



Department of
Infrastructure, Planning and Natural Resources

Sydney Harbour Catchment

Sydney Regional Environmental Plan

2005



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overview

The Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (the Harbour REP) provides an improved and clearer planning framework and better environmental outcomes for Sydney Harbour.

Sydney Harbour, including Parramatta River and its tributaries, is a major natural, cultural, recreational and commercial asset for both Sydneysiders and visitors alike. The continuing growth and importance of Sydney has resulted in increasing pressures on the harbour and its foreshores. As such, it is critical to have a clear and consistent planning framework to protect and enhance the unique attributes of the Harbour.

The Harbour REP achieves this by consolidating and replacing or amending current planning instruments, overcoming inconsistencies in the existing planning framework and providing for a more robust and strategic approach to decisions affecting the use of the harbour and its catchment.

The Harbour REP aims to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways.

Following extensive consultation and public exhibition of the Draft Harbour REP in June to August 2004 the Harbour REP has been revised and improved in response to submissions received.

What the Harbour REP does

The Harbour REP consolidates, replaces or amends a number of planning instruments applying to the Harbour. The REP provides an improved and clearer planning framework to achieve better environmental outcomes for the Harbour and its catchment. It consolidates and replaces the following instruments:

- Sydney Regional Environmental Plan No. 22 – Parramatta River (SREP 22)
- Sydney Regional Environmental Plan No. 23 – Sydney and Middle Harbours (SREP 23), and amends
- State Environmental Planning Policy No. 56 – Sydney Harbour Foreshores and Tributaries (SEPP 56).

The Harbour REP includes the water-based planning controls from SREP 23 as they applied to the Sydney and Middle Harbours and the land based controls of SREP 22. The Harbour REP has also amended Sydney Regional Environmental Plan No. 26 – City West (SREP 26) as far as it related to the zoning of waterways.

The Harbour REP has amended SEPP 56 and includes its master planning provisions as they applied to the Harbour and its tributaries. It also identifies a number of strategically important foreshore sites.

The waterways of the Lane Cove River and the Inner Harbour (Rozelle Bay, Blackwattle Bay, White Bay, Johnstons Bay) did not previously fall within any planning instrument but are now covered by the Harbour REP.

How and where the Harbour REP applies

The Harbour REP applies to the hydrological catchment of the harbour. It also defines and contains specific provisions for the 'Foreshores and Waterways Area' (which is generally the area 'one-street back' from the foreshore), strategic foreshore sites, heritage items and wetlands protection areas.

Owing to the diversity of issues and geographical extent of the Harbour and its tributaries, the Harbour REP applies to the Harbour in a range of ways. The most significant provisions of the Harbour REP are described below. Any references to schedules, parts and clauses relate to the Harbour REP.

- **Hydrological Catchment:** the Harbour REP establishes a set of planning principles that are to be taken into consideration by councils in the preparation of environmental planning instruments, for the hydrological catchment of the Harbour, including areas as far afield as Blacktown and Baulkham Hills.
- **Foreshores and Waterways Area:** the Harbour REP contains a set of matters for consideration for the Foreshores and Waterways Area. The Foreshores and Waterways Area covers the waterways of the Harbour and its tributaries as well as land within the immediate foreshore area (being land between the foreshore and an area generally 'one-street back' from the foreshore, inclusive of all strategic foreshore sites).
- **Heritage Items:** The Harbour REP has heritage provisions to conserve and protect those heritage items in the waterway and within the land-water interface that are not covered by council's planning instruments.
- **Wetlands Protection Areas:** The Harbour REP has wetland protection

provisions to conserve and protect any wetland habitats (which include mangroves, seagrasses, salt marshes, sedgelands, wet meadows and mudflats) and a 40 metre buffer zone to address movement, growth and seasonal variation.

- **Strategic Foreshore Sites:** Several foreshore sites that are considered to be strategically significant in terms of their prominent location, size and/or potential for redevelopment have been identified in the Harbour REP. Specific controls (including master planning provisions) apply to these sites.

Implementing the Harbour REP

The Harbour REP will be used by councils for the preparation of environmental planning instruments, consent authorities for the assessment of development applications that fall within the foreshores and waterways area, proponents in the preparation of their development applications and plans and the Minister for the assessment of state significant development.

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structure of the Harbour REP

The Harbour REP is divided into six parts with five schedules (including a series of maps) and a dictionary.

