



# MEMO

To: Stephanie Vatala, Managing Associate, Dentons  
From: Suzie Rawlinson, Director  
Date: 18 August, 2020  
Re: Gladesville Marina, 380 Victoria Place, Drummoyne, Public Realm Visual Impact Assessment  
Designated and integrated development application, DA2019/0380

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## 1. Introduction

IRIS Visual Planning + Design were commissioned by Dentons to consider the visual impacts of the proposed Gladesville Marina development application in views from the public realm. The following memo responds to the Request For Additional Information from Canada Bay Council, dated 15<sup>th</sup> May 2020 and comments in relation to the potential visual impact on heritage properties in views from the public realm.

This memo has been prepared by Suzie Rawlinson a visual assessment specialist. (Refer CV Attached) A site inspection was carried out in June 2020 and included an investigation of views from the water as well as from adjacent public realm areas. The proposed layout of the marina was updated in July 2020, and this opinion is based on this adjusted layout. (Refer Revised Concept Layout, SK-191 Rev A, July 2020)

## 2. Canada Bay Council, request for further information

In the Request for Further Information from Canada Bay Council, dated 15 May 2020, Council's Heritage Advisor identifies several issues relating to potential visual impacts on heritage items from public realm locations. These include comments were made in relation to:

- Howley Park
- "Tobrique", 44 Drummoyne Avenue
- the abutments of the former Gladesville Bridge, and
- the Gladesville Bridge.

The following discussion will respond to each of these comments in turn.

### 3. Response

#### Howley Park

##### Comment from Council's Heritage Advisor:

*It is proposed to berth very large boats ("super yachts") close to the foreshore of Howley Park in addition to numerous smaller boats. The larger boats will be much closer to shore than the boats of the existing marina. The scale of the large boats proposed close to shore would disturb the relationship between the original Gladesville bridge and the later bridge as the boats would interrupt and dominate the view. The relationship between the foreshore and the Parramatta River would be adversely affected as rather than the shoreline fronting the open waters of the river, large boats would crowd close to the shoreline, blocking views from the headland and shore. This would have a dramatic impact on the park. The view to the rocky shoreline of the eastern edge of Howley Park would be blocked by the proposed extension to the marina. The existing marina has been set back so as to retain the views.*

This comment raises three main questions:

- Whether the boats would 'disturb' the relationship between the original Gladesville Bridge and the latter bridge by 'interrupting' and 'dominating' the view from Howley Park
- Whether the relationship between the foreshore and the Parramatta River would be adversely affected with vessels crowding the shoreline, blocking views from the headland and the shore, and if this constitutes a 'dramatic impact on the park'
- Whether the view to the rocky shoreline of the eastern edge of Howley Park would be blocked by the proposed extension to the marina.

These questions relate to views both from and to Howley Park. The following discussion will address the potential impact on views from and to Howley Park in turn.

##### *Views from Howley Park*

The following section considers whether the boats would 'disturb' the relationship between the original Gladesville Bridge and the latter bridge by 'interrupting' and 'dominating' views from Howley Park. Also, whether the vessels would 'crowd' the shoreline, and 'block' views from the headland and the shore resulting in a 'dramatic impact on the park'.

Howley Park is oriented to the north, offering panoramic views of the Parramatta River. The primary view from Howley Park to the Gladesville Bridge is from the northern most point of the headland. It is an elevated viewing location, oriented north east and includes a view of the central part of the span of the Gladesville Bridge and northern pylons (Refer Image A). From this location the northern most vessels along the western side of the existing marina can be seen. The marina is below the main view line, which is oriented horizontal and upwards towards the bridge.

Further views towards the Gladesville Bridge from Howley Park are somewhat contained by the existing low wall and vegetation surrounding the headland. However, there is a short section of the park, along the eastern side, where there is a view to the bridge and where the shore and existing marina can be seen (Refer image B). This view can be seen through a gap in the vegetation which is growing out of the remnant retaining wall of the former bridge and along the rocky headland.

The proposal would add some further vessels into the middle ground of these views, set back from the foreshore by about 20 metres, and extending north into the Parramatta River to a location about 10 metres from the rowing channel (Refer image B). The western most vessels would be closer to the viewer and rise higher than the existing vessels.

