

Kangaroo Bay Hotel Major Project**Draft Conditions – City of Clarence (without prejudice)**

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1. Use and development must be **undertaken in accordance** with the approved plans as listed below, **and any permit conditions and must not be altered without the consent of the Commission. Any approved alteration to any approved plan, or endorsed document, must be provided to the Planning Authority.**

- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.01_Cover page (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.02_Ground (Rev. Q - dated 29-Jun-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.03_Carpark (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.04_First (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.05_Second (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.06_Third (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.07_Fourth (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.08_Roof (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.09_Area Plans (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.10_North & South Elevation (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.11_East & West Elevation (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.12_Section A & B (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.13_Long Section – NE to SW (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.14_Shadow Diagrams (Rev. N

- dated 19-Feb-26);

- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.15_Facade Material Schedule (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.16_Facade Material Schedule (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.17_Electrical Plan-Ground (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.18_Electrical Plan-First (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.17_Signage Plan-Ground (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Final Issue – Drawing No. A.17_Signage Plan-First (Rev. N - dated 19-Feb-26);
- Kangaroo Bay Hotel – MPIS – Landscape Concept Plans:
- Drawing No. 23651-00-L100_GF_Concept Plan
- Drawing No. 23651-00-L106_GF_Concept Plan_Planting
- Drawing No. 23651-02-L200_LV1_Concept Plan
- Drawing No. 23651-02-L203_LV1_Concept Plan_Planting

2. Prior to the commencement of works (excluding preparatory site works**), detailed development plans must be submitted to and endorsed by the Commission and any relevant regulators.

- 2.1 Where these plans impact on council-owned or managed land, or land over which Council has a registered interest, then these plans must be approved by the Chief Executive Officer (or delegate) of the City of Clarence prior to the endorsement by the Commission.
- 2.2 Where these plans impact on a public road, or associated footpath or way, then these plans must be approved by the Road Authority prior to the endorsement by the Commission.
- 2.3 Where these plans propose stormwater or drainage works connecting to the stormwater network then the consent the Chief Executive Officer (or delegate) of the City of Clarence, under the provisions of the Urban Drainage Act 2013, is required prior to the endorsement by the Commission.
- 2.4 When endorsed, these plans will form part of the permit and will be provided to the Planning Authority.

2.5 The detailed development plans must **be in accordance** with the approved plans, except where modified below.

2.6 Detailed **Architectural plans** must be submitted, detailing:

- The façade materials of the building, including the type of material, colour and finishes.
- **A revised design for the publicly accessible walkway connecting the Clarence Foreshore Trail.**
- The final layout and design of the on-site car parking areas, access roads and circulation areas; and

2.7 Detailed **engineering plans**, prepared by a suitably qualified person must be submitted, detailing:

- The extent of any excavation, and design of retaining structures and footings abutting the road reservation along Cambridge Road.

The plans must ensure the stability and integrity of the road reservation and associated infrastructure is protected and maintained.

- Details of the required drainage system along the base of the retaining wall abutting the Cambridge Road reservation; and
- Details of the proposed structure(s) required to support the overhanging / cantilevered sections of the public walkway along the waterfront

**** For the purposes of conditions in this permit, the carrying out of preparatory site works is not to be taken to constitute commencement of works.
Preparatory site works means:**

- **topographical or feature survey work, including the installation of markers, underground service location, geotechnical investigation and soil sampling and testing**
- **survey of existing structures and roads**
- **the establishment of temporary facilities to support construction, including site offices and testing rigs**
- **installation of mitigation measures for sediment and erosion control**
- **installation of temporary fences, signs and hoardings.**

