



# 01. Introduction

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This section provides a brief overview of the project, outlines the strategic documents that have shaped the urban and landscape design, and demonstrates compliance with the Minister's Conditions of Approval.







Figure 5: Aerial view of Woodley's Shipyard



# 1.0 Introduction

## 1.1 The project

### 1.1.1 Background

The former industrial land along the western shore of Berrys Bay is being repurposed into a new public foreshore space. This development will complete the missing link in foreshore access along this part of the Harbour, with new pathways connecting to Carradah Park, Balls Head Road, and Council Beach, with provision for future connections on to the Quarantine Depot and Balls Head Reserve. The area will also feature an expanded tree canopy. Berrys Bay is one of the final pieces of the Waverton Peninsula’s foreshore to be returned to the public for recreation and waterfront access.

This project is being delivered as part of WHT, which will provide a new motorway tunnel connection across Sydney Harbour between Rozelle and the Warringah Freeway near North Sydney. Berrys Bay was originally designated as a temporary construction site for Western Harbour Tunnel. However, the site is no longer required to support construction of the tunnelling project, and the park will be delivered earlier than originally envisioned.

Transport prepared a landscape master plan for Berrys Bay in 2022. The Berrys Bay master plan was shaped in collaboration with the community and provided a vision to transform land into usable public open space.

The WHT contractor, ACCIONA, has developed the 2022 master plan in preparation for delivery of the parklands, with ongoing collaboration with the community and stakeholders as documented in [Section 1.5](#).

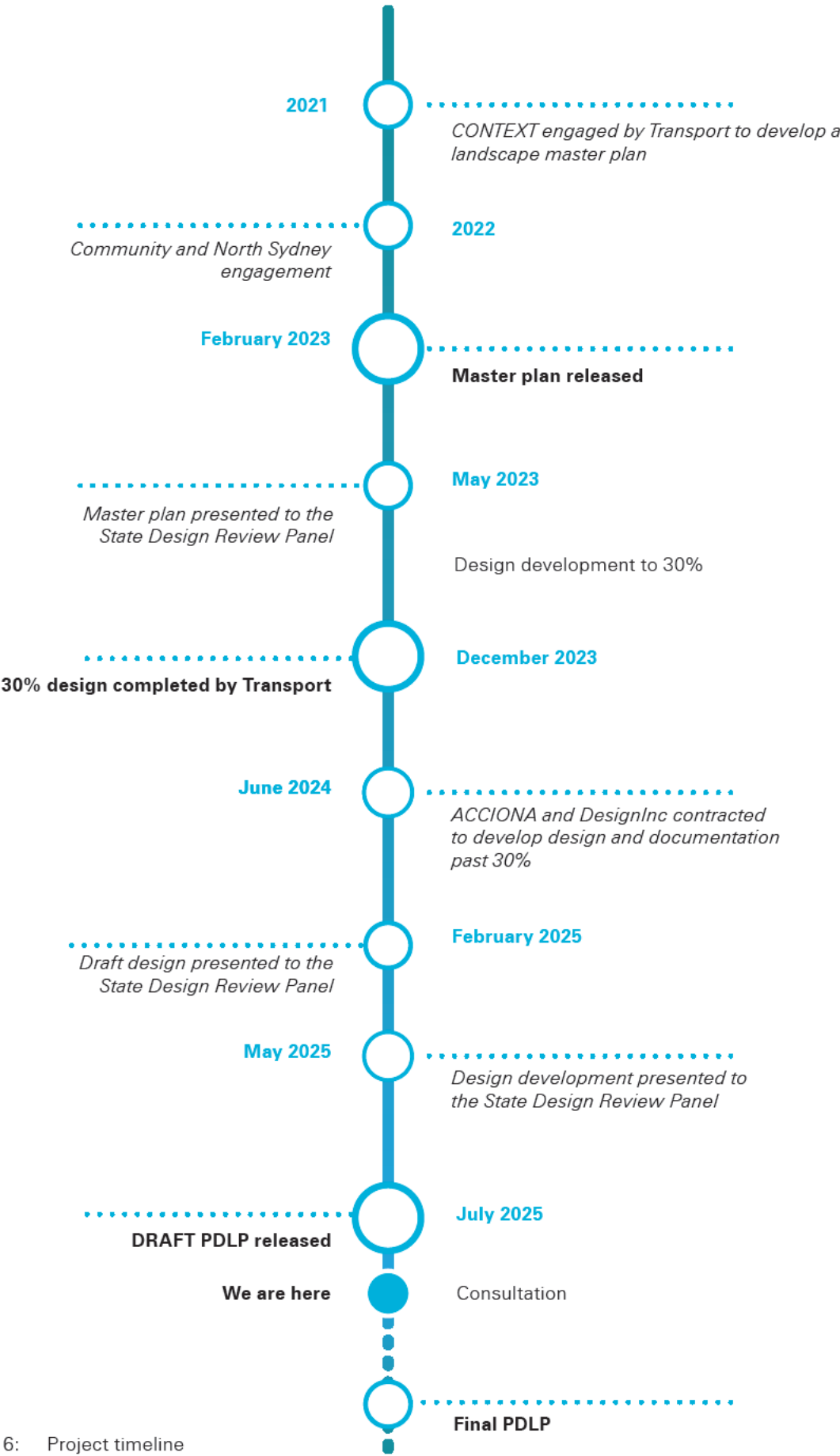
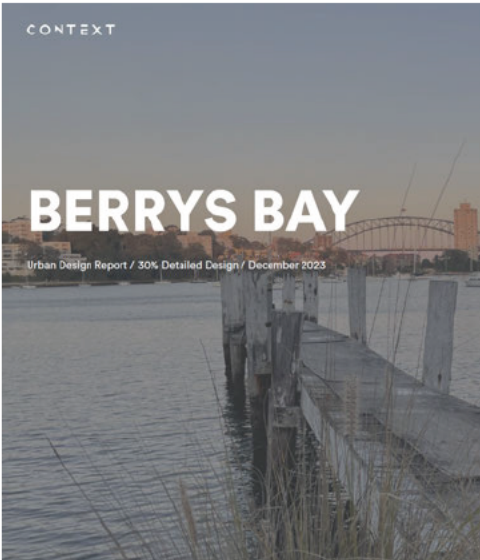


Figure 6: Project timeline



1.1.2 Location

Berrys Bay is located on the northern shore of Sydney Harbour, approximately 1.3 km west of the North Sydney CBD. It lies to the east of the Waverton Peninsula and to the west of McMahons Point. The area is known for its shipbuilding history and scenic views of the harbour. Berrys Bay has limited connections to the public transport network; its isolation contributes to its role as a place of recreation for the local Waverton community.

The maritime area of Berrys Bay includes the lower portion of the former BP oil terminal and the historic Woodley’s Shipyard on the western side of the bay. The Bay once served as a berthing point for large vessels at the BP terminal and supported a thriving boatyard and other industry.

In 2005, the eastern portion of the BP terminal site was transformed into Carradah Park, continuing the de-industrialisation of the Bay and transformation to public recreational space. Today, the adjacent Woodley’s Shipyard retains its industrial character, with waterfront main Woodley’s Shed, slipways, and support structures fronting the water, along with a two-storey brick administration building set further inland. The remaining area of the Bay has not been remediated or landscaped.

The proposed site covers the area from the south-western end of Carradah Park to the north-eastern end of the Balls Head Reserve (refer to [Figure 8](#)). Some areas within this former industrial zone remain closed to the public due to structural concerns and land contamination.