Due to the elevated viewing position, the additional larger vessels, would be located below the main view line. This would reduce the potential for them to obstruct or 'interrupt' views to the bridge. (Refer Image A and B) The upper portion of these vessels would be seen in the main view line, however, the introduction of some upper elements of these vessels would not 'interrupt' the view of the bridge, particularly as the vessels would be located parallel to the headland and set back from the point of the headland from which the main view is seen.

While the visibility of the Marina from the eastern side of the park is limited (refer to Image B), to avoid a sense of 'crowding' the western most vessel of the proposal would be set back from the shore. This would allow a clear view to some open water and the natural features of the shoreline in the foreground. Reducing the potential for a crowding of the view.

Regarding views from the shore. The eastern shore of Hawley Park is not a main vantage point for views to the Gladesville Bridge. It is expected that there would be a limited number of people, if any, accessing this location to appreciate a view to the Gladesville Bridge, and that this vantage point is of a lesser importance than the viewing area at the northern most point of the park.

Rather than an obstruction, the marina is a local visual feature providing a point of interest and is also a feature of views from this location. The character of the marina constitutes an important part of the setting of the view towards the Gladesville Bridge.

Overall, the changes to the character of this view would not constitute a dramatic impact on the park, rather, these additional vessels would constitute an incremental increase in the intensity of boating activity on the periphery of the main view line and would not visually dominate the main view to the Gladesville Bridge from the park.



*Image A – View east from the point of Hawley Park showing the view to the foreshore screened by vegetation from the wall within the park (three image panorama)*



*Image B – View east from the eastern side of Hawley Park showing a glimpsed view to the foreshore*

*View to the rocky shoreline of the eastern edge of Howley Park*

The following section considers whether the relationship between the foreshore and the Parramatta River would be adversely affected due to the view to the rocky shoreline of the eastern edge of Howley Park being ‘blocked’ by the proposed extension to the marina.

Views to the rocky shoreline are available from locations within the river from immediately to the north east and north of the shoreline. (Refer to Image C and D) While there may be vessels which pause in these locations, views to the headland and rocky shoreline would be mainly appreciated from vessels moving along the River. As such, the short section of open shoreline along the eastern side of the headland would be glimpsed for a short duration and seen within a broader sequence of views. This sequence of views would include not only the existing (and proposed) marina in the east, but also the shoreline extending around the headland and along the western side of the park. The western side of the headland includes the five stone cuttings or ‘five docks’ which are of particular visual interest in the local area. Both the northern and western areas of the foreshore, which are important features contributing to the character of views from the river, would be unaffected by the proposal. Generally, the eastern shoreline is less important to the character of these views.

Regarding the shoreline on the eastern side of the headland, there would be an area of water that would remain around the headland (about 20 metres) which would allow views to this section of the foreshore from areas directly to the north. In views from the east, there would be some locations where the protrusion of the marina further into the river would obstruct the view to part of the shore, an area south of the walls of the former bridge. The northern most point of the vessel closest to the shore would be set back about 10 metres from the rowers course. In views from this location the vessels would be set back from the channel and therefore not obstruct the view to the walls of the headland and rocky foreshore at its base.



This view (refer image D) has the capacity to absorb larger vessels due to the landform, and the existing vegetation and built form located on the headland and properties on Victoria Place. The larger vessel would be 'tucked' into the bay, with the bow extending to a point set back from the remnant wall of the headland.

While the vessel would obstruct part of the shoreline and vegetated area south of the retaining wall, there would continue to be a vegetated backdrop to this view, defining the view and emphasising the landform of the headland. Furthermore, there would be an improvement gained by the vessels along the western edge of the proposal blocking the view to the existing ramped driveway. This driveway is supported by a curved grey concrete wall which detracts from the character of the headland.



*Image C – View south west from the Parramatta River showing the former Gladesville Bridge abutment and foreshore of Howley Park*



*Image D – View south from the Parramatta River showing the former Gladesville Bridge abutment and foreshore of Howley Park*

## ‘Torbrique’, 44, Drummoyne Avenue

Comment from Council’s Heritage Advisor:

*‘The house is a marine villa that has been designed to overlook the water. There will be some adverse impact on the setting of the house due to the some loss of views to open water as a result of the enlargement of the marina - the marina is proposed to extend across the existing area of open water in front of the house. The proposed marina would be closer to shore than the existing marina - thereby having a greater visual impact than does the existing marina on the heritage items at nos. 352 and 348 Victoria Place. The proposal will also interrupt views to “Tobrique” from the water.*

This comment raises the question:

- Whether views to the villa will be interrupted in views from the water.

