

# HERITAGE IMPACT STATEMENT

Gladesville Bridge Marina  
Alterations and Additions



380 Victoria Place, Drummoyne  
16 DECEMBER 2019

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# HERITAGE IMPACT STATEMENT FOR GLADESVILLE BRIDGE MARINA

## 1.0 INTRODUCTION

### 1.1 BACKGROUND

This Heritage Impact Statement report has been prepared as part of an Environmental Impact Statement (EIS) to accompany a Development Application (DA), lodged with Canada Bay Council under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It addresses part of the following SEARs requirements:

*General Requirements*

*The EIS must include an assessment of all potential impacts of the proposed development on the existing environment (including cumulative impacts if necessary) and develop appropriate measures to avoid, minimise, mitigate and/or manage these potential impacts. As part of the EIS assessment the following matters must also be addressed:*

- *heritage – including Aboriginal and non-Aboriginal cultural heritage.*

Assessment of the potential impact on Aboriginal cultural heritage required in the SEARs is outside the scope of this report and is to be addressed by others, as is Archaeological assessment.

The Gladesville Bridge Marina (GBM) includes a water-based structure and a land-based building, which is located at 380 Victoria Place, Drummoyne within the Canada Bay Local Government Area (LGA). The site is located on the eastern foreshore of the Parramatta River, to the south of the Gladesville Bridge.

The site is approximately 19,740m<sup>2</sup> in area, comprising an approximate 1,740m<sup>2</sup> land-based component and an approximate 18,000m<sup>2</sup> of lease area, which accommodates the water-based component. An aerial photo of the site is shown at Figure 1 below.



**LEGEND:**

— Current mooring area

Figure 1 - Aerial photograph of the site. Source: GHD Pty Ltd / NearMaps

A summary of GBM's current services is as follows:

- 50 floating berths; berth sizes range from 25' to 75.5' (7.6m to 23m)
- 44 swing moorings; swing moorings are available for boats, with the most popular lengths from 17' (5.2m) up to 50' (15m), although there is no limit in length
- Total capacity for 99 boats
- Complimentary tender service available 7 days a week, transporting customers to and from the marina pontoons to their vessels on the swing moorings
- Dinghies availability for after-hours use
- Slipways – antifouling, boat surveys and painting. The slipway can accommodate vessels up to 60' (18m) LOA and 16' (5m) beam. Non-flybridge power vessels of up to 40' (13m) are able to be housed in our undercover slipway area for all weather painting and repairs
- Pump out facilities
- Food and beverage kiosk (currently machine based)
- Boat repairs
- Shipwright services
- Mechanical services
- Work berths
- New and used boat sales
- Charter operation (back-of-house).

The proposed development constitutes alterations and additions to the marina berth layout to provide overall storage for 130 vessels comprising 15 swing moorings and 115 floating berths. The works include:

- removal of 29 existing swing moorings and retention of 15 existing swing moorings;
- construction of 65 new floating berth spaces of varying sizes, that increases the number of floating berths from 50 to 115;
- cessation of the shipwright workshops and slipway activities;
- demolition of the slipway rails and demolition of the internal office mezzanine structure within the shipwright workshop area; and
- provision of 8 new valet car parking spaces within the existing work shop to bring the total parking provision on-site to 19.

As the proposed development constitutes a 'Marina', with an intended capacity of more than 15 vessels having a length of 20 metres or more and an intended capacity of more than 80 vessels of any size, it is classified as 'Designated Development' under Schedule 3, Clause 23 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

## 1.2 METHODOLOGY

This Heritage Impact Statement has been prepared in accordance with the guidelines set out in the *Australia ICOMOS Charter for Places of Cultural Significance*, 2013, known as The Burra Charter, and the New South Wales Heritage Office (now the Heritage Division of the NSW Office of Environment and Heritage) publication, NSW Heritage Manual.

The Burra Charter provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used, particularly the words *place*, *cultural significance*, *fabric*, and *conservation*, is as defined in Article 1 of The Burra Charter. The NSW Heritage Manual explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW.



### 1.3 SITE LOCATION

The location of the water-based component of the site is shown in Figure 1 above. The land based component of the site is located on the western side of the Gladesville Bridge at Drummoyne and is known as 380 Victoria Place, Drummoyne. It is identified as Lot B Deposited Plan (DP) 401843, Lot 1 DP 430123 and Lot 1 DP 549352 by NSW Land Registry Services (LRS)

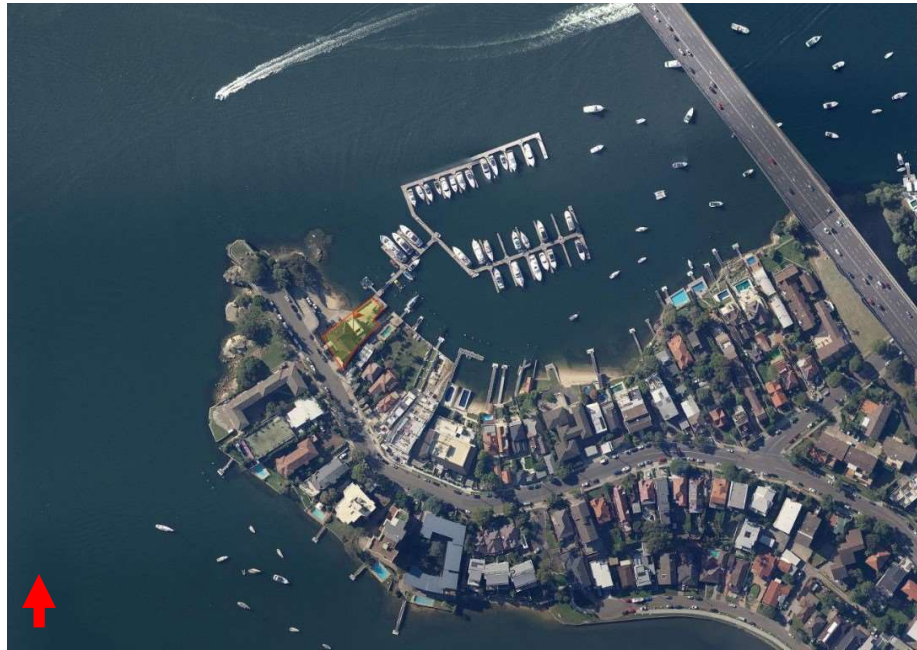


Figure 2 - Aerial photograph with the land based component of the subject site outlined in red and coloured yellow. Source: NSW LRS, SIX Maps, maps.six.nsw.gov.au

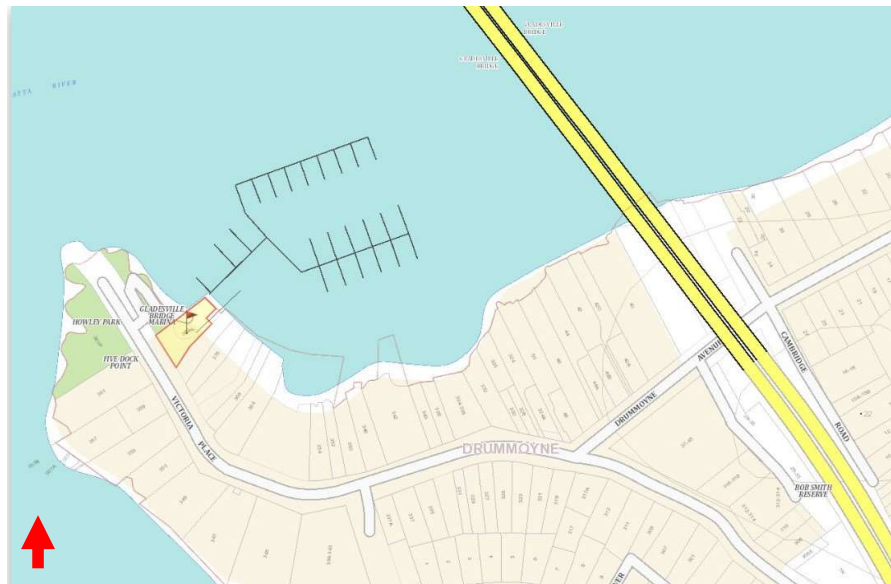


Figure 3 - Map showing the location of the land based component of the subject site which is outlined in red and coloured yellow. Source: NSW LRS, SIX Maps, maps.six.nsw.gov.au



#### 1.4 HERITAGE MANAGEMENT FRAMEWORK

The application for this development proposal is to be assessed under Part 4 of the *EP&A Act*. Clause 228(2)(e) of the *Environmental Planning and Assessment Regulation 2000* (Regulations) requires consideration of "any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations".