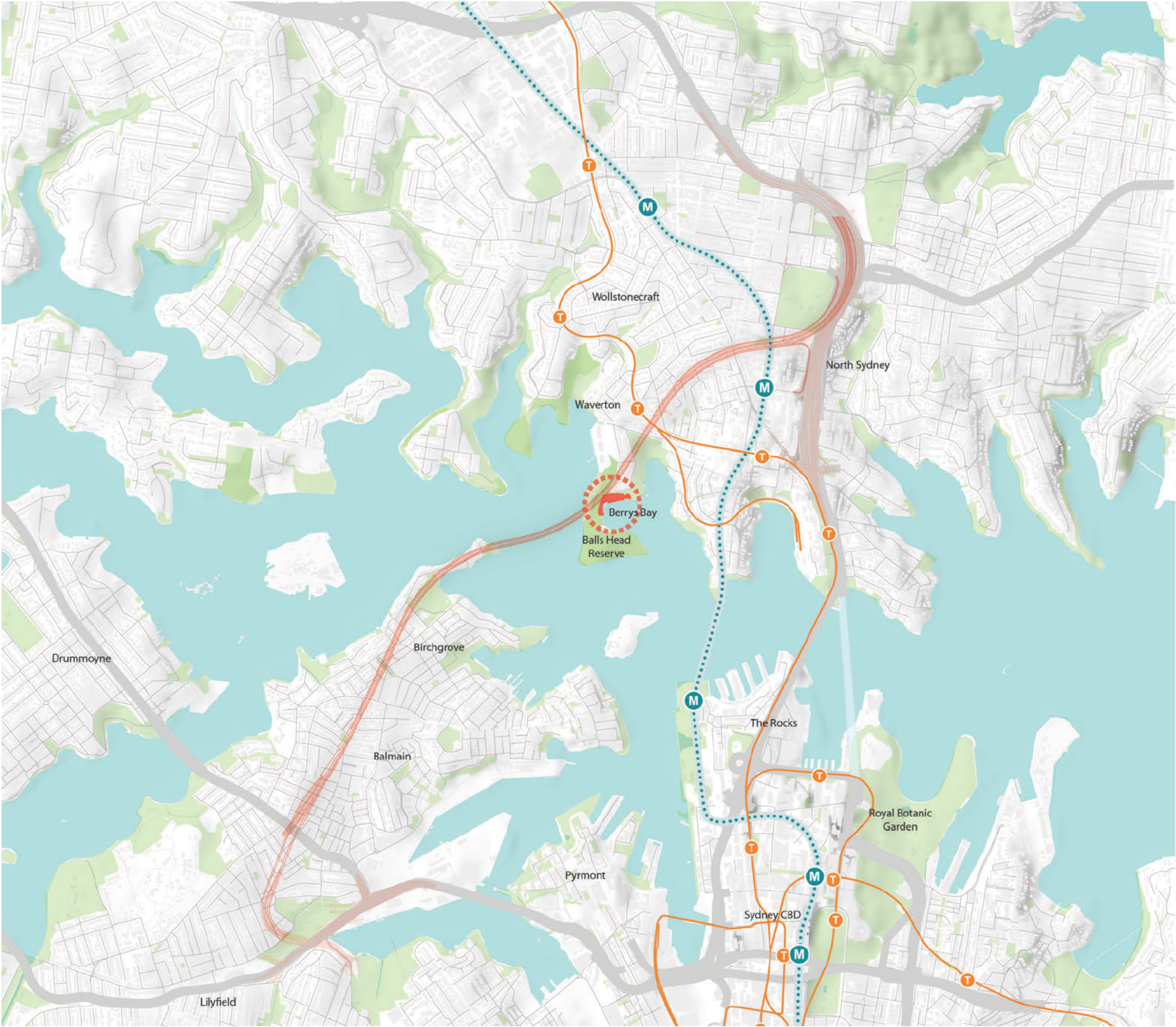


Figure 7: Regional context of the project



1.1.3 Project scope

The Berrys Bay master plan envisioned the evolution of the working waterfront into foreshore parklands and public spaces. The design scope comprises the development of Precincts 1 and 2, marked in [Figure 8](#)— extending from the south-western section of Carradah Park to the north-eastern corner of Balls Head Reserve. The site was divided into three precincts in the 2022 master plan. These are:

**Precinct 1 – former BP Site (9689m2 approx)**

The Former BP site is owned by Transport and has distinctive landscape features as a result of its former industrial use. Land reclamation of the foreshore, sandstone cuttings, large areas of relatively flat open space, and remnant heritage items create a unique character for this precinct. Views across the bay to the Harbour Bridge and the other site precincts dominate the foreshore. Views into this precinct from upper Carradah Park are also expansive.

**Precinct 2 – Woodley’s Shipyard (5915m2 approx)**

Woodley’s Shipyard sits between the Former BP site and the Quarantine Boat Depot. The site represents the maritime industrial heritage of the area and is owned by Transport and Maritime NSW. Steep topography exists along its western boundary with a flat foreshore area which has been expanded through land reclamation during its former industrial use. Remnant heritage items are scattered across the site and some existing features provide the opportunity for interpretation.

Future scope by others

**Precinct 3 – Quarantine Depot (4424m2 approx)**

The Quarantine Boat Depot is bordered by Balls Head Reserve on its western and southern boundaries, with access between the site and Balls Head Reserve via walking tracks. From the foreshore, views across the bay to the other site precincts are expansive with the North Sydney skyline visible beyond. Due to being privately leased until recently, the grounds have been well kept, albeit a departure from the natural landscape. The existing cottages provide opportunity to be adaptively re-used in the future.

Precinct 3 would be delivered by North Sydney Council at a later stage and therefore, has been excluded from the design scope. However, this area will be considered as context while analysing and creating connections across the precincts.

 Site boundary



Figure 8: Site overview





### 1.1.4 Key features

The existing site features elements that speak to the heritage of the site, in various states of repair. Key remnant features, from east to west, include:

- Circular sandstone cuttings aligning with former oil storage tanks
- Ruins of a former jetty and crane, including steel rails and concrete footings
- A drainage channel
- A bund wall built from convict-hewn sandstone that was repurposed from a warehouse constructed on the site in the 1830s
- Sheds and annexes from the Woodley's boatbuilding operation, including the main shed with distinctive signage
- Three slipways used by the Woodley's operation, with some earlier use by the NSW Torpedo Corps
- Winches associated with two of the slipways

Figure 9: Aerial view of the site showing key features



1.1.5 Purpose of the PDLP

ACCIONA is responsible for the design and construction of Stage 2 of WHT. To meet the Minster’s Conditions of Approval (MCoA) E177-E181, DesignInc has prepared this Place Design and Landscape Plan (PDLP) on behalf of ACCIONA. [Section 1.3](#) of this PDLP addresses the specific MCoAs as outlined. While the MCoA covers both WHT and Warringah Freeway Upgrade (WFU) (by others), this PDLP focuses solely on Berrys Bay program of WHT Stage 2 scope.

The PDLP serves as a comprehensive guide, outlining the Urban Design and Landscape strategies for the project scope at Berrys Bay. It ensures compliance with the requirements and scope outlined in the Scope of Works and Technical Criteria (SWTC).

The purpose of this PDLP is to demonstrate compliance with the approval documents, including:

- MCoA
- Revised Environmental Management Measures (REMM)
- Environmental Impact Statement (EIS) and modifications

The WHT PDLP will be presented in three parts, with each including its own consultation period and key objectives:

- Part 1 (Main WHT works) – specifically addressed the tunnel infrastructure including the tunnel interior, ventilation facilities, and tunnel portals. Was put on public display for community feedback on 31 July 2024 for four weeks and received final approval from the Department of Planning, Housing and Infrastructure on 10 June 2025.
- Part 2 (Berrys Bay) – (this document) specifically addresses the works at Berrys Bay, outlined in [Section 1.1.3](#).
- Part 3 (Cammeray Park) – will specifically address the design for Cammeray Park, presently in early planning stage.

The development of the project elements has been through an integrated urban design approach, involving close collaboration with a broad, multidisciplinary project team. Additionally, the design has been informed through engagement with Transport, subject matter experts, and key external stakeholders, including North Sydney Council. This approach has led to continuous evolution and improvement of elements during the detailed design phase.

The design team has presented the development of the design to the State Design Review Panel (DRP) at regular intervals. Ongoing development integrated the feedback from the DRP as it occurred. Inputs from the DRP process are documented in [Section 1.5.5](#).

As the project progressed, the elements were further refined based on detailed engineering assessments and construction optimisations. Further design modifications may also be necessary as an outcome of the community and stakeholder consultation process.

1.1.6 Project team

To meet this challenge and foster design innovation, the project team is composed of a diverse interdisciplinary group of design and construction specialists. Their collective expertise is dedicated to delivering successful project outcomes



**DesignInc**

**WHT Landscape architecture, urban design and architecture**



**WHT Delivery Partner**



**NGULUWAY DesignInc**

**Cultural Facilitator  
(in association with Barra-gi Consulting)**



## 1.2 Strategic documents

### 1.2.1 Project documents

**Western Harbour Tunnel and Warringah Freeway Upgrade EIS Appendix V: Urban design, landscape character and visual impact, WSP|Arup for Roads and Maritime Services (September 2022)**

The Landscape Character and Visual Impact Assessment (LCVIA) appended to the EIS (Appendix V) was prepared to address the environmental assessment requirements of the Secretary of the Department of Planning, Industry and Environment (now Department of Planning, Housing and Infrastructure (DPHI)). It included:

- A strategic urban design framework for the project
- An LCVIA that considered the potential impacts likely to occur as a result of the project
- Mitigation measures and design recommendations to avoid, minimise or improve potential landscape character and visual impacts.

The document also outlines an urban design vision for the project as follows:

WHT and WFU provides a distinctive motorway experience that, through a series of undulating subterranean journeys, provides a connection across Parramatta River to the urban centre of North Sydney and on towards the northern suburbs.

It is a transition between tunnel and surface environments, a connection across the Harbour and a link from city to suburb. It would provide enhanced green connections, improved pedestrian and cyclist amenity and facilitate local places to return to local communities.

The primary design strategy highlighted is the correlation between the alignment of the road, the presence of Sydney Harbour’s water, adjacent local green spaces, and the sandstone geology of North Sydney. Urban design objectives were developed as the basis for ongoing strategic urban design development. The objectives were to achieve the following:

- Shape the project narrative established in the vision as a concept of transition from city to suburb, underneath the waters of Sydney Harbour
- Ensure the project is well integrated into the geography of the region, the motorway system and its surrounding landscape and urban context
- Deliver infrastructure elements that define and give meaning to the user experience in a way that is evocative of the unique local context.

The objectives are:

- Identity and user experience: Develop a theme that references Sydney’s unique geography and place to provide a user experience that enhances the journey, encourages awareness of the living environment, enables orientation and enhances safety.

- Integrated design: Provide an integrated urban design approach that thoughtfully seams the Western Harbour Tunnel and Warringah Freeway Upgrade to their surrounding urban and landscape interfaces.
- Connectivity and legibility: Provide connectivity between areas beyond the boundaries of the motorway corridor and promote increased legibility of places, buildings, streets and landmarks.
- Urban renewal and liveability: Unlock potential for urban regeneration, landscape improvements and active transport upgrades along the project corridor.
- Living environments :Ensure the design, planning, construction and management of the project responds to the living environment. Infrastructure interventions would reflect a natural systems approach which is responsive to the environment and promotes the highest levels of sustainability.
- Sustainability: Embed sustainability considerations into the design and delivery of the project in order to minimise environmental and social impacts while delivering positive economic outcomes for the people of NSW.

**Berrys Bay Connection to Country Principles, WSP (December 2022)**

The Berrys Bay Connection to Country Principles document summarises the foundational work undertaken by the Berrys Bay Master Plan team in regard to Aboriginal engagement and involvement.

Design and planning principles were developed in consideration of the desktop research and engagement and include:

- Heritage and Country disturbance – Any construction should have as minimal disturbance to the ground as possible.
- Important viewpoints – How might the design cater for any important viewpoints and enhance connections to the bush and water of Berrys Bay?
- Celebrate Country – Can the project provide a space to celebrate this important Country?
- Tell our Stories – How might we tell the stories of this Country and its Aboriginal people?
- Heal Country – How can we begin to heal Country through appropriate design solutions?

