be included along the alignment of the internal access road for Rozelle Bay and along Pyrmont Bridge Road in Blackwattle Bay.

Future development of the existing coal bunker structure must consider its potential for adaptive re-use whilst acknowledging its heritage significance.

On a temporary basis, provide for layover berthing of vessels and other non-commercial uses, which do not prejudice future maritime operations.

Provide a facility for passive public watercraft at the western end of Rozelle Bay on the site identified as R9 in Figures 27 and 28.

Provide facilities for local food/retail outlets associated with the working waterfront operation, as appropriate.

Preferred Land Uses for Major Land Use Precincts

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

Preferred Land Uses – Site R1

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

Preferred Land Uses – Site R2

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

Preferred Land Uses – Sites R3, R4 and R5

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

Figure 4: Major Boat Repair Precinct (Site R1)

Figure 5: Maritime Operations Precinct (Sites R2)

Figure 6: Commercial & Recreational Boating Precinct (Sites R3, R4, R5)
2.2 Land Use cont.

Preferred Land Uses – Sites R6, R7 and R8

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

Preferred Land Uses – Site B1

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

Preferred Land Uses – Sites B2 and B3

- General mixed marine
- Maritime-related retail and/or commercial uses
- Non-conforming uses may be considered
2.3 Views, Built Form and Urban Design

Both the Rozelle Bay site and the Blackwattle Bay site are highly visible from surrounding areas and are ringed by major arterial roads. Rozelle Bay is defined by ridges at Johnston Street, Glebe Point Road and Victoria Road with the wide flat valleys of Jubilee Park/Bicentennial Park and the valley traversed by the City West Link Road.

Figure 10 shows the major view corridors and view points from the water’s edge and adjacent area. The major view corridors to the Rozelle Bay site occur at Victoria Road, Glebe Point Road, Johnston Street. See photos and figure. Foreshore viewpoints include the junction of City West Link with The Crescent, Anzac Bridge and Glebe Point.

Key visual landmarks around Rozelle Bay and Blackwattle Bay include:

- Anzac Bridge
- Old Glebe Island Bridge
- White Bay Power Station
- Coal bunkers & gantry crane
- Glebe Island silos
- Sydney University boat shed
- Fig trees (Wentworth Park & Glebe Point)
- Pioneer Concrete plant

The major items to be addressed include maintenance of important view corridors, public domain, foreshore access and recognition of major focal points and vistas.

Principles

- Provide for a range of opportunities for those working and visiting the precinct that reflect the maritime traditions of the working harbour.
- Step down building heights to respect landforms and view sharing.
- Built form must not present a wall of development to the public domain.
- Maintain existing views to landmarks to reinforce the diverse visual quality of the area.
- Provide flexibility for the location of maritime buildings and structures.
- Ensure that development within the sites achieves a high standard of urban design and contributes to a high quality public domain.
- Reinforce major gateways as shown within the Leichhardt Town Plan 2000.
- Ensure the application of the principles of ecologically sustainable development.

Figure 10: Visual Catchment
## Provisions

- Building heights across the sites must not exceed the RL heights, measured from A.H.D., shown in the Rozelle Bay Building Height Limit Plan (Figure 11) and in the Blackwattle Bay Building Height Limit Plan (Figure 32).
- Maximum building roof heights are to be defined as RLs to the topmost part of the roof.
- Site coverage is to be applied to prevent the location of buildings, creating a wall of development to the harbour or to the adjacent arterial road network.
- Building must occur within the building envelopes shown in the Master Plan.Rozelle Bay Urban Design Control Plans (Figures 16, 18, 20, 23, 26) and the Blackwattle Bay Urban Design Control Plan (Figure 31).
- Maximum building envelopes have been set for each site. However buildings can only occupy the building footprint and site coverage percentage limits specified in the design requirements for each site (e.g. 20% or 50% site cover) as indicated on Figures 11-34.
- Changes to building envelopes may be considered if it can be demonstrated that it is necessary to the operational requirements of the proposed use and meets the urban design principles that underpin the building envelopes in the Master Plan.
- As indicated at Figure 11, at Rozelle Bay higher buildings are to be concentrated at the eastern end of the site and step down towards the water and western end of the site.
- Buildings should not obstruct views to bays along designated view corridors shown on Figure 10.
- Where feasible designated view corridors are not to be obstructed by car parking.
- View corridor from Victoria Road to be retained over building zones to ensure some views are retained to Bicentennial Park and water.
- Built form in the Rozelle Bay precinct is not to obstruct the 3 bridges view between the Anzac Bridge towers from Bicentennial Park.
- Building design for new development along Pyrmont Bridge Road is to provide interesting, articulated and proportioned facades to ensure that elevations to the road do not comprise ‘dead frontage’ but provide openings where activity can be perceived.
- Future buildings on site B3 at Blackwattle Bay are to be of land mark and innovative design and should achieve views from Wentworth Park Road to the waters of Blackwattle Bay.
2.3 Views, Built Form and Urban Design cont.

- The built form of the buildings should reflect the character of maritime industrial buildings.

- Provide foreshore setbacks to all building zones with a minimum of 10 metres for the majority of the site. (Figures 16, 18, 20, 24, 31, 35)

- Provide building setbacks to all roads and site boundaries zones with a minimum of 3 metres on the narrow sites and 5 metres for the majority of the site. (Figures 16, 18, 20, 24, 31, 35)

- A view corridor is to be maintained at Wattle Street and water views are to be enhanced from Wentworth Park.

- Buildings opposite the termination of Wentworth Park Road are to be of a landmark and innovative design.

- Building design for new development along Pyrmont Bridge Road should provide interesting, articulated and proportioned facades where elevations to the road do not comprise ‘dead frontage’ but provide openings where activity can be perceived.

- Ensure passive watercraft activities eg, rowing upon Blackwattle Bay and Rozelle Bay are protected.

- Provide for public interaction in and around the Blackwattle Bay Coal Loader.

Panorama 2 – Rozelle Bay from Victoria Road Pedestrian Overpass

View 1 – Victoria Road to Rozelle Bay View Corridor from Pedestrian Overpass

View 2 – Glebe Point Road to Rozelle Bay View Corridor
2.3 Views, Built Form and Urban Design cont.

View 3 – Johnston Street to Rozelle Bay View Corridor (Note view of Bay interrupted by light rail overpass.)

View 4 – View from The Crescent to Rozelle Bay

View 5 – View from Bayview Crescent to Rozelle Bay

View 6 – View from Wattle Street to Blackwattle Bay

Panorama 3 – View from Wentworth Park to Blackwattle Bay
2.3.1 Design Guidelines

General Design Principles
The buildings on these sites are seen in the round from above on Anzac Bridge, from land and from the water. The development will be seen from afar as a set of buildings, and closer as a series of individual buildings. Views of the sites occur from many public places around the Rozelle and Blackwattle Bays – from the Sydney Fish Markets, Blackwattle Bay Park, Jubilee Park, Glebe Point and Wentworth Park. Although the buildings should not be replicates, the buildings should be of a consistent scale, form and rhythm. These Guidelines are designed to give consistency without limiting individual expression.

General Principles

AMENITY

• External lighting of buildings can add to the appreciation of the site in terms of uses, architecture and public safety.

• Solar access should be considered to parks and other important public spaces between 11.30am and 2.30pm in winter. Shadow impact assessments are required by developments adjacent to parks to demonstrate impacts on solar access in winter and shade in summer.

PUBLIC DOMAIN ELEMENTS

• All public domain furniture elements are to be designed as part of a suite under the guidelines set out in this document.

VEHICLE ACCESS

• Vehicular access across footpaths is to be minimised and designed to limit conflict with pedestrians.

• Where practical, access to car parking and loading areas is to be located away from the main pedestrian thoroughfares.

BUILDING LINE

Refers to the general alignment of the walls of a building that is defined by the building envelope diagrams.

Objective

To achieve developments that sit within the boundaries in order to establish a sensible pattern for development.

Provisions

• New buildings are to provide and/or reinforce the major site axes and connections with surrounding public spaces.

• The entrances of buildings are to be orientated so as to be clear for their primary access.

On the Rozelle Bay Sites:
• Waterfront buildings are to be aligned along the boundary closest to the water to ensure edge definition along the waterfront (with the exception of sites R6, R7 and R8 where operational requirements prevent this occurring). Refer Diagram 1.

On the Blackwattle Bay Site:
• Buildings are to be aligned along the Pyrmont Bridge Road boundary setback to provide street edge definition. Refer Diagram 2.

Diagram 1 Rozelle Bay Built form Addressing Waterfront

Diagram 2 Blackwattle Bay Built Form Addressing Street Edge Setback
2.3.1 Design Guidelines cont.