Part 1 – establishes the aims of the plan, the area to which the plan applies, the relevant consent authority, the relationship of the Harbour REP to other environmental planning instruments and the transitional arrangements upon gazettal of the Harbour REP.

Part 2 – provides the planning principles for the Harbour catchment for which councils must take into consideration when preparing their environmental planning instruments.

Part 3 – is a set of planning controls for any development within the foreshores and waterways area, including waterways zoning and matters for consideration.

Part 4 – provides specific requirements (including master planning provisions) for the 28 strategic foreshore sites.

Part 5 – contains heritage provisions to conserve and protect those heritage items in the waterway and within the land-water interface that are not covered by council's planning instruments.

Part 6 – has provisions for the conservation and protection of wetland habitats.

Schedule 1 – lists the maps incorporated into the plan.

Schedule 2 – lists types of development to be referred to the Foreshores and Waterways Planning and Development Advisory Committee.

Schedule 3 – lists a range of minor development that does not warrant the preparation of a master plan on a Strategic Foreshore Site.

Schedule 4 – lists heritage items in the Parramatta River area, Sydney and Middle Harbour Areas and the Lane Cove

River area. These items are found in the waterway area and within the land/water interface.

Schedule 5 – establishes any changes that have been made to other environmental planning instruments upon gazettal of the Harbour REP.

PART 1 – Preliminary

The preliminary section of the Harbour REP establishes the aims of the plan, the area to which the plan applies, the relevant consent authority, the relationship of the Harbour REP to other environmental planning instruments and the transitional arrangements for incomplete planning upon gazettal of the Harbour REP.

Consent authorities

The Harbour REP determines who the consent authority is for different development types within the Foreshores and Waterways areas. The Harbour REP defines three categories of development for the purposes of determining the relevant consent authority (see Dictionary at end of plan):

- *Land-based development* – being development wholly above Mean High Water Mark (MHWM) or development for any of the purposes listed in the definition, eg, sea walls or boat sheds.
- *Water-based development* – being development wholly below MHWM or development for any of the purposes listed in the definition eg dredging, private marinas or single moorings.
- *Land/water interface development* – being development for any of the purposes listed in the definition eg commercial marinas or boat repair facilities.

The relevant council is the consent authority for land-based development and land–water interface development. The Minister administering the *Ports Corporatisation and Waterways Management Act 1995* is the consent authority for water-based development. The Minister for Infrastructure Planning and Natural Resources is the consent authority only where development is state significant or if any Environmental Planning Instrument nominates the Minister as the consent authority (whether within or outside of a councils Local Government Area (see Clause 5).

The new State Environmental Planning Policy (SEPP) for State Significant Development gazetted 25 May 2005 will make certain forms of development under the Harbour REP State significant, for which the Minister is the consent authority.

Transitional provision

The Harbour REP includes a transitional provision that saves (and does not impose the provisions of the Harbour REP on) any environmental planning instruments, master plans, development control plans and development applications that have been exhibited, substantially completed or finalised prior to the gazettal of this REP.

Additionally, any master plan either exhibited or adopted under SEPP56 is taken as being exhibited or adopted under the Harbour REP

PART 2 – Planning Principles

The Harbour REP contains a set of planning principles relating to land within the Sydney Harbour catchment, land within the Foreshores and Waterways Area and heritage conservation. These principles consider issues relating to visual amenity, environmental impacts, maintaining a balance between public access and a working Harbour and the conservation of heritage items and places of heritage significance.

The planning principles need to be taken into consideration in the preparation of environmental planning instruments and development control plans under Part 3 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the preparation of environmental studies and

master plans for the purposes of the Act. This will ensure that all strategic land use decisions with the potential to impact on the harbour are made having regard to such impacts.

The catchment planning principles include a number of natural resource management principles that relate to water quality and quantity, implementation of the actions outlined in the *Sydney Harbour Catchment Blueprint* (Department of Land and Water Conservation, 2003), soil management (salinity and acid sulfate soils) and the protection and rehabilitation of wetlands, remnant native vegetation (including riparian vegetation) and the enhancement of ecological connectivity.

PART 3 – Foreshores and Waterways Area

As the Foreshores and Waterways Area covers the Harbour's waterways and the area of land with the greatest relationship to and potential impact on the Harbour, the Harbour REP contains detailed provisions to guide development decisions in this area.

