

8/19/11/13 2/8m BERTHS REMOVED, HYDROGRAPHIC  
CONTOURS UPDATED & TENDER/CASUAL  
BERTH EXTENDED  
A 9/04/13 30m BERTH ADDED, 8m BERTH  
REDUCED, BERTH SCHEDULE UPDATED  
REVISIONS

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International Marina Consultants

**International  
Marina  
Consultants**

Consultants to the Marina Industry.

International Marina  
Consultants Pty. Ltd.  
A.C.N. 079 905 481

473 Annerley Road  
ANNERLEY QLD 4103  
AUSTRALIA

Phone (07)3892 5711 Fax (07)3892 5611  
Email: info@imc-marinas.com

CLIENT:

ADDENBROOKE PTY. LTD.

PROJECT:

POINT PIPER MARINA  
EXTENSION

TITLE:

PRELIMINARY LAYOUT

Date:

15/03/2013

Drawing No.:

4506-01/B

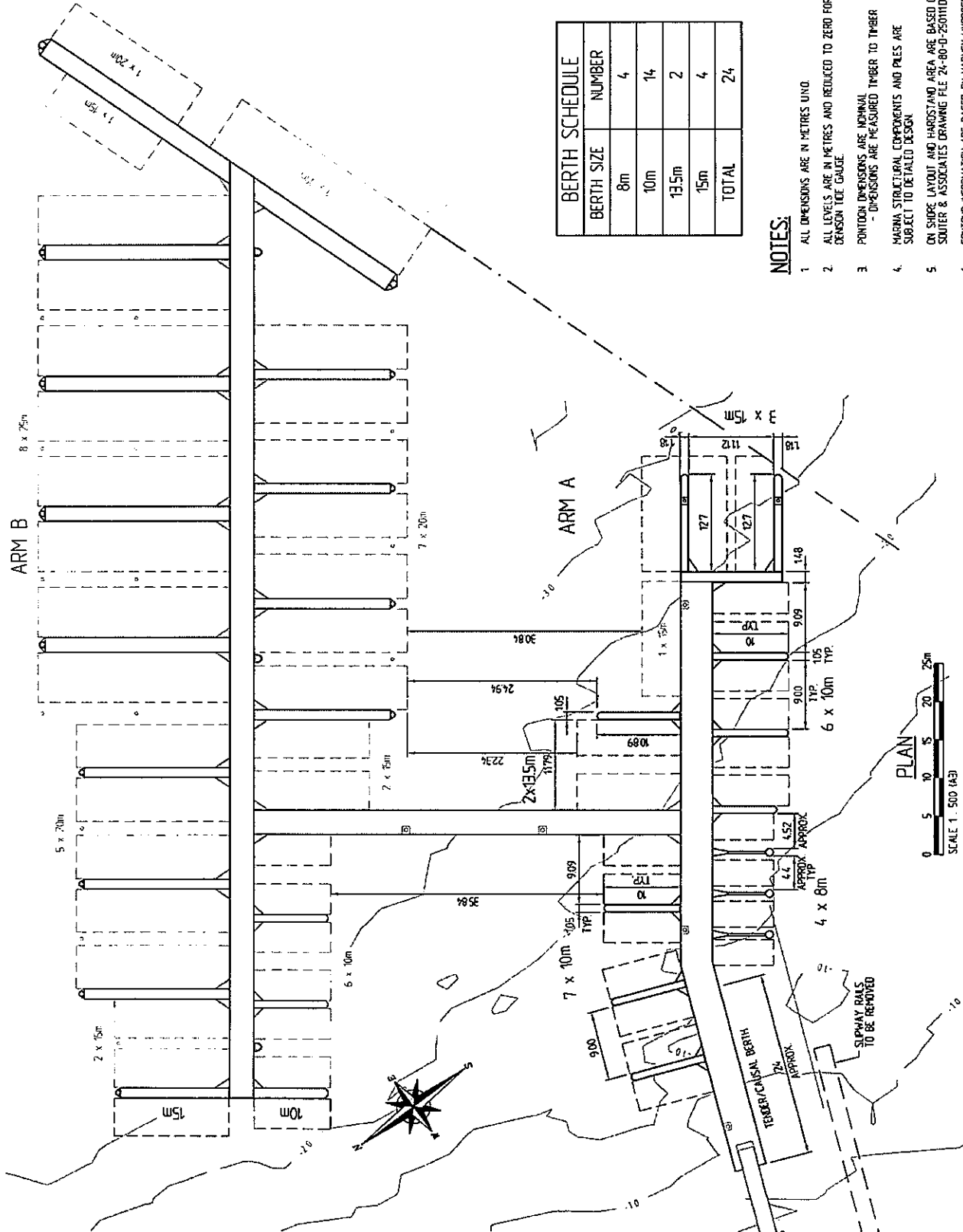
Scale:

AS SHOWN

Drawn By: J.C.

Designed By:

Approved By:

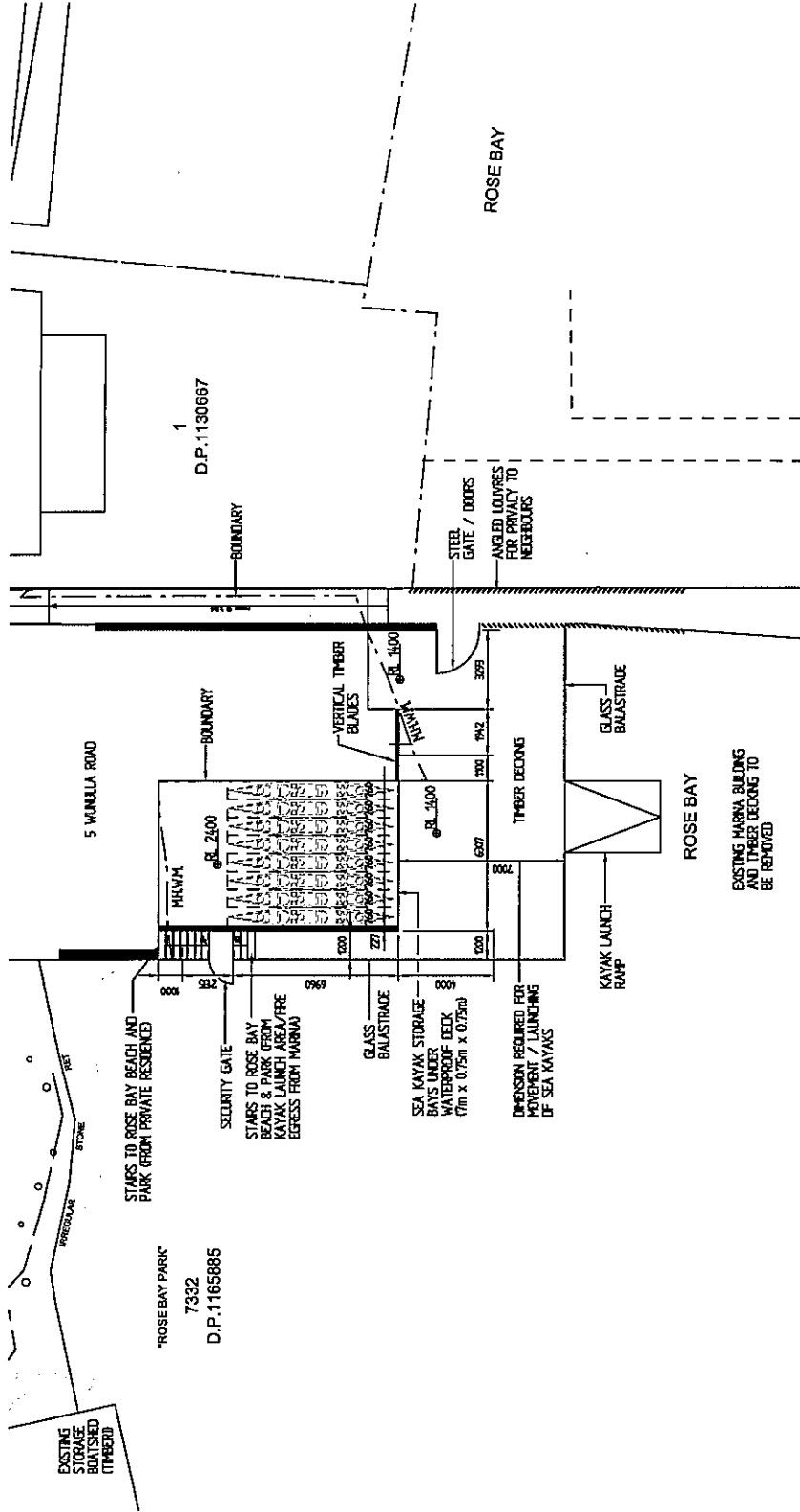


BERTH SCHEDULE	
BERTH SIZE	NUMBER
8m	4
10m	14
13.5m	2
15m	4
TOTAL	24

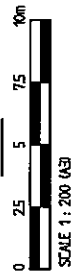
### NOTES:

- 1 ALL DIMENSIONS ARE IN METRES UNDO
- 2 ALL LEVELS ARE IN METRES AND REDUCED TO ZERO FORT  
TENSION TIDE GAUGE
- 3 PONTON DIMENSIONS ARE NOMINAL  
- DIMENSIONS ARE MEASURED TIBER TO TIBER  
SUBJECT TO DETAILED DESIGN
- 4 MARINA STRUCTURAL COMPONENTS AND PILES ARE  
BASED ON HARVEY HYDROGRAPHIC
- 5 ON SHORE LAYOUT AND HARDSTAND AREA ARE BASED ON  
SOUTER & ASSOCIATES DRAWING FILE 24-80-D-250111DWG
- 6 CONTOUR INFORMATION ARE BASED ON HARVEY HYDROGRAPHIC  
SURVEYS DRAWING CAD REF. PTTPPR

**PRELIMINARY**



PLAN



PRELIMINARY

A 10/12/18 DRAWING SETTING REVISED

REVISIONS

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International  
Marina  
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Phone (07) 9892 5711 Fax (07) 9892 5611  
Email: [info@imc-marina.com](mailto:info@imc-marina.com)

CLIENT:

ADDENBROOKE PTY. LTD.

PROJECT:

POINT PIPER MARINA  
EXTENSION

TITLE:

POINT PIPER MARINA EXPANSION :  
KAYAK STORAGE, DECKING  
ALTERATION, FIRE EGRESS AND  
ACCESS TO ROSE BAY PARK  
AND BEACH