ADDRESS
The address of a building defines a hierarchy between public, semi-public and private space and is one of the determining factors that establishes character.

Principles
To give order, structure and identity to the site; to clearly identify entry points.

Provisions
• Entry points to be clearly demarcated by the articulation of the façade and/or signage and lighting.
• Provide a clear sight line from one end of a block to the other for orientation, surveillance and accessibility.

SAFETY AND SECURITY
Principles
Reinforce the sense of security and provide a safe public environment for operators and users alike.

Provisions
• Provide well lit and defined pathways and entries to buildings at night.
• Provide lighting to achieve luminescence levels consistent with community safety and security to the appropriate Australian Standards.
• Allow casual surveillance of the precinct by inhabitants of the buildings.
• Promote lively public and semi-public areas through location and number openings or commercial uses on the ground floor.

SITE STRUCTURE
Principles
Reinforce the primary landscape public domain strategy.

Provisions
• Provide a focal point associated with the public access easements on the waterfront (refer Diagram 3 and Figure 38) with the use of a taller structure or viewing tower attached to the development. This structure may be outside the control envelope by a max. 5m height and no more than 20m² in plan area. This could be used for a viewing deck; environmental elements such as solar chimney or tank mounting; mounting for microwave dishes, communications aerials and the like, but is not to be included as useable floor space.

Diagram 3 Built Form Addressing and Marking Public Access Easement
2.3.2 Building Form and Character

Design of buildings is to be of high standard with materials and design appropriate for the marine character of the site and responding to the scale and openness of the water’s edge.

EXISTING BUILDINGS
The existing buildings on the site will remain and form part of the collection of buildings proposed for the site. The building form and character guidelines in this master plan do not apply to the existing buildings except for access and lighting, or as noted in this section.

Conaust Building
The Conaust building is the largest building on the Rozelle Bay site. Its mass defines, in part, the scale of future development to the west of the site. The large simple form is to remain. If re-painted it should use colours from the palette proposed in these guidelines. The open frame structure to the south is to remain exposed as much as possible. Any infill should accept the form of the existing building, although it may change the detailing to reveal the structure.

CHARACTER
The character of a building is the result of siting, use, height, depth, articulation, colours, textures and finishes. Existing marine typologies around Sydney Harbour provide many clues and principles.

Principles
To achieve a development that reflects its uses and responds to its particular context and that follows design guidelines set in this document.

Provisions
• Use framed structural systems. Refer Photo 1.
• Express framing systems as a composite and hierarchy of primary, secondary and tertiary elements. Refer Photo 1.
• Membrane structures are not permitted, except for temporary uses of no more than 6 months period. Structures are to be located within the allowable building area. Refer Photo 2.
• Avoid heavy and clumsy forms. Refer Photo 3.
• Containers are not to be used for office accommodation or be located in permanent storage areas.
2.3.2 Building Form and Character cont.

BUILDING HEIGHT

Principles
To achieve a development that responds to the topography, infrastructure and existing buildings on the site and respects the harbour frontage.

Provisions
- Developments are not to exceed the height nominated by the development envelope.
- Generally, the height is to be lower closer to the water’s edge.
- The height of the building should be reduced visually by changing colour or materials horizontally.

ARTICULATION

Building articulation can be generated through the expression of separate parts of a development: openings, structure, access stairs, walkways, balconies etc, and through design solutions to environmental conditions of orientation, noise, breezes and views, etc.

Principles
To achieve a development with buildings of a distinctive contemporary character articulated in response to the local and environmental context and expressing marine environment.

Provisions
- Articulation of the building must be integrated with the building design and its massing.
- Articulation is to occur behind the line of development.

STRUCTURE

- The structure should be a primary ordering system on the building facade and expressed as such. Refer Photos 4 & 5.
- Structure should be highlighted in a colour distinct from the rest of the building. Refer Photos 4 & 5.

FACADE

- Building openings are to be clearly articulated through the use of deep recesses, or expressed within the structural hierarchy.
- The facade should have an expressed secondary and tertiary ordering system (after the principal structural system) that modulates the scale of the building. Avoid bland, unarticulated and blank facades. Refer Photo 6.
2.3.2 Building Form and Character cont.

Photo 7

Photo 8

Photo 9

Photo 10

Photo 11

Photo 12 Undesirable Heavy Roof Form
2.3.2 Building Form and Character cont.

- Openings such as windows and doors should be placed within or integral to the secondary or tertiary ordering system. Refer Photos 4 & 5.

**ROOF**
- Roof forms should be of a form appropriate to the industrial/marine typology. Refer Photos 7-11.
- Roof forms should be articulated to allow for natural ventilation and light to access the interior spaces of the building. Refer Photo 8.
- Elegant, expressive and articulated roof forms are encouraged. Refer Photos 7 & 10.
- Free standing elements such as satellites, aerials etc are not permitted on the ridge line or any other part of the roof but should be separated and in a different location. Refer Photo 13.
- If the roof is pitched it must be a minimum of 30 degrees.
- Broad flat curved roofs are not encouraged.

**AWNINGS**
- Awnings can be used to mark entries or where pedestrian activity is anticipated.
- Awnning height is to be a minimum of 3.6m from ground level.
- Awnning width is to be set back a minimum of 600mm from the face of the kerb, a greater setback is permitted to allow for street trees and lightpoles, cut outs for these street elements are not permitted.
- The minimum width of awnings is 2.0m. Awnings are to provide protection from the sun and the rain.
- Provide lighting under the awning, or wall mounted lighting on the building to achieve luminescence levels consistent with the Australian Standards.
- Awnings are an opportunity to provide articulation along the facade. Use height, structure, materials or colour to differentiate the awning from the rest of the mass.

**BUILDING MATERIAL, COLOURS AND FINISHES**
The materials, colours and finishes of a building contribute to the character of a building and its visual scale and character.

**Principles**
Encourage building materials that are compatible with the character of the site, and support environmental sustainability. Achieve developments that use colour and finishes that express the character of the marine environment and adjacent port infrastructure, enhance the built form and articulate the lively character of the precinct and its proposed uses.

**Provisions**
- Achieve developments that use finishes that have a long life.
- Building materials selected should display a combination of the following Ecologically Sustainable Development qualities; a low embodied energy, durability, recycled or able to be recycled, non-polluting in manufacture, use and disposal, contribute to a healthy indoor air quality, through minimised toxic fume emission and out-gassing from paints, carpets, glues and pest control practices.
2.3.2 Building Form and Character cont.

- Use of building materials and interior design that minimises the need for chemical pest control and maximises opportunities for integrated pest management.
- The principles and properties of thermal mass, glazing and insulation are to be incorporated into the design of new buildings to reduce the need to artificially heat or cool these buildings. Refer to the relevant Australian Standards.
- Use appropriate combinations of bulk and reflective insulation in walls, ceilings and roofs to improve thermal performance.
- Use of timber should not result in the destruction of old growth forests, native or foreign rainforest. The use of recycled timber is encouraged.
- Visible light reflectivity from building materials used on the facades of new buildings should not exceed 20%.
- Use materials and colours that break down the building mass.
- Restrict the palette of materials to reinforce the maritime vernacular such as timber, steel, lightweight cladding.
- Reinforce the structure of the buildings by expressing it on the facade of the building, and painting it a distinct colour, where appropriate.
- The colours used should make the mass of large buildings recede though distinct colours can be used to highlight structure and articulated elements.
- Where colour applied, use a restricted palette of colours:
  - Overall dominating colours are to be a muted palette of blue greys, warm greys and varieties within.
  - Highlight colours should be chromatically more intense colours such as red, yellow, blues, purple; or contrasting colours to the overall colour palette.

ACCESS
It is important that people of all types and degrees of disability are able to access all parts of the building.

Building configuration, access and internal circulation have a fundamental impact on the orientation and quality of the internal environment.

Principle
To achieve a development with an appropriate and efficient circulation system that facilitates buildings with good orientation and that all people can use and enjoy the full range of facilities offered.

Guidelines
- All new developments are required to prepare an ‘Access Strategy’ to the satisfaction of the consent authority which shall satisfy AS 1492.2 / AS1428 as a minimum.
- Ensure that barrier free access is provided to common areas of all common areas of all buildings.

LIGHTING

Objective
Ensure the creation of a safe and functional working environment. Highlight dynamic features and elements of the working harbour structures through lighting.

Provisions
- Safety is the primary concern for the lighting strategy.
- Reinforce the rhythm of the structural system of the buildings through lighting.
- Lighting should highlight:
  - signage
  - entrances
  - working areas.
- Lighting should highlight articulated elements such as cranes, towers, gantries etc.
- Create a lighting strategy for each lease integrated with the overall site wide lighting strategy by a qualified Lighting Engineer.
- Lighting should not create a glare source when viewed from the water.