3. The development must meet all required Conditions of Approval specified by TasWater notice, dated **XX (Reference)**.

4. The Project must operate within the following hours:
- 4.1. Hotel components:
- Day to day operations (i.e. concierge, guest services, wellness centre etc):
 - 24hrs
 - Ground Floor and 4th Floor Restaurant and Bar:
 - 6.00am to 11.00pm – Monday to Sunday
- 4.2. Function Centre:
- 7.00am to 1.00am – Monday to Saturday; and
 - 7.00am to 12.00am – Sundays
- 4.3. Commercial (F&B) tenancies:
- 6.00am to 11.00pm - Monday to Sunday
5. Prior to the commencement of the use for the Project, the pedestrian / cycling pathway along the waterfront must be constructed and operational, substantially in accordance with the revised plans.
- 5.1 The Right of Way (in favour of the Clarence City Council) marked “C” on Lot 8 on Sealed Plan 173171 must, with the consent of the Clarence City Council, be extended so that the Right of Access encompasses the entire pedestrian / cycling pathway along the waterfront.
- 5.2 The pedestrian / cycling pathway is to remain open at all times. Temporary closure may occur only where necessary for an emergency or essential maintenance.
6. Prior to the commencement of use, the following must be provided and maintained at all times:
- Provide a total of 91 on-site car parking spaces, including 3 *Disability Discrimination Act 1992* compliant spaces, at all times.
 - Provide a total of 3 motorcycle spaces on site at all times.
 - Provide for a total of 28 bicycle spaces on site at all times
7. A cash contribution totalling \$970,000 must be provided in lieu of the 97 car parking spaces which are not provided onsite.
- 7.1 The contribution is based on a total demand of 188 spaces. If less than 91 spaces are provided on site, a further cash-in-lieu contribution of \$10,000 per space is to be

provided for each deficient space.

7.2 This contribution must be paid to the City of Clarence prior to the commencement of the use.

8. Prior to the issue of building consent or a certificate of likely compliance for the Project, a revised car parking and layout plan must be prepared by a suitably qualified person and submitted to and endorsed by Clarence City Council.

8.1 When endorsed the car parking and layout plan will form part of the permit.

8.2 Car parking and circulation areas must demonstrate compliance with the following:

- The treatment of the Right of Carriageway (in favour of the Clarence City Council) marked as “E” on Lot 11 on Sealed Plan 173171 as required under Condition 9.
- The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with Section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with Clause 5.3 “Headroom” of the same Standard.
- Other than for construction, access is limited to an 8.8m Medium Rigid Vehicle, or below, and all vehicles must enter and leave the site in a forward direction.
- Access to carparking spaces is not to occur from Lot 9 on Sealed Plan 173171.
- Parking and vehicle circulation roadways and pedestrian paths must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.
- The design of motorcycle parking areas must be located, designed and constructed to comply with Section 2.4.7 “Provision for Motorcycles” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking.
- The design of bicycle parking spaces must be to the class specified in Table 1.1 of AS2890.3-1993 Parking Facilities Part 3: Bicycle parking facilities in compliance with Section 2 “Design of Parking Facilities” and Clauses 3.1 “Security” and 3.3 “Ease of Use” of the same Standard. In addition, shower and change room facilities must be provided for employees of the facility.
- Works shown on the design plans must be commenced within 2 years of the date of their approval or the engineering designs will be required to be resubmitted.
- A Works in Road Reservation Permit must also be obtained if any proposed works are to be conducted within the road reservation or land owned or managed by the Clarence City Council. And a ‘start of works’ permit must be obtained from Council prior to the commencement of any works.