The SEARs requirements for this application note that the proposal is to be assessed against the relevant environmental planning instruments, including but not limited to:

- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No 33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy No 55 – Remediation of Land*
- *State Environmental Planning Policy (Coastal Management) 2018*
- *State Regional Environmental Policy (Sydney Harbour Catchment) 2005*
- *Canada Bay Local Environmental Plan 2013*
- relevant development control plans and section 94 plans

The *State Regional Environmental Policy (SREP) (Sydney Harbour Catchment) 2005* and the *Canada Bay Local Environmental Plan (LEP) 2013* are the only EPIs specified that include applicable heritage provisions. No part of the subject site is identified as an item of heritage significance on Schedule 4 of the *SREP Sydney Harbour Catchment 2005* or on Schedule 5 of the *Canada Bay LEP 2013* and it is not located within a conservation area listed under these EPIs. However, the site is in the vicinity of a number of items identified in their heritage schedules.

Schedule 4 of *SREP Sydney Harbour Catchment 2005* includes the following items that are in the vicinity of the subject site:

- Item 21 Federation House boatshed, Drummoyne Avenue, Drummoyne
- Item 22 Gladesville Bridge including abutments

Gladesville Bridge is also listed on the NSW State Heritage Register (SHR). The SHR entry for this item<sup>1</sup> clearly defines the boundary of the listing as "Refer to Heritage Council Plan 2625. The curtilage of Gladesville Bridge is defined (by RMS) as the northern and southern abutments and the arch. To the south (Drummoyne), the boundary is in line with Drummoyne Avenue that runs beneath the bridge. To the north (Henleys Point), the boundary is the Victoria Road off-ramp that runs beneath the bridge (adjacent to Huntleys Point Road). The curtilage encompasses the bridge structure only and does not extend to any landscape, river or roadways that exist beneath the structure."

The existing marina swing mooring area is in the vicinity of the Gladesville Bridge, being either side of, and beneath, the bridge. The proposal includes changes to the swing mooring area on the western side of the bridge. As there is no requirement under the *NSW Heritage Act* to seek or give Heritage Council approval for development in the vicinity of SHR listed items this application is not Integrated Development in relation to heritage.

The *SREP Sydney Harbour Catchment 2005* Schedule 4 entry for item 21 does not list the associated Drummoyne Avenue street number or Lot and DP identifier and the scale and nature of the associated mapping does not clearly identify its location. The NSW Heritage

<sup>1</sup> NSW Heritage Inventory Database entry 5062219

Inventory has an entry<sup>2</sup> for three Federation Houses (including “Shalimar”) and Boatsheds in Drummoyne Avenue, opposite the intersection with Wrights Road, listed on a Regional Environmental Plan. Item 21 is assumed to be the boatshed at one of these properties which are known as 10, 14 and 16 Drummoyne Avenue.

Schedule 5 of the *Canada Bay LEP 2013* includes the following items that are in the vicinity of the subject site:

- Item I474 Gladesville Bridge abutments, Five Dock Point, End of Victoria Place
- Item I475 Howley Park, Five Dock Point, 361P Victoria Place
- Item I473 House, 352 Victoria Place
- Item I472 Boatshed, 348 Victoria Place
- Item I178 House, “Tobique”, 44 Drummoyne Avenue
- Item I177 House, “Shalimar”—private garden, fence and gate, 16 Drummoyne Avenue
- Item I176 Marist Brothers’ house, 14 Drummoyne Avenue.



Figure 4 - Detail from the SREP Sydney Harbour Catchment Heritage Map with the location of the subject site indicated with an orange circle. Source: NSW Department of Planning and Environment

<sup>2</sup> NSW Heritage Inventory Database entry 2891447



Figure 5 - NSW Heritage Council Plan 2625 showing the relationship between the Gladesville Bridge and the Marina. The red hatching identifies the extent of the State heritage listing. Source: NSW Heritage Inventory

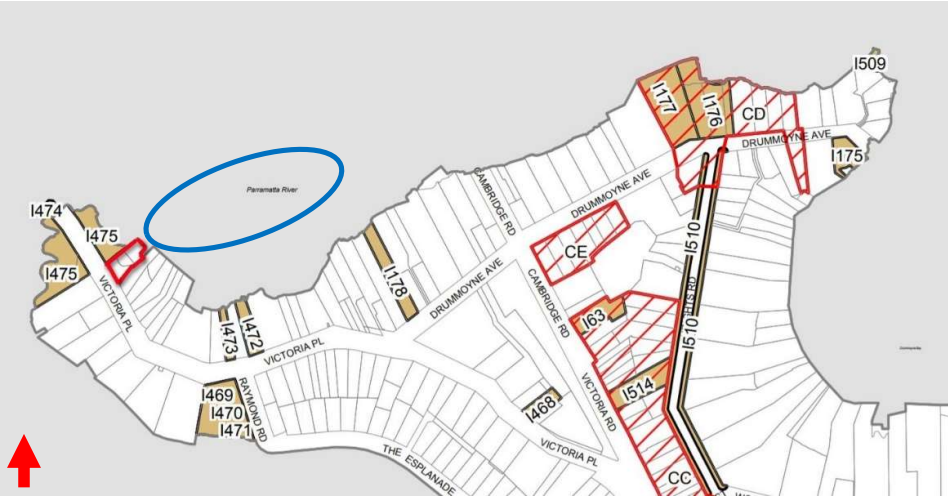


Figure 6 - Detail from the Canada Bay LEP 2013 heritage map. Heritage items are shaded brown. The land based component of the subject site is outlined in red and the approximate location of the water based component is indicated with a blue circle. Source: Canada Bay LEP 2013, Heritage Map HER\_6

**1.5 AUTHORSHIP**

This report was prepared by Samantha Polkinghorne, Director, using research and a history written by Nicole Cama, Historian, all of **NBRS**ARCHITECTURE.

The Visual Impact Assessment was prepared by ARPL (Anthony Rowan Pty Ltd).

**1.6 LIMITATIONS**

This report is limited to the assessment of potential impacts on the European cultural heritage values of the site and does not include Aboriginal and Archaeological assessment. This report only addresses the relevant planning provisions relating to heritage.

**1.7 COPYRIGHT**

Copyright of this report remains with the author, **NBRS**ARCHITECTURE. Unless otherwise noted, all images are by the author.

## 2.0 DOCUMENTARY EVIDENCE

### 2.1 PRE-EUROPEAN HISTORY

Drummoyne sits within the traditional lands of the Wangal (also Wanngal) people of the Eora Nation. The Wangal's territory stretched from the western outlet of Darling Harbour (initially named Long Cove) and west along the southern shores of the Parramatta River. Governor Arthur Phillip described the clan's territory in a letter in 1790:

*The south side of the harbour from the above-mentioned cove [Long Cove] to Rose Hill, which the natives call Parramatta, the district is called Wann, and the tribe, Wanngal.<sup>3</sup>*

The suburb, Wareemba, takes its name from the Aboriginal word for the entire Drummoyne peninsula, meaning 'where sweet(fresh) water meets salt water'.<sup>4</sup> This water source, the Parramatta River, was important to the Wangal people who used it to hunt for fish, shellfish, mud oysters, ducks and other birds.<sup>5</sup> Various native flora such as Eucalyptus and Angophora species of trees and shrubs as well as mat-rush dominated the shores, outcrops and surrounding areas of the subject site.<sup>6</sup>

In 1789 these shores became what historian Grace Karskens describes as 'landscapes of death', when smallpox (known to the Eora as *gal-gal-la*) swept through Sydney, killing an estimated half of the Aboriginal population.<sup>7</sup> Captain John Hunter described the scenes in his journal in May 1789:

*...it was truly shocking to go round the coves of this harbour, which were formerly so much frequented by the natives; where, in the caves of the rocks, which used to shelter whole families in bad weather, were now to be seen men, women, and children, lying dead.<sup>8</sup>*

Probably the most well known Wangal person, and indeed the most notable Aboriginal figure in the history of early Sydney, was Woollarawarre Bennelong. Bennelong grew up on the Parramatta River and was captured by Governor Phillip in November 1789 as part of a plan to learn the language and customs of the local people.<sup>9</sup> In December 1792 Bennelong set sail for England alongside his Wangal kinsman, Yemmerrawanne. The 19-year-old, Yemmerrawanne, died while the pair were in England and Bennelong returned to his country in 1795.<sup>10</sup> Despite claims that he was shunned by his own people on his return from England, evidence suggests Bennelong continued to live a full life among his people participating in rituals and customs until his death in 1813.<sup>11</sup>

Place names in the municipality today remember the area's traditional custodians including Wangal Park in Mortlake and Wangal Place in Five Dock.