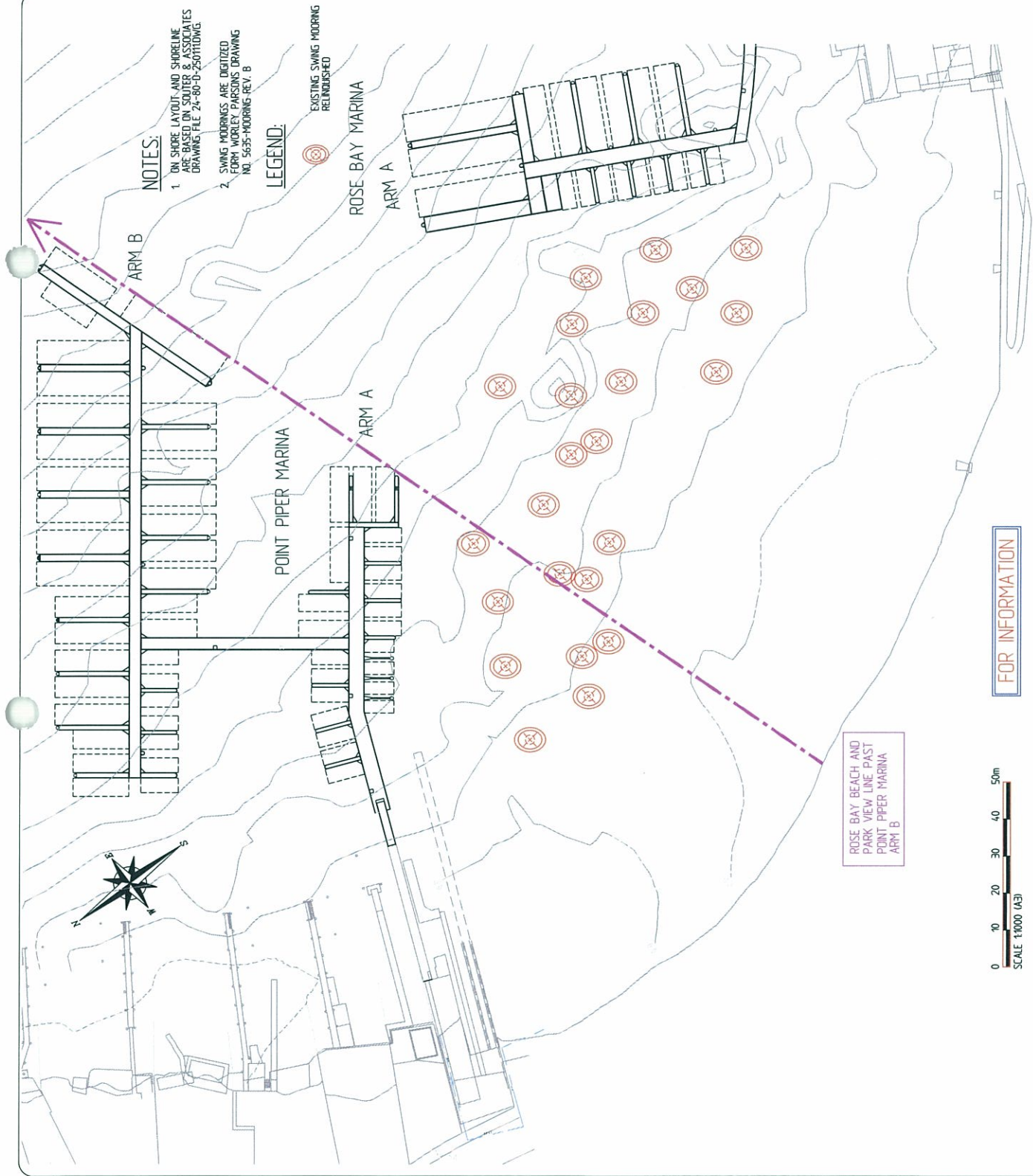
Date: 9/12/2018

Drawing No.: 4506-02/A

Scale: AS SHOWN

Drawn By: J.C. Designed By:

Approved By:



A 25/03/14 CONTOURS AND VIEW LINE ADDED

Revisions

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## International Marina Consultants

Consultants to the Marina Industry

International Marina Consultants Pty. Ltd.  
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Australia

Phone (07)3892 5711 Fax (07)3892 5611  
Email : inc@inc-marinas.com

CLIENT:

ADDENBROOKE PTY. LTD.

PROJECT:

POINT PIPER MARINA  
EXTENSION

TITLE:

MARINA LAYOUT WITH  
SWING MOORINGS TO BE  
RELINQUISHED

Date: 25/03/2014

Drawing No.: 4506-03/A

Scale: 1:1000 (A3)

Drawn By: W.L. Designed By:

Approved By:



**Department of  
Primary Industries**  
Office of Water

Contact: Nicole Hely  
Phone: 02 8838 7546  
Fax: 02 8838 7554  
Email: nicole.hely@dpi.nsw.gov.au  
Our ref: 10 ERM2014/0726  
Your ref: DA2014/282

The General Manager  
Woollahra Municipal Council  
PO Box 61  
Double Bay NSW 1360

Attention: Mr D Lukas

19 September 2014

Dear Sir/Madam

**Re: Integrated Development Referral – General Terms of Approval**

**Dev Ref: DA2014/282**

**Description of proposed activity: Alterations and extensions to existing point piper marina installation of new access deck kayak storage and ramp replacement of existing moorings**

**Site location: 5 Wunulla Road Point Piper**

I refer to your recent letter regarding an integrated Development Application (DA) proposed for the subject property. Attached, please find the Office of Water's General Terms of Approval (GTA) for works requiring a controlled activity approval under the *Water Management Act 2000* (WM Act), as detailed in the subject DA.

Please note Council's statutory obligations under section 91A (3) of the *Environmental Planning and Assessment Act 1979* (EPA Act) which requires a consent, granted by a consent authority, to be consistent with the general terms of any approval proposed to be granted by the approval body.

If the proposed development is approved by Council, the Office of Water requests that these GTA be included (in their entirety) in Council's development consent. Please also note the following:

- The Office of Water should be notified if any plans or documents are amended and these amendments significantly change the proposed development or result in additional works on waterfront land (which includes (i) the bed of any river together with any land within 40 metres inland of the highest bank of the river, or (ii) the bed of any lake, together with any land within 40 metres of the shore of the lake, or (iii) the bed of any estuary, together with any land within 40 metres inland of the mean high water mark of the estuary).
- Once notified, the Office of Water will ascertain if the amended plans require review or variation/s to the GTA. This requirement applies even if the proposed works are part of Council's proposed consent conditions and do not appear in the original documentation.