Zoning

The Harbour REP zones the entire waterways of the harbour and its tributaries. This plan does not affect any existing land-based zoning under any other environmental planning instruments, such as councils' local environmental plans. These comprehensive waterways zones have been specifically tailored to suit the differing environmental characteristics and land uses of the Harbour. This has resulted in a stronger zoning system that provides greater clarity and certainty for applicants and consent authorities in development considerations and applications.

The different waterway zones, with the exception of Zone 8a - National Parks, have been displayed in a matrix to demonstrate permissible uses with or without consent and prohibited development for each zone.

Details of each zone covered by the Harbour REP are as follows:

■ Zone W1 – Maritime Waters:

The Zone W1 – Maritime Waters covers the main navigation channels, public transport, port and maritime industry

activities of the Harbour and permits a wide range of waterway activities and facilities. The zone includes the important marine precincts and transport nodes of Sydney Cove, Darling Harbour, White Bay, Rozelle Bay, Blackwattle Bay, Mort Bay, Breakfast Point, Berrys Bay and parts of Balls Head Bay, Neutral Bay and Gore Cove. The main navigation channels from the Heads to Parramatta are also included in the zone.

■ **Zone W2 – Environment Protection**

The Zone W2 – Environment Protection provides for the protection, rehabilitation and long term management of the natural and cultural values of the waterways and adjoining foreshores. The zone covers a range of areas including significant estuarine ecosystems and habitats in parts of Manly Cove and Middle Harbour, estuarine and wetlands habitats along the Parramatta River, and significant riverine environments of the Lane Cove River and Duck Creek.

■ **Zone W3 – Naval Waters**

The Zone W3 – Naval Waters restricts the use of the waterway incompatible with naval interests. The zone applies to waters around Garden Island, Clark Island, Shark Island, Steel Point, Rushcutters Bay, Bradleys Head, Chowder Bay, Hunters Bay, Spectacle Island and Balls Head Bay.

■ **Zone W4 – Aviation**

The Zone W4 – Aviation gives priority to and protects waters required for marine aviation activities, to ensure these activities safely coexist with other activities and facilities. The zone covers a large area of the waters between Shark Island and Rose Bay.

■ **Zone W5 – Water Recreation**

The Zone W5 – Water Recreation is a public recreation zone which gives priority to public use and access to the water through appropriate water recreation facilities, including charter and tourism facilities and commercial marinas. Generally, the adjoining land is in public ownership and is intensively used by the general public, for example, parks and public roads. The zone

includes a number of important public beaches (such as Balmoral Beach), commercial marina precincts (such as The Spit) and bays containing existing water recreation facilities and activities (such as parts of Hen and Chicken Bay and Canada Bay).

While many waterfronts have been modified, new development will need to protect any remnant natural features, retain important views and harmonise with the landscape. As water recreation facilities and marinas generally occupy a large amount of the waterway they will need to meet a demonstrated need and avoid conflicts with other water users.

The following three Scenic Waters zones (Zone W6, W7 and W8) apply to a 30 metre fringe measured from Mean High Water Mark.

■ **Zone W6 – Scenic Waters – Active Use**

The Active Use Fringe is a multi-purpose zone which has the potential to cater for a wide range of private and commercial water-dependent uses, including boat storage. The zone primarily adjoins residential land with highly modified foreshores and already contains a number of private waterside facilities, such as parts of Balmain, Cremorne and Seaforth.

While there are few major physical constraints to locating structures in the zone the aim is to ensure new development is minimal, appropriate to the landscape setting and does not conflict with other water users. While scarce in this zone, remnant natural shorelines and intertidal public access is to be protected and take precedence over proposals for improved private water access.

■ **Zone W7 – Scenic Waters – Casual Use**

The Casual Use Fringe Zone can cater for unobtrusive private waterside structures of a scale and location that does not dominate the landscape setting to meet casual boating needs. Boat storage facilities, such as boatsheds, mooring pens and private marinas are inappropriate in this zone. This is primarily because of the potential bulk of buildings and of some berthed vessels to block views or diminish the visual

quality of the site or locality. In some areas permanent berthing is physically constrained due to the rough wave environment or inadequate water depth.

The Casual Use Fringe Zone usually adjoins residential land with scenic foreshores and is characterised by predominantly open unobstructed water (examples include parts of Hunters Hill, Woolwich, Northbridge, Drummoyne and Mosman). Scenic values are derived from the natural intertidal areas such as rock platforms, long continuous seawalls of visual interest or steep vegetated shores.