The following discussion addresses this question.

While ‘Torbrique’ (44 Drummoyne Avenue) is located several metres above the waterline, it is not prominent in views from the water. There are close range views from waters in the vicinity of the property, with middle and longer distance views constrained by the existing Gladesville Bridge to the east, Gladesville Marina and the Five Dock headland (including Howley Park) to the west.

This villa is located amongst a dense collection of houses and apartment buildings. Most of these buildings rise above or have a greater visual mass than ‘Torbrique’, so that while it is visible, it is not easily distinguished as being a heritage property. In close range views the roofline of ‘Torbrique’ sits below the height of many of the surrounding houses and apartment buildings. In middle range views, the buildings on the higher ground, behind Torbrique on Drummoyne Avenue, are visible behind this villa. This density of buildings and layering of rooflines further reduces the prominence of this property in views from the water.

In the waters over which ‘Torbrique’ is viewed, there is the existing marina, numerous swing moored vessels and most of the residential properties, including ‘Torbrique’ itself, have permanently moored vessels along the shore. The vessels visually activate and provide visual interest to this area of water and contribute to the character of the bay.

The proposal would introduce more permanently moored vessels into views to ‘Torbrique’. The marina would be set back from the vessels along the foreshore by about 25 metres so that there would continue to be water in the foreground, and short range views to the property would continue to be available from these areas. Middle range views to ‘Tobrique’ would mainly be available from the proposed new areas of the marina and areas immediately surrounding the marina.

In longer range views, ‘Torbrique’ would be seen above and between vessels on the water. While the character would be somewhat changed from predominantly swing moored to a more regularly and densely arranged vessels in the marina, the location of the property elevated above the foreshore, would reduce the potential for interruption of views to the property.





*Image E - Close range view to 'Tobrique' from the river*



*Image F - Mid-range view to 'Tobrique' from the river*



## Abutments of the former Gladesville Bridge

*The heritage values of the abutments of the former Gladesville Bridge will be adversely affected as there will be a loss of ability to interpret the relationship between the old and new Gladesville Bridges due to the visual intrusion of very large boats close to shore.*

This comment raises the question:

- Will there be a loss of the ability to interpret the relationship between the old and new Gladesville bridges due to the visual intrusion of very large boats close to shore.

The following discussion addresses this question.

It is assumed that the ability to interpret the relationship between the old and new Gladesville bridges requires a view to both structures either in the same view or viewed in succession. There are views eastward and westward along the Parramatta River which show both the original Gladesville Bridge and the latter bridge in the same view. (Refer image G and H) It is in these middle to long range views where there is the field of view to allow for both the Gladesville and former bridge to be seen in the same view and where a sequence of views towards these bridges is most likely to be gained. Closer range views do not offer views to both structures and therefore do not show the relationship between these local visual features.

This sequence of views would be mainly appreciated from vessels moving along the River. As such, the Gladesville bridge and former bridge abutment would be seen for a short duration on a wider journey. These transient views include elements of varying character and visual interest in the context of these bridges, all of which contribute to the experience of travelling along the river. The marina and proposal site would also be a part of this sequence of views resulting in any view to the proposal being appreciated for a short duration.

In views from the east (refer image G), the expansion of the marina to the west would accommodate vessels which increase in size towards the headland, however, these would not obstruct the view to the former bridge structure nor be clearly identifiable as very large boats. The length of these vessels would be obscured by the layout of the marina as the berths would tuck the vessels into the bay, with the bow of these larger vessels forming a straight line with smaller vessels along the river. The visual scale of the largest vessels would be further reduced as the vessels would increase in size progressively, with the smaller vessels seen in front and overlapping of the preceding larger vessel. As a result, there would not be a view to the full length of any vessel in this group from this location. These vessels would be viewed against a backdrop of vegetation from the Five Dock headland and the stone walls of the former bridge would continue to be visible protruding into the waterway, beyond these vessels.

In views from the west, the largest vessel would be tucked into the bay, not protruding beyond the headland and set back about 10 metres from the rowers course and main channel. The full length of the largest vessel, adjacent to the headland, would be seen front on or immediately to the west of the vessel, and at an angle that would allow views along the vessel, reducing the perceived scale of the vessel due to a foreshortening effect.