25 SEP 2014

Doc No 0.7368.14  
File DA14/0282  
Action D. LUKAS

[www.water.nsw.gov.au](http://www.water.nsw.gov.au)

Macquarie Tower, 10 Valentine Avenue, Parramatta NSW 2150 PO Box 3720 Parramatta NSW 2124 Australia  
t + 61 2 8821 7777 | e [information@water.nsw.gov.au](mailto:information@water.nsw.gov.au) | ABN 72 189 919 072  
170912

- The Office of Water should be notified if Council receives an application to modify the development consent and the modifications change any activities on waterfront land.
- The Office of Water requests notification of any legal challenge to the consent.

As the controlled activity to be carried out on waterfront land cannot commence before the applicant applies for and obtains a controlled activity approval, the Office of Water recommends the following condition be included in the development consent:

"The Construction Certificate will not be issued over any part of the site requiring a controlled activity approval until a copy of the approval has been provided to Council".

**The attached GTA are not the controlled activity approval.** The applicant must apply (to the Office of Water) for a controlled activity approval **after consent** has been issued by Council **and before** the commencement of any work or activity on waterfront land.

Finalisation of a controlled activity approval can take up to eight (8) weeks from the date the Office of Water receives all documentation (to its satisfaction). Applicants must complete and submit (to the undersigned) an application form for a controlled activity approval together with any required plans, documents, the appropriate fee and security deposit or bank guarantee (if required by the Office of Water) and proof of Council's development consent.

Application forms for the controlled activity approval are available from the undersigned or from the Office of Water's website:

[www.water.nsw.gov.au](http://www.water.nsw.gov.au)      [Water licensing](#) » [Approvals](#) » Controlled activities

The Office of Water requests that Council provide a copy of this letter to the applicant.

The Office of Water also requests that Council provides the Office of Water with a copy of the determination for this development application as required under section 91A (6) of the EPA Act.

Yours Sincerely



Nicole Hely  
Water Regulatory Officer  
Office of Water - Water Regulatory Operations South



## Department of Primary Industries

Our Ref: IDA14/83

Your Ref: DA282/2014/1:Mr D Lucas:aw

25 August 2014

Woollahra Municipal Council  
(Attn: Mr D Lucas)  
PO Box 61  
DOUBLE BAY NSW 2360

Dear Mr Lucas

**Proposal:** IDA referral for alterations and extensions to existing Point Piper Marina  
**Property:** 5 Wunulla Road, Point Piper NSW 2027 – Sydney Harbour

Thank you for your referral of 25 August 2014 seeking comment on the proposal from Fisheries NSW, a division of NSW Department of Primary Industries (DPI).

Fisheries NSW is responsible for ensuring that fish stocks are conserved and that there is no net loss of key fish habitats upon which they depend. To achieve this, Fisheries NSW ensures that developments comply with the requirements of the *Fisheries Management Act 1994* (FM Act) (namely the aquatic habitat protection and threatened species conservation provisions in Parts 7 and 7A of the Act, respectively), and the associated *Policy and Guidelines for Fish Habitat Conservation and Management (2013)*. In addition, Fisheries NSW is responsible for ensuring the sustainable management of commercial, recreational and Aboriginal cultural fishing, aquaculture and marine protected areas within NSW.

Fisheries NSW has reviewed the proposal in light of those provisions and has no objections, subject to the proponent meeting the General Terms of Approval that follow. As per s.91A(3) of the *Environmental Planning and Assessment Act 1979*, any consent issued by Council must be consistent with these GTAs.

1. The proponent must apply for and obtain a Part 7 permit to harm marine vegetation under the FM Act from Fisheries NSW **prior to any works on site**. This permit is for the likely harm of *Zostera* seagrass habitat from shading. Permit application forms are available from the Fisheries NSW website at: <http://www.dpi.nsw.gov.au/fisheries/habitat/help/permit>; and
2. Environmental safeguards (silt curtains, booms etc.) are to be used during construction to ensure that there is no escape of turbid plumes into the aquatic environment. Turbid plumes have the potential to smother aquatic vegetation and have a deleterious effect on benthic organisms; and
3. All other relevant authorities have no objections to this proposal.

If Council or the proponent requires any further information, please do not hesitate to contact me on (02) 4254 5527.



## Department of Primary Industries

---

Yours sincerely,

**Carla Ganassin**

Resource Assessment Officer (Metro), Aquatic Ecosystems Unit

Completion Date: 21 October, 2014

**REFERRAL RESPONSE – TECHNICAL SERVICES**

**FILE NO:** DA 282/2014/1  
**ADDRESS:** 5 Wunulla Road POINT PIPER 2027  
**PROPOSAL:** Alterations and extensions to existing Point Piper Marina including the installation of new access deck, kayak storage and ramp, replacement of 24 existing swing moorings to the north of Rose Bay Park and beach with 22 berths on Arm A (4 x 8m berths, 13 x 10m berths, 2 x 13.5m berths and 3 x 15m berths) and 2 berths on Arm B (1 x 10m berth and 1 x 15m berth); new casual berthing area to Arm A  
**FROM:** David Collaguazo - Development Engineer  
**TO:** Mr D Lukas

---

**1. ISSUES**

- None.

**2. DOCUMENTATION**

I refer to the following documents received for this report:

- Environmental Impact Statement, prepared by JBA Planning, dated July 2014
- Traffic and Parking report by Christopher Hallam & Associates P/L dated December 2013

**3. ASSESSMENT**

Comments have been prepared on the following. **Where Approval is recommended, Conditions of Consent follow at the end of the comments.**

**a. Traffic comments**

*The proposal has been referred to Council's traffic engineer who considers that based on previous expert traffic analysis for the site, the proposed development would not have a significant impact on traffic and parking in the local area.*

*Refer to the memo by Council's traffic engineer below.*

**b. Construction Management comments**

*As a result of the site constraints, limited space and access a Construction Management Plan is to be submitted to Council. Due to the lack of on-street parking availability a Work Zone will be required from Council during construction and is conditioned accordingly.*



#### **4. RECOMMENDATION**

Council's Development Engineer has determined that the proposal is satisfactory, subject to the condition.