9. The Right of Carriageway (in favour of the Clarence City Council) marked as “E” on Lot 11 on Sealed Plan 173171 must be maintained clear of obstruction providing public vehicle, bicycle and pedestrian access to the Bellerive Yacht Club and Marina at all times.
- 9.1 Any variation or alteration to this Right of Carriageway will require the consent of Clarence City Council.
- 9.2 The Right of Carriageway (in favour of the Clarence City Council) marked as “E” on Lot 11 on Sealed Plan 173171 must be clearly delineated on site, which may include surface treatments and channelization techniques to make provision for the interaction of cyclist, pedestrian and vehicle movements. These designs must be included in the revised carparking/access layout to the satisfaction of the Clarence City Council.
10. Noise emissions measured at the boundary of the Cambridge Road General Residential zone within 50m of the application site must not exceed the following:
- 55dB(A) (LAeq) between the hours of 7am to 7pm;
 - 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7pm to 7am; and
 - 65dB(A) (LAmax) at any time.
- 10.1 Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15-minute time interval.
- 10.2 Within 60 days of the commencement of use, a report from a suitably qualified acoustic engineer must be submitted to the Commission. Should the above parameters be exceeded, suitable mitigation and/or management measures must be undertaken within an agreed timeframe to the satisfaction of the Commission.
11. Prior to the commencement of the use for the Project, a Lighting Design Plan prepared by a suitably qualified person, must be submitted and endorsed by the Commission.
- 11.1 When endorsed the Lighting Design Plan will form part of the permit and must be provided to the Planning Authority.
- 11.2 The Lighting Design Plan must:
- Be generally in accordance with approved plans;
 - Include details of any illuminated signage; and
 - Include details demonstrating integration with the architecture, including

measures to minimise light spill outside the project site boundary.

11.3 Exterior lighting and security lighting is to comply with:

- AS/NZS 1158.3.1:2005 Lighting for pedestrian paths and car parking areas, including –
 - layout and spacing of luminaries
 - predicted illumination levels
 - compliance certification by a suitably qualified lighting engineer;
 - integration of the principles of crime prevention through environmental design into the lighting design;
- AS 4282 Control of the obtrusive effects of outdoor lighting or any subsequent versions.
- **National Light Pollution Guidelines for Wildlife**

12. Prior to the commencement of the use, Lots 7, 8 and 11 on SP173171 must be consolidated into a single title.

12.1 No changes to any easement, covenant, benefit or right may occur without the consent of all relevant parties to that easement, covenant, benefit or right.

13. Prior to the commencement of works for the Project, a Construction Environmental Management Plan (CEMP) must be prepared by a suitably qualified person **and submitted to and endorsed by the Commission.**

13.1 When endorsed the CEMP will form part of the permit and must be provided to the Planning Authority.

13.2 The CEMP must be informed by the following reports and regulations, to the satisfaction of the Commission:

- Kangaroo Bay Hotel Development - Environmental Site Assessment, Rev01 - dated: 13 February 2026 (ESA)
- **Kangaroo Bay Hotel Development – Natural Values Assessment, Rev02 - dated: 2 December 2025 (NVA)**
- **Outcomes of the Terrestrial and Avian Natural Values Assessment (Condition 27)**
- Environmental Management and Pollution Control Act 1994 (EMPC Act)
- Environmental Management and Pollution Control (Waste Management) Regulations 2020

13.3 The CEMP must outline all construction methodologies, timeframes, environmental risks and management measures, including but not limited to:

- The proposed construction methodologies and a description of the proposed timings and sequencing of stages and associated activities
- Details of proposed measures to mitigate or avoid potential environmental impacts generated by construction activities including noise, odour, vibration, erosion and runoff (air, land and water)
- Details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and complaint handling and response procedures; and
- Continuous monitoring and evaluation of the effectiveness of measures specified in the Plan.

13.4 Unless otherwise approved by the Commission, construction activities must only be carried out during the following hours:

- Monday to Friday - 7.00am to 6.00pm; and
- Saturdays - 8.00am to 6.00pm.
- No work on public holidays

14. Prior to the commencement of works for the Project, a Contamination Management Plan (CMP) must be prepared by a suitably qualified person and submitted to and endorsed by the Commission.