*Image G – View west from the Parramatta River showing the former Gladesville Bridge abutment (Howley Park) visible through the Gladesville Bridge arch*



*Image H – View east from the Parramatta River showing the former Gladesville Bridge abutment (Howley Park) in the middle ground and the Gladesville Bridge in the background*

## Gladesville Bridge

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*The proposal will have some impact on the setting of the Gladesville Bridge. The bridge will remain a landmark, however it's visual relationship with the abutments of the former Gladesville Bridge will be adversely affected. The setting of the bridge, when viewed from Drummoyne Avenue and the park under the bridge, will be affected as boats would occupy an area that is currently open water.*

This comment raises two main questions:

- Whether the proposal will adversely affect the visual relationship between the Gladesville Bridge and the abutments of the former Gladesville Bridge
- Whether the setting of the bridge would be affected by the reduced area of open water visible when viewed from Drummoyne Avenue and the park under the bridge.

#### *Visual relationship between the Gladesville Bridge and the abutments of the former Gladesville Bridge*

The following discussion addresses whether the relationship between the Gladesville Bridge and the abutments of the former Gladesville Bridge would be adversely affected.

There is limited visibility of the Five Dock Headland and former bridge abutment (if visible at all) from the park under the Gladesville Bridge and adjacent areas of Drummoyne Avenue. (See Image I) In views from the park near Drummoyne Avenue the existing marina is visible, but the Five Dock Headland is hidden by the waterfront development alongside the park.

In views from the north western corner of the park near the boundary, over the adjoining residential property, the Five Dock headland can be seen in the background. The glimpses of the headland show the former bridge abutments screened from view by existing mature vegetation. (Refer image J) For this reason there is no apparent visual relationship between the Gladesville Bridge and area and the former bridge which could be affected.

#### *Potential impact on the visual setting of the Gladesville Bridge*

The views to the waters surrounding the marina more generally from this park, are also limited by adjoining residential development and the pylons of the bridge structure. The water is glimpsed between these built elements. While there would be some areas of open water visible within the area of the proposed marina extension, the existing views from this location include the existing marina and numerous swing moored vessels. The proposed marina extension site forms a small part of a wider view which would continue to include glimpses to the active water edge. Views from this location have a high capacity to absorb change of additional watercraft and as it is not a park formalised for recreation, it would not attract a high number of receivers.





*Image I – View from the south pylon (within Cambridge Park) South-eastern side of open space standing view under the bridge, facing north-west towards existing marina, river and northern escarpment. (Source: ARPL December 2019)*



*Image J – View from the western boundary of Cambridge Park over the rear setback of neighbouring residential development to the waterway and northern escarpment, towards the existing marina. (Source: ARPL December 2019)*



*Image K – View from the western boundary of Cambridge Park over the rear setback of neighbouring (Source: ARPL December 2019)*

## 4. Conclusion

There would not be a dramatic impact on views to the Gladesville Bridge from Howley Park due to the orientation of these views, the landform and vegetation within the park which visually contains views to the east and the setback of the western most vessel from the shoreline and channel.