# Memorandum

ANNEXURE 6

Woollahra  
Municipal  
Council



ABN 32 218 483 245

Redleaf Council Chambers  
536 New South Head Road  
Double Bay NSW 2028

Correspondence to

General Manager  
PO Box 61  
Double Bay NSW 1360

DX 3607 Double Bay  
records@woollahra.nsw.gov.au

www.woollahra.nsw.gov.au

Telephone (02) 9391 7000  
Facsimile (02) 9391 7044

Date 20 October 2014

File No. DA 282/2014/1

To Nick Tomkins – Team Leader Development Assessment

CC

From Shirlene Yee Yet – Team Leader Traffic and Transport

Subject **5 WUNULLA ROAD, POINT PIPER  
ALTERATIONS AND EXTENSIONS TO EXISTING MARINA**

Dear Nick

I refer to the memo received from the Planning Department requesting comments in relation to traffic and parking requirements for above development.

I refer to the following documents;

1. Traffic & Parking Report by Christopher Hallam & Associates Pty Ltd dated December 2013
2. Statement of Environmental Effects by JBA Urban Planning Consultants dated 10 July 2014
3. Addenbrooke Pty Ltd vs Woollahra Municipal Council (2008) NSWLEC 1909
4. Independent Review and Traffic Report (26 October 2007) and Disaggregate Parking Assessment for Rose Bay and Point Piper Marinas by SKM (9 April 2008).

## Existing Conditions

The subject site is located at 5 Wunulla Road and is known as the Point Piper Marina. There is no vehicular access into the site and pedestrian access is off Wunulla Road. The Royal Motor Yacht Club is located at 21 Wunulla Road.

This subject site does not have any off-street parking.

There are no timed parking restrictions in Wunulla Road and nearby residential streets. Parking in Wunulla Road is generally at capacity during the summer months. Council has received complaints about the lack of parking from local residents in the past few years. There are a few medium density apartment buildings in Longworth Street which have limited off-street parking. Longworth Street and these apartments are located in very close vicinity to the Royal Motor Yacht Club. There is limited parking available in the clubs off-street parking.

Parking is at a premium in the general local area due to the proximity of Rose Bay Park, Yacht Club, Rose Bay Police Station, two major private schools – Cranbrook School and Scots College, Rose Bay Marina, Rose Bay Promenade, Lyne Park and the Rose Bay Wharf. There

are also a high number of residential flat buildings with limited or no off-street parking in this local area. Parking in Wunulla Road and New South Head Road are generally at capacity in the summer months.

## **The Proposal**

The proposal includes alterations and additions to the Point Piper Marina. Stage I of the proposal involves the removal of 24 commercial swing moorings and the addition of 22 new floating berths on the existing southern arm and 2 new berths on the northern arm of the marina.

The proposed expansion changes do not include the provision of any off-street parking.

The existing hours of use of the Marina are:

- Summer (daylight saving): seven (7) days a week, 7am to 6pm
- Winter (non-daylight saving): seven (7) days a week, 7am to 5pm

These hours of operation relate to the operations of the floating marina including the dispensing of fuel, sewage pump and tender service. Marina berth holders may gain access to their vessels 24 hours a day, 7 days a week.

This application does not propose any change to the existing hours of use of the Marina.

## **Past DA's**

In 2006, a development application DA766/2006 was lodged proposing the redevelopment of both the Rose Bay and Point Piper marinas. It proposed 35 floating pontoon marina berths at Point Piper marina and the relinquishment of all swing moorings. In relation to the Rose Bay marina it proposed 124 floating pontoon marina berths and the relinquishment of all swing moorings.

On 5 December 2007, at an extra ordinary meeting, Council resolved to resist a 'deemed refusal' appeal by the applicant to the Land & Environment Court. On 13 June 2008 the appeal was dismissed.

In October 2008, two separate DAs for the redevelopment of the Rose Bay Marina (DA 682/2008) and Point Piper Marina (DA706/2008) were lodged.

The applicant, lodged appeals with the Land and Environment Court in relation to both applications. On 18 August 2009, the LEC approved the redevelopment of the Rose Bay Marina with some exceptions and dismissed the Point Piper Marina application.

On 4 July 2013, approval was given by Council for some works at the Point Piper Marina.

## **Parking Demand and Assessment**

The parking demand for the proposed development has been assessed in accordance with the Woollahra Parking Development Control Plan (DCP), Australian Standards 3962:2000 and RTA Guide to Traffic Generating Developments.

## Planning Scheme

Woollahra Council's Parking DCP provides the following parking rates:

- 0.6 spaces per wet berth
- 0.2 spaces per swing mooring

## Australian Standards

Section 8.2.1 of 'Guidelines for Design of Marinas' (Australian Standards 3962:2001) provides the following guidelines on the anticipated car parking demand:-

- 0.3-0.6 per wet berth
- 0.3-0.6 per swing mooring

*The standards state that "in the absence of traffic and parking studies, the following car parking requirements have been found to be acceptable. The lower bound value is to be considered for commercial facilities while the upper bound value is for racing clubs".*

## RTA Guide to Traffic Generating Developments

*The Guide states that "parking demands at marinas vary substantially depending on the season, the type of berth or mooring and the type of boat. Ideally, surveys should be undertaken of similar developments, over summer weekends. Boats parked in wet marina berths are more accessible and therefore more likely to be used than boats in dry berths or on swing moorings. Use also varies with boating purpose. While a typical marina might have 30% of boats used on a summer weekend, racing yachts are more highly utilised with an average of over 60% at one club surveyed. The size of the boat affects the number of crew or passengers, while the location of the marina affects the crew's transport mode.*

*If a survey is not conducted of similar developments, the following levels of parking are recommended:*

- 0.6 spaces per wet berth.
- 0.2 spaces per swing mooring.

