

SUTHERLANDSHIRE

**FORESHORES & W2
RECREATIONAL
WATERWAYS**
DCP 2015 CHAPTER 11



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a. Development in and/or fronting the W2 Recreational Waterways Zone

The Shire's waterways and foreshore areas form part of a valuable estuarine environment that has local and regional significance. They provide the community with active and passive recreation opportunities. The maintenance of the natural beauty of the waterways and the foreshores is important to the scenic quality of the Shire. The maintenance and improvement of the ecological health of the waterways is also critical to the recreational value and scenic quality of the waterways. As the intensity of water-based recreation increases, the balance between natural and man-made elements becomes critical in maintaining the scenic qualities of the waterways and ensuring community access to the waterway and foreshore, while affording opportunities for boat-based recreation.

The W2 zone includes two localities which have a specific character:

- Sylvania Waters, which was developed as a canal estate and has a privately owned seabed. Sylvania Waters Limited has specific controls for development in the waterway. The controls in force at the date this DCP was made are reproduced in this section and apply only to development in Sylvania Waters.
- The land on the north side of Mangrove Lane, Taren Point is zoned IN4 Working Waterfront and the adjoining waters form a new, specialist industrial precinct in Sutherland Shire. This area has a history of intensive maritime aquaculture uses and is one of the few remaining areas with direct access to navigable waterways within the Sydney region available for maritime-specific businesses and complementary industries. This precinct has specific controls consistent with its industrial character.

1. Objectives

1. Ensure that development visible from the foreshore, waterways and public domain makes a positive contribution to the foreshore and natural setting of the area.
2. Ensure development is compatible with the scale, character and landscape setting of the foreshore, natural setting and scenic quality and that the environment's natural qualities dominate.
3. Retain and enhance existing mature trees and indigenous vegetation within the foreshore area.
4. Integrate structures into the site with minimal change to the natural landform and topography.
5. Integrate developments in the foreshore and waterfront environment by using design and materials which complement the natural landscape.
6. Manage environmental impacts from development and where possible, improve environmental qualities along the foreshores.
7. Minimise the visual impact of foreshore and waterway structures when viewed from adjacent land, foreshores and waterways.
8. Achieve an appropriate balance between private development and the public use of waterways.
9. Maintain and improve public access to the intertidal area of the waterfront.
10. Ensure that any development does not obstruct or interfere with the physical manoeuvring of vessels and navigation within the waterway.

2. Controls for Boat Sheds

1. Man-made structures must not cumulatively occupy more than 10 metres or 50% (whichever is the lesser) of the land-water interface, measured along the MHWL, of each property.
2. Boatsheds must not be the visually dominant element of the foreshore area of any property. The remainder of the foreshore area should:
 - a. retain its natural landform,
 - b. be landscaped with indigenous species chosen from Council's Native Plant Selector available on Council's website.
3. The use of boat sheds must be limited to the storage of boats and boating equipment.
4. Boatsheds must have a direct relationship with the water, with openings and main boat access facing the water. Side elevations are not to include large areas of glazing and/or large sliding doors.
5. Boat sheds must be designed to minimise excavation and fill. Sites which require excavation into a cliff or rock face to achieve sufficient depth for a boat or which require fill or reclamation to provide a building platform are unsuitable locations for boat sheds.
6. Boat sheds must be designed and constructed so that they do not cause damage, or have the potential to cause damage (including shading) to marine vegetation, macro-algae, seagrass or mangroves.
7. Boat sheds must be single storey.
8. Boat sheds can have a maximum length of 7m, a maximum width of 4m, and a maximum of 3m to the eaves or ceiling of the elevation/s facing the water and a maximum height of 5m to the highest part of the roof. The use of lofts or similar design concepts shall not be permitted.
9. The maximum floor level of the boatshed must be 1.44m AHD.
10. Boat sheds should incorporate a pitched roof that reflects the traditional character of boat sheds in the waterway. The roof pitch should not exceed 35 degrees and should be gabled. The use of roofs as sundecks, patios or the like is not permitted.
11. Roofs must be of corrugated metal, tile or other approved low-reflective materials.
12. Highly reflective materials or finishes must not be used.
13. Excessive glazing is not permitted.
14. Boatsheds above MHWL must be set back a minimum 1.5 m from the side boundary. A variation may be considered where there is:
 - a. No detrimental impact on the view from the waterway by virtue of excessive bulk of the building,