14.1 When endorsed the CMP will form part of the permit and must be provided to the Planning Authority.

14.2 The CMP must outline the requirements for any excavation, removal, stockpiling and / or transportation of waste soils for disposal and associated management measures – including, but not limited to:

- Effective dust suppression
- Appropriate excavation / stockpile management, including segregation and containment of any likely Acid Sulphate Soil sediments (and treatment and management if an ASS Management Plan is required)
- Appropriate waste management measures, including reuse of clean blue metal gravel and fine crushed blue-metal gravel where possible (e.g. within onsite service trenches)
- Erosion and sediment runoff controls (refer to Condition 16)
- Appropriate dewatering management (where required) including sediment settlement and containment before decanting / discharging to Kangaroo Bay via

low flows

- Appropriate procedures for dealing with any unexpected contamination (e.g. asbestos-containing materials (ACM) or asbestos-containing fill, stained or odorous soils, solid wastes, etc.), which may include stop works, communicate with supervisor, and the assessment of potential contamination by a qualified professional.
15. Prior to the commencement of works for the Project, a Noise and Vibration Management Plan (NVMP) must be prepared by a suitably qualified person and submitted to and endorsed by the Commission.
- 15.1 When endorsed the NVMP will form part of the permit and must be provided to the Planning Authority.
- 15.2 The NVMP must be prepared in accordance with the Environmental Management and Control (Miscellaneous Noise) Regulations 2004 (Tas) and the Environmental Management and Pollution Control Act 1994 Tas, Amendment 2012.
- 15.3 The NVMP must detail activities likely to generate noise emissions and measures to mitigate impacts, including but not limited to:
- Identification of a suitably qualified person, appointed as the Responsible Person(s) with respect to noise and vibration.
 - Training for workers and contractors in the use of equipment and carrying out works to minimise noise.
 - Avoiding (where reasonably possible) the use of radios or stereos outdoors.
 - Monitoring and rectification of any defective exhaust systems in trucks and machinery used on site.
 - Ensuring vehicles, plant, and equipment is switched off when not in use.
 - Ensuring the working hours on site are controlled, to limit hours between 7am to 5pm on weekdays, and 7am to 3pm on Saturdays. (No work on Sundays or public holidays).
 - Preparation of a communications plan, to ensure that the local community is advised on expected activities, coordinating scheduling and locations of noisy works around any critical user events where practicable.
 - Use / implementation (where practicable) of sound dampening measures on vehicles.
16. Prior to the commencement of works for the Project, a Soil and Water Management Plan (SWMP) must be prepared by a suitably qualified person and submitted to and endorsed by the Commission. The consent of Clarence City Council, as the stormwater management

authority, is also required prior to endorsement.

16.1 When endorsed the SWMP will form part of the permit and must be provided to the Planning Authority.

16.2 The SWMP must be prepared in accordance with:

- the Erosion and Sediment Control, the Fundamentals for Development in Tasmania and associated guideline documents (TEER & DEP, 2023), available from the Derwent Estuary Program's website; and
- the recommendations provided in the Kangaroo Bay Major Project - Environmental Site Assessment, Rev01 - dated: 13 February 2026

16.3 The SWMP must include measures to minimise erosion and the discharge of contaminated stormwater onto the road network, into the public drainage system or into the River Derwent, including but not limited to:

- Provision of local surface water diversions around work areas
- Provision of stormwater drains using suitable measures (e.g. kerb inlet filters). Ensure outlets to stormwater drains
- Rehabilitation of temporary disturbance areas following completion of construction activities
- Monitoring of controls particularly during and after rain
- Prompt repair / replacement of damaged sediment and erosion runoff controls and remove accumulated sediment

16.4 The SWMP must include measures to minimise dust emissions from the site, consistent with the Environmental Management and Pollution Control (Distributed Atmospheric Emissions) Regulations 2007 Tas, including but not limited to:

- Use of water suppression where necessary.
- Limiting excavation activities that will create dust during times of adverse wind.
- Covering of stockpiles
- Trucks to have payload tarpaulin covers in place prior to leaving the loading area; and
- measures to manage the disposal of surface groundwater from excavations (if relevant)

16.5 All erosion and sediment controls must be installed prior to commencing work and secured prior to the site being left unoccupied (i.e. over the weekend).

17. Prior to the commencement of works for the Project, a Construction Pedestrian and Traffic

Management Plan (CPTMP) must be prepared by a suitably qualified person and submitted to and endorsed by the Commission. The consent of Clarence City Council, as the Road Authority, is also required prior to endorsement.