Adopting 0.6 spaces per wet berth and 0.2 spaces per swing mooring gives the following anticipated parking demands:-

Type of berth	Existing	Parking Demand	Proposal	Parking Demand	Net Change
Swing Mooring	24	$24 \times 0.2 = 4.8$	-24		0
Floating Berths	0		+24	$24 \times 0.6 = 14.4$	24

The parking requirement for this proposal is therefore at least 10 parking spaces.

## **Previous Land & Environment Court Proceedings**

Addenbrooke Pty Ltd applied to Woollahra Municipal Council (Council) for consent to alter and extend the Rose Bay and Point Piper Marinas. Following refusal by Council, an appeal was lodged with the NSW Land & Environment Court (LEC Proceedings 11179 of 2007). While the appeal was refused, the discussion on parking did provide some guidance on marina parking issues.

Council commissioned Alastair Burns, of Sinclair Knight Merz, to provide a peer review of the various reports prepared by the traffic consultants. His report titled *Independent Review and Traffic Report* (26 October 2007) and *Disaggregate Parking Assessment for Rose Bay and Point Piper Marinas* (9 April 2008).

The 2007 proposal was to replace the existing 52 marina berths (all boats < 20 metres) and 172 swing moorings, with 159 marina berths, of which 21 berths would cater for boats over 20 metres in length.

The Land and Environment Court Judgement (File 11179 of 2007) was finalised on 18 August 2009.

On the question of the appropriateness of using published guidelines and codes to assess parking needs, the experts for the applicant (Chris Hallam) and for Council (Alastair Burns) drew the following conclusions, as quoted in paragraph 172 of the Judgement:

*"The Contentions rely on parking calculations based on the NSW Roads & Traffic Authority Guide to Traffic Generating Developments and on Woollahra Municipal Council's Development Control Plan for Off-Street Parking Provision and Servicing Facilities. [The experts] both agree that these documents provide a guide only and should only be considered if surveys were not undertaken at other appropriate marina developments. [The experts] both agree that there have been adequate and sufficient surveys undertaken of parking demand at other appropriate marinas. [The experts] agree that the results and analysis of these surveys should be used in the assessment of parking issues, rather than the RTA and Council guidelines."*

Based on peak Summer weekend boat usage, for boats of up to 20 metres in length, the experts both agreed that the design parking rates to apply are:

- Swing moorings 0.224 cars/mooring
- Marina berths 0.166 cars/berth

Paragraph 182 of the Judgement concluded:

*"Based on the evidence of the traffic experts, the proposal will not generate an unacceptable demand for parking which cannot be met by the availability of on street parking".*

### **Car Parking and Parking Provision**

Based on the research undertaken by Alastair Burns, of Sinclair Knight Merz and Christopher Hallam of Christopher Hallam & Associates Pty Ltd, and on the agreed position of the traffic experts in the Land & Environment Court Proceedings File 11179 of 2007 in 2009 including the Judgement, it is reasonable to adopt the parking demand for boats on swing moorings as 0.224 cars/boat, and for boats of less than 20 metres in length in marina berths, the peak parking demand as 0.166 cars/boat for the parking assessment for this application.

The parking demand for the proposal is therefore:

- - 24 swing moorings @ 0.224 cars/boat = - 5.4 cars
- +24 marina berths @ 0.166 cars/berth = + 4 cars

- Net impact = -1.4 cars

The development does not provide any off-street parking or loading facilities. The Applicant has not provided any information on surveys or data in relation to the existing parking conditions in Wunulla Road and side streets. The relevant parking standards and guidelines require parking to be provided off-street.

The Traffic Reports states that due to the change in moorings and berths, and the total number of berths provided, the proposed development would result in less demand for parking compared to the existing marina.

Alastair Burns, of Sinclair Knight Merz had advised that *"as the proposed marinas are unlikely to have a negative impact on parking, rejecting the marinas on the grounds that off-street parking is not provided, is unlikely to be viewed favourably by authorities, should the development be referred to the Land and Environment Court. It could be argued however that if the development was a new development it would not be approved without the provision of off-street parking"*.

Paragraph 17 of the Land and Environment Court Judgement (File 11179 of 2007) stated that:

"The council contended that matters of ecology, noise, lighting, navigation and safety may be resolved by conditions of consent and withdrew its contentions in relation to parking".

## **Parking Adequacy**

Informal parking surveys undertaken by Council during the summer months in this local area revealed high parking occupancy rates. Council has received complaints from local residents about the lack of parking opportunities for local residents and their visitors. The following activities and land uses have made parking a premium in the local area:-

- Events at the Royal Motor Yacht Club. The club has limited off-street parking.
- There are a number of older style residential apartment blocks in close vicinity and some do not have access to off-street parking.
- There are a few construction sites in this local area and parking has been sought by trades people.
- Rose Bay Park off Wunulla Road.
- Rose Bay Promenade and Rose Bay Marina on New South Head.
- Rose Bay Police Station on Wunulla Road.
- Cranbrook School on New South Head Road.

## **Loading**

There is an 18m No Parking/Loading zone in Wunulla Road to accommodate passenger and goods pick-up and drop-off (including refuelling). The Marina does not have any off-street loading facilities.

Council has received complaints from local residents about the safety of the Wunulla Road intersection in the vicinity of this loading zone.

## **Traffic Impact**

Traffic Engineering accepts that the level of traffic generation is not expected to affect the operation of surrounding roadways and intersections.

## **Construction Management Plan**

Should this development be approved and considering the high demand for on street parking and pedestrian volumes fronting the site, a construction management plan is warranted.