- b. No loss of an existing view to the water from adjoining lands to the waterway,
 - c. An acceptable relationship between buildings along the waterfront, and
 - d. A need to accommodate any significant vegetation or site features.
15. Boat sheds will only be permitted below MHWL where:
- a. There are no feasible alternatives to site the boat shed above MHWL;
 - b. There are existing boat sheds below MHWL in the immediate vicinity; and
 - c. The provision of an additional boat shed will not result in an overdeveloped water's edge; and
 - d. The boat shed will not interfere with public access to and along the waterfront; and
 - e. There will be no impact on high tide platforms; and
 - f. There will be no impact on navigability of the waterway.
16. No boat shed below the MHWL will be permitted over seagrasses.
17. A boat shed below MHWL must be setback a minimum 2.5m from the prolongation of the common lot boundary.
18. Where a proposed boatshed will straddle the MHWL, the boatshed must be setback a minimum of 2.5m from the side boundary and the prolongation of the common lot boundary.

3. Controls for Water Recreation Structures

1. Man-made structures must not occupy a total of more than 10 metres or 50% (whichever is the lesser) of the land-water interface, measured along the MHW, of each property.
2. Man-made structures must not be visually dominant in the foreshore area of each property. The remainder of the foreshore area should:
 - a. retain its natural landform,
 - b. be landscaped with indigenous species chosen from Council's *Native Plant Selector* available on Council's website.
3. The total cumulative maximum surface area of water recreation structures and mooring pens is 25 m² per lot.
4. Water recreation structures below deemed mean high water mark must be setback a minimum 2.5m from the prolongation of the common lot boundary unless there is explicit provision for shared use of the facility by neighbouring properties.
5. A fixed jetty is not to exceed a length of 20m from deemed mean high water mark including any reclamations.
6. The maximum width of a jetty must be 2m and the maximum height must be limited to 750 mm above MHW (i.e. the maximum height is 1.29m AHD).
7. A suspended ramp must not exceed a length of 6m.
8. Any fixed jetty is not to exceed a length of 20m or the minimum length needed to reach the 0.0 tide height contour (-0.93m AHD), whichever is the lesser.
9. Any jetty, ramp and pontoon structure is not to exceed a length of 20m or the minimum length needed to reach 600mm water depth at 0.0 low tide (-1.53m AHD), whichever is the lesser.
10. Pontoons and floating platforms are to be a maximum of 3.6m x 2.4m, constructed to the appropriate Australian Standard and only used as a facility to provide access onto a vessel.

Note:

Jetties, suspended ramp and pontoon structures must be designed to facilitate access to private recreational vessels where a reasonable depth of water is available. The structures are only to be used for short stay embarking and disembarking of passengers and the transfer of personal goods.

11. Railings are not permitted on jetties, ramps or pontoons.
12. Solid fill structures are not permitted.

13. Jetties must be supported on piles.

Note:

Stabilisation and fender piles are not permitted in the W1 Natural Waterways zone.

14. Water recreation structures must be constructed primarily of timber to complement the natural character and scenic qualities of the waterfront and foreshore.
15. Water recreation structures are to be treated in brown or dark tones to reduce the visual impact of the structure, except when alternative treatments are necessary for public safety.
16. Water recreation structures must be designed and constructed so that they do not cause damage, or have the potential to cause damage (including shading) to marine vegetation, macro-algae, seagrass or mangroves.
17. No water recreation structure will be permitted over *Posidonia australis* (strapweed seagrass). Jetties and ramps constructed with suitable mesh decking may be permitted over *Zostera Capricorni* and other seagrasses
18. A jetty must be designed and constructed in such a manner as to not adversely affect the natural movement of water and not cause the accumulation of weed, sediment or other material.
19. The construction of “L” or “T” ends or other types of elongations or steps at right angles to jetties is not permitted.
20. Water recreation structures must not impact on the navigation or recreational value of the adjoining waterway.
21. Water recreational structures must not interfere with publicly accessible areas along the waterfront.
22. Council strongly supports the use of shared facilities for two or more adjoining waterfront properties. This particularly applies in confined bays and areas of particular environmental sensitivity.

4. Controls for Mooring Pens

Mooring pens are defined in SSLEP2015 as follows:

'mooring pen means an arrangement of freestanding piles or other restraining devices designed or used for the purpose of berthing a vessel'.

This definition encompasses traditional berthing areas comprising an arrangement of fender or stabilisation piles, as well as more modern technologies including drive-on flotation devices.