<sup>3</sup> Letter from Governor Phillip to Lord Sydney, 13 February 1790, *Historical Records of Australia*, volume 1 (Sydney, NSW: The Library Committee of the Commonwealth Parliament, 1914), p. 160

<sup>4</sup> Wareemba, Geographical Names Board, reference 74907, accessed 27 May 2019 <http://www.gnb.nsw.gov.au/>

<sup>5</sup> Keith Vincent Smith, Woollarawarre Bennelong, Dictionary of Sydney, 2013, [http://dictionaryofsydney.org/entry/woollarawarre\\_bennelong](http://dictionaryofsydney.org/entry/woollarawarre_bennelong), viewed 26 May 2019

<sup>6</sup> Perumal Murphy, 'Specialist Reports', *Drummoyne Heritage Study*, October 1989, vol 2

<sup>7</sup> Grace Karskens, *The Colony: A History of Early Sydney* (Crows Nest, NSW: Allen & Unwin, 2009), p. 374

<sup>8</sup> John Hunter, *An Historical Journal of the Transactions at Port Jackson and Norfolk Island with the Discoveries which have been made in New South Wales and in the Southern Ocean, since the publication of Phillip's Voyage, compiled from the Official Papers; Including the Journals of Governor Phillip and King, and of Lieut. Ball; and the Voyages of the first Sailing of the Sirius in 1787, to the Return of that Ship's Company to England in 1792* (London, UK: John Stockdale, 1793)

<sup>9</sup> Smith, Woollarawarre Bennelong, Dictionary of Sydney

<sup>10</sup> Keith Vincent Smith, Yemmerrawanne, Dictionary of Sydney, 2015, <http://dictionaryofsydney.org/entry/yemmerrawanne>, viewed 26 May 2019

<sup>11</sup> Smith, Woollarawarre Bennelong, Dictionary of Sydney



## 2.2 DEVELOPMENT OF THE SUBURB

The suburb of Drummoyne takes its name from an estate which was purchased in the early 1850s by the merchant and island trader, William Wright. The estate was bound by today's Victoria and Lyons roads and featured an elaborate stone mansion at Wrights Point until it was demolished in 1971. Wright named his estate Drummoyne Park after his family's Scottish property and it was also a gaelic term meaning 'flat topped ridge'.<sup>12</sup>

The suburb of Drummoyne was part of a 1,500-acre land grant to the military surgeon and magistrate, John Harris, in 1806. His estate became known as 'Point Farm' or more commonly, 'Five Dock Farm'. Nineteenth century accounts note the name refers to the five sandstone indentations or 'docks' of Five Dock Point (the location of the subject site). The earliest known reference to the name 'Five Dock' appeared in the Sydney Gazette on 3 February 1805, when it was reported a 'flock of wild ducks was seen at Five Dock Bay'.<sup>13</sup> Revered Charles Wilton mentioned 'the Five Docks' in his 1828 article in the Australian Quarterly Journal.<sup>14</sup> And in 1919, one Walter Campbell recalled travelling on Parramatta River in the mid-19th century, describing Five Dock Point as a place which got its name from 'five deep indentures in the rocks supposed to resemble docks'.<sup>15</sup> Today only three of the five outcrops remain visible on the western side of the point, the others were built over during the construction of the original Gladesville Bridge in 1881.<sup>16</sup>



Figure 7 - Parish Plan showing 1,500 acre grant to John Harris (Source: NSW Land Registry Services)

<sup>12</sup> Gregory Blaxell, *A Pictorial History of City of Canada Bay: Drummoyne to Concord* (Alexandria, NSW: Kingsclear, 2010), pp. 15-16; Perumal Murphy, 'Thematic History', *Drummoyne Heritage Study*, September 1989, vol 1, pp. 23-24; Eric Russell, *Drummoyne: A Western Suburbs' History from 1794*, 2nd ed (Drummoyne, NSW: Council of the Municipality of Drummoyne, 1982), pp. 92-93

<sup>13</sup> *The Sydney Gazette and New South Wales Advertiser*, 3 February 1805, p. 3 <http://nla.gov.au/nla.news-article626610>

<sup>14</sup> Rev Charles P N Wilton, 'Suggestions for the establishment of a Punt across the Parramatta River at Kissing Point', *The Australian quarterly journal of theology, literature & science* (Sydney, NSW: A Hill, April 1828), p. 201

<sup>15</sup> Walter S Campbell, 'The Parramatta River and Its Vicinity, 1848-1861', *The Royal Australian Historical Society Journal and Proceedings*, 1919, vol 5, part 6, p. 270

<sup>16</sup> 'Howley Park Draft Management Plan', NSW Department of Lands, 1989, p. 4; 'What's in a name?', Local Studies, City of Canada Bay, 3 January 2013, Canada Bay Connections, accessed 22 May 2019 <https://canadabayconnections.wordpress.com/2013/01/03/whats-in-a-name/>; Kenneth G Allars, 'The Five Dock Farm', *The Royal Australian Historical Society Journal and Proceedings*, 1948, vol 32, part 2, p. 92 and 97



The Drummoyne area remained mostly undeveloped and notices published in the 1810s and 1820s reveal attempts by Harris to protect his estate. In 1819 he offered a reward of five shillings after three cows had either been stolen or strayed from the property.<sup>17</sup> In 1822 he cautioned would-be trespassers from 'depasturing Cattle, cutting down or carrying off Timber, Stones, or Grass, either by Boats or Land Carriage, from my Estate'.<sup>18</sup> By 1826 Five Dock Farm was described as containing a 'Dwelling House & Fencing'.<sup>19</sup> On 17 September 1836 Harris conveyed Five Dock Farm to the former convict and businessman, Samuel Lyons, for £4,000 worth of capital stock of the Commercial Banking Company of Sydney.<sup>20</sup>

The Five Dock estate was subdivided and offered for sale in January 1837. Newspaper advertisements marketed the 133 lots, which varied in size from two to 69 acres, to the 'Inn-keeper, the market Gardener, the Tradesman and the Mechanic', however, it was members of the higher social orders who bought up the bulk of the estate.<sup>21</sup> Development after the 1837 subdivision was slow as the majority of the land was tied up in the estates of prominent merchants and businessmen. As a result, open paddocks and countryside dominated the area well into the 1870s.

Transport formed an important role in the development of Drummoyne. In 1832 the Bedlam Ferry punt commenced operations between Bedlam Point, Gladesville and today's Abbotsford Point. According to Walter Campbell's recollections, the ferry was unreliable and cumbersome:

*...the passengers invariably assisted in the hauling. Sometimes the rope was cut by a steamer or large sailing boat, causing great delays and much strong language and worry, until the ends could be fished up and spliced.*<sup>22</sup>

The punt was replaced by the Gladesville Bridge in 1881. From 1874 the area was serviced by horse-drawn buses which travelled along Parramatta Road to Burwood Station, and by October 1890 steam trains entered the locality. Sydney Ferries Limited took over the Parramatta River ferry services in 1900 and a quarterly ticket to Drummoyne cost 20 shillings. Regular ferry services were discontinued in 1939, however, limited peak hour services were introduced in 1971. By December 1902 electric trams linked Drummoyne to the rest of Sydney, a part of what became known as one of the most sophisticated tram networks in the world before its was closed in the 1960s. Motor bus services also serviced the area from the late 1910s.<sup>23</sup>

On 25 July 1871 Five Dock was proclaimed a municipality. This lasted until 18 January 1890, when the Borough of Drummoyne was proclaimed following protestations from residents in the area who felt they were seeing little benefit from their rates. Five Dock and Drummoyne were re-amalgamated in March 1902. These localities eventually became part of the City of Canada Bay Council in December 2000.