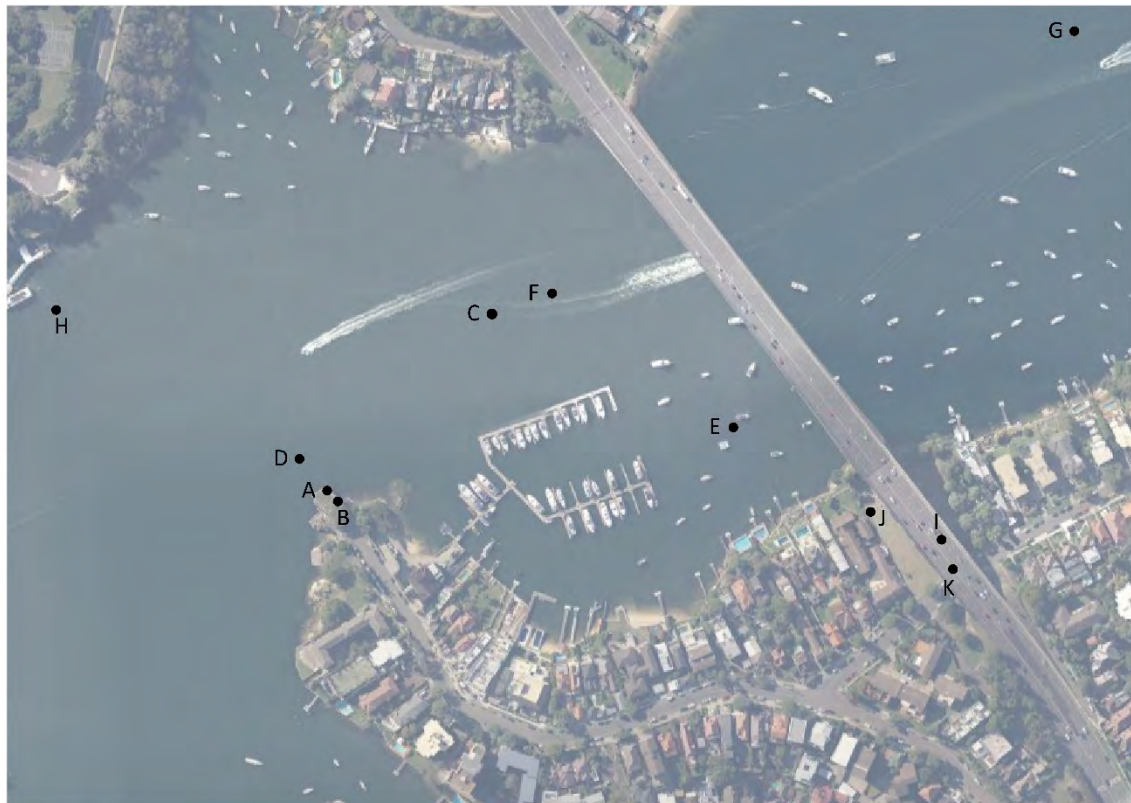
While there would be some reduction in the shoreline visible in middle range views from the north east, the main features of this shoreline, being the rocky shoreline fringing the headland in front of the remnant wall of the bridge, would not be obstructed. There would also be an opportunity to reduce the visibility of the existing curved concrete wall which detracts from the character of the headland.

‘Tobrique’ is not prominent in views from the adjacent areas of the river due to the context of dense urban development surrounding it. While the character of views to this villa would be somewhat changed from predominantly swing moored boats to a more regularly and densely arranged marina, the location of the property elevated above the foreshore, would reduce the potential for interruption of views to the property.

The ability to interpret the relationship between the old and new Gladesville bridges would not be significantly affected as in eastward and westerly views from the river the proposed marina extension would not obstruct the view to these structures in any material way. The proposal includes an arrangement of vessels which would effectively reduce the visual scale of the larger vessels by locating them closest to the headland, incrementally increasing their size, and tucking them into the bay.

In views from the open space under the Gladesville Bridge there is currently no apparent view to the former Gladesville Bridge wall and therefore the proposed marina extension would not obstruct a view which shows a visual relationship between the bridges. Furthermore, the view from this location to the river is characterised by active boating uses and glimpsed between the bridge pylons and contained by development. The additional areas of the marina would not change the prevailing character or amenity of this view.

*Attachment A – Indicative photograph locations*



North  
Not to scale

**Key:**

- Indicative photograph locations



*Attachment B – Curriculum Vitae*



## Suzie Rawlinson

Registered Landscape Architect | Director

Suzie is a Registered Landscape Architect with over 20 years of experience specialising in Landscape and Visual Assessment. She has worked for several international design firms and is now the director of a boutique consultancy firm. Suzie has extensive experience in preparing landscape and visual amenity assessments and landscape planning. Her portfolio includes a wide range of projects including waterfront developments, urban developments, solar farms, transmission lines, roads, rail, tunnels, airports, ports, and quarries across Australia and internationally. Suzie's work has included assessments in highly urban as well as rural landscapes, and in locations of sensitive landscape, environmental and cultural value.

### Qualifications

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Master of Landscape Architecture, QUT (2000)

Masters Coursework Studies in Education, Sustainability and Social Change, Griffith University (1999)

Bachelor of Built Environment (Landscape Architecture) (Dist.), Queensland University of Technology (1994)

Australian Institute of Landscape Architects (AILA) Registered Landscape Architect #001682