1. Man-made structures must not cumulatively occupy more than 10 metres or 50% (whichever is the lesser) of the land-water interface, measured along the MHWM, of each property.
2. Man-made structures must not be visually dominant in the foreshore area of each property. The remainder of the foreshore area should:
 - a. retain its natural landform;
 - b. be landscaped with indigenous species chosen from Council's Native Plant Selector available on Council's website.
3. The entire area of a mooring pen must have a minimum water depth of 1800mm at 0.0 low tide.
4. No more than one mooring pen may be located in front of a dwelling.
5. A mooring pen is not permitted where associated with a right-of-way to the waterway.
6. Mooring pens must be setback a minimum 2.5m from the prolongation of the common lot boundary unless there is explicit provision for shared use of the facility by neighbouring properties. Mooring pens will not be allowed where they unreasonably restrict access to a mooring pen or water recreation structure on adjoining properties, or unreasonably restrict the potential for adjoining properties to accommodate such facilities.
7. Mooring pens must be located adjacent to a jetty, ramp and pontoon structure (defined as a water recreation structure in the Standard Instrument LEP), have maximum dimensions of 15m x 7m (measured between poles) and when measured together with other waterfront structures (including reclamations), the moored vessel must not extend beyond 25m from deemed mean high water mark.
8. Mooring pens should be located and orientated to minimise the extent of facilities protruding into the waterway. This may involve orientating pens parallel with the foreshore when proposed at the end of a pontoon or locating them adjacent and parallel to the jetty where appropriate.
9. The size of vessels berthed in association with residential development is determined by the ability of the proposal to comply with the controls and objectives in this clause.
10. Dredging in order to create a mooring pen is not permitted.

11. Mooring pens must be dark, natural colours above MHW in order to minimise the visual impact.
12. Piles for the purpose of mooring pens are to be single piles, made of timber, with a minimum diameter of 250mm and maximum height above MHW of 1.75m.
13. Piles must be painted white along the top (0.5m) to facilitate visual prominence when viewed from the water at night and minimise any hazard to navigation. The use of alternative measures, such as reflective materials, to facilitate visual prominence may also be supported.
14. Mooring pens must be designed and constructed so that they or berthed vessels do not cause damage, or have the potential to cause damage (including shading) to marine vegetation, macro-algae, seagrass or mangroves. No mooring pens will be permitted over *Posidonia australis* (strapweed seagrass) and *Zostera*.
15. Mooring pens must be designed and constructed in such a manner as to not adversely affect the natural movement of water and not cause the accumulation of weed, sediment or other material.
16. Mooring pens are not to constitute a navigational hazard or obstruction, or interfere with public accessible areas along the waterfront.
17. Council strongly supports the use of shared facilities for two or more adjoining waterfront properties. This particularly applies in confined bays and/or bays characterised by shallow water, which would otherwise tend to create a demand for long structures to attain reasonable water depths.

5. Controls for Seawalls

1. Where the foreshore is in its natural state, seawalls will not be permitted, unless there is justification on the basis of avoiding flooding or for necessary retention works.
2. Seawalls should not be used as part of any reclamation of the foreshore area. Material should not be dredged from the estuary for the purpose of providing material to backfill a seawall.
3. The development application must address the impact of the seawall on wave and current patterns, potential erosion and accretion, and the re-suspension of contaminants.
4. Seawalls must be located wholly within private land above MHW. Council will only permit the replacement of an existing seawall below MHW where there is an existing seawall and there is a permissive occupancy/licence for an existing reclamation.
5. Seawalls should not impede any public right of access.
6. Seawalls should not affect the tidal flushing patterns of the estuary.
7. Seawalls should reflect a slope that is commensurate with the surrounding natural landscape and should minimise wave reflection to prevent the transfer of bed and bank instability onto adjacent properties. Vertical walls are not permitted.
8. New seawalls should take account of the levels and layout of adjoining sites and achieve integration between adjoining sites. At no point should a seawall create a physical step in plan.
9. Seawalls should be no higher than is necessary to protect against:
 - a. Variations in tidal waters, and
 - b. Wave action caused by water craft.
10. The height of the seawall is to be flush with the retained ground level or the reclamation level located behind it.
11. Seawalls should be designed to maximise habitat for marine flora and fauna through the provision of small horizontal shelves, pools, crevices and the like.
12. Seawalls should be constructed of permeable materials such as rough sandstone blocks and not mortar, solid masonry or poured in-situ concrete. Mortar should only be used for the addition of ecological features (such as ecological pools and horizontal shelves). Where existing seawalls are being extended or upgraded, similar sandstone coursing to match existing walls should be used.

Note:

The nature of the material reduces the wash, provides a habitat for marine flora and fauna while presenting a more natural shoreline.