Example of Dominant Colours

Example of Highlight Colours
2.3.2 Building Form and Character cont.

Figure 11: Building Height Limits – Rozelle Bay
2.3.2 Building Form and Character cont.

Figure 12: Rozelle and Blackwattle Bay – Sections A-A, B-B, M-M

Figure 13: Rozelle and Blackwattle Bay - Section M-M

Scale: 1:2000D

Blackwattle Bay - Section M-M

Rozelle Bay - Sections A-A & B-B

Scale: 1:5000D
Figure 13: Rozelle Bay – Sections F-F, G-G, H-H, I-I
2.3.2 Building Form and Character cont.

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Figure 14: Rozelle Bay – Sections F-F, G-G, H-H, I-I

[Diagram showing sections F-F, G-G, H-H, I-I with labels and measurements]
2.3.2 Building Form and Character cont.

Rozelle Bay Site R1

Figure 15: Rozelle Bay Site R1

Data
- Site Area 15,900 sq. m
- Water Frontage 90 lin. m
- Water Depth 5 – 10m

Building Envelope
- Allowable new building height RL 23.0 and 50% site coverage
- Generated parking, truck access and loading to be accommodated on site
- Site suitable for highest land and water activity

Preferred Land Uses
- Charter vessels
- Dry boat storage
- General mixed marine
- Heavy marine repairs
- Heritage fleet
- Marine contractors
- Marine repairs
2.3.2 Building Form and Character cont.

Figure 16: Site R1 – Urban Design Controls
2.3.2 Building Form and Character cont.

Rozelle Bay Site R2

Data

- Site Area 26,700 sq. m
- Water Frontage 380 lin. m
- Water Depth 5 – 10m

Urban Design Requirements

- Allowable new building height of RL 11.0, RL 12.5, RL 17.5 and RL 23.0 and 50% site coverage
- Generated parking, truck access and loading to be accommodated on site
- Site suitable for high land and water activity
- Pedestrian working waterfront access required along foreshore

Preferred Land Uses

- Charter vessels
- Commercial marine offices
- General mixed marine
- Layover berths
- Waterways operations
- Food & retail outlet ancillary to main use
2.3.2 Building Form and Character cont.

Figure 18: Site R2 – Urban Design Controls
Rozelle Bay Site R3

Data
• Site Area 19,420 sq. m
• Water Frontage 100 lin. m
• Water Depth 5 – 10m

Urban Design Requirements
• Allowable new building height of RL 22.0, RL 14.0 and RL 11.0 and 50% site coverage
• Generated parking, truck access and loading to be accommodated on site with additional on street parking available adjacent
• Active land usage acceptable, limited water usage
• Existing canal to be opened
• A land connection between sites R3 and R5 is required to allow the potential for joint use of travel lifts on either side of channel

Preferred Land Uses
• Dry boat storage
• General mixed marine
• Heavy marine repairs
• Heritage fleet
• Marine repairs
2.3.2 Building Form and Character cont.

Rozelle Bay Site R4

Data
- Site Area 6,320 sq. m
- Water Frontage 210 lin. m
- Water Depth 5 – 10m

Urban Design Requirements
- Allowable new building height of RL 11.0 m and 50% site coverage
- Generated parking, truck access and loading to be accommodated on site
- Active land and water usage acceptable
- Pedestrian working waterfront access proposed

Preferred Land Uses
- Charter vessels
- Dry boat storage
- General mixed marine
- Heavy marine repairers
- Heritage fleet
- Layover berths
- Marine repairs

Rozelle Bay Site R5

Data
- Site Area 5,800 sq. m
- Water Frontage 100 lin. m

Urban Design Requirements
- Allowable new building height of RL 11.0 m and 50% site coverage
- Generated parking, truck access and loading to be accommodated on site
- Active land usage acceptable, limited water usage
- Pedestrian working waterfront access require adjacent to canal
- A land connection between sites R3 and R5 is required to allow the potential for joint use of travel lifts on either side of channel

Preferred Land Use
- Dry boat storage
- General mixed marine
- Heavy marine repairs
- Heritage fleet
- Marine contractors
- Marine repairs
Rozelle Bay Site R6

Figure 23: Rozelle Bay Site R6

Data

- Site Area: 6,540 sq. m
- Water Frontage: 180 lin. m
- Water Depth: 5 – 10m

Urban Design Requirements

- Allowable new building height of RL 11.0 and 20% site coverage
- Generated parking, truck access and loading to be accommodated on site
- Low site coverage facilitates truck access
- Active land and water usage acceptable

Preferred Land Uses

- Charter vessels
- General mixed marine
- Heritage fleet
- Marine contractors
- Marine repairs
2.3.2 Building Form and Character cont.

Rozelle Bay Site R7

Data
- Site Area: 6,840 sq. m
- Water Frontage: 170 lin. m
- Water Depth: 5m

Urban Design Requirements
- Allowable new building height of RL 11.0 and 20% site coverage
- Generated parking, truck access and loading to be accommodated on site
- Low site coverage facilitates truck access
- Only low levels of land and water usage acceptable
- Reservation for pedestrians and cyclists to rear of site

Preferred Land Uses
- General mixed marine
- Heritage fleet
- Marine contractors
- Marine repairs

Figure 24: Rozelle Bay Site R7

Rozelle Bay Site R8

Data
- Site Area: 6,550 sq. m
- Water Frontage: 170 lin. m
- Water Depth: 2 – 5m

Urban Design Requirements
- Allowable new building height of RL 11.0 and 20% site coverage
- Generated parking, truck access and loading to be accommodated on site
- Low site coverage facilitates truck access
- Only low levels of land and water usage acceptable
- Reservation for pedestrian and cyclist to rear of site
- New minimum 3 metre continuous public foreshore link to be built over mouth of Whites Creek

Preferred Land Uses
- General mixed marine
- Marine contractors
- Marine repairs

Figure 25: Rozelle Bay Site R8
Figure 26: Sites R6, R7, R8 – Urban Design Controls

2.3.2 Building Form and Character cont.

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2.3.2 Building Form and Character cont.

Rozelle Bay Site R9

Data
- Site Area: 380 sq. m
- Water Frontage: 25 lin. m
- Water Depth: 2m

Urban Design Requirements
- No parking permitted
- Only low levels of land and water usage acceptable
- 24 hour pedestrian access

Preferred Land Uses
- Open space
- Public passive boating

Public Recreation Facility

As indicated earlier, one of the objectives of the City West REP is to safeguard the continued use of Rozelle and Blackwattle Bays for non-motorised water-based recreational activities such as rowing and canoeing.

In recognition of this objective it is intended to provide a facility for passive public watercraft at the western end of Rozelle Bay on the site identified as R9 in Figure 27.

This site is considered to be the most advantageous for a range of reasons including:
- Linkage to Bicentennial Park recreational area
- Lower water depths suited to small craft launching
- Space for boat storage and launching facilities
- Close proximity to nearby Leichhardt Council residential areas
- Separation from commercial waterfront activity along the northern shore of Rozelle Bay.

Figure 27: Rozelle Bay Site R9

Figure 28: Public Boating Facilities Opportunity
2.3.2 Building Form and Character cont.

Rozelle Bay Site R10

Data

- Site Area: 3,220 sq. m
- Water Frontage: Nil

Urban Design Requirements

- Allowable new building height 8m and 50% site coverage
- Generated parking, truck access and loading to be accommodated on site
- Only low levels of land usage acceptable

Preferred Land Uses

- General mixed marine use
- Open space

Blackwattle Bay Site B1

Data

- Site Area: 2,500 sq. m
- Water Frontage: Nil
- Water Depth: 5m

Preferred Land Uses

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

Urban Design Requirements

- Allowable new building height of RL 11.5 and 50% site coverage
- Existing coal bunker & associated site office to be adaptively re-used as per Heritage Guidelines and Conservation Management Plan guidelines (refer to section 2.7)
- Parking, truck access and loading to be accommodated on site
- Active land and water usage acceptable
- Waterfront pedestrian access required
- Establishment of pedestrian access between site B1 and the Sydney Fish Markets.
2.3.2 Building Form and Character cont.

Master Plan for Rozelle and Blackwattle Bay Maritime Precincts

Figure 31: Sites B1, B2 - Urban Design Controls
2.3.2 Building Form and Character cont.

Figure 32: Blackwattle Bay – Sections J-J, K-K, L-L

Master Plan for Rozelle and Blackwattle Bays Maritime Precincts
2.3.2 Building Form and Character cont.