■ **Zone W8 – Scenic Waters – Passive Use Fringe**

The Passive Use Fringe aims to give effect to the inter-tidal public access zones and gives priority to protecting the environmental and scenic values of predominantly natural shores and waters. The Passive Use Fringe Zone may adjoin residential land (such as land at Hunters Hill along the Lane Cove River) or public open space (such as Cremorne Point and land along the Parramatta River at Putney). Often waters are too shallow for private landing facilities. Low-impact uses associated with ground-hugging structures, such as small boat launching from skids, will be considered if they do not impede intertidal public access or prejudice the natural environment.

■ **Zone 8(a) – National Parks**

This zone applies to a number of islands including Fort Denison and Rodd, Goat, Clark and Shark Islands.

Matters for consideration

The Harbour REP contains a set of matters for consideration applying to the Foreshores and Waterways Area. These need to be considered by consent authorities in assessing development applications under Part 4 of the Environmental Planning and Assessment Act and by public authorities and others in carrying out proposed activities under Part 5 of the Act. The matters for consideration are aimed at ensuring better and consistent development decisions in the immediate harbour area in relation to matters such as ecological and scenic quality, built form and design,

maintenance of views, public access, and recreational and working harbour uses.

Boat storage facilities

The Harbour REP aims to retain a viable working harbour which supports commercial marinas in appropriate locations around the harbour and retains and enhances public access to and along the foreshores and waterways through limiting the 'privatisation' of the foreshores and waterways.

This has been achieved through distinguishing between 'commercial marinas' and 'private marinas' (see definitions). The intent is to identify those marinas that generally support public recreational use of the foreshore and waterway and working harbour functions (eg, commercial marinas that provide facilities and services available to the boating public) and those that can alienate the foreshore and waterway through private use only (eg, private marinas that are for the exclusive use of the residents of an adjoining residential development).

The Harbour REP lifts the 'moratorium' that resulted from the prohibition of large marinas (30 berths or more) under SREP 23 and NSW Maritime deferring consideration of all applications for land owner's consent for development applications for large marinas. The prohibition of large marinas has been removed through the zoning provisions permitting commercial marinas in several zones around the Harbour and the release of NSW Maritime's new Land Owner's Consent Manual. See discussion on 'Boat Storage Policy and Land Owners Consent Manual' below.

The distribution of boat storage facilities around the Harbour is controlled by the zoning provisions to ensure they are permissible in appropriate locations. Commercial marinas are permissible with consent in four zones (W1, W4, W5 and W6). Private marinas are limited to built-up residential waterfronts and are therefore permissible with consent in one zone only (W6). The Harbour REP has also included a provision that makes a limited number of commercial marinas and boating repair facilities permissible in the Environment Protection zone.

Contaminated sediments

Often sediments in the waterways adjacent to contaminated sites are also contaminated and may be mobilised through works such as dredging, removal of old jetties/wharves and construction/maintenance of seawalls or through the increase in recreational activities adjacent to residential development. The Harbour REP recognises the potential environmental impacts and human health risks associated with the disturbance of contaminated sediments in the waterway. Any development of contaminated lands should determine whether sediments in the adjacent waterway are contaminated and a means of minimising disturbance of those sediments.

Foreshores and Waterways Planning and Development Advisory Committee

The Harbour REP retains the committee originally established under SREP 22 as a forum to advise consent authorities on proposals for foreshore and waterway developments. The committee is comprised of representatives of NSW Maritime (formerly recognised as Waterways Authority), DIPNR and the relevant consent authority. The role of the committee is to provide advice on a range of matters including development proposals listed in Schedule 2, local environmental plans, master plans prepared under the REP, development control plans, guidelines for waterfront land, and plans of management prepared under the *National Parks and Wildlife Act 1974* and the *Fisheries Management Act 1994*.

PART 4 – Strategic Foreshore Sites

Part 4 has been largely derived from SEPP 56 and identifies several foreshore sites that are considered to be strategically significant in terms of their prominent location, size and/or potential for redevelopment. There are 28 strategic foreshore sites in total and these are shown on the 'Strategic Foreshore Sites Map' and individually on Map Sheets 1 to 28.

Specific controls (including master planning provisions) apply to these sites. This is consistent with the previous provisions of SEPP 56 (see discussion below on

master plan provisions). The list of strategic foreshore sites is generally an amalgam of Schedule 1 and 2 sites in SEPP 56, with the exception of some completed sites that have been removed from the list.