13. Seawalls should not restrict planting of riparian vegetation or impede the potential for estuarine vegetation to recolonise. Incorporation of estuarine vegetation, such as seagrasses, mangroves and saltmarshes into seawall design is encouraged.

Note:

For further information on improving the environmental values of seawalls, refer to *Environmentally Friendly Seawalls: A Guide to Improving the Environmental Value of Seawalls and Seawall-lined Foreshores in Estuaries (June 2009)* published by the Department of Environment and Climate Change NSW on behalf of Sydney Metropolitan Catchment Management Authority.

6. Controls for Other Ancillary Foreshore and Waterfront Development

1. Man-made structures must not occupy more than 10 metres or 50% (whichever is the lesser) of the land-water interface, measured along the MHWM, of each property.
2. Man-made structures must not be visually dominant in the foreshore area of each property. The remainder of the foreshore area should:
 - a. retain its natural landform;
 - b. be landscaped with indigenous species chosen from Council's *Native Plant Selector* available on Council's website.
3. Any development below deemed mean high water mark must be setback a minimum 2.5m from the prolongation of the common lot boundary unless there is explicit provision for shared use of the facility by neighbouring properties.
4. Any development must be designed and constructed so that it does not cause damage, or have the potential to cause damage (including shading) to marine vegetation, macro-algae, seagrass or mangroves.

7. Controls for Sliprails

1. Sliprails must only facilitate access to and from the water for vessels that are stored within a boatshed.
2. Man-made structures must not occupy more than 10 metres or 50% (whichever is the lesser) of the land-water interface, measured along the MHWM, of each property.
3. Man-made structures must not be visually dominant in the foreshore area of each property. The remainder of the foreshore area should:
 - a. retain its natural landform,
 - b. be landscaped with indigenous species chosen from Council's Native Plant Selector available on Council's website.
4. Slip rails must be setback a minimum 2.5m from the prolongation of the common lot boundary, unless there is explicit provision for shared use of the boatshed by neighbouring properties.
5. Sliprails are to be in the form of two parallel rails located as close as practical to the seabed and must be recessed into any seawall or reclamation to minimise the height of the sliprails.
6. The length of the structure is to be only the minimum needed to reach useable water which, for the purpose of this clause, is 600 mm depth at 00 low tide (-1.53m AHD).
7. A maximum length of sliprails is 15m from deemed mean high water mark and the maximum width is limited to 2m.
8. There are to be no timber infills, walkways or timber ramps on sliprails.
9. Sliprails are not to be used for the storage of boats.
10. Cutting or excavation of natural intertidal rock is not acceptable.
11. Sliprails are to be constructed so that they are a minimum of 200mm above the substrate and 200mm above any seagrasses.
12. Slip rails must be designed and constructed so that they do not cause damage, or have the potential to cause damage to marine vegetation, macro-algae, seagrass or mangroves.

8. Controls for Skid ramps

1. Skid ramps must only facilitate access to and from the water for vessels that are stored within a boatshed.
2. Man-made structures must not occupy more than 10 metres or 50% (whichever is the lesser) of the land-water interface, measured along the MHW, of each property.
3. Man-made structures must not be visually dominant in the foreshore area of each property. The remainder of the foreshore area should:
 - a. retain its natural landform,
 - b. be landscaped with indigenous species chosen from Council's Native Plant Selector available on Council's website.
4. Skid ramps must be setback a minimum 2.5m from the prolongation of the common lot boundary unless there is explicit provision for shared use of the boatshed by neighbouring properties.
5. Skid ramps are to be a minimum practical size and length.
6. Skids are to be of a minimum width consistent with their proposed function.
7. The slope of a skid must not be steeper than 1 vertical in 2.7 horizontal.
8. Where the skid is of a slope of greater than 1 vertical in 8 horizontal, the skid must be designed and constructed so as to provide a safe foothold by means of spaced decking or the use of cleats.
9. Skid ramps should be of hardwood. Concrete and steel skids are not permitted.
10. Vessel storage is not permitted on skids.
11. Cutting or excavation of natural intertidal rock is not acceptable.
12. Skid ramps must be designed and constructed so that they do not cause damage, or have the potential to cause damage to marine vegetation, macro-algae, seagrass or mangroves.