**Blackwattle Bay Site B2**

**Data**
- Site Area: 5,570 sq. m
- Water Frontage: 340 lin. m (includes 160m on jetty and 70m on B1 wharf)
- Water Depth: 5 - 10m

**Urban Design Requirements**
- Allowable new building height on wharfs of RL 10.5 and 50% site coverage
- Allowable new building height on jetty to be of RL 10.5 within allowable footprint
- Generated parking, truck access and loading to be accommodated on site
- Active land and water usage acceptable
- Pedestrian working waterfront access required

**Preferred Land Uses**
- Charter vessels
- Fishing fleet
- General mixed marine
- Heritage fleet
- Layover berths

**Blackwattle Bay Site B3**

**Data**
- Site Area: 5,800 sq. m
- Water Frontage: 300 lin. m (includes jetty perimeter of 190m)
- Water Depth: 5m

**Urban Design Requirements**
- Existing structures to be demolished
- Allowable new building height on wharfs of RL 10.5 and 50% site coverage
- Allowable new building height on jetty to be of RL 10.5 within allowable footprint
- Generated parking, truck access and loading to be accommodated on site
- Unrestricted hours of operation
- Active land and water usage acceptable
- Pedestrian working harbour access required
- Public footpath connection to Glebe High School

**Preferred Land Uses**
- Charter vessels
- Fishing fleet
- General mixed marine
- Heritage fleet
- Layover berths

Figure 33: Blackwattle Bay Site B2

Figure 34: Blackwattle Bay Site B3
2.4 Ecologically Sustainable Development Principles

The developments and activities should be in accordance with ecologically sustainable development (ESD) principles for meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**Principles**

- Ensure that new development and activities take place in accordance with ESD principles.
- Minimise the impact of maritime operations on the marine environment.
- Minimise impacts of maritime operations on the urban environments whilst recognising the operational requirements of the waterfront use precincts.

(ie noise, water quality).

Requirements for remediation of contaminated land are to be in accordance with the provisions of the City West REP.

**KEY PRINCIPLES**

The four key Principles for the design of sustainable developments and buildings are:

1. To minimise external environmental impacts during their construction, operation and disposal.
2. To minimise resource consumption during their construction, operation and disposal.
3. To provide comfortable and healthy indoor environments.
4. To optimise their functionality and utilisation.

Each of these key principles covers a range of ESD issues.

**ENVIRONMENTAL MANAGEMENT PLAN**

- An Environmental Management Plan (EMP) is required to be prepared and accompany a development application for each of the Rozelle and Blackwattle Bay sites. The EMP is to address ESD principles, stormwater management, water quality, noise management, retention and recycling of buildings, contamination, management during demolition, removal and construction phases, waste management and waste minimisation.

**ENVIRONMENTAL NOISE**

- The development needs to take into account the guidelines of the Environment Protection Authority (EPA) Industrial Noise Policy. A noise management plan may need to be prepared with a development application that includes:
  - Background noise monitoring.
  - Predicted noise levels from the proposed activities.
  - Assessment against the noise guidelines, and proposals to mitigate and manage the noise if it exceeds the noise limits.
  - Monitoring after the commencement of operations.

- The noise guidelines set upper limits, or an overall cap, on noise from different land uses that impacts on the surrounding areas. These criteria are to be applied by consent authorities when considering development applications. They will provide for an equitable means of determining noise levels when a number of new industries with noise impacts are planned for a particular locality.

**STORMWATER MANAGEMENT**

- Consideration needs to be given to measures to reduce the impact of stormwater on waterways in conjunction with local councils and other agencies. This would potentially include the installation of gross pollutant traps, provision of a water detention basin and other measures to intercept stormwater so that it can be discharged in a controlled way.

- Drainage surface runoff and roof drainage should be collected and, where possible, drained to existing outlets in the seawall. Inlet pits should include sediment collection sumps/traps to minimise the sediment discharged to the bays in runoff.

- The development will need to refer to the Port Jackson South Catchment Management Plan and Leichhardt Council’s stormwater management plans.

- Where possible, manage stormwater flows generated on site as an integral part of the public domain landscape to minimise the volume and enhance quality of runoff entering the harbour.
MARINAS AND BOAT REPAIR FACILITIES
• Development applications should also address the Environment Protection Authority’s Environmental Guidelines for Best Management Practice for Marinas & Boat Repair Facilities (1999) with particular reference to liquid wastes, solid wastes, spray operations, TBT paint avoidance, solvents and cleaning agent odours, stormwater, excessive noise, sewage, grey water and bilge water requirements.
• Consideration should be given to a first flush system of pollution segregation for future boat repair facilities.
• Developments should consider Sydney Water’s guidelines on total water cycle management.

SEDIMENT AND EROSION
• Development applications will need to consider the preparation of a Sediment and Erosion Control Plan in accordance with Managing Stormwater, Soils and Construction Manual 1998, (NSW Department of Housing).
• Soil testing will be required if excavation greater that 650 millimetres below ground level is proposed on land identified as Class 1-4 on acid sulfate maps located at Leichhardt Council and DUAP.
• The City West REP requires that the consenting authority must not consent to development on a site or part of a site unless consideration as to whether there is any risk to public health or safety from contamination is established. Further, appropriate remediation measures will have to be undertaken to remove such a risk.

LANDSCAPE
• Minimise the use of chemicals (pesticides, herbicides, and fertilisers) by designing for diversity, careful species selection, and by using appropriate planting details and specifications.
• Use endemic plant species where possible to enhance local biodiversity.
• Select plant material that requires least amount of irrigation. Ensure that organic mulching is used to increase in-ground water retention.
• Assess the source of any imported soil and other material for contamination and weeds. Imported material should be tested by an approved certifier to test for contaminants.
• Control and clean stormwater run-off from potential polluting sources such as car parks and storage areas.
• Incorporate stormwater ‘filters’, water control ponds, detention basins and gross pollutant traps into the landscape structure where appropriate. Generally maximise the amount of ‘soft’ landscape areas to increase stormwater infiltration.
• Ensure tree planting is included in car parks and storage areas to reduce heat load of hard stand surfaces.
• Recycle green and organic waste during establishment and maintenance of the landscape.
Sustainable Building Design Principles

Scope
Sustainable building practices require the application of a range of sustainable design principles described below. While the principles can be grouped under the following headings for convenience, they are all interrelated and should not be considered in isolation.

In most cases, it requires a combination of these design principles to address each sustainable building objective. In order to minimise greenhouse gas emissions it may be necessary to address most of the above principles.

BUILDING ORIENTATION, SHAPE, FORM AND PLANNING

• Comply with the NSW Government “Code of Practice for the Construction Industry” for ecologically sustainable development.

• Appropriate building orientation, shape, form and planning are required to optimise passive design for effective solar control, daylight access, ventilation and minimised physical impacts on the surrounding areas.

• While building orientation for optimum passive design is desirable, orientation with street patterns and urban planning requirements should be respected.

• Orientations with north or south-facing major elevations are easiest for designing solar control and daylight access.

• Ensure the building does not restrict solar access to neighbouring buildings and open spaces.

• The building orientation, shape and form should be designed to take advantage of cool summer winds, control cold winter winds and avoid creating adverse wind effects around the building.

• Narrow floor plates with windows along opposite walls would ensure good daylight access and natural ventilation.

• For single-sided ventilation (openings along one side), the maximum floor depth (distance from openings) for effective ventilation is generally 2 to 2.5 times the ceiling height.

• For cross-ventilation (openings along opposite sides), the maximum floor width (distance between opposite openings) for effective ventilation is generally 5 times the ceiling height.

• As well as meeting functional requirements, occupied areas should be planned to take advantage of daylight and controlled solar access. Areas with lower daylight levels could be used for intermittent occupancy or lower quality accommodation.

• Use service cores (eg stores, toilets, stairs) and circulation areas as buffer zones between occupied areas and areas with high heat loads (eg east and west elevations) if necessary.

BUILDING ENVELOPE AND STRUCTURE

• The building envelope and structure should be designed to passively modify the ambient conditions to provide a comfortable and healthy indoor environment. The design should aim to minimise heat gain and loss, optimise solar control (minimise undesirable summer solar load and maximise useable winter solar access), optimise daylight access, moderate indoor conditions, optimise ventilation and minimise infiltration, and control noise transmission into and from the building.

• Locate and size windows and openings, balancing the needs of providing visual access to the exterior, controlling solar heat load and daylight access, and providing effective ventilation.

• Select building envelope elements (eg roof, wall, windows) with high thermal resistance (R-value) to minimise heat gain and loss through the envelope, considering issues such as insulation, single or double-glazing, window-to-wall ratios.

• Select transparent or translucent building envelope elements (eg windows, skylights) with low solar heat gain factors (SHGF) or low shading coefficients (SC) and high visible light transmittance, to minimise solar heat gain and maximise daylighting.