Population numbers in Drummoyne grew steadily from the 1870s to the 1920s, with spikes in the early 1900s and 1920s. For example the 1902 census recorded a population of 2,970 with 369 dwellings, while the 1905 census recorded a population of 6,000 with 1,158

<sup>17</sup> *The Sydney Gazette and New South Wales Advertiser*, 9 October 1819, p. 4 <http://nla.gov.au/nla.news-article2179015>

<sup>18</sup> *The Sydney Gazette and New South Wales Advertiser*, 25 October 1822, p. 3 <http://nla.gov.au/nla.news-article2181399>

<sup>19</sup> Russell, *Drummoyne*, p. 33

<sup>20</sup> Russell, *Drummoyne*, p. 60

<sup>21</sup> *The Sydney Monitor*, 2 January 1837, p. 3 <http://nla.gov.au/nla.news-article32154400>; Perumal Murphy, 'Thematic History', p. 16

<sup>22</sup> Campbell, 'The Parramatta River and Its Vicinity, 1848-1861', p. 254

<sup>23</sup> Russell, *Drummoyne*, pp. 166-73

dwellings.<sup>24</sup> This can be attributed to the improvement of public transport, and also to a boom in housing development, as the stately mansions gave way to an increasingly suburban dwellings, as well as the construction of key public buildings and amenities. The 1940s witnessed a period of renewed development and many of the remaining tracts of land were subdivided and developed into residential blocks of flats.

## 2.3 HISTORY OF THE SUBJECT SITE

The subject site forms part of a 66-acre lot which was retained by Samuel Lyons and not sold as part of the original subdivision of Harris' Five Dock Farm in 1837.<sup>25</sup> Throughout most of the 19th century, as with the rest of the suburb, the subject site and its surrounds retained its 'rural' character. According to Walter Campbell, the areas along Parramatta River remained in 'primeval condition' throughout the 1840s and 1850s, and around the subject site there consisted only one 'cave dwelling':

*...there was no settlement anywhere near the river except one house, occupied and owned by Mr Abercrombie, just on the point at the entrance, and one cave dwelling partly constructed of driftwood and occupied by an old couple at Five Dock Point....<sup>26</sup>*

A Mr C A Henderson also described what the area was like along the Parramatta River, including the subject site, up to Wright's Drummoyne Park estate in 1855:

*In those days, with the exception of Mr Timothy Maher and Mr Murray's houses, there was not a roof to be seen for two miles to the Parramatta River, adjoining which stood Mr William Wright's "Drummoyne House".<sup>27</sup>*

After Lyons' death in 1851, the land was subdivided into the district of 'South Hythe' in 1855. They were marketed as 'sites for marine villas' with 'space for gardens, orchards and shrubberies' and the lots varied in size from one and a half to five acres.<sup>28</sup> The subject site was part of a three-acre lot which was reserved by the New South Wales Government for 'bridge purposes' in the early 1870s.<sup>29</sup> An 1890 subdivision map of South Hythe reveals one of the only structures in the subject site of note was a bridgeman's residence.<sup>30</sup>

Discussions about the establishment of a bridge were held as far back as 1861, when at a public meeting Drummoyne locals 'unanimously agreed' that it would be to their great advantage 'if the north side of the Parramatta River were connected with Sydney by a direct road'.<sup>31</sup> The Gladesville Bridge opened to traffic on 1 February 1881, and signalled the end of the Bedlam Ferry punt between Bedlam Point (Gladesville) and today's Abbotsford Point. The low-lying steel bridge had a swing span which allowed vessels with high funnels or masts to pass through. It was the first bridge to span the main stream of Sydney Harbour and

<sup>24</sup> Russell, *Drummoyne*, p. 204

<sup>25</sup> F H Reuss, Boundary survey of North and South Hythe, Five Dock estate, December 1865, State Library of New South Wales, M Z/M2 811.1831/1865/1 [https://search.slnsw.gov.au/permalink/f/lg5tom/SLNSW\\_ALMA2193141150002626](https://search.slnsw.gov.au/permalink/f/lg5tom/SLNSW_ALMA2193141150002626)

<sup>26</sup> Campbell, 'The Parramatta River and Its Vicinity, 1848-1861', p. 254 and 270. See also 'Howley Park Draft Management Plan', pp. 4-5

<sup>27</sup> C A Henderson, 'Recollections of Mr C A Henderson: Sydney to Homebush, 1855', *The Royal Australian Historical Society Journal and Proceedings*, 1923, vol 8, Supplement, p. 353

<sup>28</sup> *Empire*, 26 March 1855, p. 7 <http://nla.gov.au/nla.news-article60180145>

<sup>29</sup> W. Pritchard (Firm) & Bishop, George, Subdivision of that valuable property South Hythe, 1875 <http://nla.gov.au/nla.obj-230172899>; W. Pritchard (Firm) & Bishop, George, Second sale of the subdivision of that valuable property South Hythe, 1875 <http://nla.gov.au/nla.obj-230173111>; Rough sketch shewing position of portion of land below High Water mark South Hythe Parish of Concord as mentioned in application by W. Pritchard dated 10 Decr. 1890 <http://nla.gov.au/nla.obj-229976431>; Plan of South Hythe Five Dock Bay Parramatta River, 1880 <http://nla.gov.au/nla.obj-229976546>

<sup>30</sup> W. Pritchard & Son & Gibbs, Shallard & Co., Plan showing allotments of South Hythe, Parramatta River, Municipality of Drummoyne, 1890 <http://nla.gov.au/nla.obj-230172567>

<sup>31</sup> Allars, 'The Five Dock Farm', p. 97

significantly reduced the distance from the city to the northern part of the municipality.<sup>32</sup> By 1902 an electric tramway had been installed at the Drummoyne end of the bridge, connecting it to the city via Rozelle. The bridge closed and was demolished in 1964, when the present-day concrete Gladesville Bridge was opened for traffic. At the time of its construction, the 1000-foot bridge was the largest single span concrete arch in the world. Today the sandstone bridge abutments at the north and south banks of the Parramatta River are all that remains of the original Gladesville Bridge. The south abutment area is the site of Howley Park.<sup>33</sup>



Figure 8 - Gladesville Bridge, 1881-1889, Mitchell Library, State Library of New South Wales, PXD 956, p. 9

Howley Park was dedicated a public reserve on 26 July 1911 and named after John Howley. Howley was a newsagent, stationer and property agent in Bridge Street (today's Victoria Road), as well as an alderman of Drummoyne Municipal Council from 1909-12 and mayor in 1911-12.<sup>34</sup> He died at his Bridge Street residence on 6 April 1916. A small obituary noted he played a prominent role in the reamalgamation of Drummoyne and Five Dock councils in 1902 along with the establishment of the local swimming baths.<sup>35</sup>

Gladesville Bridge Marina has operated as a boatshed, boat repair and boat storage facility on the subject site for almost 100 years, and for over 50 years as a marina, with associated boat building and repair and other services. Following the completion of the current Gladesville Bridge the marina changed in response to the increasing demand for boat storage. By the late 1980's the marina stored up to 99 boats, the slipways were able to service up to four vessels and boats were still being built onsite. By the 1990's the marina had about 15 boats on its floating pontoon system and 84 moorings which extended from just in front of the marina structure to beyond the Gladesville Bridge and continued to service boats on its slipway. In 1999 the marina structure was expanded to 50 berths in preparation for the Sydney 2000 Olympics.<sup>36</sup> The marina building was initially constructed in the mid twentieth century and was modified and upgraded in 2009 and 2013.

<sup>32</sup> Perumal Murphy, 'Thematic History', p. 28

<sup>33</sup> Gladesville Swing Bridge, Maritime Heritage Database, Office of Environment and Heritage, site ID 2775, accessed 27 May 2019 <https://www.environment.nsw.gov.au/maritimeheritageapp/websitesearch.aspx>

<sup>34</sup> 'Howley Park Draft Management Plan', p. 1; *The Sydney Morning Herald*, 12 July 1909, p. 9 <http://nla.gov.au/nla.news-article15079018>

<sup>35</sup> *The Daily Telegraph*, 8 April 1916, p. 10 <http://nla.gov.au/nla.news-article238784429>

<sup>36</sup> <https://gbmarina.com.au/gladesville-bridge-marina-history/>

### **3.0 SITE DESCRIPTION AND CONTEXT**

The Gladesville Bridge Marina is located on the eastern side of Five Dock Point at Drummoyne. It includes a water-based structure, moorings and a land-based building, which is located at 380 Victoria Place, Drummoyne.