Master plans

The Harbour REP requires a master plan to be prepared prior to consent being granted for most forms of development on a Strategic Foreshore Site. The sites identified in Sheet 1 (City Foreshores Area) and Sheet 2 (Garden Island) of the Strategic Foreshores Sites Map are an exception, as a master plan need only be prepared if the Minister so directs.

The Minister can waive compliance with the requirement for a master plan for a Strategic Foreshore Site, while certain minor development (listed in Schedule 3) does not require a master plan.

The Harbour REP defines what a Master Plan is and sets out the procedures for preparing, exhibiting, adopting and amending a Master Plan.

PART 5 – Heritage Protection

The Harbour REP lists those heritage items that are listed on the State Heritage Register and any item assessed as being of state heritage significance in a relevant heritage study or listed on the *Heritage Act 1977* Section 170 register. Schedule 4 lists a total of 139 heritage items, which includes only those items that are either in the waterway, at the land–water interface, or that have a historic relationship with the waterway. They include navigation structures, wharves, shipwrecks and the Harbour islands. Most of these items were identified as heritage items in the Sydney Regional Environmental Plan No. 23 – Sydney and Middle Harbours (SREP 23). Others are water-related items that were identified either in the Parramatta River Heritage Study or the Lane Cove and Inner Harbour Regional Environmental Study. Any item listed in a council planning instrument has been excluded from the Harbour REP to avoid duplication.

The Harbour REP includes a series of provisions to be taken in to consideration by consent authorities before granting development consent and public authorities before carrying out activities. The Heritage provisions generally reflect the current model

heritage provisions prepared by the Heritage Office and aim to protect places and items of Aboriginal and non-Aboriginal heritage significance and views associated with the heritage significance of heritage items.

PART 6 – Wetlands Protection Areas

For the first time, comprehensive mapping has been undertaken of wetlands in Sydney Harbour and its tributaries. The Harbour REP identifies ‘wetlands protection areas’ comprising wetland habitats (which include mangroves, seagrasses, saltmarshes, sedgeland, wet meadows and mudflats) and a 40 metre buffer zone to address movement, growth and seasonal variation. These areas are displayed on the “Wetlands Protection Area Map” (Sheets 1 to 16).

The Harbour REP requires consent for certain types of development on land within a wetlands protection area that may have a detrimental impact on a wetland. These provisions list a set of matters that are generally aimed at preserving and protecting the Harbour’s wetland habitats, which are to be considered by the consent authority when assessing an application for such development.

Little Penguin critical habitat

Critical habitat for the endangered population of Little Penguins at Manly was declared under the *Threatened Species Conservation Act 1995* in December 2002. Section 26 of the Environmental Planning and Assessment Act requires that a declared critical habitat be mapped and identified in the relevant planning instrument.

The declared critical habitat consists of two areas, Area A and Area B as shown on the ‘Little Penguin Critical Habitat Map’. Restrictions on development in these areas are detailed in the *Threatened Species Conservation Act Regulations 1995*. Potential habitat areas are also shown but these do not constitute part of the declared critical habitat.

The Rocks

The existing planning controls and provisions for Sydney Cove Development Area (The Rocks) are contained in the approved scheme under the Sydney Cove Redevelopment Area Act 1968, Part 8 Schedule 6 of the

Environmental Planning and Assessment Act, and SEPP 56 which provides that all development on land within the Sydney Cove Redevelopment Area requires development consent. The Harbour REP does not apply to land in The Rocks to ensure that the development consent requirements are not compromised.

It is intended to insert The Rocks, as part of the Foreshores and Waterways Area, into the REP in the near future to ensure consistent planning across all foreshore land within the catchment.

Maps

Schedule 1 lists a series of maps prepared to support the Harbour REP. These include the:

- **Little Penguin Critical Habitat Map** - identifies the two areas (Area A and Area B) of declared critical habitat and areas of potential Little Penguin habitat;
- **Foreshores and Waterways Area map** (Sheets 1 to 5) – defines the Foreshores and Waterways Area, which generally follows the first street back from the waterway with some minor variation in a number of locations, and includes Strategic Foreshores Sites in their entirety;
- **Heritage Map** – displays the 139 heritage items listed in Schedule 4, which includes items that are either in the waterway, at the land-water interface, or that have a historic relationship with the waterway;
- **Special Purposes (Boat Repair Facilities and Commercial Marinas) Map** (Sheets 1 to 3) – identifies three existing working harbour locations where commercial marina and/or boat repair facilities are permissible within the W2 zone in order to ensure maintenance of working harbour character and function;
- **Strategic Foreshores Sites Map** (28 sheets) – displays all 28 strategic foreshore sites;
- **Sydney Harbour Catchment Map** – defines the boundary of the Sydney Harbour catchment;
- **Wetlands Protection Area Map** (16 sheets) – Wetland protection areas comprising wetland habitats (which include mangroves, seagrasses, salt marshes, sedgeland, wet meadows and mudflats) and a 40 metre buffer zone to address movement, growth; and
- **Zoning Map** (16 sheets) – identifies the location and distribution of the nine waterway zones.