In support of these five principles, further considerations were outlined, with diagrams and text explaining potential opportunities to be implemented in the design phase. The final outcome was a high-level cultural master plan with recommended actions for further engagement and actions for designers.

**Berrys Bay Connecting with Country framework, Balarinji and AECOM (September 2023)**

The Berrys Bay Connecting with Country Framework (Framework) was developed following the guidelines and building on the principles established in the previous document. From the engagement and consultation, six design themes were identified for integration into the Berrys Bay parklands. The six key themes effectively build on the design principles developed by WSP.

The themes and relevant coordinated actions were:

- Regenerating Country and culture
- Sandstone and engraving
- Cultural spaces
- Aboriginal art and design integration
- Language and education
- Storytelling

The six key themes informed the work undertaken by the design team in development of the 30% concept design. In addition to the themes and actions, the Framework provided recommended species for the landscape.

[Appendix V](#)

**Urban design,  
landscape character  
and visual impact**


Appendix

V

Gamaragal Country

### Berrys Bay Connection to Country



 BALARINJI | 

## Berrys Bay

Connecting with Country framework

08/09/2023



**Berrys Bay Landscape Master Plan, CONTEXT for Transport for NSW (December 2022)**

In consultation with North Sydney Council and community representatives, Transport prepared a landscape master plan for Berrys Bay. This draft master plan was on public exhibition from 30 September to 23 October 2022. The final master plan was released in February 2023. The Berrys Bay Master Plan outlines a vision to transform the former industrial land into accessible and vibrant public open space.

This report presents the site analysis, master plan vision, and design principles that underpin the Berrys Bay project. It summarises the key design objectives, drivers, and aspirations that have informed the development of the plan, illustrating how these elements are integrated into a cohesive master plan vision. The vision and design principles outlined here are intended to evolve throughout the project’s life cycle, in collaboration with the community and key stakeholders.

The master plan informs the future direction of the place. The implementation of works and activities identified in the master plan have been developed throughout the detailed design phase.

The overarching design narratives of the master plan are:

- Healing Country: The project’s consultation and collaboration with local Aboriginal communities and knowledge holders underpins design moves and story telling across the site
- Layers of history: The heritage significance of the site is reflected across differing scales and strategies, from the site-wide structure of the master plan, to the smaller scale expression of its history as demonstrated through materials and textures
- Public + connected: What is currently fenced and inaccessible, the master plan seeks to make public and accessible, providing connections to adjacent areas while creating diverse recreational opportunities
- Community places: The provision of foreshore recreation and amenity not currently available elsewhere on the Peninsula
- Environmental repair: Harmonise community use with ecological health and habitat repair

**Berrys Bay Urban Design Report / 30% Detailed Design, CONTEXT for Transport for NSW (December 2023)**

This Urban Design Report has been prepared by CONTEXT in collaboration with AECOM for Transport. It builds upon and further develops the key opportunities and design principles established during the master planning phase. The report draws on specialist expertise to inform sensitive, creative, and robust design strategies, which shape and guide the subsequent design outcomes.

This PDLP (this document) is a continuation of the 30% Urban Design Report. The analysis, strategic approaches, and design moves developed during the 30% design phase have been reviewed, tested, and refined through subsequent stages of the design process.

**Berrys Bay Public Art Strategy 30% Design Report, Studio Chris Fox and AECOM for Transport for NSW (November 2023)**

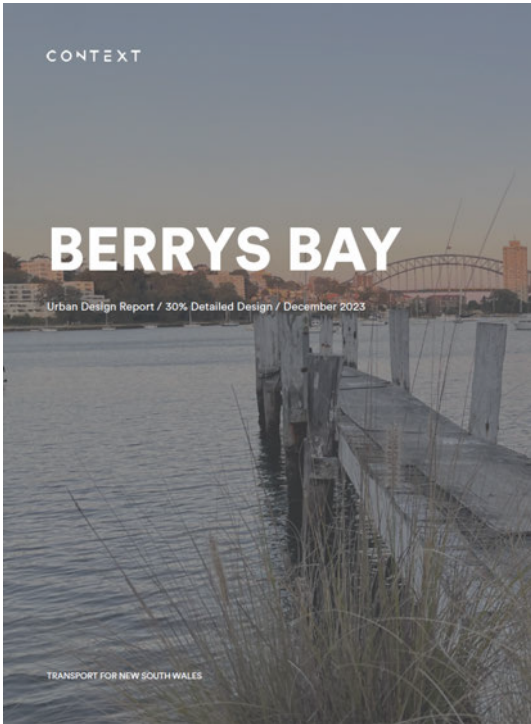
The report identifies potential areas in the master plan for the application of a public art response that is integrated with the structures, materials and form of parkland infrastructure. It defines a pathway for the creation of resonant artwork that conveys deep narratives in a manner that contributes to a sense of place and community well-being, drawing from connection to Country and the industrial and maritime heritage of the site. The document identifies ten opportunities for integrated public art:

- At the bund – play equipment that calls to an industrial and maritime heritage theme
- Interpretation of the bund wall in other elements through First Nations themes
- Interpretation of a yarnning circle
- Elements of shelter and seating in First Nations and industrial heritage themes
- Tidal steps that involve the reuse of existing sandstone on site
- Entry stair and ramp featuring engravings, embedded motifs or panels that connect to site narratives
- Relic interpretation
- Groundplane artwork that is reflective of water, tides, and fishing stories
- Signage and wayfinding
- Programmable spaces and participatory cultural activities

**Heritage reports**

Various expert reports have been considered for the heritage items within the site. This includes:

- Addendum: Woodley’s Shipyard site—Main Shed—Heritage Design Principles, GML (April 2025)
- Boat Shed and Administration Building, Berrys Bay, Statement of Heritage Impact (April 2025)
- Berrys Bay Precincts 1 and 2 Statement of Heritage Impact, AECOM (March 2024)
- Berrys Bay Detailed Design Memorandum, AECOM (July 2023)
- Woodley’s Shipyard, Berrys Bay – Heritage Principles and Interpretive Opportunities, GML (September 2022)
- Woodley’s Boatshed – Woodley’s Boatshed Site Assessment, ARUP (April 2022)
- Western Harbour Tunnel - Berrys Bay Site Archaeological Research Design and Excavation Methodology, RPS (March 2022)
- Structural Assessment of Buildings at Berry’s Bay, Riddwood (March 2022)
- Woodley’s Shipyard Site, Berrys Bay – Conservation Management Plan, GML (February 2013)
- Waverton Peninsula Industrial Sites: BP, Caltex, Coal Loader – Conservation Management Plan, GML (May 2000)





## 1.2.2 Standards and guidelines

### Practitioner's guide to Movement and Place, Transport for NSW (March 2024)

This document is designed to assist practitioners in making informed decisions and implementing best practices that prioritise the needs of people while ensuring efficient and sustainable transportation systems. The guide includes case studies, design principles, technical guidelines, and other resources to support practitioners in their work

The guide outlines:

- a collaborative method for practitioners, stakeholders, and the community to work together
- a shared responsibility and a shared language to support collaboration across disciplines, agencies, and levels of government
- a process for implementing this approach across a range of decisions and project types, at various scales, and throughout the life cycle of a plan, project, or asset
- criteria for measuring and evaluating the alignment of movement and place in existing contexts and when comparing future options

### Beyond the Pavement, Transport for NSW (June 2023)

Transport's urban design approach for road and maritime projects is set down in Beyond the Pavement. This document serves as a guide, offering direction on urban design methodologies and presenting the design principles, values, and overarching objectives for projects. It emphasises the adoption of an urban design approach for all road a maritime infrastructure-related work that impacts the overall quality of the built environment, natural surroundings, and community. This approach aligns with the guidelines and standards outlined within the document.

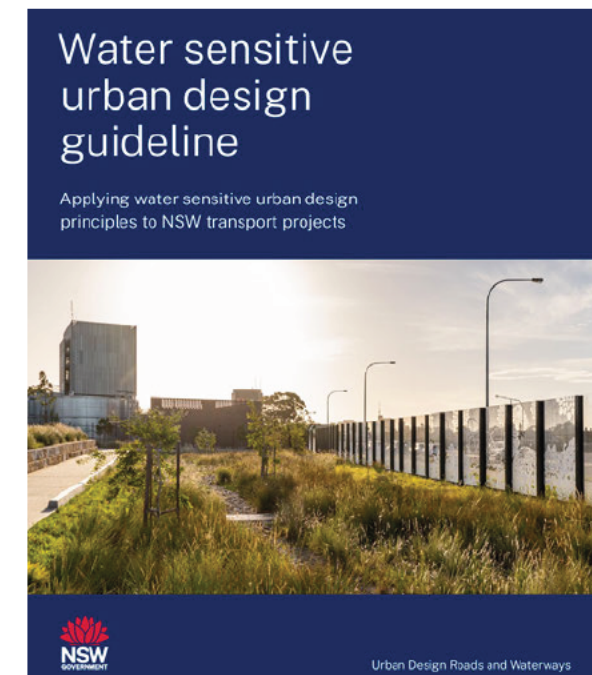
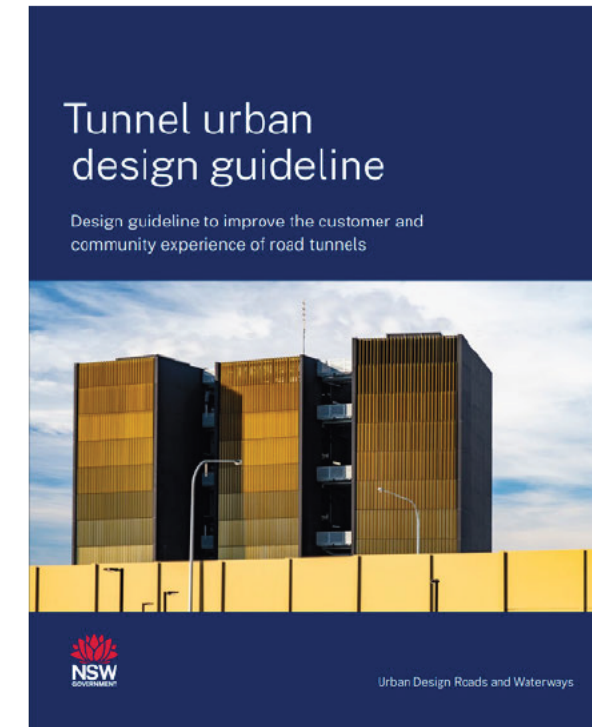
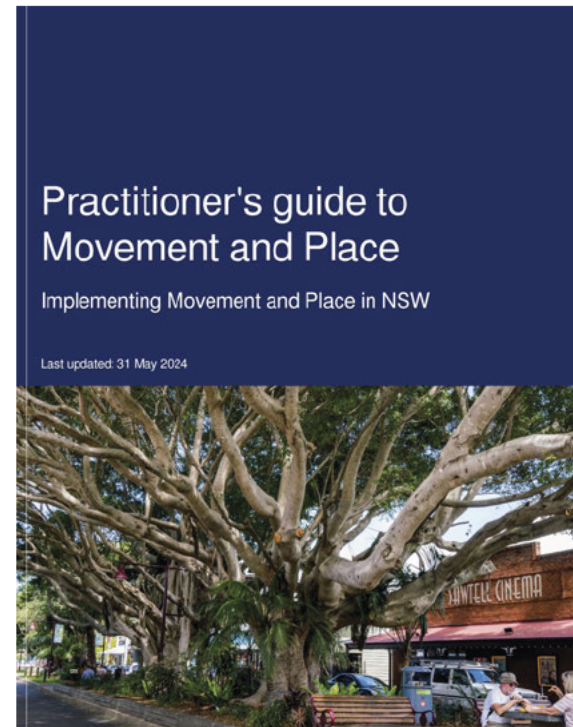
Nine urban design principles govern the planning and design of road infrastructure:

- contributing to urban structure, urban quality, and the economy
- fitting with built fabric
- connecting modes and communities and promoting active transport
- fitting with the landform
- contributing to green infrastructure and responding to natural systems
- connecting to Country and incorporating heritage and cultural contexts
- designing an experience in movement
- designing self-explaining roads that respond to their role and context
- achieving integrated and minimal maintenance design.

### Transport for NSW Urban Design Guidelines

The urban and landscape design proposals for the project have responded to the suite of Transport guidelines (including those originally produced by RMS) and include:

- Tunnel urban design guideline, 2023
- Water sensitive urban design guideline, 2023
- Landscape design: Design guideline to improve the quality, safety and cost effectiveness of green infrastructure in road corridors, RMS, 2018
- Guideline for batter surface stabilisation using vegetation, 2015
- Biodiversity guidelines: Protecting and managing biodiversity, September 2011





**Transport for NSW QA specification R178 - Vegetation and R179 - Landscape planting**

These specifications outline the requirements for vegetation in various areas of the site, such as cut and fill batters, open drains, and other designated spaces. The vegetation requirements encompass a range of activities, including initial surface preparation, topsoil application, fertilisation, seeding, watering, as well as landscape works such as site preparation, supply and planting of containerised plants (including mulching, fertilisation, and staking), turfing, watering, and post-planting maintenance.

**Relevant Standards**

- AS/NZS 1158 Lighting for roads and public spaces – Set
- AS 1428.1 Design for access and mobility – General requirements for access – New building work
- AS 1428.2 Design for access and mobility – Enhanced and additional requirements - Buildings and facilities
- AS 1428.4.1 Design for access and mobility- Means to assist the orientation of people with vision impairment – Tactile ground surface indicators
- AS 1657 Fixed platforms, walkways, stairways and ladders – Design, construction and installation
- AS 4422:2016. Playground surfacing – Specifications, requirements and test method
- AS 4282:1997 Control of the obtrusive effects of outdoor lighting
- AS 4685 Playground Equipment and Surfacing – Set
- National Construction Code 2019 Volume One - Building Code of Australia – Class 2 to Class 9 Buildings (Includes Amendment 1)
- National Construction Code 2019 Volume Two – Building Code of Australia – Class 1 and Class 10 Buildings

**Connecting with Country Framework, Government Architect NSW (2023)**

The Connecting with Country Framework is a guide for good practice to help respond to Country to plan, design and deliver built environment projects. The framework offers guidance and suggestions rather than a comprehensive checklist for how to connect with Country. It encourages practitioners to research, undertake cultural awareness training, and work with Aboriginal communities to develop projects.

The document describes practical ways for responding to changes and new directions in planning policy relating to Aboriginal culture and heritage, including place-led design approaches. It also aims to help better support a strong and vibrant Aboriginal culture in our built environment.

The Connecting with Country Framework is intended to complement and support existing protocols and policies developed by Aboriginal colleagues and community leaders. These existing initiatives encompass engagement protocols, policies promoting Aboriginal employment opportunities, design protocols, and the protection of Aboriginal cultural heritage.

This document has served as the guiding framework for the project’s Connecting with Country approach.

**Better Placed, Government Architect NSW (2017)**

This document provides a framework and guidelines for creating sustainable, liveable, and well-designed built environments in NSW. The document outlines seven specific objectives to define the primary considerations in the design of the built environment which have been considered in the urban design approach for this project

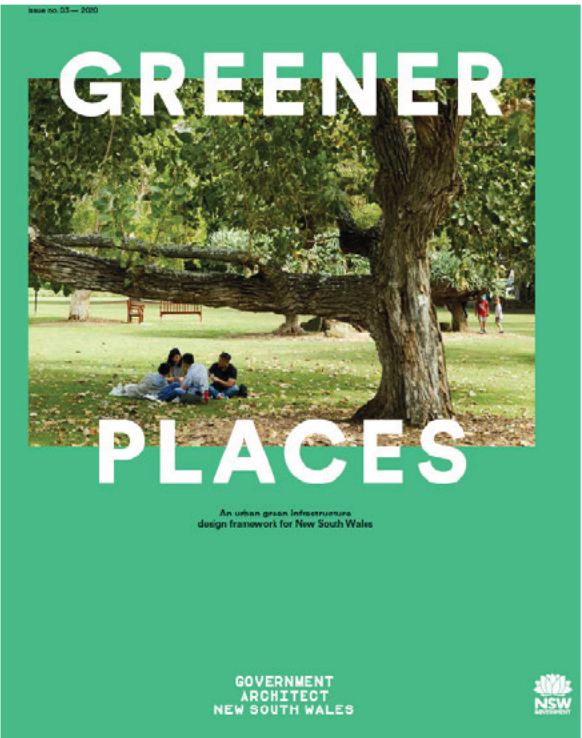
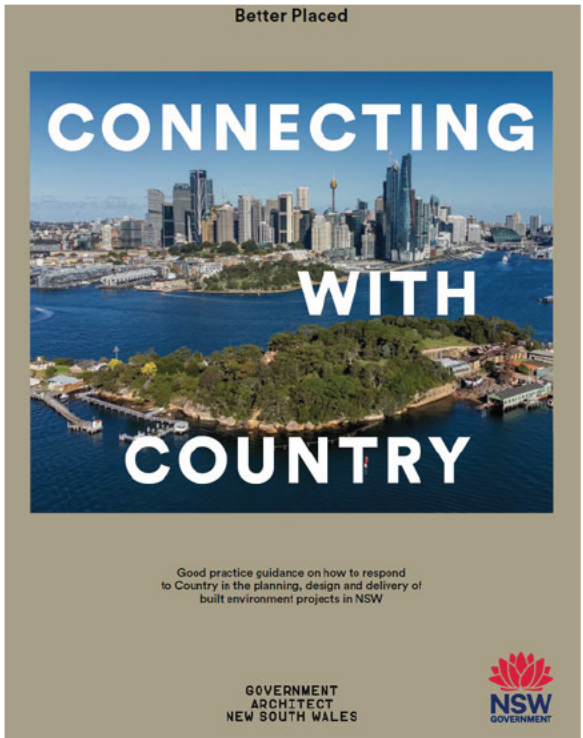
- better fit – contextual, local and of its place
- better performance – sustainable, adaptable and durable
- better for community – inclusive, connected and diverse
- better for people – safe, comfortable and liveable
- better working – functional, efficient and fit for purpose
- better value – creating and adding value
- better look and feel – engaging, inviting and attractive.

**Greener Places, Government Architect NSW (2017)**

“Greener Places” is a policy on Green Infrastructure that provides guidance for the planning, design, and implementation of Green Infrastructure within urban areas. The document includes recommendations on various aspects, including urban greening, tree canopy cover, green infrastructure, and sustainable water management. It encourages the integration of vegetation and green spaces into urban areas, emphasising the benefits they provide, such as improved air quality, temperature regulation, and enhanced aesthetics. It outlines the following four key principles that will help deliver green infrastructure in NSW:

- Integration – combine green infrastructure with urban development and grey infrastructure
- Connectivity – create an interconnected network of open space
- Multifunctionality – deliver multiple ecosystem services simultaneously
- Participation – involve stakeholders in development and implementation

The project has made efforts to optimise the potential for green infrastructure wherever feasible through incorporating new public open spaces that include interconnected **swales, water quality treatments, abundant tree canopy coverage, and green walls** integrated into structures.





**Urban Tree Canopy Guide, Government Architect NSW (2017)**

There is now a renewed emphasis on recognising the significance of the urban tree canopy and its potential to improve the urban climate, ecosystems, and the well-being of communities. The Urban Tree Canopy Guide has identified that a significant majority of Sydney suburbs have less than 10% canopy cover. In that context, this document outlines objectives, recommendations, and targets aimed at preserving and enhancing the urban tree canopy.

The goal is to attain a 40% urban tree canopy cover throughout the Greater Sydney Region by 2036. The project is dedicated to actively contributing to this vision of creating a greener Sydney.