### Employment History

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2013-present	Director, IRIS Visual Planning + Design, Brisbane
2010-2013	Senior Landscape Architect, Arup, Brisbane
2005-2010	Associate Director, EDAW Aecom, Brisbane
2004	Associate, EDAW, Edinburgh, UK
2002-2004	Associate, Lovejoy, Birmingham, UK
2001-2002	Senior Landscape Architect, EDAW, Sydney
2001	Senior Landscape Architect, EDAW, Fort Collins, Colorado (6-mth placement)
1997	Landscape Architect, EDAW, Denver, Colorado (3-month Student Internship)
1995-2001	Landscape Architect, EDAW, Brisbane
1995	Environment Officer, Environmental Education, Logan City Council
1994, 1995	Graduate Landscape Architect, Chenoweth and Associates, Brisbane

### Awards, Presentations and Memberships

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2019	AILA National Presidents Award, recognition for an outstanding contribution to the profession of Landscape Architecture in co-authoring the AILA Guidance Note for Landscape and Visual Assessment
2019	AILA State Presidents Award for the AILA Guidance Note for Landscape and Visual Assessment
2014 - present	Chair, Regional Landscapes Group, Subcommittee of the AILA Advocacy Committee



## Project Experience

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### Court matters:

De Angelis v RMS, Visual expert acting for the appellant, NSW Land and Environment Court, 2019

Terrain Solar v Wagga Wagga Council, Visual expert acting for the appellant, NSW Land and Environment Court, 2019

Terrain Solar v South Burnett Regional Council, Visual expert, QLD Planning and Environment Court, 2019

Bridgeman Enterprises Pty Ltd v Sunshine Coast Regional Council, Visual expert acting for the appellant, QLD Land and Environment Court, 2020 (current)

Sheila Blidge Pty Ltd v Logan City Council, Visual expert acting for the respondent, QLD Land and Environment Court

Arnett v Sunshine Coast Regional Council, Visual expert acting for the appellant, QLD Planning and environment Court

Motorway Service Area Public Enquiry A1(M), North Yorkshire, for Texaco, UK, 2004

Motorway Services Area Public Enquiry for the M25 London, for Texaco, UK, 2004

### Selection of Visual Impact Assessment projects:

Arncliffe Station Upgrade, Landscape and Visual Impact Assessment, for Transport for NSW

Barangaroo Ferry Hub EIS, Visual and Urban Design Impact Assessment, for Transport for NSW

Beacroft Station Upgrade, Landscape and Visual Assessment, Transport for NSW

Beverly Hills Commuter Carpark, Landscape, Visual and Overshadowing Assessment, for Transport for NSW

Bolton Point Community Centre and Retirement and Aged Care Facility, Lake Macquarie, for Bolton Clarke, NSW

Bristol Brewery Residential Development EIA, Visual Impact Assessment, for Cyril Sweet, Bristol, UK

Central Walk EIS, Central Station, Sydney, Landscape and Visual Impact Assessment for Transport for NSW

F6 Extension, Arncliffe to President Avenue, Roads and Maritime Services, NSW

Museum Station Easy Access Upgrade Project, Landscape and Visual Assessment, for Transport for NSW

North Bexley Station Upgrade, Landscape and Visual Assessment, for Transport for NSW

North Strathfield Station Upgrade, Landscape and Visual Assessment, for Transport for NSW

Northern Beaches Bus Rapid Transit, Manly Vale and Narrabeen, for Transport for NSW, 2016

Parramatta Light Rail, Westmead to Carlingford EIS, Landscape and Visual Impact Assessment, Transport for NSW

Port Botany Rail Duplication, Sydney, with GHD for ARTC, NSW, 2019

Port of Cairns EIS, Landscape and Visual Impact Assessment, for Ports North, QLD

Royal London Hospital EIA, Townscape and Visual Assessment, Whitechapel, for HOK and Skanska, London

St Bartholomew's Hospital EIA, Townscape and Visual Assessment, Smithfield, for HOK and Skanska, London

Sydney Light Rail EIS, Landscape and Visual Impact Assessment, for Transport for NSW

Sydney Metro City & Southwest, Chatswood to Sydenham EIS and Sydenham to Bankstown EIS, Landscape and Visual Impact Assessment, Transport for NSW

Sydney Metro Greater West, Metro to Western Sydney International Airport EIS, Landscape and Visual Impact Assessment, Sydney Metro Authority, NSW

Sydney Metro West, CBD to Parramatta Stage 1 EIS, Landscape and Visual Impact Assessment, Sydney Metro Authority, NSW

Sydney North West Rail Link (Metro NorthWest), Assessment of Landscape and Visual Impacts on adjacent residential areas, for Transport for NSW