9. Controls for Inclinator and Stairs

1. Inclinator and stairs are not permitted below MHWM.
2. Inclinator and stairs must be constructed as close as practical to natural ground level.
3. The construction of external stairs should be as unobstructive as possible, either utilising transparent or lightweight materials, to allow the vision of soft landscaping under or behind them or if of a more solid construction limited to a maximum of 6 risers per stair flight (equivalent to a 1.2 metre height).
4. Man-made structures must not be visually dominant in the foreshore area of each property. The remainder of the foreshore area should:
 - a. retain its natural landform,
 - b. be landscaped with indigenous species chosen from Council's Native Plant Selector available on Council's website.
5. External stairs visible from a waterway or public open space must be a maximum of 1.2m wide.
6. Inclinator and stairs should be sited to maintain privacy of adjacent dwellings.
7. Inclinator and stairs should not obscure or break a view line of a rock or cliff face.
8. Natural features along the foreshore are to be retained and the removal of natural rock, trees and vegetation to enable the construction of an inclinator and stairs will not be supported.

10. Controls for Marinas

Marinas are defined in SSLEP2015 as follows:

'marina' means an permanent boat storage facility (whether located wholly on land, wholly on a waterway or partly on land and partly on a waterway), and includes any of the following associated facilities:

- a) Any facility for the construction, repair, maintenance, storage, sale or hire of boats,
- b) Any facility for providing fuelling, sewage pump-out or other services for boats
- c) Any facility for launching or landing boats, such as slipways or hoists,
- d) Any car parking or commercial, tourist or recreational or club facility that is ancillary to the boat storage facility,
- e) Any berthing or mooring facilities.'

This definition encompasses marinas of all sizes and does not distinguish between public, commercial or private marinas.

Marinas will generally be integrated development as approval is likely to be required under the *Fisheries Management Act 1994* due to the likely impacts on marine vegetation.

Marinas accommodating a large number of boats, or longer boats (greater than 20m) are categorised as designated development due to the likely environmental impacts (e.g. pollution generation) and/or their location in environmentally sensitive areas. The development assessment of these larger marinas will be informed by an Environmental Impact Statement.

SSLEP2015 makes smaller marinas permissible in the W2 zone. The intention of these provisions is to provide guidance to potential applicants considering providing permanent boat berthing or mooring facilities associated with private dwellings for 2 or more boats.

10.1 Location

1. Marinas are to be located where there is adequate water depth or where minimal dredging of soft material will achieve an adequate water depth.
2. Marinas are to be located away from areas subjected to exposed wave environments.
3. Marinas must be located where they do not result in physical damage or overshadowing of estuarine vegetation of high value. No marina will be permitted over *Posidonia australis* (strapweed seagrass).
4. Marinas are not to jeopardise the safe navigation or adversely impact other water users.

10.2 Design and Layout

1. The total length of structures is restricted to the minimum required to perform their function.

2. Marinas are not to diminish the quality of publicly accessible foreshore areas and, where relevant, the inter-tidal zone.
3. Marinas are to be designed to minimise the impact of vessels when in use on the environment including on air and water quality, marine habitat and bank stability.
4. The extent of development over water including waterside structures, berths, fairways and access channels is to be minimised and result in minimal alienation of the waterway.
5. Marinas are to be in the form of a series of interlinked pontoons which must be restrained and held in position by the minimum number of piles or mooring lines required to anchor points in the seabed.
6. Design of marina restraints must take into account the flexibility and performance of the pontoon systems under environmental loads.
7. Structures must be constructed of materials with low-reflective surfaces.
8. The adverse impacts of lighting on night navigation, foreshore ecology and neighbours are to be minimised through appropriate design and management measures.
9. Adequate environmental safety and emergency response plans are to be in place.

10.3 Pollution and Waste

1. Potential pollutant sources from the site must be controlled and meet established performance standards.
2. Appropriate controls are to be in place and managed to prevent any pollutants entering the environment.
3. Marinas for nine or more vessels are to provide adequate and readily accessible facilities for the collection and disposal of wastes from vessels.
4. Facilities for pumping out sewage holding tanks are to be provided onshore.
5. Any waste that cannot be recycled is to be disposed of at an appropriate facility.

10.4 Noise

1. The adverse impacts of noise (considering hours of operation, existing background noise, expected departure/arrival times for vessels, noise level of patrons/users, noise level from repair and testing of vessels and motors) are to be minimised through appropriate design and management measures.

2. Land-based impacts including noise emissions must meet established performance standard.

Note:

Measures to control adverse noise impact may be controlled through conditions of consent.