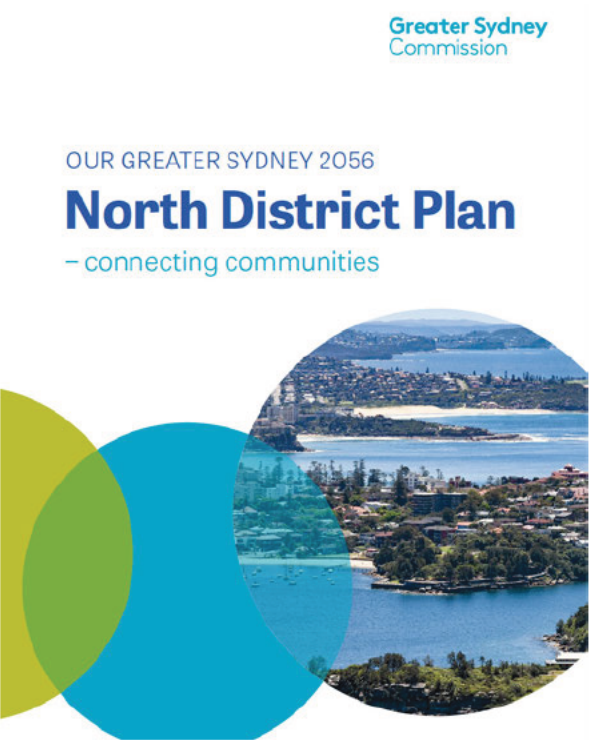
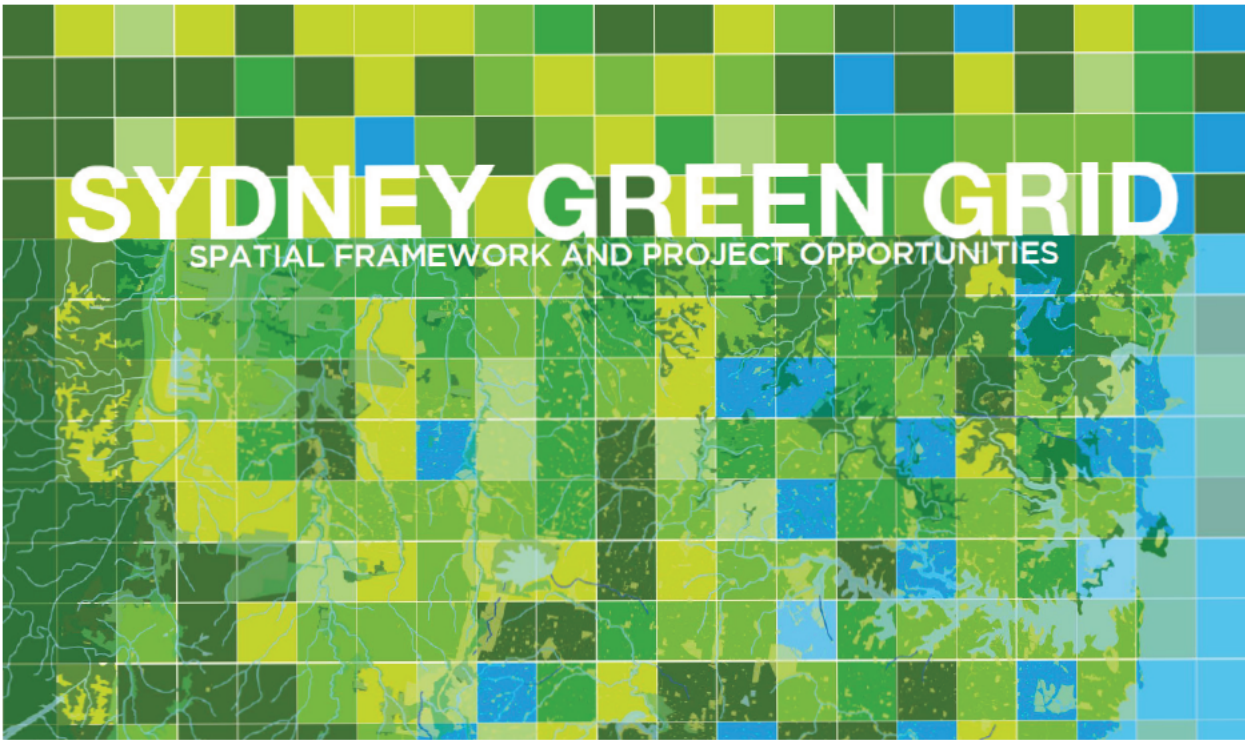
**Sydney Green Grid, NSW Department of Planning and Environment (2017)**

The aim of Sydney Green Grid is to establish a comprehensive and interconnected network of green spaces and corridors throughout the Greater Sydney Region. It identifies key strategic areas for the development of green infrastructure, including the revitalisation of existing parks, the creation of new green spaces, and the connection of corridors to facilitate the movement of people, wildlife, and ecological processes. It also emphasises the importance of active transportation, such as walking and cycling, within this green network.

In the North District Green Grid plan, the proposal for North Sydney is closest in proximity to the project site. It identifies the suburb as highly dense with poor access and low amenity for pedestrians and cyclists. the identified opportunity focuses on improving public domain and connections to surrounding open space assets. Berrys Bay would be one such asset. The project site also forms a part of the Parramatta to Sydney Foreshore Walk and presents an opportunity for improved active transport connectivity around the Waverton Peninsula.

**North District Plan, Greater Sydney Commission (2018)**

The district plans are 20-year plans to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, *A Metropolis of Three Cities*, at a district level and is a bridge between regional and local planning. The scope at Berrys Bay falls within the North District Plan.





1.2.3 Local policy

The urban design of the project has taken into account the relevant urban design policies and guidelines provided by the local council. The following documents will continue to guide the design decisions of the project:

- DRAFT North Sydney Open Space and Recreational Needs (2025)
- North Sydney Council Public Domain Style Manual and Design Codes (2022)
- North Sydney CBD Public Domain Strategy (2020)
- North Sydney Street Tree Strategy (2016)
- North Sydney Open Space Provision Strategy (2009)

Draft North Sydney Open Spaces and Recreational Needs (2025)

The document is part of the suite of strategies that form the basis for the Council’s new Community Strategic Plan 2025-2035, elaborating on North Sydney’s recreational needs. The defined outcome is ‘an active community with space for everyone to exercise and enjoy the outdoors’ which has been articulated through 4 strategic directions with measurable target outcomes. These include introduction of new open space and recreational facilities, maximising utility, maintaining, and improving the amenity of existing facilities and open spaces. The project would directly contribute to the identification and delivery target of five new open spaces by 2035.

North Sydney Council Public Domain Style Manual and Design Codes (2024)

The Public Domain Style Manual and Design Codes is a comprehensive guide developed by the Council which provides a set of design principles and guidelines for the development and enhancement of public spaces within the North Sydney area. The manual focuses on creating attractive, functional, and sustainable public spaces that meet the needs of the community. It covers various aspects of urban design, including street furniture, lighting, paving, landscaping, signage, and public art. The goal is to ensure consistency and quality in the design and implementation of public domain projects throughout the region. The new materials palettes have been introduced to define the character of each precinct. Comprehensive plans and sections showcase the application of these materials, ensuring a consistent and high-quality public domain.

The design of the public domain elements within the project has taken into careful consideration the specifications and guidelines detailed in this document to ensure alignment with the surrounding environment.

North Sydney CBD Public Domain Strategy (2020)

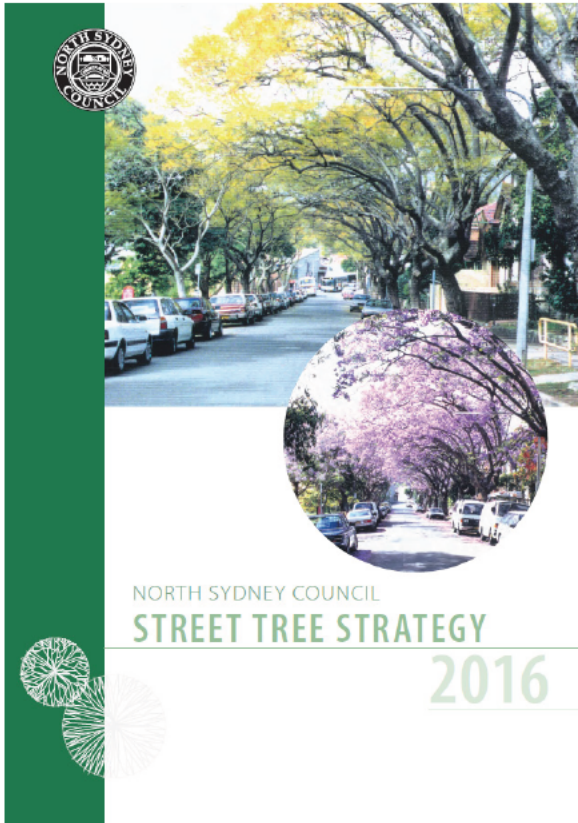
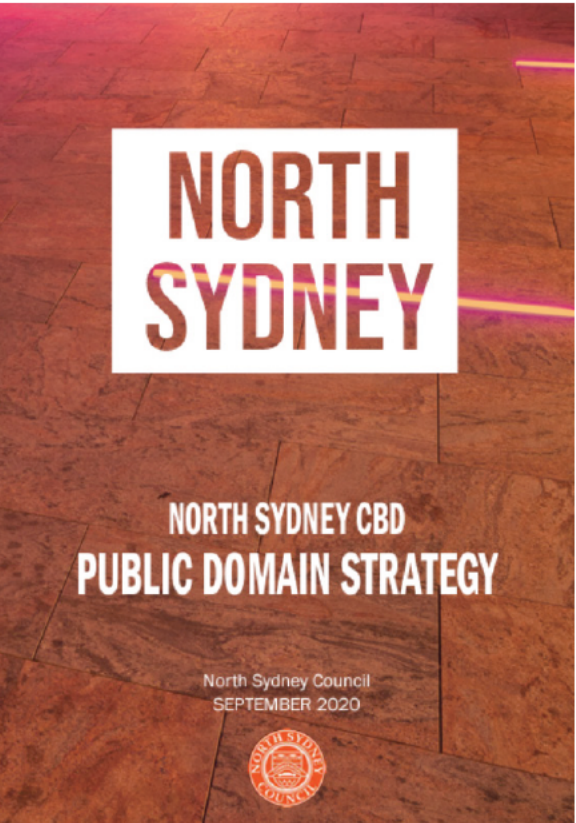
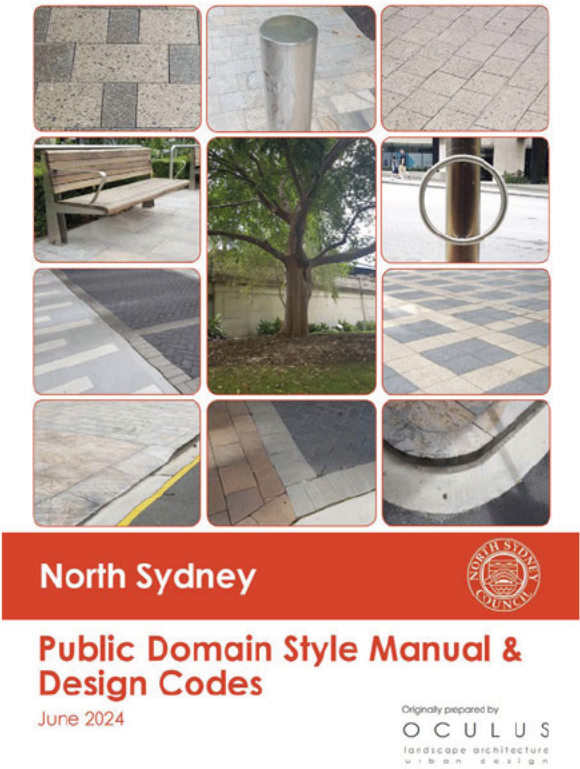
This document focuses on revitalising and improving the public spaces within the North Sydney CBD. The strategy aims to create an attractive, vibrant, and sustainable CBD by enhancing the quality and functionality of its public spaces. It provides a framework for the design, development, and management of streets, squares, parks, and other public areas within the CBD.