• Where appropriate use the building structure for thermal mass to moderate peak heat loads, in conjunction with a strategy to dissipate the stored heat (eg night ventilative cooling, ground-coupling as in slab-on-ground constructions).

• Design the building envelope, particularly the openings, to limit noise transmission into or from the building.
2.4 Ecologically Sustainable Development Principles cont.

**MATERIAL SELECTION**

- The selection of appropriate materials is required to minimise external environmental impacts and consumption of non-renewable resources, to ensure healthy indoor environments, and to optimise the functionality and life of the building. Consider the full life cycle of materials.

- Select building materials and building elements that are manufactured with low resource consumption (eg energy, water, raw materials), low environmental impacts and high recycled content.

- Any timber used should be recycled timber, or timber from plantations or sustainable regrowth forests.

- Select materials that are durable, require low maintenance and have low environmental impacts (eg greenhouse gas emissions, ozone depletion) during their service life.

- Avoid the use of ozone-depleting substances such as chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs). Where such substances are still in use in existing installations, provide a management strategy that includes containment, leak minimisation and eventual replacement.

- Reduce quantities of materials by modifying or refurbishing instead of demolishing wherever possible.

- Select materials that can be reused or recycled at the end of life.

- Select interior materials and finishes with low emissions of gases (eg volatile organic compounds), toxic fumes, hazardous substances, dust and fibres, to ensure good indoor air quality.

**SOLAR CONTROL AND DAYLIGHTING**

- Minimise direct solar radiation (heat gain) into the building in summer.

- Optimise the quality and quantity of daylight in the perimeter zones of the building.

- For deeper planned buildings, daylight access and natural ventilation can be provided through skylights, atria, light wells and courtyards without excessive solar load and thermal discomfort.

- East-facing and west-facing glazing is more likely to be source of high solar heat loads and glare, being more difficult to shade and design for effective daylighting.

- The extent of east-facing and west-facing glazing should be minimised unless effective shading or appropriate glazing types are provided.

- External shading is preferred, as it is more effective than internal shading for controlling direct solar radiation (heat gain).

- Internal shading can be used to control glare but should not be the primary means of controlling solar heat gain.

- Select solar control glazing with low solar heat gain factors (SHGF) or low shading coefficients (SC) and high visible light transmittance.

**VENTILATION**

- Effective ventilation is required to remove indoor pollutants (eg fumes, odours, moisture, heat) and provide comfortable and healthy indoor environments.

- Maximise the use of natural ventilation before resorting to mechanical ventilation.

- Ensure mechanical ventilation systems are energy efficient.
COOLING
• Effective passive cooling in summer contributes to minimising energy consumption.
• Optimise the effectiveness of passive cooling by minimising heat gains, moderating the heat loads by using thermal mass and using ventilative cooling to dissipate the stored heat.
• Maximise the use of passive cooling before resorting to mechanical cooling and air conditioning.
• Ensure mechanical cooling and air conditioning systems are energy efficient.

HEATING
• Design for controlled solar access in winter (with due regard to glare) and the use of thermal mass to store heat.
• Maximise the use of passive heating before resorting to active heating systems.
• Select the type of active heating system most appropriate for the situation. For instance, space heating (ie heating the space with convection heaters, ducted heating systems, heat pumps or similar) is more appropriate for areas with normal ceiling heights, and radiant heating (ie only heating the occupants) is more appropriate areas with higher ceilings, larger volumes or high ventilation rates.
• Ensure active heating systems are energy efficient.

ENERGY EFFICIENCY
• Minimise energy demand by adopting passive design solutions first (eg exploiting local climate and intrinsic properties of the design and materials), before resorting to hybrid or active design solutions (eg energy-consuming engineering services or systems). Where active systems are necessary optimise engineering services design.
• All new buildings should achieve a SEDA Greenhouse rating of 3.5 Stars as a minimum, all existing buildings should implement strategies to achieve this rating as a minimum. For further information refer to http://www.abgr.com.au/.
• Provide metering and monitoring systems to a level commensurate with the complexity of the building, as energy management tools to ensure efficient building operation.
• Select energy-efficient equipment and appliances based on their rated performance or recognised star rating scheme.

ENERGY SOURCES
• Use alternative energy sources where feasible, such as GreenPower and natural gas. New buildings should aim to use a minimum of 5% GreenPower.
• Minimise the extent of energy-consuming equipment and systems that use grid electricity.
WATER MANAGEMENT AND CONSERVATION

- Management strategies for stormwater from buildings and impervious surfaces (e.g., hard-paving, parking areas) are required to minimise impacts on local ecosystems (e.g., oil contamination, erosion of natural watercourses) and municipal stormwater systems.
- Incorporate design features that retain and filter stormwater and reuse it on site or release it slowly at a controlled rate, to reduce the load on municipal stormwater systems.
- Minimised sewage discharge is required to minimise impacts on the external environment.
- Reduce volume of blackwater at source by selecting low-flush toilets and urinals, thereby reducing the load on the municipal system.
- Consider greywater systems with appropriate separation and treatment.
- Install water conserving plumbing fittings.
- Install water usage metering, monitoring and reporting devices for managing water consumption.

WASTE MANAGEMENT AND RECYCLING

- Design the building to minimise construction and demolition waste and to facilitate effective waste management during the building’s service life.
- Adopt construction and demolition waste management plans, highlighting waste avoidance and “separated-at-source” collection of reusable and recyclable wastes that cannot be avoided.
- Design buildings to minimise wastage of excess materials (e.g., non-standard sizes, off-cuts), and for buildings to be dismantled easily to maximise future recovery of materials.
- Occupants should implement an effective waste management program. An effective solid waste recycling program requires separation and sorting, short-term storage and regular pick-ups. The provision of storage equipment and space is a necessary part of a recycling program for paper and other consumer recyclables (e.g., glass, aluminium, steel, polyethylene).
2.5 Access and Circulation

**Principles**

- Encourage employment-related activities to take full advantage of existing and proposed public transport and arterial road systems.
- Provide a level of public access to the waterside that balances the working nature of a maritime precinct with the principle of increasing public access to the Harbour foreshores.
- Provide continuous pedestrian and cycle routes through development sites and along the foreshore wherever practicable.
- Provide pedestrian and cycle linkages to parks, nodes of public transport and local residential areas.
- Minimise the number of access points on the arterial road network.

**Provisions**

- Vehicular Access Traffic impact assessment will be required for individual activities and should comply with requirements of the relevant authority.
- Provide for a clearly identifiable internal movement hierarchy which:
  - Identifies the public road and private access points.
  - Provides for the movement and parking of a range of vehicles from private cars to large trucks and vehicles towing boat trailers.
  - Provides for vehicular access and parking which is consistent with safe pedestrian and cycle movement.
  - Vehicular access to the precinct, plus internal and external road connections should be provided in accordance with the network plan shown in Figure 36.
- Proposed roads, setbacks, easements and open space locations are shown in Figure 35.
- Retain access to sites at James Craig Road traffic signals on City West Link Road and at Chapman Road traffic signals on The Crescent/Johnston Street.
- Subject to economic feasibility, provide a new road reservation along the boundary of the site with Victoria Road to allow for the possible re-alignment of James Craig Road. Alternatively, maintain James Craig Road along current alignment.

- Pursue opportunities with the RTA and Leichhardt Council for a shared way at Chapman Road to prioritise pedestrian/cycle movement, to slow vehicular access and to indicate to vehicular traffic that this is a pedestrian friendly zone.
- Investigate the potential for a traffic controlled intersection to the Blackwattle Bay site at Wentworth Park Road to achieve limited vehicle entry points to the site and improve pedestrian links to Wentworth Park, light rail stations and the local area.
- Minimise the number of site access driveways at Pyrmont Bridge Road.

**Parking**

- Developments should provide sufficient on-site car parking to meet expected demands, however, parking numbers need careful consideration because of limited site areas and difficulties created by potential overspill.
- Parking is to be provided generally in accordance with the relevant Australian Standards for waterfront and boating activity.
- Car parking at Blackwattle Bay is to be limited to essential servicing only.
- Car parking on the Rozelle Bay site is to be limited to the working requirements of each individual land use/lease area.
- Future car parking areas where possible are to be developed away from the immediate foreshore and incorporate plant screening.
- Hard stand required for maritime operations will not be used for car parking.
2.5 Access and Circulation cont.