17.1 When endorsed the CTMP will form part of the permit and must be provided to the Planning Authority.

17.2 The CPTMP must:

- Detail measures to manage vehicle and pedestrian movements on and around the Project Land during construction and any temporary road closures.
- Ensure all vehicle loading and unloading and construction parking shall be onsite. Construction vehicle parking will not be permitted on public roads.
- The start date and finish dates of various stages of works, including the times that trucks and other traffic associated with the works will be allowed to operate

17.3 The CPTMP must maintain suitable access for vehicles, cyclists and pedestrians through the Construction Site, at all times:

- For pedestrians and cyclists - a 2.5m wide all-weather access, separated from the Construction Site with appropriate 1.8m minimum high fencing, to enable movement between the following locations:
 - Bellerive Boardwalk
 - Clarence Foreshore Trail along Kangaroo Bay Foreshore
 - Kangaroo Bay Drive
 - Cambridge Road
- For vehicles - A suitable 2 lane x 2 way (for the full width of the right of carriageway) all weather access through the Construction Site to the Bellerive Yacht Club and TasWater Pump Station, suitable for a 12m long and 4.5m high rigid vehicle.

18. Prior to the commencement of the use for the Project, an Emergency Response Plan must be prepared by a suitably qualified person and submitted to and endorsed by the Commission. The consent of Clarence City Council, as the coordinators of the Clarence Municipal Emergency Management Plan, is also required prior to endorsement.

18.1 When endorsed the Emergency Response Plan will form part of the permit and must be provided to the Planning Authority.

18.2 The Emergency Response Plan is to ensure that appropriate responses are developed to maximise the safety of workers, suppliers, visitors or the general public in the event of an emergency

18.3 The plan must document key employee roles and responsibilities in the event of an emergency and detail responses / procedures in relation to the following potential risks:

- Hazardous Substance Spill / Gas Leak
 - Fire
 - Machinery Accident/Rollover
 - Medical Emergency
 - Severe Weather
 - Disturbance of Overhead and Underground Services
 - Electric Shock
 - Structural/Earthworks Collapse
 - Emergency Services access to Bellerive Yacht Club; and
 - Emergency Services access to Clarence Foreshore Trail
19. Prior to the commencement of development for the Project, a Stormwater Management Plan (SMP) must be prepared by a suitably qualified person and **submitted to and endorsed by the Commission.**
- 19.1 **The consent of Clarence City Council, as the stormwater management authority under the Urban Drainage Act 2013, is required for all proposed stormwater works prior to endorsement.**
- 19.2 **When endorsed the SMP will form part of the permit and must be provided to the Planning Authority.**
- 19.3 The **SMP** must be generally in accordance with the Approved Plans, and include:
- Appropriate stormwater controls and maintenance requirements to ensure the overall quality of the stormwater discharged from the impervious areas created by the project is treated to a level which complies with treatment criteria specified by the State Stormwater Strategy.
 - **Detail the location and integration of rain gardens for the capture / treatment of stormwater.**
 - Measures to control stormwater runoff or avoid increased overland flows along Cambridge Road and ensure flood hazards are not intensified; and
 - Details of the required drainage system along the base of the retaining wall abutting the Cambridge Road reservation.
- 19.4 The drainage system must be appropriately designed to **capture** and appropriately direct peak overland flows to existing stormwater infrastructure.