As a result of site constraints, limited space and access, a construction management plan must be submitted to Council. Consideration needs to be given to the loading requirements for the building works and the normal delivery schedules for the Yacht Club.

A Work Zone will be required during the construction period.

## **Recommendation**

The existing land uses, activities and lack of off street parking in the local area currently impact on the parking amenity of residents in this local area.

It is accepted that the proposed development does not significantly change the use of the facility and as such the impact of parking would not be significant.

Based on the Land and Environment Court Proceedings 11179 of 2007 in relation to the parking rates adopted, it is accepted that the proposed development would not have a significant impact on traffic and parking in the local area.

Therefore there are no objections to this development proposal.

## **Regards**

**Shirlene Yee Yet**

Completion Date: 03/09/2014

**REFERRAL RESPONSE – OPEN SPACE**

**FILE NO:** DA 282/2014/1  
**ADDRESS:** 5 Wunulla Road POINT PIPER 2027  
**PROPOSAL:** Alterations and extensions to existing Point Piper Marina including the installation of new access deck, kayak storage and ramp, replacement of 24 existing swing moorings to the north of Rose Bay Park and beach with 22 berths on Arm A (4 x 8m berths, 13 x 10m berths, 2 x 13.5m berths and 3 x 15m berths) and 2 berths on Arm B (1 x 10m berth and 1 x 15m berth); new casual berthing area to Arm A  
**FROM:** Paul Fraser – Team Leader Open Space & Recreational Planning  
**TO:** Mr D Lukas

---

**1. DOCUMENTATION**

I refer to the following documents received for this report:

- Statement of Environment Effects, referenced JBA July 2014 13566

**2. RESEARCH**

The following research was undertaken in the preparation of this assessment:

- A site inspection was carried out on the following date 20 August 2014.

**3. ASSESSMENT**

Comments have been prepared on the following.

**a) Impacts on Public Open Space and Reserves**

There are little impacts on the open space, being Rose Bay Park. The removal of the swing moorings may improve the recreational usage of the harbor for informal watercraft usage.

**b) Impacts on Council Infrastructure**

The proposal is unlikely to cause any detrimental impact on Council infrastructure. Any works to Council infrastructure requires separate development and owners consent.

**c) Vehicle Access**

No construction access is sought through Rose Bay Park.

**4. RECOMMENDATION**

Council's Team Leader – Open Space and Recreation Planning has determined that the proposal is satisfactory, subject to the conditions.



20 October 2014

## REFERRAL RESPONSE - HERITAGE

**FILE NO:** DA 282/2014/1

**ADDRESS:** 5 Wunulla Road POINT PIPER 2027

**PROPOSAL:** Alterations and extensions to existing Point Piper Marina including the installation of new access deck, kayak storage and ramp, replacement of 24 existing swing moorings to the north of Rose Bay Park and beach with 22 berths on Arm A (4 x 8m berths, 13 x 10m berths, 2 x 13.5m berths and 3 x 15m berths) and 2 berths on Arm B (1 x 10m berth and 1 x 15m berth); new casual berthing area to Arm A

**FROM:** Amelia Parkins, Strategic Heritage Officer

**TO:** Mr D Lukas

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### ISSUES

- *No heritage concerns*
- 

### DOCUMENTATION

The following documentation provided by the applicant has been examined for this referral response:

- Drawing set by International Marina Consultants, dated 15 March 2014, and numbered 4506-01/B – 4506-03/A
- Heritage Impact Statement by NBRS + Partners, dated 18 September 2008  
*Note: The HIS refers to works to the Rose Bay Marina, which do not form part of this application.*
- Environmental Impact Statement by JBA, dated July 2014

### SITE INSPECTION / RESEARCH

The following research was undertaken in the preparation of this assessment:

- The site was inspected on the 20 October 2014, including the general locality.

Review of the following documents and photographic evidence:

- Council's property system, to establish dates of earlier building and development applications for the subject and surrounding properties.
- Council's photography files relevant to the immediate area
- Council's heritage inventory sheets
- Council's aerial photography and mapping database
- Google Maps – street view

### STATUTORY AND POLICY DOCUMENTS

The following statutory and policy documents are relevant to the application:

- Sydney REP (Sydney Harbour Catchment) 2005

## **HERITAGE FRAMEWORK**

- The subject building is not a heritage item in the SREP (Sydney Regional Environment Plan) 2005.
- The subject is not listed on the State Heritage Register.
- The subject building is not in a heritage conservation area.

## **SIGNIFICANCE OF ITEMS IN THE VICINITY**

The proposed works to the Point Piper Marina are within the vicinity of the Rose Bay Sea Wall and Promenade, and the Rose Bay Police Station.

The proposed works will not detract from the heritage significance of the heritage items in the vicinity.

## **DESCRIPTION OF PROPOSAL**

The following works are proposed:

- Rearrangement of berthing at the Point Piper Marina including removal of 24 commercial swing moorings and replacement with 24 floating berths on the existing southern and northern arms.

## **ASSESSMENT OF HERITAGE IMPACT**

The proposed alterations to the Point Piper Marina occur within the visual curtilage of the Rose Bay Sea Wall and Promenade. The rearrangement of the moorings at the marina appears to consolidate the boats along the northern and southern arms, and remove an equivalent number of swing moorings. This will result in a reduction of boats scattered in the bay but may increase the density of the boats at the marina. Visually, swing moorings are preferable to marina extensions, however, no extension of the marina is proposed in this application and the consolidation of boats at the marina has the potential to open a view corridor from Rose Bay Park, which is positive.

## **RECOMMENDATION**

Consent - No heritage conservation conditions required.