Pedestrian and Cycle Links
- Pedestrian and cycling links are to be provided through the precinct and integrated into adjoining areas.
- Consideration should be given as to how pedestrian links on the Rozelle Bay site relate to the adjoining Bicentennial Park.
- Pedestrian links should recognise safety and security issues associated with commercial working waterfront and maritime activities.
- Building access and pedestrian routes must be designed to achieve the needs of people with disabilities.
- Pedestrian access adjacent to sites R7 & R8 is to be enhanced by a 3 metre easement provided on the site.
- Potential for future pedestrian access to the Old Glebe Island Bridge when issues regarding the bridge are resolved.
- Provide a permanent public access connection between the Fish Markets and the Blackwattle Bay Coal Loader.
- Provide a public footpath connection from the Blackwattle Bay site to the foreshore of Glebe High School.

Public Transport
- Pedestrian access to existing public transport should be provided.
- Maximise opportunities for convenient access to light rail stations at Wentworth Park and Rozelle Bay.

Waterfront Access
- Public access to the waterfront is to be provided under a three category access regime in accordance with the following guidelines:

<table>
<thead>
<tr>
<th>Public Access</th>
<th>Period</th>
<th>Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 Hours</td>
<td>24 hours</td>
<td>Nil</td>
</tr>
<tr>
<td>Unrestricted</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daylight Hours</td>
<td>Daylight</td>
<td>Restricted access during daylight</td>
</tr>
<tr>
<td>Restricted</td>
<td>hours</td>
<td>hours</td>
</tr>
<tr>
<td>Business Hours</td>
<td>Business</td>
<td>Restricted access during business</td>
</tr>
<tr>
<td>Restricted</td>
<td>hours</td>
<td>hours</td>
</tr>
</tbody>
</table>

- Working waterfront access for the public should be provided to the foreshore on a limited basis during business hours subject to restrictions for safety or security reasons associated with ongoing maritime operations. Measures for maintaining such access into the future need to be introduced.
- Access to the waterfront should be provided as shown in Figure 36.
- To ensure the public is able to access the Rozelle Bay precinct to view the Bay, waterfront access points have to be provided at two locations as shown in Figure 36.
2.6 Landscapes

General Principles
- Reinforce the identify of the working waterfront.
- Define areas of public access within the sites.
- Provide adequate seating and lighting to areas of public access as identified in section 2.5 Access and Circulation.
- Ensure that the proposed landscape works are consistent with the other provisions of this Master Plan, such as view corridors, urban design and built form, land use, public access.
- As much as possible, landscape treatments should be consistent with adjoining Master Plan areas and public domain areas in Rozelle and Blackwattle Bays.
- The public domain strategies of adjoining Councils and the City West REP should be taken into account.
- Ensure plant species are selected primarily by aesthetic and functional criteria such as desired height and form, by current or past association with original vegetation communities on site and by use of native species.
- Plant selection should take into account plant species from surrounding areas.
- Future car parking areas where possible are to incorporate plant screening.

Rozelle Bay Precinct

Principles
- Identify the major and minor public streets with tree planting, lighting and footpaths.
- Provide legible public access through the site to the Anzac Bridge access point and to the waterfront.
- Provide cycle and pedestrian connections to adjacent areas.
- Install a unified range of furniture and fittings to establish a cohesive language of materials within the public domain.
- Ensure visual impact and heat loads of hardstand areas on-grade are mitigated with appropriate tree planting where possible.
- Planting to be endemic species where appropriate, and selected from Leichhardt Council White Creek Corridor revegetation study. Include other native, non-endemic species where appropriate. Refer to the following Planting Schedule.

MAJOR STREET

Principles
- Identify the major street through large-scale tree planting, wide footpaths, pedestrian and street lighting.

Provisions
- Street tree planting of *Melaleuca quinquenervia* (Broadleaf Paperbark) located at 10m centres. Tree planting detail as per Ultimo Pyrmont Public Domain Technical Manual (UPPDTM) detail T2 – local street detail.
- Pedestrian pavements with asphaltic concrete to industrial design strength. Pavements as per UPPDTM detail.
- Street lighting and pedestrian lighting.

MINOR STREET

Principles
- Identify the minor street through smaller scale tree planting, footpaths and pedestrian lighting.

Provisions
- Street tree planting of *Cupaniopsis anacardioides* (Tuckeroo) located at 10m centres. Tree planting detail as per UPPDTM detail T2 – local street detail.
- Pedestrian pavements with asphaltic concrete to industrial design strength. Pavements as per UPPDTM detail.
- Street lighting and pedestrian lighting.

PUBLIC ACCESS EASEMENTS AND PATHWAYS

Principles
- Identify the public access easements through the site to facilitate and encourage safe movement at all times of day and night.
- Design the access-ways to respond to site conditions, seating oriented to allow water views, and adequate seating and lighting provided at waterfront access points.
2.6 Landscapes cont.

Provisions
- Easement for public access within development sites to be 6.0m width minimum.
- Easement for public access along waterfront to be 4.0m width minimum.
- Pedestrian and cycle pathways to be 3.0m wide concrete pavement where pathway located on grade.
- Pedestrian pavement to remain as concrete or timber decking where located on wharf structure.
- Seating to be included along pathways at 10.0m intervals along waterfront and at 20.0m intervals along access easements.
- All areas of public access to include lighting.
- Planting to include tree planting and shrub planting as per Schedule.

PARKING AND HARDSTAND

Principles
- Expansive areas of hard surfaces such as car parks and site storage areas are to have tree planting included to reduce visual impact of these areas and reduce heat loading, in accordance with ESD Principles.
- Where possible, existing trees and vegetation are to be retained and incorporated into the site layout design.

Provisions
- Areas of hardstand and parking within development sites to include tree and shrub planting as per Schedule.
- Planting areas to car parks to be 2.5 x 5.5m located at ends of car parking bays and at intervals of no more than 10 car spaces.
- Planting areas to hardstand/storage areas to be 3.0 x 3.0m with areas spaced at 20m intervals as a minimum.

EMBANKMENT

Provisions
- The embankment below the escarpment and adjacent Victoria Road is to be revegetated with endemic plant species to increase biological diversity. Species to be selected to not interfere with view points and corridors as outlined.

Blackwattle Bay Precinct

Principles
- Provide legible public access through the site.
- Provide pedestrian connections to adjacent Sydney Fish Markets and footpath connection to Glebe High School.
- Install a unified range of furniture and fittings to establish a cohesive language of materials within the public domain.
- Ensure visual impact and heat loads of hardstand areas on-grade are mitigated with appropriate tree planting where possible.
- Planting is to be selected from the following Planting Schedule.

PUBLIC ACCESS EASEMENTS

Principles
- Identify the public access easements through the site to facilitate and encourage safe movement at all times of day and night.
- Design the access-ways to respond to site conditions, seating oriented to allow water views, and adequate seating and lighting provided at waterfront access points.

Provisions
- Easement for public access along waterfront to be 4m width minimum.
- Pedestrian pavement to remain as concrete or timber decking where located on wharf structure.
- Seating to be included along pathways at 10.0m intervals.
- All areas of public access to include lighting.
2.6 Landscapes cont.

PYRMONT BRIDGE ROAD

Principles
• Upgrade public footpath to requirements of Local Government Authority.

Provisions
• Street tree planting requirements to be negotiated with Sydney City Council. Tree planting detail as per Ultimo Pyrmont Public Domain Technical Manual (UPPDTM) detail T2 – local street detail.
• Pedestrian pavements with asphaltic concrete to industrial design strength. Pavements as per UPPDTM detail.

PARKING AND HARDSTAND

Principles
• Expansive areas of hard surfaces such as car parks and site storage areas are to have tree planting included to reduce visual impact of these areas and reduce heat loading, in accordance with ESD Principles.
• Where possible, existing trees and vegetation are to be retained and incorporated into the site layout design.

Provisions
• Areas of hardstand and parking within development sites to include tree and shrub planting as per Schedule.
• Planting areas to car parks to be 2.5 x 5.5m located at ends of car parking bays and at intervals of no more than 10 car spaces.
• Planting areas to hardstand/storage areas to be 3.0 x 3.0m with areas spaced at 20m intervals as a minimum.
2.6 Landscapes cont.

Figure 36: Landscape and Public Domain

- Master Plan for Rozelle and Blackwattle Bays Maritime Precincts
Figure 37: Landscape and Public Domain

2.6 Landscapes cont.
URBAN ELEMENTS

Principles
• Develop a palette of materials which relates to the materials and elements of the working waterfront. In general the materials should be simple, robust and utilitarian.
• Selection of materials and elements should relate to those used in adjacent public areas where appropriate.

PROVISIONS

Street Lighting
Location: Lighting to be located along street footpaths as shown on sections. Spacing requirements to be determined by Lighting Engineer prior to approval.

Form: Poles to be circular section, smooth with constant taper. Horizontal arm to light fixture.