20. Prior to the commencement of the use for the Project, a revised design plan for the pedestrian / cycling pathway connecting the Clarence Foreshore Trail must be submitted and endorsed by the Commission. The consent of the Clarence City Council, as the managers of the Clarence Foreshore Trail, is required prior to endorsement.
- 20.1 When endorsed the revised design will form part of the permit and must be provided to the Planning Authority.
- 20.2 The revised design for the pedestrian / cycling pathway must include:
- a public multi-user path with a clear width of 4m (unencumbered with street furniture, landscaping or the like) around the water side of the development with an appropriate surface and no sharp bends; and
 - a clearly defined cycle path/multi-user path across the forecourt and through the access lane, with a smooth horizontal and vertical geometry, utilising appropriate smooth surface materials with contrasting colour to the forecourt and other pedestrian surface areas with the use of symbolic inlays within the pavement being encouraged.
21. Waste collection is to be undertaken by a private contractor at the expense of the landowner/occupier and a suitable contract maintained at all times.
22. Commercial vehicle movements, (including loading and unloading and garbage removal) to or from any area of the site within 50m of a Residential zone must be within the hours of:
- 7am to 6pm Mondays to Fridays inclusive;
 - 9am to 5pm Saturdays; and
 - 10am to 12 noon Sundays and Public Holidays.
23. Signage is to be undertaken generally in accordance with the Signage and Wayfinding Design Report by Bluesky (12 February 2026) unless an alternative plan is approved by the Commission.
- 23.1 All signs are to be wholly located with the Project site.
- 23.2 Illumination of signage is to be contained within the Lighting Design Plan.
24. Driveways, crossovers, parking areas and other areas accessible to vehicles must be constructed in bituminous concrete or concrete, providing for adequate stormwater drainage, prior to the commencement of the use. Details of the construction must be submitted to and endorsed by the Commission as part of the engineering plans.
- 24.1 The consent of the Clarence City Council, as the Road Authority, is required prior to

- endorsement.
- 24.2 When endorsed the revised design will form part of the permit and must be provided to the Planning Authority.
- 24.3 All redundant crossovers must be removed and kerb and guttering with footpath reinstated to match with the existing in a smooth and continuous fashion.
25. The owner must, at their expense, repair any Council services (e.g. pipes, drains) and any road, crossover, footpath or other Council infrastructure that is damaged as a result of any works carried out by the developer, or their contractors or agents pursuant to this permit. These repairs are to be in accordance with any directions given by the Council.
- 25.1 If the owner does not undertake the required repair works within the timeframe specified by Council, the Council may arrange for the works to be carried out at the owner's expense.
26. Prior to the commencement of the use for the Project, a Landscape Plan must be submitted and endorsed by the Commission.
- 26.1 When endorsed the Landscape Plan will form part of the permit and must be provided to the Planning Authority.
- 26.2 The Landscape Plan must include:
- proposed driveways, paths, buildings, carparking, retaining walls, pavements, signage, lighting, irrigation and fencing;
 - existing ground levels and any proposed rearrangement of ground levels;
 - details of the rooftop gardens including methods of soil and water containment
 - details of proposed planting's including botanical names, and the height and spread of canopy at maturity;
 - details of hard landscaping to provide a seamless transition from existing public to private areas (but clearly delineating where responsibilities differ); and
 - estimated cost of the landscaping works.
- 26.3 The Landscape Plan must also show any coastal protection works (such as revetments or the like). Such works must be designed to not cause a detrimental effect on adjoining properties.
- 26.3 The landscaping works must be completed prior to the commencement of the use.
- 26.4 A suitable bond to ensure the maintenance of the landscape works for a suitable establishment period must be submitted to the Commission with the landscape plan. The bond will be held as security to ensure both development and maintenance

of the landscape work is undertaken in accordance with the approved plan. If the landscape works are not undertaken in accordance with the endorsed plan or maintained sufficiently, the Commission may have the landscaping work undertaken and may recover those costs incurred from the bonded amount.

27. Prior to the commencement of the use for the Project, a Terrestrial and Avian Natural Values Assessment must be submitted and endorsed by the Commission.

27.1 When endorsed the Terrestrial and Avian Natural Values Assessment will form part of the permit and must be provided to the Planning Authority.

27.2 The report is to specifically consider the effects of waterfront lighting, glazing, landscaping and increased activity on shorebirds, waterbirds and other fauna (e.g. seals) associated with Kangaroo Bay.

Draft - Without Prejudice