10.5 Additional controls for marinas associated with residential development on adjacent land

1. Marinas associated with residential development must only comprise a single 'finger'. Shared facilities are encouraged.
2. Man-made structures must not occupy more than 10 metres or 50% (whichever is the lesser) of the land-water interface, measured along the MHW, of a lot.
3. The size of any vessels berthed in association with residential development must not exceed 12 metres in length.
4. The total length of structures is restricted to 15m from the mean high water mark.
5. Where more than 2 permanent berths for boats of 8m length or greater are proposed, boat pump-out facilities must be provided.
6. Marinas associated with residential development must not be located adjacent to shared or communal waterfront facilities in existence at the date of the adoption of this DCP.
7. Marina associated with residential development on adjacent land must not compromise the ability for an adjacent waterfront property to accommodate a foreshore structure.
8. Council strongly supports the use of shared facilities for two or more adjoining waterfront properties. This particularly applies in confined bays and/or bays characterised by shallow water, which would otherwise tend to create a demand for long structures to attain reasonable water depths.

10.6 Additional controls for commercial marinas

1. The depth and width of berths and fairways must accommodate either a yacht or motor vessel. Restricted berths are to be nominated only where this will lead to an optimal environmental outcome.
2. A point of access to boats for disabled people must be provided.
3. Buildings and other facilities are to be designed and sited so that natural or other natural landscape features are not obscured.

4. The size of the development must be kept to a minimum consistent with its function. To minimise scale and bulk, the building is to be designed so that smaller elements, which reflect the function of the building, are grouped together. Built forms must avoid appearing as a single large shed.
5. Large blank expanses of undifferentiated cladding must not be used. Designs must incorporate vents, louvres, windows, hoods, or similar elements into facades to reduce the visual scale of the building.
6. The colours, appearance and form of any associated buildings must be compatible with the surrounding environment.

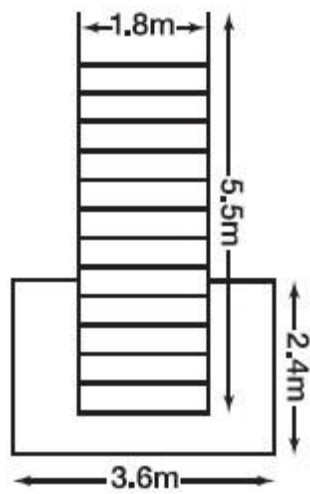
Note:

In general, buildings and structures should be constructed of materials with low-reflective surfaces. Where sited close to native vegetation, olive and mangrove greens and midtone greys are preferred. In other areas, consideration should be given to lighter colours sympathetic to the marine environment. Roofs should be midtone greys or grey-greens.

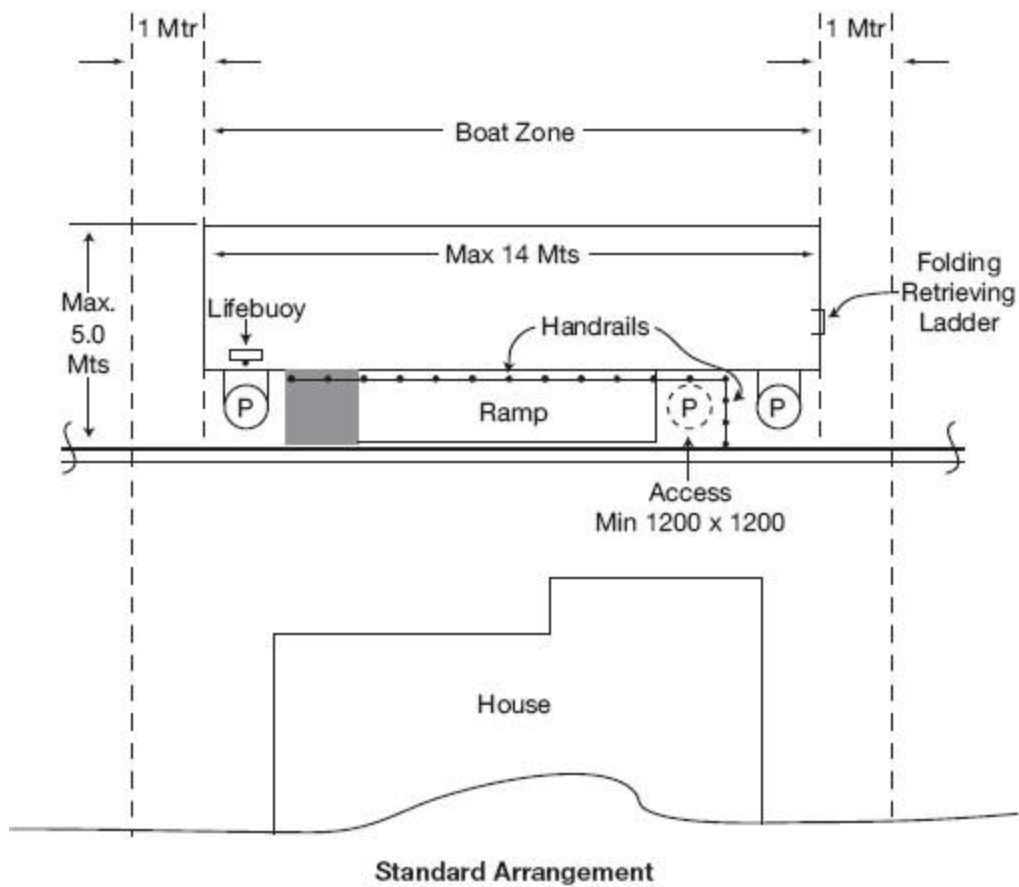
7. Boating service facilities such as fuel, water, toilet facilities or sewage pump-out are to be provided.
8. A mix and choice of boat storage facilities, based on established demand, as well as a range of marine services for the boating public, are to be provided.
9. Secure storage is to be provided in a controlled environment.
10. Vessels at the marina are not to be used as a permanent residence.
11. Adequate car and trailer parking (based on the number and type of berths, associated activities and number of employees) to be available on-site.
12. The adverse impacts of traffic and parking generated by boat storage facilities in terms of congestion, safety, air quality and noise are to be minimised.