Height: 15m. minimum

Finish: Galvanised steel.

Pedestrian Lighting
Location: Along street footpaths as shown on sections and to public access easements. Spacing requirements to be determined by Lighting Engineer prior to approval.

Form: Pole mounted light fixtures.

Height: 4.5m

Finish: Galvanised steel or marine grade aluminium.
2.6 Landscapes cont.

Figure 38: Landscape and Public Domain Detail Area Major Street
Figure 39: Landscape and Public Domain Detail Area Minor Street
2.6 Landscapes cont.

Figure 40: Landscape and Public Domain Detail Area 24 Hour Public Access Easement: Waterfront Wharf Edge
2.6 Landscapes cont.

Figure 41: Landscape and Public Domain Detail Area Restricted Public Access Easement: Waterfront Wharf Edge
2.6 Landscapes cont.

Figure 42: Landscape and Public Domain Detail Area Public Access Easement: Through Site Link
2.6 Landscapes cont.

Figure 43: Landscape and Public Domain Detail Area Public Access Easement: Street Edge along The Crescent
2.6 Landscapes cont.

Figure 44: Landscape and Public Domain Detail Area Street Edge Blackwattle Bay
2.6 Landscapes cont.

**Lighting Bollards**
*Location:* Along waterfront access easements. Spacing requirements to be determined by Lighting Consultant prior to approval.

*Form:* Bollard lighting 1m high.

Finish: Marine grade aluminium.

**Seating**
*Location:* Along waterfront access points and easements.

*Form:* Recycled hardwood timber, square sawn with arris edges. Timber set to 430mm above ground.

**Toe Rail**
*Location:* Along wharf edge waterfront easements.

*Form:* Recycled hardwood timber, square sawn with arris edges. Timber set to 300mm above ground.

**Bins**
*Location:* Along waterfront access points and easements.

*Form:* Plain circular steel 55 litre bins with lid.

*Finish:* Marine grade aluminium.
Fencing
Location: Where fencing required for security to private site areas. Location to be approved by authority.
Form: Steel palisade fence
Finish: Galvanised steel
Height: 2.4m high

Planting
The following planting list indicates tree species that are to be used for street tree planting as outlined on the Landscape and Urban Design Plan. The list also provides an indicative list of general planting to be developed and expanded to be site specific for areas as required.

Street Trees
Major Street:
- Melaleuca quinquenervia
- Cupaniopsis anacardiodes
Minor Street:
- Cupaniopsis anacardiodes

Car Parking and Hardstand Areas
Trees:
- Eucalyptus piperita
- Eucalyptus microcorys
- Melaleuca quinquenervia
Shrubs:
- Banksia ericifolia
- Leptospermum polygalifolium
Groundcovers:
- Hibbertia scandens
Grasses:
- Carex appressa

Embankment Planting
Trees:
- Eucalyptus piperita
- Banksia integrifolia
- Banksia ericifolia
- Leptospermum polygalifolium
Groundcovers:
- Hibbertia scandens
Grasses:
- Carex appressa

Public Access Areas
Trees:
- Casuarina cunninghamiana
- Eucalyptus piperita
- Ficus macrophylla
Groundcovers:
- Hibbertia scandens
Grasses:
- Dianella caerulea
- Isolepis nodosa
- Lomandra longifolia

Broad-leaf Paperbark
Tuckeroo
Principles

• In accordance with the City West REP, development is to encourage the conservation of and adaptation for re-use of existing structures of heritage significance.

• The former Jones Brothers Coal Bins and associated structures at Blackwattle Bay must be conserved and may be adapted for re-use as a maritime related retail and/or commercial facility.

• Development between the bridges should be sympathetic to the heritage values of the Glebe Island Bridge.

Provisions

Blackwattle Bay

• The Blackwattle Bay coal bunker and old office building provide an interesting association of structures depicting the industrial heritage of the area.

• Proposals for the Blackwattle Bay coal bins and the associated structures should address and be consistent with ‘Heritage Guidelines Blackwattle and Rozelle Bay Masterplan’ prepared by Brian McDonald & Associates, and dated September 1998.

• In general this plan provides that a range of commercial and/or recreational uses will be permissible providing the consent authority is satisfied that:
  – Future uses are compatible with the historic role and character of the structures and site and respect the surviving significant built fabric.
  – Providing the structural integrity of the coal bins and associated structures is maintained, the building may be adapted to the needs of the maritime related retail and/or commercial activities.
  – The gantry crane, the bunker structure and facade along Pyrmont Bridge Road and along the waterfront must be retained.
  – Openings should be kept to a minimum in the north and south walls facing Pyrmont Bridge Road and the waterfront.
  – Building height should be contained within the existing structure.
  – New work should be clearly identifiable from the original fabric and be complimentary to, but not compete with the architectural character and spatial qualities of the significant fabric of the buildings.

Figure 45: Adaptive Reuse of Coal Bunker Structures
– Damaged or missing original elements of the building’s exterior and interior should be restored or reconstructed (respectively) based on accurate documentary and/or physical evidence in accordance with Articles 19 and 23 of the Australia ICOMOS Burra Charter.

– To take advantage of the setting, provide generous clear openings to outdoor spaces, where the fabric has deteriorated beyond retention ie.on the western side of the bunker structure.

– The former weighbridge and office building fronting Pyrmont Bridge Road on site B1 can be retained for adaptive reuse should this prove viable.

– Prior to excavation or disturbance of the site an Excavation Permit should be sought from the Heritage Council of NSW.

• To allow for the adaptive reuse of historical structures, non-conforming uses may be considered subject to the above.

• The heritage fabric should be retained as described by the Conservation Management Plan prepared for the Blackwattle Bay coal bins and the associated structures for the former Office of Marine Administration (now part of the Waterways Authority) by Perumal Murphy Wu Pty Ltd. It should be noted that these structures are not listed as heritage items.

• The Pioneer Concrete batching plant on site B3 can be retained for adaptive reuse should this prove viable.

Rozelle Bay

• The master plan area includes the western abutment of the Old Glebe Island Bridge within its controls but excludes the pivot structure and assumes the bridge and the abutment remain and item of heritage significance.

• A draft Conservation Management Plan for the Bridge has been prepared by the Department of Public Works and Services on behalf of the Roads & Traffic Authority.
2.8 Outdoor Advertising and Signage

Generally
Signage is a major part of the marine foreshore. The signs are sources of information, wayfinding, identification and advertising. Numerals are often used to identify different elements (e.g., Wharf No. 7) and are of large scale so they can be seen at a distance and because they identify large structures. However, signs should not add to visual clutter and should fit within an ordered pattern for the site.

Provisions
- Prepare signage and advertising guidelines with input from the following professional disciplines of architecture, advertising, landscape, graphics, heritage, and traffic safety.

SITE STRUCTURE

Objective
- Give order and structure to the site.
- Develop a hierarchy of signs to identify the site and provide clear and consistent wayfinding.
- Signage must not obstruct views and vistas, heritage items, or landmarks identified in this master plan.
- Advertising should be clearly different from Waterways or information signage.
- Signage should not adversely affect the public domain by overshadowing lighting levels or visual impact.
- Develop a suite of signs by a professional graphic designer in line with these principles.

Provisions
- The site entry marker at Rozelle Bay should be shared with Sydney Ports. Waterways and Sydney Ports both enter this site off The Crescent and should coordinate their site identification to avoid visual clutter.
- The entry marker at Blackwattle Bay should be of the same suite as Rozelle Bay but smaller in scale.
- Direction boards should be provided near the entry point and at major decision points within Waterways Land to aid wayfinding and minimize traffic congestion and confusion on the site. These would schedule lessees and amenities (but exclude logos) and give direction with arrows.
- Buildings may be identified by numbers that are in sequence along the site. Final numbering will be dependant upon development proposals.
- Numbers that identify marine structures or buildings, must all be of the same colour and style and should be located to be visible from land and water (maximum 2 numbers per building).
- Numbers can be large supergraphics up to 2.4m high and should be permitted on the buildings. (see Images).
- Signage should be bold and legible from the water and adjacent land (see Images).
LESSEE IDENTIFICATION

Principles
To identify the business or use within the overall strategy such that it is clearly visible but does not dominate other signs.

Signage on buildings is to be integrated with the architecture and must be contained within its profile.

Provisions
• Free standing signage panels may be placed near business entries or next to designated waterfront leases. These panels will be part of the overall site suite of signs and of consistent size and colour. Individual signs on logos may be placed within the panel. All signs on street frontages at the Rozelle site should be a free standing rectangles 2.4 x 0.8 x 0.2m.
• Free standing, third party advertising structures are to be avoided in Master Plan area.
• Signs on buildings must be integrated with the modulation of the building eg. within the structural frame, aligned with openings.
• Business signs must be of consistent height and sit within the zones shown below.
• Ensure that third party advertising is clearly differentiated from Waterways Authority and leaseholder signage.
• Third party advertising should be limited to those signs that are an integral part of their function eg: Petrol brand on pump, or brand on marine equipment.