3

related documents

A number of other recently prepared documents that relate to the planning and management of Sydney Harbour and its tributaries are discussed below.

Development Control Plan for Sydney Harbour Foreshores and Waterways Area

A development control plan (DCP) for the Sydney Harbour Foreshores and Waterways Area has been prepared to support the Harbour REP. The DCP is a revision of the DCP for Sydney Harbour and Parramatta River (which supported the repealed SREPs 22 and 23) to ensure consistency with this REP. The DCP also includes updated assessment criteria, including visual impact assessment guidelines for marinas. The DCP applies to the Foreshores and Waterways Area as identified in the Harbour REP.

The Department is currently undertaking a comprehensive review of the DCP. This review aims to ensure that the DCP fully reflects all recent policy documents and provides the most up-to-date and complete set of design principles and performance standards.

Boat Storage Policy and Land Owner's Consent Manual

In response to demand from the boating industry and the community for a more strategic approach to managing storage facilities for recreational boats, DIPNR and NSW Maritime have jointly prepared a *Boat Storage Policy for Sydney Harbour* (released June 2004). This document sets out the NSW Government's strategic policy for dealing with various forms of boat storage

on the Harbour, including marinas, single moorings, private wharves and jetties and dry boat storage.

One of the key actions flowing from the Boat Storage Strategy is the lifting of the 'moratorium' on commercial marina development in Sydney Harbour and its tributaries. The moratorium arose due to the prohibition of large marinas (more than 30 berths) under SREP 23 and NSW Maritime deferring consideration of all applications for land owner's consent for the lodgement of development applications relating to large marinas until completion of its new Land Owner's Consent Manual.

The moratorium has now been lifted through the gazettal of the Harbour REP and the release of the *NSW Maritime Land Owner's Consent Manual*. Together, these initiatives include more detailed development controls for all marinas and guidelines for the construction of boat storage structures and marinas and provisions that provide greater clarity and certainty to consent authorities, applicants (including the boating industry) and the boating and general public on how decisions for boat storage will be made. The Harbour REP and the Land Owner's Consent Manual (NSW Maritime) also promote improved marina design and environmental outcomes.

4

references

- *Acid Sulfate Soil Manual* (New South Wales Acid Sulfate Soil Management Advisory Committee, August 1998)
- *Australian Water Quality Guidelines for Fresh and Marine Waters*, (Australian and New Zealand Environment and Conservation Council and Agriculture and Resource Management Council of Australia and New Zealand, 2000)
- *Draft City Foreshores Area Strategy* (prepared by PlanningNSW)
- *Floodplain Management Manual: the Management of Flood Liable Land* (Department of Land and Water Conservation, 2001)
- *Land Owners Policy Manual: Policies relating to the Development, use and occupation of water and foreshore land* (Sydney Harbour and Tributaries – Botany Bay – Newcastle Harbour – Port Kembla Harbour – NSW Maritime 2005)
- *Parramatta River Heritage Study*, (Department of Environment and Planning, 1986)
- *Regional Environmental Study for Lane Cove River and Inner Harbour* prepared by Sinclair Knight Merz (November 2000)
- *Review of Statutory Planning Framework for Sydney Harbour and the Parramatta River* undertaken by Environmental Resources Management Australia (December 2000)
- *Sydney and Middle Harbours Heritage Study*, by Godden Mackay, 1991 (unpublished)
- *Sydney Harbour and Parramatta River*, Development Control Plan for Sydney Regional Environmental Plan No. 22 Parramatta River and Sydney Regional Environmental Plan No. 23 Sydney and Middle Harbours, (Department of Urban Affairs and Planning and the Office of Marine Administration, 1998)
- *Sydney Harbour Catchment Blueprint* (published February 2003 by the then Department of Land and Water Conservation)
- *Water Quality and River Flow Interim Environmental Objectives for Sydney Harbour and Parramatta River Catchment* (Environment Protection Authority, 1999)