The North Sydney CBD Public Domain Strategy identifies key areas for improvement and outlines a range of objectives and actions to achieve the desired outcomes. It emphasises the importance of creating pedestrian-friendly environments, enhancing active transportation, improving accessibility, and promoting green spaces.

Street Tree Strategy, North Sydney Council (2016)

The North Sydney Street Tree Strategy provides guidelines and objectives for the selection, planting, and maintenance of street trees. It emphasises the importance of selecting appropriate tree species that are suitable for the local climate, soil conditions, and urban context. The strategy also considers factors such as tree placement, spacing, and maintenance practices. The ultimate objective is to create an optimal streetscape environment that embodies the desired standards.

This document offers guidelines to identify areas for potential enhancements in public amenities, aesthetics, and safety within the project scope.





**North Sydney Open Space Provision Strategy  
(2009)**

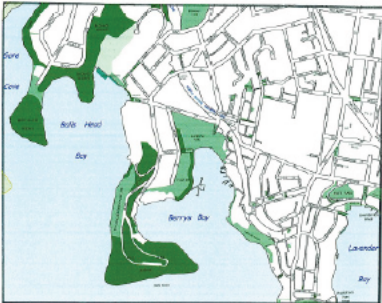
The North Sydney Open Space Provision Strategy is a strategic document developed by the North Sydney Council. It outlines a comprehensive plan for the provision and management of open spaces within the North Sydney area.

The document provides guidelines for the identification, acquisition, development, and maintenance of open spaces. It addresses various types of open spaces, including parks, reserves, playgrounds, sports fields, and waterfront areas. The strategy also considers factors such as accessibility, sustainability, and biodiversity in the planning and design of open spaces.

The North Sydney Open Space Provision Strategy promotes the integration of open spaces with the surrounding built environment, encouraging connectivity, walkability, and the creation of vibrant community hubs. It also recognises the importance of community engagement and collaboration in the development and management of open spaces.



**Open Space  
Provision Strategy**



**NORTH SYDNEY COUNCIL**



### 1.3 Minister’s Conditions of Approval

Table 1 provides a list of the Minister’s Conditions of Approval (MCoA) relevant to the design works of WHT covered under the three constituent WHT PDLPs. Note that the conditions are not sequential as the MCoA covers not only WHT, but WFU scope. Conditions related only to WFU have been omitted.

Each condition is accompanied by the project response and reference indicating the section in this PDLP where the context is addressed. WHT PDLP Document 1 covers elements associated with the main WHT works, this table relates only to elements within this WHT PDLP Part 2 (Berrys Bay).

Table 1: Minister for Planning Conditions of Approval specific to this plan

CoA	Condition Requirements	Response	Document Reference
Non-Aboriginal Heritage			
E52	Options for protecting and reusing salvaged heritage infrastructure from the former Woodleys Shipyard and BP Sites in the landscaping of Berrys Bay must be reviewed. The use of the items must be detailed in the Place, Design and Landscape Plan required by Condition E177.	<div>– Salvaged heritage items from the former Woodley’s Shipyard and BP site that will be reused are detailed in Section 4.11</div>	<div>– <a href="#">Section 4.11</a></div>
General Design Outcomes			
E156	The place making, design and landscape outcomes of the CSSI must be informed by and be consistent with Appendix V of the EIS, including but not limited to the objectives and design principles, requirements and opportunities	<div>– The vision, design principles, and outcomes are developed based on Appendix V of the EIS</div>	<div>– <a href="#">Section 3.0</a></div>
E157	The CSSI must result in a net increase in usable open space. Replacement space must be in the general vicinity of the loss, unless agreed to by the Planning Secretary.	<div>– The project provides a net increase in usable open space for the public through the redevelopment of Berrys Bay from ex-industrial land to a waterfront park</div>	<div>– <a href="#">Section 4.3</a></div>
North Sydney CBD			
E162	The CSSI must not preclude the delivery of the objectives proposed by the North Sydney Integrated Transport Program in consultation with the Government Architect NSW and North Sydney Council.	<div>– Not applicable to Berrys Bay PDLP. Refer to WHT PDLP Part 1</div>	<div>– N/A</div>
Lighting and Security			
E163	The Proponent must construct and operate the CSSI with the objective of minimising light spillage to surrounding properties. All lighting associated with the construction and operation of the CSSI must be consistent with the requirements of AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting and relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces. Additionally, the Proponent must provide mitigation measures to manage any residual night lighting impacts	<div>– All the lighting associated with the operation and construction is consistent with the requirements of AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting and relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces</div> <div>– lighting within the park will be designed to provide required levels of illumination</div> <div>– indirect lighting is incorporated wherever feasible to limit light spillage to adjoining properties</div>	<div>– WHTP2-BGE-BYB-CV-CW02-RPT-000001 _ B</div>
Design Review Panel			
E164	<div>The Proponent must establish an independent Design Review Panel which must operate during detailed design and during construction. The process for the operation of the Panel, including the Panel’s Terms of Reference and frequency of meetings, must be agreed to with the NSW Government Architect prior to the establishment of the Design Review Panel.</div> <div>The Terms of Reference must be consistent with the State Design Review Panel.</div>	<div>– An independent DRP was established for the detailed design phase of the project, prior to the commencement of construction</div>	<div>– <a href="#">Section 1.5.5</a></div>



CoA	Condition Requirements	Response	Document Reference
E165	<p>The Design Review Panel must provide advice and recommendations on the detailed design. The responsibilities of the Design Review Panel include:</p> <p>a) provide advice and recommendations for consideration in the development of the Place, Design and Landscape Plan (PDLP) required by Condition E177;</p> <p>b) provide advice on the application of the objectives to key design elements in relation to place making, architecture, heritage, urban and landscape design and artistic aspects of the CSSI; and</p> <p>c) provide advice on structures including bridges and flyovers (including the Alfred Street flyover and walking and cycling bridges across the Warringah Freeway).</p> <p>The Panel’s advice must be consistent with the CSSI as approved.</p>	<ul style="list-style-type: none"> <li>Regular presentations were made to the DRP, which then provided feedback that the design team responded to. The design team then reported back to subsequent DRP sessions including commentary on how the advice was integrated with the design development</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">Section 1.5.5</a></li> </ul>
E166	<p>The Design Review Panel must be chaired by the NSW Government Architect (or its nominee), and must be comprised of, where relevant, a suitably qualified, experienced and independent professional in each of the fields of:</p> <p>a) urban design and place making (including active transport);</p> <p>b) landscape architecture;</p> <p>c) architecture; and</p> <p>d) Aboriginal cultural heritage, non-Aboriginal cultural heritage.</p> <p>The Panel may seek advice from suitably qualified, experienced independent professionals in other fields as required.</p>	<ul style="list-style-type: none"> <li>The Design Review Panel consists of experts from the fields of architecture, urban design, landscape design and heritage.</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">Section 1.5.5</a></li> </ul>
E167	<p>Panel members must be sourced from the State Design Review Panel Pool, approved by the Government Architect NSW (or its nominee). These panel members must be involved in the development and review of the PDLP required by Condition E177.</p>	<ul style="list-style-type: none"> <li>Panel members were sourced and approved as per the condition, and have been involved in multiple review sessions.</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">Section 1.5.5</a></li> </ul>
E168	<p>Advice letters by the Design Review Panel Members and logs which demonstrate how each piece of advice is considered and addressed, must be included when submitting the PDLP to the Planning Secretary for approval.</p>	<ul style="list-style-type: none"> <li>A comprehensive record of all consultations, including Advice letters by the Design Review Panel Members and logs, is documented and provided to the Department in accordance with the Minister’s Conditions of Approval</li> </ul>	<ul style="list-style-type: none"> <li>Consultation Report</li> </ul>
E169	<p>The Proponent must nominate an appropriately qualified and experienced representative of Transport for NSW to act as advisor to the Design Review Panel. The advisor must be invited to attend all meetings of the Panel. The advisor may also be invited by the Panel to assist with decisions regarding the Panel’s recommendations.</p>	<ul style="list-style-type: none"> <li>Transport for NSW has selected an appropriately qualified and experienced representative of Transport for NSW to act as advisor to the Design Review Panel. The representative for Transport for NSW participated in the DRP meetings</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">Section 1.5.5</a></li> </ul>
E170	<p>Other representatives of the Proponent and its contractor(s) may be invited to attend the Panel meetings as observers or to provide technical advice.</p>	<ul style="list-style-type: none"> <li>Representatives of ACCIONA, Transport, DesignInc &amp; Cultural Capital were invited and attended meetings</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">Section 1.5.5</a></li> </ul>
E171	<p>The relevant council may be invited to the meetings of the Panel as observers or to provide feedback on key design elements of the CSSI.</p>	<ul style="list-style-type: none"> <li>Representatives of North Sydney Council, together with attendees as above, attended the DRP meetings. No inputs were required from the Inner West Council (IWC) as there is no interface with IWC</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">Section 1.5.5</a></li> </ul>
E172	<p>Observers and the Proponent’s representative should not be present while the Panel is deciding upon its recommendations unless requested by the Panel.</p>	<ul style="list-style-type: none"> <li>Noted. The observers and proponent left the room, in accordance with the agendas provided by the DRP</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
E173	<p>The Proponent must provide independent secretarial resources to the Panel.</p>	<ul style="list-style-type: none"> <li>Not requested or provided. Project team prepared agendas for meetings and Panel commentary in the form of minutes was provided to the project by the Panel</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>