Amelia Parkins  
Strategic Heritage Officer

Completion Date: 21/08/2014

**REFERRAL RESPONSE - ENVIRONMENTAL HEALTH**

**FILE NO:** DA 282/2014/1  
**ADDRESS:** 5 Wunulla Road POINT PIPER 2027  
**PROPOSAL:** Alterations and extensions to existing Point Piper Marina including the installation of new access deck, kayak storage and ramp, replacement of 24 existing swing moorings to the north of Rose Bay Park and beach with 22 berths on Arm A (4 x 8m berths, 13 x 10m berths, 2 x 13.5m berths and 3 x 15m berths) and 2 berths on Arm B (1 x 10m berth and 1 x 15m berth); new casual berthing area to Arm A  
**FROM:** Louie Salvatore  
**TO:** Mr D Lukas

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**1. ISSUES**

- Environmental Issues including underwater surface/sediment contamination; acid sulfate soils; water quality; air quality; hazard assessment; noise from construction and operational phase

**2. DOCUMENTATION**

I refer to the following documents received for this report:

- Environment Impact Statement, referenced 13566, prepared by JBA Urban Planning Consultants Pty Ltd, dated July, 2014.
- Letter by NSW Planning & Environment-Environmental Assessment Requirements; Chris Ritchie A/Director Industry, Key Sites & Social Projects dated 26 May, 2014.
- Architectural Plans, referenced 4506-01/B; 4506-02/A; 4506-03/A, prepared by International Marina Consultants, dated 25 March, 2014.
- Environmental Impact Statement Heritage Issues, prepared by NBRS & Partners, dated Revised 18 September, 2008.
- Wave Climate Study Rose Bay Marina, referenced J1898/R1906, prepared by Lawson & Treloar Pty Ltd, dated July 2000.
- Table of Compliance JBA Urban Planning Consultants Pty Ltd.
- Rose Bay & Point Piper Marina Sediment Sampling & Testing, prepared by Patterson Britton & Partners, referenced Issue No.1, dated May 2006.
- Site Audit Report, referenced AS 120699 Audit MH26, prepared by Environ, dated November 2007.
- Point Piper Marina Visual Assessment, referenced 0234264 RPT4 Final, prepared by ERM, dated July 2014.
- Point Piper Marina Extension Seagrass Distribution Survey, referenced MPR 1032, prepared by Marine Pollution Research Pty Ltd, dated 17 March, 2014.
- Construction Management Plan, referenced 9435370\_1, dated September 2008.

- Environmental Management Plan, referenced 9398200\_3, prepared by Advanced Marina Management Pty Ltd, dated November 2009.
- Analysis of Greenhouse Gas Emissions, prepared by Hyder Consulting Pty Ltd, dated 01 October, 2008.
- Traffic & Parking, referenced 2620, prepared by Christopher Hallam & Associates Pty Ltd, dated December 2013.
- Vessel Navigation Report, referenced 5635-10, prepared by Worley Parsons, dated October 2008.
- Letter prepared by Royal Haskoning DHV Australia, titled Point Piper Marina Extension, dated 15 April, 2014.

### **3. RESEARCH**

The following research was undertaken in the preparation of this assessment:

- A site inspection was carried out on the following date: 21/08/2014

### **4. SUMMARY OF PROPOSAL**

- Removal of slipway holding berth, fuel berth and work berth
- Removal of 24 commercial swing moorings
- Installation of 13 finger pontoons to the existing southern arm
- Installation of 2 telescopic piles
- Provision of 24m of casual berthing
- Installation of new timber deck with kayak storage
- Improved fire egress and access to Rose Bay Park and beach.

### **5. ASSESSMENT**

Comments have been prepared on the following.

#### **a) Acoustics**

Construction noise works and operational noise to be controlled through the Construction Management Plan (September 2008, referenced 9435370\_1-Appendix 10 of the EIS) and Environmental Management Plan prepared by Advanced Marina Management Pty Ltd (November 2009, referenced 9398200\_3-Appendix 11 of the EIS).

The main construction activities will involve a range of different construction methods and activities; the main activities will comprise relinquishment of swing moorings, installation of piles, installation of the finger pontoon units and installation of services. All work located within the waterways will be accessed from the water.

The construction program indicates an overall duration of approximately 3 weeks with piling activities taking place on the first two days. Construction hours will be limited to Monday to Friday 8am-5pm and Saturday 8am-1pm.

The ongoing operational acoustic conditions will be similar to that already experienced at the marina.

**b) Acid Sulphate Soils**

Refer to Section 5 of the Environmental Impact Statement. No dredging is proposed and therefore there will be no acid sulfate soil impacts.

**c) Land Contamination (SEPP 55)**

Investigations and sediment sampling was undertaken by Patterson Britton in November 2005, March 2006 and September 2006; this sampling was undertaken in support of a previous development application (DA766/2006) and remains valid for the current application.

The primary source of contamination was considered to be from the historical use of the marina slipway/maintenance of vessels and contamination associated with fuel storage and pumping. Details of the sampling and analysis program are provided in Appendix 6 of the EIS, 'Rose Bay & Point Piper Marina Sediment Sampling & Testing', prepared by Patterson Britton & Partners, referenced Issue No.1 dated May 2006.

The results of a series of sediment testing and the Site Audit have concluded that remediation of sediments at the site is not required. Accordingly, the land area is suitable for the purpose of the development proposed to be carried out.

In November 2007, a Site Audit Report was prepared for the redevelopment. The Site Auditor has reviewed the design for the existing Point Piper Marina and stated that the conclusions of the Site Audit Report and validity of the Site Audit remain and are not affected by the existing layout. Refer to Site Audit Report, referenced AS 120699 Audit MH26, prepared by Environ, and dated November 2007.

**d) Construction**

Refer to the Construction Management Plan, referenced 9435370\_1, dated September 2008.

**6. RECOMMENDATION**

Council's Environmental Health Officer has determined that the proposal is satisfactory subject to the conditions.