The site is approximately 19,740m<sup>2</sup> in area, comprising an approximate 1,740m<sup>2</sup> land-based component and an approximate 18,000m<sup>2</sup> of lease area, which accommodates the water-based component that includes 50 floating berths and 44 swing moorings. The swing mooring area extends through to the eastern side of the Gladesville Bridge, as shown in Figure 1.

The site at 380 Victoria Place is situated below the level of the road which is a predominantly residential street with a mix of single residences and residential flat buildings. The top level of the heavily modified, three level marina building, which is accessed by a covered walkway, is visible from Victoria Place. The two landscaped areas that comprise Howley Park are separated from the site by the Victoria Place roadway. The eastern portion adjoins the site of the marina building to the north, and the western portion is on the opposite side of the street. The earlier Gladesville Bridge abutments are at the end of Victoria Place, separated from the subject site by Howley Park.

The listed heritage items at 352 Victoria Place (house), 44 Drummoyne Avenue (house) and 348 Victoria Place (boatshed) are separated from the marina building by the intervening buildings and there is no visual connection between these items and the marina buildings in street.

Access to the water-based marina structure is from a small wharf directly in front of the marina building. The residential properties in Victoria Place and Drummoyne Avenue slope steeply down towards the water. Most of these dwellings are multi-level with an entry at the street level and landscaped areas and private jetties at the waterfront. The houses are oriented to the river, overlooking the marina, and are generally sited well above the water level. Gladesville Bridge is the dominant feature in views in the locality.

The heritage listed houses and boatsheds at 14 and 16 Drummoyne Avenue and the boatshed at 10 Drummoyne Avenue are located to the east of the Gladesville Bridge, in the vicinity of the eastern edge of the swing mooring area.





Figure 9 - View to the subject site from within Howley Park, on the western side of Victoria Place. The roof of the marina building is on the right of the image and the berths and swing moorings (extending beyond the Gladesville Bridge) in the centre.



Figure 10 - View of the Gladesville Bridge Marina building from Victoria Place. Source: google maps



Figure 11 - View of the Gladesville Bridge Marina with the land based component on the right.



Figure 12- View of the water based component of the Gladesville Bridge Marina



Figure 13 - View to the shore from within the Gladesville Bridge Marina with the location of the marina building and slipway marked with a circle



Figure 14 - View from within the Gladesville Bridge Marina showing the marina building on the far left, the residential unit block on the opposite side of Victoria Place, Howley Park and the abutments of the early Gladesville Bridge





Figure 15 - View of the marina with the approximate location of the heritage listed house at 44 Drummoyne Avenue, which is obscured by vegetation, marked with arrow and numbered 1 and the location of the heritage listed boatshed at 348 Victoria Place marked with arrow and numbered 2



Figure 16 - View to the Gladesville Bridge and the water-based component of the Gladesville Bridge Marina



Figure 17 - View from within the marina with the heritage listed boatshed at 348 Victoria Place marked with an arrow and numbered 2 and the listed house at 352 Victoria Place marked with an arrow and numbered 3



Figure 18 - View from within the marina with the heritage listed house at 44 Drummoyne Avenue marked with arrow and numbered 1



Figure 19 - View of the Gladesville Bridge Marina from under the bridge in Cambridge Road Reserve

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

##### **4.1 SREP SYDNEY HARBOUR CATCHMENT ITEM 21 BOATSHED**

The following Statement of Significance for the Federation Houses and Boatsheds in Drummoyne Avenue (opposite the intersection with Wrights Road), known as 10, 14 and 16 Drummoyne Avenue, is sourced from the NSW Heritage Inventory database, reference number 2891447:

*The quality of these houses and boatsheds represent the suburban-waterfront character established in Drummoyne in the early 20th century.*

##### **4.2 SREP SYDNEY HARBOUR CATCHMENT ITEM 22 GLADESVILLE BRIDGE**

The following Statement of Significance for the Gladesville Bridge is sourced from the NSW Heritage Inventory database entry for the SHR listing for the item, reference number 5062219:

*Gladesville Bridge has state heritage significance as the longest concrete arch span bridge in the world at the time of its completion in 1964 (1000 feet). One of only two of its type in NSW, Gladesville Bridge is considered to be a leading example of technical and engineering achievement on the international stage.*

*An innovative design that set new global standards for design and construction, Gladesville Bridge was one of the first bridges in the world (if not, the first) to utilise computer programming in its construction.*

*With particular social significance and an important association with a number of internationally acclaimed engineers and engineering firms (including G. Maunsell & Partners and Eugene Freyssinet), Gladesville Bridge is one of the landmark engineering achievements of the world.*

The SHR database entry does not reference the abutments of the earlier Gladesville Bridge which are also included as part of the *SREP Sydney Harbour Catchment 2005* Heritage Schedule listing and on the *Canada Bay LEP 2013* Heritage Schedule. A separate Statement of Significance for this item is provided below.

##### **4.3 CANADA BAY LEP ITEM 474 GLADESVILLE BRIDGE ABUTMENTS**

The following Statement of Significance for the Gladesville Bridge Abutments is sourced from the NSW Heritage Inventory database, reference number 2891158:

*The bridge abutments are now the only physical trace of the former Gladesville Bridge. They indicate the historic and continuing importance of the Victoria Road alignment through the municipality and are important physical remnants that define the point.*

##### **4.4 CANADA BAY LEP ITEM 475 HOWLEY PARK**

The following Statement of Significance for Howley Park is sourced from the NSW Heritage Inventory database, reference number 2891159:

*An important historical area relating to the naming of Five Dock which retains early foreshore formations and sandstone edge adjacent to the first Gladesville Bridge.*



**4.5 CANADA BAY LEP ITEM 473 HOUSE 352 VICTORIA PLACE**

The following Statement of Significance for the house at 352 Victoria Place is sourced from the NSW Heritage Inventory database, reference number 2891157:

*An excellent surviving waterfront Federation house retaining much of its detail and character in a good garden setting that typifies waterfront development from the early years of the century.*

**4.6 CANADA BAY LEP ITEM 472 BOATSHED 348 VICTORIA PLACE**

The following Statement of Significance for the boatshed at 348 Victoria Place is sourced from the NSW Heritage Inventory database, reference number 2891156:

*A fine timber boatshed retaining its early form.*

**4.7 CANADA BAY LEP ITEM 178 HOUSE "TOBIQUE" 44 DRUMMOYNE AVENUE**

The following Statement of Significance for the house at 44 Drummoyne Avenue is sourced from the NSW Heritage Inventory database, reference number 2891039:

*One of a few grand, surviving Federation mansions built on the foreshore. Special local historical interest. Associated with a noted marine engineer Harry P. Young for whom the house was built and whose family lived in the house until the late twentieth century.*

*An outstanding example of a better quality Federation style suburban house which, because it is completely unchanged in both form and detail, internally and externally, is extremely rare. It stands in an early twentieth century garden in a fine position overlooking the Parramatta River.*

**4.8 CANADA BAY LEP ITEM 177 HOUSE "SHALIMAR" 16 DRUMMOYNE AVENUE**

The following Statement of Significance for the house "Shalimar", garden, fence and gate at 16 Drummoyne Avenue is sourced from the NSW Heritage Inventory database, reference number 2891038:

*Early local example of the Federation Queen Anne style. One of a few, grand turn of the century, harbourside homes to survive redevelopment.*

*Built for George Crowley, manager of City Mutual Life Assurance Society Ltd.*

**4.9 CANADA BAY LEP ITEM 176 MARIST BROTHERS' HOUSE 14 DRUMMOYNE AVENUE**

The following Statement of Significance for the Marist Brothers' at 14 Drummoyne Avenue is sourced from the NSW Heritage Inventory database, reference number 2891037:

*One of the major waterfront houses to survive in Drummoyne and part of the last group of Federation waterfront houses in the Municipality. It is an important element of the Drummoyne Avenue streetscape.*

## 5.0 THE PROPOSAL

The proposed development constitutes alterations and additions to the marina berth layout to provide overall storage for 130 vessels comprising 15 swing moorings and 115 floating berths. The works include:

- removal of 29 existing swing moorings and retention of 15 existing swing moorings;
- construction of 65 new floating berth spaces of varying sizes, that increases the number of floating berths from 50 to 115;
- cessation of the shipwright workshops and slipway activities;
- demolition of the slipway rails and demolition of the internal office mezzanine structure within the shipwright workshop area; and
- provision of 8 new valet car parking spaces within the existing work shop to bring the total parking provision on-site to 19.