Building form and signage location Rozelle Bay

Building form and signage location Blackwattle Bay
2.9 Utilities and Infrastructure

Principles
- The infrastructure requirements for the bay sites will have to be coordinated with utility authorities and Leichhardt Council.
- Service augmentation should be sized, where possible for the ultimate usage levels.

Provisions

Foreshore Modifications
- The master plan acknowledges that to optimise waterfront efficiency, conforming land and water uses may be required to re-shape the foreshore and/or existing. A framework for the joint assessment of future applications is at Appendix A.

Easements
- Easements for services are to be provided as shown in Figure 35.
- Consult with the Sydney Harbour Foreshore Authority, concerning options for a future drainage easement in the Rozelle Bay precinct required by the redevelopment of the Rozelle Marshalling Yards.

Sewerage
- New buildings and facilities at the eastern end of Rozelle Bay should be connected to the existing sewer line. A new sewer line will be required to service the western end of Rozelle Bay.
- New buildings and facilities at Blackwattle Bay should be connected to the existing sewer line.

Water
- New buildings and facilities should be connected to the existing mains in both bays.

Electricity
- Augmentation of the existing services may be required depending on the facilities to be established on the site. Craft repair, large craft berths and back of house charter industry facilities will require significant power.
- The power service to the Blackwattle Bay site may be adequate although some augmentation may be required to service the central area.

Communications
- New buildings and facilities should be connected to the existing services.

Gas
- New buildings and facilities should be connected to the existing services.
2.10 Implementation and Phasing

The proposed implementation strategy and redevelopment program is anticipated to occur over a five year period from 2002 to 2007, via a staged development of sites and precincts.

The Round One EOI invitation will allow industry groups the opportunity to make single or multiple site bids for sites in each of the following precincts as shown on Figures 4-9:

The staged process is required for a number of reasons including:

- Maintenance of existing Waterways Authority maritime operations.
- Allowance for existing tenancy arrangements.
- Market testing of the commercial feasibility of alternative uses.
- Market testing of private sector industry groups to fund the capital development.
- Flexibility to adjust site areas to accommodate innovative designs and solutions.
- Maintenance of access to Sydney Ports Corporation White Bay port area.
- Infrastructure provision and site servicing.

Any non-conforming land uses are to be progressively excluded from the sites. Re-development will be required to be carried out in an orderly and staged program, causing minimum disruption to the continuity of conforming activities and public access during the construction process.

The existing wharves at Rozelle and Blackwattle Bays have recently been refurbished and upgraded. The Waterways Authority’s operational berthing facilities at Rozelle Bay (e.g. harbour cleaning) have been centralised to maximise waterfrontage available for other maritime operations. Utility services at Rozelle Bay should be upgraded.

The Waterways Authority has invited Expressions of Interest from the maritime industry to lease the various sites in accordance with the requirements of the Master Plan. Government should retain ownership of the land. Any required infrastructure work such as the proposed relocation of James Craig Road would be undertaken during construction of new maritime facilities.
Appendix A
Development Proposals spanning Land and Water at Blackwattle and Rozelle Bays

Appendix B
Objectives of the Waterfront Use Zone under the City West REP

Appendix C
Public Domain Technical Standards
DEVELOPMENT PROPOSALS SPANNING LAND AND WATER AT BLACKWATTLE AND ROZELLE BAYS

Framework for joint application, exhibition and consideration of applications requiring approval under Part 4 and Part 5 of the Environmental Planning and Assessment Act 1979

Many of the maritime operations anticipated in the Master Plan will inherently involve water-side elements relating to access to the waterway and waterfront for mooring, maintenance, storage and launching of craft.

However, the waterways of Rozelle and Blackwattle Bays fall outside the boundaries of any environmental planning instrument.

This means that:

• Environmental assessment for water-side development is undertaken under Part 5 of the Environmental Planning and Assessment Act 1979 (EP &A Act) whereas development on the foreshore is assessed under Part 4.
• The responsible authority for waterside development is the Waterways Authority, whereas PlanningNSW is responsible for development on the foreshore.

Nonetheless, there are a number of opportunities to integrate the two separate processes under Parts 4 and 5 of the EP&A Act between the two State agencies. For instance, proposals spanning land and water areas could have the one environmental assessment document prepared covering all aspects of the proposed development and satisfying the requirements of Parts 4 and 5.

Benefits include:

• Encouraging comprehensive and coordinated assessment between the two approval authorities.
• Avoiding disjointed consideration of land and water components of the one development.
• Streamlining the assessment and approval process for maritime developments spanning land and water areas.

The recommended process for joint consideration of proposals spanning land and water will involve the following steps:

1. Concurrent lodgement of applications
   • Total development and associated impacts addressed in the one environmental assessment document (combination of statement of environmental effects and review of environmental factors).
   • If designated development, environmental impact statement required.

2. Application referred to Leichhardt Council and other relevant government authorities
   • When advertised, nominated integrated or designated development.

3. Joint notices of public exhibition
   • Ads placed in the Western Suburbs Courier, The Glebe and Inner Western Weekly and the Sydney Morning Herald, on-site notices and notification to owner and occupiers.

4. Joint public exhibition
   • If advertised development, exhibited for 21 days.
   • If nominated integrated or designated development, exhibited for 30 days.

5. Written submissions received and considered
   • All submissions received considered by both State agencies.
   • Copies of submissions forwarded to Leichhardt Council.

6. Coordinated assessment

7. Application approved or refused
   • PlanningNSW proceeds to determine land-side development under Part 4.
   • Waterways Authority proceeds to determine water-side development under Part 5.

8. Notification of decision
   • The applicant, Council and submitters are advised of each decision by relevant State agency.
OBJECTIVES OF THE WATERFRONT USE ZONE UNDER THE CITY WEST REP

The regional planning principles identified for the Bays Precincts include:

Roles and Land-Use Facilities

- Development should reinforce and complement the role of the Precinct as a major inter-harbour port and maritime location.
- Development in the Precinct is to provide for a mixture of commercial, port, port-related, employment, waterfront and recreational uses, but is not to include residential development.
- Development is to take full advantage of the Precinct's location and its infrastructure.
- Development is to encourage the environmental rejuvenation of the Precinct.
- Development is to make efficient use for surplus Government owned land.
- Development is to contribute to water quality in Rozelle Bay and Blackwattle Bay.
- Development is to make a significant contribution to ecological sustainability.
- Development on the waterfront and on land adjoining Rozelle Bay and Blackwattle Bay is to enhance the environmental quality.

Urban Design

- Design principles should recognise the working industrial nature of the Precinct in close proximity to residential areas.
- Development along the Precinct boundary should relate to the adjoining street systems and built forms.
- Siting and form of development must consider the impact of views into, across and out of the Precinct.

Public Domain

- Public recreation areas are to provide for arrange of recreational opportunities for those working in and visiting the Precinct.
- Development siting and form must consider creating, retaining and enhancing views and vistas from the water and public domain.
- Links for pedestrians, cyclists and persons with disabilities are to be provided.
- Safety and security issues to be addressed in the context of a working waterfront.
- Development should help to create a high quality public domain.
## PUBLIC DOMAIN TECHNICAL STANDARDS

**Blackwattle & Rozelle Bays Public Domain Technical Standards**

**Ultimo Pyrmont Public Domain Technical Manual**

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<td>ST 1.1 Boulevards – Foreshore Zone</td>
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<td>ST 1.2 Boulevards – Harris Street</td>
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<td><strong>ST 2 Elements – Design Issues</strong></td>
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<td>ST 2.1 Kerbs &amp; Gutters</td>
<td>Applicable except kerb &amp; gutters are to be concrete and not trachyte or bluestone</td>
<td>ST 2.1 (Concrete kerb &amp; gutters)</td>
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<tr>
<td>ST 2.2 Granite Trim</td>
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<td>ST 2.3 Vehicle Crossovers</td>
<td>Applicable except surfacing is to be asphalt and not granite</td>
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<td>ST 2.5 Bluestone Rumble Strips</td>
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<td>ST 2.6 Footpath Widenings, Thresholds, Street Closures</td>
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<td>ST 2.7 Asphalt</td>
<td>Applicable subject to increased design strength</td>
<td>ST 2.7 (Industrial design strength)</td>
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<td>T 2 (Local street detail)</td>
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<td>T 3 Tree Planting in Streets – Carriageways</td>
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