CoA	Condition Requirements	Response	Document Reference
<b>Place, Design and Landscape Plan</b>			
E177	A PDLP must be prepared to inform the final design of the CSSI and to give effect to the outcomes informed by Condition E156 and design review. The Plan does not apply to work, which for technical, engineering, or ecological requirements, or other requirements as agreed by the Planning Secretary, do not allow for alternative design outcomes.	<ul style="list-style-type: none"> <li>– This document has been prepared to comply with this condition. This document outlines the final design of the project and how it aligns with the objectives and commitments made within the EIS</li> </ul>	<ul style="list-style-type: none"> <li>– This document, Part 02</li> </ul>
E178	The PDLP must be prepared by a suitably qualified and experienced person in consultation with relevant councils, the community and affected landowners and businesses. The PDLP must include:	<ul style="list-style-type: none"> <li>– PDLP team members can be found in <a href="#">Section 1.1.6</a> and consultation is discussed in <a href="#">Section 1.5</a></li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 1.1.6</a></li> <li>– <a href="#">Section 1.5</a></li> </ul>
	a) outcomes from the Design Review Panel as required by Condition E165	<ul style="list-style-type: none"> <li>– The ongoing design development was subject to review at regular DRP sessions, with feedback being documented and tracked to demonstrate its integration into the design</li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 1.5.5</a></li> </ul>
	b) an analysis of the built, natural and community context and the urban design objectives, principles and standards for the CSSI;	<ul style="list-style-type: none"> <li>– Context analysis along with the supporting maps and photos are provided in <a href="#">Section 2.0</a>; <a href="#">Section 3.0</a> outlines the design parameters including vision, objectives and principles</li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 2.0</a></li> <li>– <a href="#">Section 3.0</a></li> </ul>
	c) the design of the CSSI elements including their form, materials and detail, with a focus on high quality bridge design, public space, and integrated art;	<ul style="list-style-type: none"> <li>– Elements within the WHT PDLP Part 2 (Berrys Bay) are described in respective sections</li> </ul>	<ul style="list-style-type: none"> <li>– This document, Part 02</li> </ul>
	d) the design of the project landform and earthworks;	<ul style="list-style-type: none"> <li>– Refer to landscape plans and sections</li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 4.0</a></li> </ul>
	e) the design of usable open space;	<ul style="list-style-type: none"> <li>– The former industrial land at Berrys Bay is being repurposed into a new public foreshore space. This development will complete the missing link in foreshore access along this part of the Harbour, with new pathways connecting the bay. The area will also feature an expanded green canopy</li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 4.0</a></li> </ul>
	f) the location of existing vegetation, areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities;	<ul style="list-style-type: none"> <li>– The planting details are provided in the landscape design section</li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 4.14</a></li> </ul>
	g) the location of existing heritage items;	<ul style="list-style-type: none"> <li>– The location of heritage items is detailed within the contextual analysis section of the report</li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 2.2</a></li> </ul>
	h) details of how Aboriginal and non-Aboriginal heritage (including maritime) interpretation and public art are incorporated within the design of built features, having regard to the results of any archaeological investigations;	<ul style="list-style-type: none"> <li>– The Designing with Country strategies and themes are outlined in <a href="#">Section 3.3</a></li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 3.3</a></li> </ul>
	i) visual screening requirements;	<ul style="list-style-type: none"> <li>– Not applicable to WHT PDLP Part 2 (Berrys Bay). Visual screening is provided in WHT PDLP Part 1 WHTP2-DESIN-NWW-AR-UD08-RPT-000001</li> </ul>	<ul style="list-style-type: none"> <li>– N/A</li> </ul>
	j) design of the Falcon Street bus on ramp as required by Condition E159;	<ul style="list-style-type: none"> <li>– N/A to this project</li> </ul>	<ul style="list-style-type: none"> <li>– Warringah Freeway Upgrade-Place, Design and Landscape Plan</li> </ul>
	k) developed visuals, cross sections and plans showing the proposed design outcome;	<ul style="list-style-type: none"> <li>– Visuals, cross sections and plans showing the proposed design are provided across various sections related to landscape design</li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 4.0</a></li> </ul>
	l) details of strategies to rehabilitate, regenerate or revegetate disturbed areas	<ul style="list-style-type: none"> <li>– The strategies to rehabilitate, regenerate or revegetate disturbed areas are explained in landscape sections</li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 4.0</a></li> </ul>
	m) management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design and landscape outcomes.	<ul style="list-style-type: none"> <li>– Prior to the operational commencement, an Operations and Maintenance Manual will be developed. The manual provides detailed procedures for the monitoring and maintenance of permanent built elements. <a href="#">Section 4.14.3</a> identifies maintenance activities typically required to be implemented</li> </ul>	<ul style="list-style-type: none"> <li>– <a href="#">Section 4.14.3</a></li> </ul>



CoA	Condition Requirements	Response	Document Reference
E179	The PDLP, and any sub-plans, must be reviewed by the Design Review Panel. The Proponent must respond to the outcomes of the Design Review Panel’s review and submit the PDLP (including evidence of response to the Design Review Panel’s advice) to the Planning Secretary for approval no later than one month before the construction of permanent work that is the subject of the PDLP (s) (in the area to which the PDLP applies).	– This PDLP is a living document that will be developed along with the design to document key design decisions and the design outcomes of the CSSI. Drafts of this PDLP have been prepared for each DRP session to demonstrate progression of the design resolution	– N/A
E180	Unless otherwise agreed with the Planning Secretary, construction of permanent built work or landscaping that are the subject of the PDLP must not be commenced (in the area to which the PDLP applies) until the PDLP has been approved by the Planning Secretary, after considering advice received from the Design Review Panel.	– Noted	– N/A
E181	The PDLP, as approved by the Planning Secretary, must be implemented during construction and operation.	– Noted	– N/A
<b>Tree Removal, Replacement Plantings and Rehabilitation</b>			
E184	The CSSI must be designed to retain as many existing trees as possible. Replacement trees and plantings must be provided at a ratio of 2:1 and deliver an increase in tree canopy and aim to enhance the relevant council’s position in respect of the Sydney Green Grid, unless otherwise agreed by the Planning Secretary.	– Berrys Bay foreshore parkland has been designed to retain as many existing trees as possible. Replacement trees will be provided at a ratio of 2:1 and deliver an increase in tree canopy and aim to enhance the relevant council’s position in respect of the Sydney Green Grid, unless otherwise agreed by the Planning Secretary	– <a href="#">Section 4.14.2</a>
E185	Replacement trees must:		
	(a) be located on public land and prioritised within 500 metres of the Construction Boundary, that delivers increased shading to footpaths, pedestrian and cycle paths;	– Noted	– <a href="#">Section 4.14.2</a>
	(b) be of a species suitable to the location, having regard for local ecology and existing street trees;	– Noted	– <a href="#">Section 4.14.2</a>
	(c) meet the requirements for quality tree stock specified in the AS2303:2018: Tree Stock for Landscape Use;	– Noted	– <a href="#">Section 4.14.2</a>
	(d) be provided no later than six months following the commencement of operation; and	– Noted	– <a href="#">Section 4.14.2</a>
	(e) have a minimum pot size consistent with the relevant council’s plans / programs / strategies for vegetation management, street planting, or open space landscaping, or as agreed by the relevant council(s).	– Noted	– <a href="#">Section 4.14.2</a>
E186	Replacement and enhancement of vegetative screening along the project corridor must be undertaken in a progressive manner during construction to allow for the early establishment of vegetative screening.	– Where possible, the project will provide replacement trees in a progressive manner during construction to allow for early establishment of vegetation screening	– <a href="#">Section 4.14.2</a>
E187	A Landscape Strategy Report must be prepared which details the type, size, number and location of replacement trees. The report must demonstrate how any replacement plantings are consistent with the requirements of Condition E184 and Condition E185.  The report must be submitted to the Planning Secretary for information no later than nine months following the commencement of operation.	– The report will be developed independently to this PDLP. The report must be submitted to the Planning Secretary for information no later than nine months following the commencement of operation and will be available on the project’s website once approved	– <a href="#">Section 4.14.2</a>



## 1.4 Revised Environmental Management Measures

The Revised Environmental Management Measures from the Submissions Report, which are specific to urban design, are listed below along with the response and reference to where each measure is addressed within this plan.