The aim of the project is to create a contemporary and sustainable marina to meet the growing needs of Sydney's boating community.



Figure 20 - The proposed layout alongside the existing arrangement. Source GHD Pty Ltd

## 5.1 VISUAL ANALYSIS

A detailed Visual Impact Assessment was prepared by ARPL to understand what impact the proposal would have on views to and from the waterway. Refer to this report for an in depth analysis, however the outcomes of the analysis can be applied to the setting of the heritage items in the vicinity, including the Gladesville Bridge, as it is the same context and it is reasonable that the conclusions be extrapolated.

The potentially sensitive locations assessed in the report have been overlaid onto the heritage map below, see figure 21, to understand the relationship between the view locations and the heritage items. The table below provides a summary of the Visual Impact.

Location:	Visual Impact:
a. Howley Park (on Five Dock Point)	Ref 121: Low Impact upon existing views from Five Dock Point.
b. Victoria Place	Ref 124: Low Impact upon views from Victoria Place (potential betterment to existing view).
c. Victoria Road Reserve (below and associated with the South Pylon) of Gladesville Bridge	Ref 127. Low Impact upon views from Cambridge Park reserve (South Pylon).
d. Victoria Road Reserve (below and associated with the North Pylon) of Gladesville Bridge	Ref 130: Low impact upon views from the reserve at the North Pylon of the bridge.
e. Betts Park	Ref 133: Low Impact upon views available from Betts Park.
f. Huntleys Point Road	Ref 136: Low Impact upon the view available from Huntleys Point Road.
g. Huntley's Point	Ref 139: Low Impact upon the panoramic view from Huntleys Point.
h. Parramatta River Ferry (travelling between Huntleys Point Wharf and Drummoyne Wharf).	Ref 142: Low Impact upon aspects from the Rivercat.

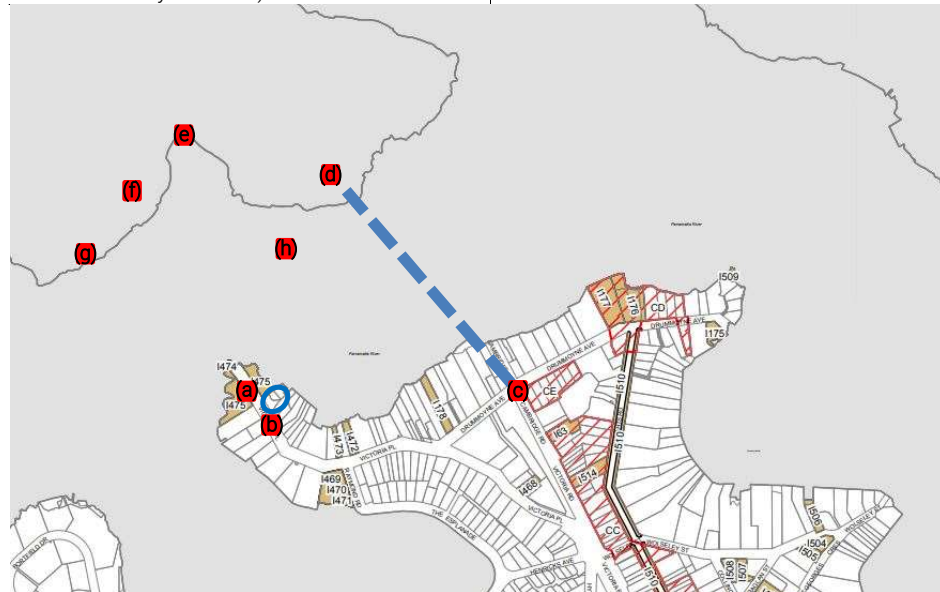


Figure 21 - Canada Bay LEP 2013 Heritage Map 006, overlaid (by NBRS) with the location of the potentially sensitive view locations identified in the Visual Impact Assessment, marked to show the relationship of the heritage items to the view analysis. The location of the Gladesville bridge is indicated by the blue dashed line and the site by the blue circle. (Source: Canada Bay LEP, her map 006)



The report also notes that additional public domain locations were examined, however there were only available very distant views to the marina. These locations, not marked on the map above, were either inaccessible, or views of the marina were obscured by existing structures or existing swing mooring-related vessels on the waterway.



Figure 22 - View of the existing Gladesville Bridge Marina facilities from Victoria Place. Source: Provided by the client



Figure 23 - Render of the view shown in Figure 21 marked to show the proposed change in this view. Source: Provided by the client



Figure 24 - View of the existing Gladesville Bridge Marina facilities from the north. Source: Provided by the client



Figure 25 - Render of the view shown in Figure 23 marked to show the proposed change in this view. Source: Provided by the client



Figure 26 - View of the existing Gladesville Bridge Marina facilities from the eastern side of the bridge. Source: Provided by the client



Figure 27 - Render of the view shown in Figure 25 marked to show the proposed change in this view. Source: Provided by the client

Section 9.0 of the Visual Impact Assessment includes the following General Considerations which have been developed based on the outcome of the views analysis. The considerations included below are those relevant to understanding potential visual impacts of the heritage items assessed in this report as they fall within the views considered.

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149. *Whilst the development will be visible from each of the identified public domain Locations, the visual impact of the extension is limited to a small, or discrete, area of waterway within a wider panorama of open water available to each of those Locations. Of particular importance, the proposed development does not restrict or obscure any significant or prominent view to/from the waterway from/to active and/or well-utilised passive or active public open space in those Locations.*

150. *In the main, the proposal is viewed against an urban backdrop from the foreshore public open space locations on the northern side of the river or from the ferry; and the water in the foreground remains visually more prominent and unaffected.*

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152. *The impacts from the development are considered to be either negligible or minor upon the identified Locations. The modifications made during the preliminary plan process are mitigated by potential for Medium, or greater, potential view impact under the DCP requirements for view impact assessment.*

153. *Whilst not included in this report, consideration has been given to the outlook from a number of residential properties on the southern side of the river facing the development (as these are not considered to be of the same significance as views from the public domain). At this stage, Before and After images from those properties are not incorporated for privacy reasons, but our analysis of those also indicates only the potential for Low impact of the principles of the Rose Bay Marina Planning Principle are applied.*

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## 6.0 ASSESSMENT OF HERITAGE IMPACT

### 6.1 INTRODUCTION

This Heritage Impact Statement has been prepared in relation to the following impact assessment criteria: the *SREP Sydney Harbour Catchment 2005*, *Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005 (DCP)*, *Canada Bay LEP 2013*, *Canada Bay Development Control Plan (DCP)* and the New South Wales Heritage Office (now NSW Heritage Division) guidelines, *Altering Heritage Assets* and *Statements of Heritage Impact*, contained within the NSW Heritage Manual.

### 6.2 EVALUATION OF THE NSW HERITAGE DIVISION GUIDELINES

The following assessment is based on the assessment criteria set out in the NSW Heritage Office (now Heritage Division) publication '*Statements of Heritage Impact*', contained within the NSW Heritage Manual. The standard format has been adapted to suit the circumstances of this application.

#### NEW DEVELOPMENT ADJACENT TO A HERITAGE ITEM

- *How is the impact of the new development of the heritage significance of the item or area to be minimised?*
- *Why is the new development required to be adjacent to heritage item?*
- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*
- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*
- *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*
- *Is the new development sympathetic to the heritage item? In what way (eg form, siting, proportions, design)?*
- *Will the additions visually dominate the heritage item? How has this been minimised?*
- *Will the public, and users of the item, still be able to view and appreciate its significance?*

#### Comment:

As the proposed development is physically separated from the listed heritage items in its vicinity, it will not undermine or otherwise cause physical damage to these items. The potential for heritage impact is, therefore, limited to that of the views and settings of these items. The visual render images reproduced in Figures 21 – 26 illustrate the potential changes in views in the vicinity of the Gladesville Bridge Marina with detailed analysis contained in the ARPL Visual Impact Assessment report.