11. Controls for Watercraft Facilities within the Waterways of Sylvania Waters

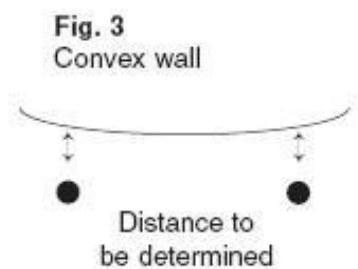
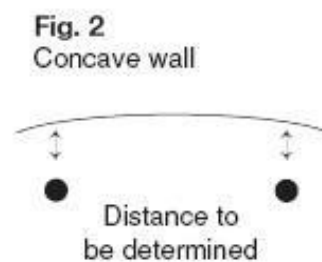
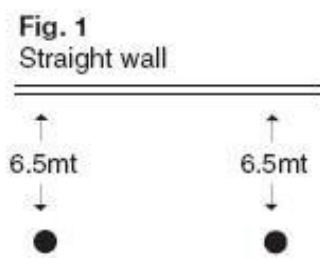
1. All large '(marina style)' pontoons are to be a maximum size of 14m x 3m.
2. All ramps to marina style pontoons:
 - a. Are to be aluminium, they must not have timber or plywood bases.
 - b. are to have stainless steel or similar infill's between the gaps of the handrails and landings on both rails, by flexible wire or cable.
3. Standard pontoons shall be a maximum of 3.6m x 2.4m and the ramp is to be a maximum of 5.5m long and 1.8m wide.



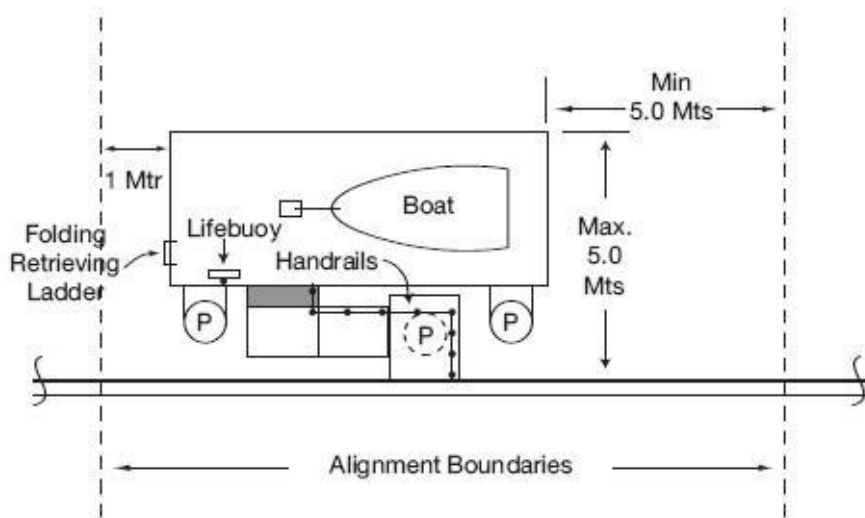
4. All new pontoons and waterfront works must allow for future new seawall works and leave clearance of 700mm measured from the face of the upgraded capping beam (with size 600 x 750mm approx), or the equivalent alignment if the original old capping (with size 220 x 300mm) is still in place.
5. Marina style pontoons and jetties must be held in place by 2 poles, and extend a maximum of 5m.