Table 2: Revised Environmental Management Measures

Impact	Ref	Environmental management measure	Response
Non-Aboriginal heritage	NAH2	Appropriate heritage interpretation will be incorporated into the urban design for the project in accordance with the NSW Heritage Manual (NSW Heritage Office and Department of Urban Affairs and Planning, 1996), Interpreting Heritage Places and Items: Guidelines(Roads and Maritime, 2005), and the Heritage Interpretation Policy (NSW Heritage Council, 2005).	<div><div></div><div><div>– <a href="#">Section 2.2</a></div><div>– <a href="#">Section 4.11</a></div></div></div>
Biodiversity - removal of native vegetation and threatened species habitat	B4	Vegetation will be re-established within the project footprint where feasible, in accordance with Guide 3: Re-establishment of native vegetation of the Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (RTA, 2011). Where replacement trees cannot be accommodated within the project footprint, locations outside the project footprint will be identified for compensatory plantings. Trees removed by the project will be replaced at a ratio equal to or greater than 1:1. The replacement trees will consist of local native provenance species from the vegetation community that once occurred in the locality (rather than plant exotic or non-local native trees) where available and subject to the urban design and landscape plan.	<div><div></div><div><div>– As per landscape design</div></div></div>
Built form	V5	Site lighting will be designed to minimise glare issues and light spillage into adjoining properties and be generally consistent with the requirements of Australian Standards and Guidelines 4282 – 2019 Control of the obtrusive effects of outdoor lighting.	<div><div></div><div><div>– All the lighting associated with the operation and construction is consistent with the requirements of AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting and relevant Australian Standards in the series AS/NZ 1158 – Lighting for Roads and Public Spaces</div></div></div>
Vegetation/ landscaping	V9	Where possible, trees will be trimmed rather than removed. Works will be carried out by a qualified arborist.	<div><div></div><div><div>– All tree removal undergoes inspection by an arborist to ensure that clearing is minimised to the greatest extent feasible. Additionally, all trimming is supervised by a qualified arborist</div></div></div>
	V10	All areas disturbed by construction and not required for operation of the project will be restored to existing condition or in accordance with the urban design and landscape plan where applicable (environmental management measure V12). The future use and rehabilitation of the WHT13 site (construction support site at Emu Plains) at the completion of the project would be agreed upon with the landowner	<div><div></div><div><div>– Any areas temporarily disturbed for construction purposes will be restored to their pre-construction condition or as specified in the approved PDLP</div></div></div>
	V12	An urban design and landscape plan will be prepared during further design development and implemented in line with the strategic urban design framework for the project. The urban design and landscape plan will detail built and landscape features to be implemented during construction and rehabilitation of disturbed areas during construction of the project. The urban design and landscape plan will be made available to the public for feedback. The urban design and landscape plan would not include the WHT13 site. The future use and rehabilitation of the WHT13 site at the completion of the project would be agreed upon with the landowner.	<div><div></div><div><div>– The preparation of this PDLP aligns with the strategic urban design framework for the project, and it will undergo consultation with the community before finalisation and submission for DPHI approval. This PDLP does not include the WHT13 site.</div></div></div>





Figure 10: Aerial view towards the site from The Harbour side



## 1.5 Stakeholder engagement

The vision, master plan, and design proposed for Berrys Bay have been informed by a process of consultation with local Knowledge Holders, stakeholders and other relevant agencies. Transport and ACCIONA are committed to working with the community throughout all stages of the project. Previous consultation was undertaken between June 2021 and December 2022 during the development of the 30% detailed design stage; findings from these are reflected in the design outcome.

This PDLP has been prepared for our community and provides an important plan for us to engage and gather feedback from North Sydney Council (NSC) and the community. There have been monthly meetings with NSC, regular workshops with Transport, ongoing engagement with local Knowledge Holders, engagement with a State Design Review Panel (DRP), and consultations with Robert Gordon, a boat builder who has connections to Berrys Bay, as well as Graeme Woodley, a former leaseholder and an operator of Woodley’s Shipyard. The feedback received during this consultation period has been reviewed and incorporated into the plan where appropriate.

Transport and ACCIONA will engage with community and stakeholders and encourage feedback on the PDLP by:

- Distributing community updates
- Website updates
- Community information sessions
- Email to registered subscribers
- Advertising on social and traditional media.

### 1.5.1 Consultation with Transport

The design team and representatives from Transport have collaborated throughout the design development in formal consultation. Stakeholder consultations with Transport took place on the following dates:

- 19-06-2024
- 25-06-2024
- 03-07-2024
- 20-08-2024
- 28-08-2024
- 05-09-2024
- 11-09-2024
- 04-10-2024
- 03-27-2025
- 05-08-2025

### 1.5.2 Consultation with North Sydney Council

Berrys Bay precinct falls within the boundary of North Sydney Council. North Sydney Council representatives were present and provided feedback at each DRP session. The feedback, along with any input from Council during the WHT design process, have been considered and integrated into the design. These engagements took place on the following dates:

- 29-07-2024
- 23-08-2024
- 23-09-2024
- 28-01-2025
- 19-02-2025

### 1.5.3 Consultation with local Knowledge Holders

An iterative collaborative model for listening, acknowledging, and sharing in design processes was implemented after local Knowledge Holders were identified and engaged for the project. The adopted model allowed for respectful listening and integration of Country into the design principles that developed. This process entailed several workshops and walks on Country that took place on the following dates:

- » Walk on Country 1 – 04-09-2024
- » Engagement Workshop 1 – 04-10-2024
- » Walk on Country 2 – 01-11-2024
- » Walk on Country 3 – 05-11-2024
- » Engagement Workshop 2 – 08-11-2024
- » The nawi story with Dean Kelly – 05-03-2025

The emerging themes of thresholds, harbour, and terrestrial Country from the engagements have grounded the design responses for Berrys Bay and have informed the integration of artworks. The nawi story has informed the design development and narrative of Woodley’s Shed on the southern half of the site.



Figure 11: Photos from the “Walk on Country” walk 2



1.5.4 Consultation with the community

The PDLP will undergo community consultation following the DRP process. An extensive engagement program will be undertaken to promote the exhibition and ensure a better understanding of the PDLP. This includes:

- Publishing of the PDLP on the project’s website
- Virtual presentations for key stakeholder groups
- One-on-one virtual Q&A sessions for the community, allowing them to interact with subject matter experts

Separate consultations were undertaken for play spaces. These were conducted on the following dates:

- North Sydney Demonstration Public School (years 3-6 Eco Ambassadors) – 24-10-2024
- 1st North Sydney Cubs – 14-11-2024
- Planet X Youth Centre – 10-12-2024

Key elements identified during this engagement were incorporated into the play space design, wherever feasible.

Responses to PDLP consultation

The received consultation submissions will be carefully considered and feedback will be incorporated into the plan, where feasible before being submitted to DPHI for approval. All the consultation records, including responses to submissions, will be documented in the PDLP Consultation Report, appended to the final PDLP.

1.5.5 State Design Review Panel

A State Design Review Panel (DRP) was established to offer guidance and advice during the detailed design phase and the preparation of the PDLP, as required by MCoA E164 to E176. The DRP’s responsibilities encompass providing advice and recommendations for the development of the PDLP, as required by Condition E177.

Consultations with the DRP took place on the following dates before the PDLP was released for public display:

- DRP 1 – 18-05-2023 (Berrys Bay)
- DRP 2 – 20-07-2023
- DRP 3 – 21-09-2023
- DRP 4 – 28-03-2024
- DRP 5 – 31-07-2024 (Berrys Bay)
- DRP 6 – 27-03-2025 (Berrys Bay)
- DRP 7 – 08-05-2025 (Berrys Bay)

Attendees included representatives of ACCIONA, Transport, DesignInc, and NSC.

Design review items

The Panel was provided with comprehensive presentations on different aspects of the project during key stages of design development. Each design review session focused on the following main items related to the project:

- DRP 1 – briefly introduced as part of the WHT presentation as a temporary construction site
  - » Project and statutory context
  - » SWTC and co-design Process
  - » EIS and conditions of approval
- DRP 2
  - » Project origin
  - » Documentation, DRP comments, and site overview
  - » Project history - Connecting with Country engagement, 30% concept design progression, and themes from consultation and feedback
  - » Proposed design – Connection opportunities, marine Items, ecological response, regenerating Country and culture
  - » Consultation process, outcomes and integration
- DRP 3
  - » Parklands refinement
  - » Play space – community consultation outcomes and design progression
  - » Woodley’s design
  - » Connection and integration opportunities
- DRP 4
  - » Woodley’s Shed design refinement
  - » Waterfront access points and foreshore promenade
  - » Public amenity and support facilities

Outcomes of design review process

A comprehensive record of all consultations, including responses to submissions, will be documented in the Consultation Report. Some of the key commentary from the DRP include:

- Develop a strong ecological foundation for the landscape design to support endemic planting, habitat creation / maintenance, hydrology etc
- Developing a pathway hierarchy - allowing narrow and remote paths and opportunities for incidental discoveries and reducing the extent of the wide hardstand paths at the scale of roadways
- Further consideration of the industrial heritage - particularly in light of its strong connection to the community and character as a ruin, with the opportunity for fragments of industrial infrastructure to tell a story with minimal interpretation.
- In relation to the bund wall - review the extent of wall punctuations. Retention of the wall with minimal intervention is more appropriate.
- Maximise opportunities for Woodley’s Shed to develop as a future amenity to the precinct
- Simplify the materials palette. The existing palette of materials and signage types used in the adjoining areas provide an excellent context and could be extended into this area
- Work with a First Nations horticulturist to ensure the right vegetation is being considered
- Further increase the amount of vegetation across the entire site where possible
- Continue to reduce the extent of hardstand wherever possible
- Provide sufficient community space for different modes from smaller to larger groups at Woodley’s Shed
- Reduce the need for fencing and consider terracing to improve access to water