The primary heritage significance of the items on the vicinity of the Gladesville Bridge Marina is:

- **Gladesville Bridge** - A landmark structure considered to be a leading example of technical and engineering achievement that is associated with a number of internationally acclaimed engineers and engineering firms.
- **Gladesville Bridge Abutments** - Historical significance as physical evidence of the former Gladesville Bridge and the earlier alignment of Victoria Road.
- **Boatshed** (10, 14 or 16 Drummoyne Avenue) - Represents the early 20<sup>th</sup> century suburban waterfront character of Drummoyne.

- **Boatshed** (348 Victoria Place) - An example of a fine timber boatshed.
- **House** (352 Victoria Place) - Historical and aesthetic significance as a waterfront Federation House in a garden setting, that typifies early 20<sup>th</sup> century waterfront development.
- **House** (44 Drummoyne Avenue) – Historical and aesthetic significance as a waterfront Federation mansion associated with marine engineer Harry P Young.
- **House, garden, fence and gate** (“Shalimar”, 16 Drummoyne Avenue) - Historical and aesthetic significance as a waterfront Federation home associated with George Crowley, manager of City Mutual Life Assurance Society Ltd.
- **House** (Marist Brothers’, 14 Drummoyne Avenue) - Historical and aesthetic significance as a waterfront Federation home.
- **Howley Park** - Historical significance relating to the naming of Five Dock and association with the first Gladesville Bridge.

The development proposal includes extending the marina berthing area towards the Gladesville Bridge and replacing existing swing moorings. As the heritage curtilage of Gladesville Bridge does not include the water below it, the heritage assessment considerations are limited to the potential impact of the proposal on its setting.

Although vessels moored at the altered facility will be seen in some views of the Gladesville Bridge, it will remain a dominant feature in the locality and its landmarked status will not be challenged or compromised by the proposed development. Residents and users of the area will be able to continue to view and appreciate its technical significance as concrete arch span bridge, which was the longest in the world at the time of completion. The proposed development will not have an adverse impact on the established heritage significance of the Gladesville Bridge.

The abutments of the earlier Gladesville Bridge are located north west of the marina, on Five Dock Point at the termination of Victoria Place. There is a small park on the top of the abutments, replacing the former roadway, that contains interpretive signage regarding the bridge history. The outlook from this park includes extensive vistas of the Parramatta River with the location of the abutments on the northern side of the river directly opposite and uninterrupted views of the Gladesville Bridge.

Although, the proposed development will result in a minor change to the composition of these views, they will not be interrupted or obscured. It will not have an adverse impact on the established historical and aesthetic heritage significance of these properties. From a heritage perspective, the change in this view is considered to be minor and acceptable.

The listed heritage items at 352 Victoria Place (house), 44 Drummoyne Avenue (house) and 348 Victoria Place (boatshed) are separated from the marina building by the intervening buildings and there is no visual connection between these items and the marina buildings in street. The proposed car stacker is to be contained within the existing garage and workshop building and there will be no changes to the street presentation of this building.

Views are not identified as an important contributing factor in the cultural significance of the listed heritage items in the vicinity of the Gladesville Bridge Marina. However, views to the water are part of the character of any waterside property and the visual connection between

the Parramatta River and the heritage listed, waterfront homes and boatsheds in the vicinity of the subject site contributes to their significance as waterfront buildings. The outlook from the harbourside properties in Victoria Place and Drummoyne Avenue has evolved over time and now include views of vessels tied up at private jetties and moorings and those berthed and moored at the Gladesville Bridge Marina, as well as the imposing Gladesville Bridge itself. The water-based component of the proposed development will result in a change to the foreground views from some of these properties.

The development proposal includes mooring piles and a mooring pen in front of 42 Drummoyne Avenue, mooring piles and a mooring pen in front of 44 Drummoyne Avenue to and mooring piles in front of 46 Drummoyne Avenue and 324 Victoria Place to berth vessels.

The houses at 352 Victoria Place and 44 Drummoyne Avenue are high above the water level and have expansive views of the Parramatta River, beyond the marina. These will not be interrupted or obscured by the proposed development and views to these houses from the waterway will remain available. From a heritage perspective, the change in this view composition is considered to be minor and acceptable. It will not have an adverse impact on the established historical and aesthetic heritage significance of these properties.

The houses and boatsheds at 14 and 16 Drummoyne Avenue, and the boatshed at 10 Drummoyne Avenue, are located on the eastern side of the Gladesville Bridge and overlook a swing mooring component of the Gladesville Marina. No changes are proposed in this area and it is unlikely that the proposed changes to the marina on the western side of the bridge will be perceived from these properties. As such, there will be no adverse impact on the available views to or from these houses and boatsheds.

The southern arm of the existing marina structure is directly in front (north) of the boatshed at 348 Victoria Place. The application proposes additional berths be fitted along this arm, increasing the density of the vessels that will be seen from the boatshed. Additional vessels moored at the reconfigured berths adjacent to the marina shore access and the eastern extension to the marina will also be included in the view from this location, and larger boats berthed on the northern side of the marina may also be partially visible. Views to the boatshed from the waterway will remain available.

From a heritage perspective, the change in the setting and views from this item is considered to be minor and acceptable. It will not have an adverse impact on the established heritage significance of this item as an example of a fine timber boatshed on the Parramatta River.

The curtilage for Howley Park includes the land immediately adjoining the Gladesville Bridge Marina and the park on the other side of the road. There are uninterrupted views to the Parramatta River, including the marina, from the portion of the park adjoining the marina and limited views near the street edge in the western portion of the park. These views are not identified as an important contributing factor in the cultural significance of Howley Park. As such, the change in the view composition from these locations that will result from the proposed development will not have an adverse impact on the established historical significance of this item.



### 6.3 HERITAGE OBJECTIVES OF THE SREP SYDNEY HARBOUR CATCHMENT 2005

The proposed development is considered to be acceptable, from a heritage perspective, for the following reasons:

- The proposed development is physically separated from the listed heritage items in its vicinity and it will not undermine or otherwise cause physical damage to these items.
- Views are not identified as an important contributing factor in the cultural significance of any of the listed heritage items in the vicinity of the Gladesville Bridge Marina.
- The visual connection between the Parramatta River and the heritage listed, waterfront homes and boatsheds in the vicinity of the subject site will be retained.
- The change in the composition of the foreground views from some of these heritage items is considered to be minor and acceptable.
- It will not have an adverse impact on the established historical and aesthetic heritage significance of these properties.
- The heritage items in the vicinity of the subject site will remain visible, legible and appreciable from the public realm.
- There will be no adverse impact on the established heritage significance of the listed heritage items in the vicinity of the site.

The proposal is, therefore, considered to be consistent with the relevant provisions for development in the vicinity of heritage items contained in the *SREP Sydney Harbour Catchment 2005*, which are:

*Division 2 Matters for consideration*

*26 Maintenance, protection and enhancement of views*

*The matters to be taken into consideration in relation to the maintenance, protection and enhancement of views are as follows:*

*(b) development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items,*

*Division 4 Miscellaneous*

*59 Development in vicinity of heritage items*

*(1) Before granting development consent to development in the vicinity of a heritage item, the consent authority must assess the impact of the proposed development on the heritage significance of the heritage item.*

*(2) This clause extends to development:*

- (a) that may have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item or by overshadowing, or*
- (b) that may undermine or otherwise cause physical damage to a heritage item, or*
- (c) that will otherwise have any adverse impact on the heritage significance of a heritage item.*

*(3) The consent authority may refuse to grant development consent unless it has considered a heritage impact statement that will help it assess the impact of the proposed development on the heritage significance, visual curtilage and setting of the heritage item.*

(4) *The heritage impact statement should include details of the size, shape and scale of, setbacks for, and the materials to be used in, any proposed buildings or works and details of any modification that would reduce the impact of the proposed development on the heritage significance of the heritage item.*