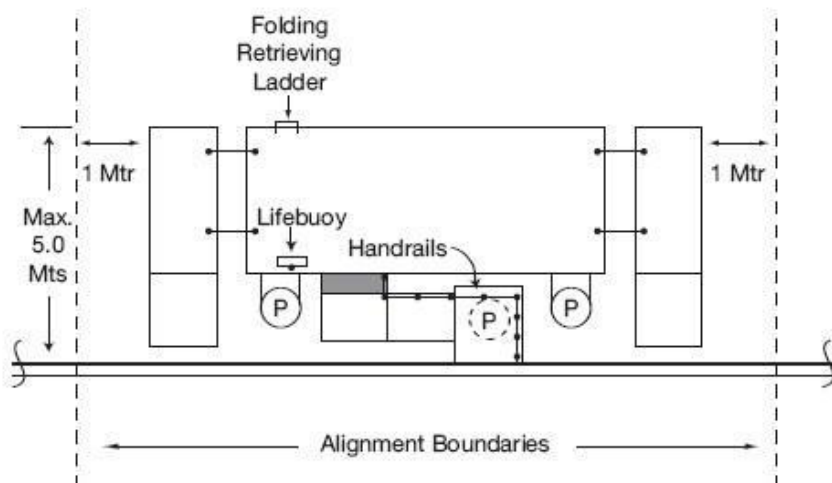
6. Mooring poles, limited to two per property, shall be clear of the new seawall zone, be a maximum of 6.5m from the sea wall and be no greater than 1.5m above sea wall.



7. A pontoon/jetty with dry-docking system shall extend no more than 5m into the waterway, and shall be setback a minimum of 1m/5m from side boundary alignments.



8. Jet ski pods are limited to 3 only, of 1.5m x 4.5m in size, and setback 1m from side boundary alignments.



9. Development of watercraft facilities may be limited by the property location within the canal (canal corners/ends). Where the above cannot be adequately catered for, specially designed flotation devices may be considered. Permanent mooring in these locations is not permitted.
10. Watercraft and foreshore structures must not be visually dominant in the foreshore area of any property. The remainder of the foreshore area should:
 - a. retain its natural landform,
 - b. be landscaped with indigenous species chosen from Council's *Native Plant Selector* available on Council's website.

Note:

Sylvania Waters Limited, as the owner of the canal and waterways within, regulates development in accordance with their own provisions (see www.sylvaniawaters.com and Document 1016).

12. Controls for Landscaping within the Foreshore Area

A landscape plan is to be submitted for any development between FBL and MHWM. The level of detail required will depend on the level of works being undertaken. Where a landscape plan is submitted it should indicate the existing and proposed changes in contours, existing trees/vegetation to be retained and removed, measures to protect vegetation during construction and proposed indigenous planting including species and common names.

1. Landscaping works including retaining walls, stairs, paths and driveways are not permitted below the deemed MHWM.
2. Natural features within the foreshore such as rock ledges and outcrops must be retained and the removal of natural rock, trees and vegetation to enable the construction of terraces will not be supported.
3. Natural ground levels are to be retained with minimal use of retaining walls. Where retaining walls are constructed the maximum wall height is 1m and materials, methods and colours that blend with the character and natural landscape of the area shall be used, such as dry sandstone walls or gabions filled with sandstone.
4. Indigenous plant species must be used in areas where native vegetation is present or has the potential to be regenerated.
5. Exotic species that have the potential to spread into surrounding bushland are not permitted.
6. Existing mature trees should be retained where possible and incorporated into the design of the new development.
7. A minimum of 2 indigenous canopy trees that will obtain a mature height of 5m must be planted within the foreshore area.
8. Landscaping should be undertaken in line with Council's Greenweb map which is a tool to manage natural resources by identifying key areas of habitat and strengthening linkages between these areas.

Note:

All indigenous tree species must be selected from Council's *Native Plant Selector* available on Council's website. The *Native Plant Selector* is a tool that recommends plants suitable for Sutherland Shire's ecosystems based on the specific address of the site locality. The tool is available online at <http://www.sutherlandshire.nsw.gov.au/Outdoors/Environment/Plants-and-Bushland/Native-Plant-Selector>

For additional guidance on landscape design and implementation refer to Sutherland Shire Environmental Specifications – Landscape 1-5. Applicants should also refer to Greenweb map and controls in Chapter 38 Natural Resource Management. For development application submission requirements refer to Council's DA Guide.