#### **6.4 HERITAGE GUIDELINES OF THE SYDNEY HARBOUR AND WATERWAYS AREA DCP 2005**

The *Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005 (DCP)* supports the *SREP Sydney Harbour Catchment 2005* by providing design guidelines for water-based and land-water interface development in Sydney Harbour. The preceding analysis notes the visual connection between the Parramatta River and the heritage listed, waterfront homes and boatsheds in the vicinity of the subject site will be retained and that the change in the composition of the foreground views from some of the heritage items in the vicinity of the subject site is considered to be minor and acceptable. Thus, the development proposal is consistent with the relevant aim of the *Sydney Harbour Foreshores and Waterways Area DCP*, which is:

##### **3.2 GENERAL AIMS**

*All development should aim to:*

- *minimise any significant impact on views and vistas from and to: – public places, – landmarks identified on the maps accompanying the DCP, and – heritage items;*

#### **6.5 HERITAGE OBJECTIVES OF THE CANADA BAY LEP 2013**

As discussed above, the proposed development is considered to be acceptable from a heritage perspective. It is, therefore, considered to be consistent with the relevant heritage objectives of the *Canada Bay LEP 2013*, which are:

##### **5.10 Heritage conservation**

###### **(1) Objectives**

*The objectives of this clause are as follows:*

- (a) *to conserve the environmental heritage of Canada Bay,*
- (b) *to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*

#### **6.6 HERITAGE GUIDELINES OF THE CANADA BAY DCP**

The *Canada Bay DCP* supports the *Canada Bay LEP 2013* by providing additional objectives and development standards for development in the vicinity of heritage items in Section D3 of Part D Heritage. The following table provides an analysis of the relevant DCP guidelines in relation to the following heritage items that are listed in Schedule 5 of the *Canada Bay LEP 2013*:

- Item I474 Gladesville Bridge abutments, Five Dock Point, End of Victoria Place
- Item I475 Howley Park, Five Dock Point, 361P Victoria Place
- Item I473 House, 352 Victoria Place
- Item I472 Boatshed, 348 Victoria Place
- Item I178 House, "Tobique", 44 Drummoyne Avenue
- Item I177 House, "Shalimar"—private garden, fence and gate, 16 Drummoyne Avenue
- Item I176 Marist Brothers' house, 14 Drummoyne Avenue.

DCP Objectives (O) and Controls (C)	Comment
<p><i>Part D Heritage</i></p> <p><i>D3 Development in the vicinity of heritage items</i></p> <p><i>D3.1 Setting</i></p> <p><i>O1. To ensure the setting of heritage items is not compromised by development in the vicinity of the heritage item.</i></p> <p><i>O2. To ensure that new development respects the contribution of the heritage items to the streetscape and/or townscape.</i></p> <p><i>C1. The setbacks of new development in the vicinity of a built heritage item should generally be equal to or greater than that of the heritage item.</i></p> <p><i>C2. Development in the vicinity of a heritage item should not have a scale, bulk or height that is incongruous with the setting of the heritage item.</i></p> <p><i>C3. Important views to and from a heritage item should not be impacted or obscured by new development.</i></p>	<p>The proposal is consistent with these objectives and controls.</p> <p>The proposal includes changes to the land based component of the site to remove the existing slipway. There will be no changes to the street presentation of this building</p> <p>The listed heritage items at 352 Victoria Place (house), 44 Drummoyne Avenue (house) and 348 Victoria Place (boatshed) are separated from the marina building by the intervening buildings and there is no visual connection between these items and the marina buildings in street.</p> <p>Although, the proposed development will result in a minor change to the composition of the views from the listed heritage items in its vicinity, they will not be interrupted or obscured.</p>
<p><i>D3.2 Scale</i></p> <p><i>O1. To ensure that new development in the vicinity of a heritage item is of a scale that does not undermine the significance of the heritage item.</i></p> <p><i>C1. The scale of new development in the vicinity of a built heritage item should not be greater than that of the heritage item.</i></p> <p><i>C2. Development of a larger scale is allowable only if the new development will not be seen from the public realm.</i></p> <p><i>C3. New development that obscures important views of a heritage item should not be permitted.</i></p>	<p>The proposal is consistent with this objective and the associated controls.</p> <p>Views are not identified as an important contributing factor in the cultural significance of the listed heritage items in the vicinity of the Gladesville Bridge Marina. However, views to the water are part of the character of any waterside property and the visual connection between the Parramatta River and the heritage listed, waterfront homes and boatsheds in the vicinity of the subject site contributes to their significance as waterfront buildings.</p> <p>The houses at 352 Victoria Place and 44 Drummoyne Avenue are sited high above the water level and have expansive views of the Parramatta River, beyond the marina.</p> <p>The outlook from the harbourside properties in Victoria Place and Drummoyne Avenue have evolved over time and now include views of vessels tied up at private jetties and moorings and those berthed and moored at the Gladesville Bridge Marina, as well as the imposing Gladesville Bridge itself.</p>

	<p>The water-based component of the proposed development will result in a change to the foreground views from some of these properties. These views will not be interrupted or obscured.</p> <p>The southern arm of the existing marina structure is directly in front (north) of the boatshed at 348 Victoria Place. The application proposes additional berths be fitted along this arm, increasing the density of the vessels that will be seen from the boatshed. Additional vessels moored at the reconfigured berths adjacent to the marina shore access and the eastern extension to the marina will also be included in the view from this location, and larger boats berthed on the northern side of the marina may also be partially visible. Views to the boatshed from the waterway will remain available.</p>
<p><i>D3.3 Siting</i></p> <p><i>O1. To ensure new development in the vicinity of a heritage item is sited so that it does not obscure important views to or from the heritage item.</i></p> <p><i>O2. To ensure that new development in the vicinity of a heritage item does not adversely impact landscape elements that are associated with a heritage item.</i></p> <p><i>C1. The setback of new development (including alterations and additions) in the vicinity of a heritage item should ensure that important views to or from the heritage item are not adversely impacted.</i></p> <p><i>C2. The setback of new development in the vicinity of a heritage item should ensure that landscape elements associated with or listed as a heritage item are not adversely impacted by the development,</i></p>	<p>The proposal is consistent with these objectives and controls.</p> <p>As noted above, views to the water are part of the character of any waterside property and the visual connection between the Parramatta River and the heritage listed, waterfront homes and boatsheds in the vicinity of the subject site contributes to their significance as waterfront buildings. No particular views have been identified as an important contributing factor in the cultural significance of these items.</p> <p>The established heritage significance of the landscape elements of Howley Park and those associated with the abutments of the early Gladesville Bridge will not be adversely impacted by the proposed development.</p>



## 7.0 CONCLUSION

The proposed alterations and additions to the Gladesville Bridge Marina will have no physical impact on the listed heritage items in its vicinity.

The visual assessment carried out by ARPL has determined that the impacts from the development are considered to be either negligible or minor. As such, the proposed alterations and additions to the Gladesville Bridge Marina will have an acceptable impact on the established heritage significance of the listed heritage items in its vicinity.

The proposed development is consistent with the heritage objectives of the *SREP Sydney Harbour Catchment 2005*, the *Sydney Harbour Foreshores and Waterways Area DCP*, the *Canada Bay LEP 2013* and the *Canada Bay DCP*.

As such, no mitigation and conservation measures are required in relation to non-indigenous heritage. In our view, the consent authority should have no hesitation in approving this application from a heritage perspective.



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#### **INTERNET RESOURCES**

Canada Bay Connections <https://canadabayconnections.wordpress.com/>

Dictionary of Sydney <http://home.dictionaryofsydney.org/>

Geographical Names Board <http://www.gnb.nsw.gov.au/>

Gladesville Bridge Marina <https://gbmarina.com.au/>

Maritime Heritage Database, Office of Environment and Heritage  
<https://www.environment.nsw.gov.au/maritimeheritageapp/websitesearch.aspx>

NSW Legislation: [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)

NSW LR SSIX Maps: <https://maps.six.nsw.gov.au/>

NSW State Heritage Inventory – Online Database:  
[www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx](http://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx)

National Library of Australia - Trove <https://trove.nla.gov.au>

NSW Planning and Environment, <https://www.planning.nsw.gov.au/Policy-and-Legislation/Environment-and-Heritage/Sharing-Sydney-Harbour>