



Social and Economic Benefits Statement

Gladesville Bridge Marina, Sydney

Statement in support of Gladesville Bridge Marina

This Social and Economic Benefits Statement has been prepared by Ethos Urban on behalf of Motor Yacht Marine Holdings in support of the expansion of Gladesville Bridge Marina.

The project has the potential to deliver significant social and economic benefits, as this statement describes.

Expanding the capacity of the marina will help to maximise the value of the Parramatta River as a social, cultural, economic and environmental resource, and the proposed development will deliver significant social and economic benefits to the local and regional community.

From an economic perspective, the proposed development will support the local economy through the creation of jobs in the local area, increased local output and value add, business growth and increased expenditure.

From a social perspective, the expanded Gladesville Bridge Marina will increase opportunities for water-based recreation, social interaction and will enhance community connection and sense of place to the Parramatta River foreshore.

Economic benefits of the development

Key economic benefits of the proposed development include:

- **Catalyst for local economic growth:** The construction and ongoing operation of the marina will support the activity and expansion of existing business within the local area. In particular, there are likely opportunities for business enhancement in industries relating to fishing, aquaculture, and marine tourism and recreation as a result of an expanded Gladesville Bridge Marina. Total output (GRP) at full occupancy is estimated at an additional \$2.4 million (2019 dollars) each year from the alterations and additions to the redeveloped marina facility;
- **Increased employment opportunities:** The project is estimated to support some 36 jobs during construction and a further 12 jobs on an ongoing basis once the project is complete and operational – these ongoing jobs are estimated to contribute approximately \$0.9 million (value added) to the economy annually;
- **Increased expenditure in the local area:** The proposed development will likely see an increase in expenditure as a result of additional workers traveling to the area during the expected two year construction phase;
- **Increased tourism and local visitation, and increased spending in the area:** An increased number of wet berths (as prescribed in the proposed development) will support and enhance local tourism by enabling higher visitation numbers to the marina. This will further support the growth in cultural and recreational activities in the local region and Sydney Harbour catchment; and
- **Regional economic benefits:** The marina expansion will represent a 10% increase to commercial marina berths west of the Harbour Bridge and provide the second largest facility. The expanded marina has the potential to stimulate new investment in the maritime and sport and recreation industry in both the local area and the broader Sydney Harbour catchment.

Increased employment opportunities in a time of economic downturn

The construction and operational phases will generate both direct and indirect employment opportunities. The existing marina provides employment through slipway activities. A redeveloped facility is likely to transfer these activities and operations as part of in-berth servicing, in line with broader industry trends. The redevelopment would provide a net gain of employment opportunities.

It is understood that the total construction costs of the development are in the order of \$8 million. Existing research undertaken indicates that some 14 direct FTE jobs are likely to be created during the construction stage of the project. On this basis, the project would support 14 jobs in the construction industry and support a further 22 jobs in related (supplier) industries (Table 1).

Table 1 – Direct and indirect jobs during construction

Metric	Value
Direct Jobs	
Construction estimate	\$8 million (estimated)
Estimated direct jobs	14 FTE jobs over 2 years
Indirect Jobs	
Indirect jobs per construction job	Approximately 1.6
Estimated indirect jobs	22 FTE jobs
Total FTE Construction Jobs	36 jobs

Source: ABS 2015; Ethos Urban

Catalysing local economic development in Canada Bay

As outlined in the Environmental Impact Statement, 2019, up to 12 full time employees are anticipated to be employed through the ongoing operation of the marina. Additional employment is also possible through the operation of an on-site kiosk. The activities and employment supported by the project will generate significant regional economic output. As Table 2 shows, total output (GRP) at full occupancy is estimated at an additional **\$2.4 million pa** (2019 dollars), which includes significant output contributions from the Sports and Recreation Sector.

Value added by industry is an indicator of business productivity. It shows the net economic uplift by excluding the value of production inputs. Value added is estimated at around **\$0.9 million pa** (2019 dollars) at full occupancy of the marina (refer to Table 2).¹

Table 2 – Gladesville Marina – Estimated Economic Output at Full Occupancy

Activity	Operation
<i>Economy.id</i>	<i>Sports and Recreation Activities</i>
Employment (jobs)	12
GRP per job	\$200,285
Value added per job	\$72,040
GRP Total	\$2,403,420
Value added total	\$864,480

Source: Economy.id; Ethos Urban

*Estimate of ongoing jobs are sourced from the Environmental Impact Statement 2019

¹ The above analysis has been sourced from economy.id (based on modelling by the National Institute of Economic and Industry Research) for the Inner West LGA which has been used a proxy, as relevant data is not available for City of Canada Bay LGA. 'Best fit' industry sectors have been applied to likely economic activities at the new development. The results of the analysis assume no substitution effects from outside the regional economy, rather, the activities undertaken at the new asset represent increased net demand associated with population, labour force and industry growth.

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Social benefits of the development

The redevelopment and expansion of the Gladesville Bridge Marina is an exciting opportunity to connect people to recreation, while enhancing the social, cultural, economic and environmental value of the Parramatta River to local communities and the Greater Sydney region.

Key social benefits of the proposed development include:

- Enhancing community access to and enjoyment of Sydney Harbour – aligned with applicable State and local government strategy drivers; and
- Increased opportunities for water-based recreation – improved physical and mental health and wellbeing.

This analysis is based on a desktop review of the Social Impact Assessment completed for the scheme by GHD in October 2019.

Enhancing community access to and enjoyment of Sydney Harbour – aligned with applicable state and local government strategy drivers

A review of relevant policies and strategies highlights that improving access to and enjoyment of Sydney Harbour and the waterways of the Eastern City District (including Parramatta River) is a key priority the Greater Sydney Commission, City of Canada Bay Council and other stakeholders.

The redevelopment of Gladesville Bridge Marina will increase opportunities to engage with Parramatta River for both local residents and visitors from Greater Sydney. Parramatta River is not only a natural asset – it contributes to sense of place, provides recreational opportunities (including boating and kayaking) and supports economic and cultural activities, including tourism.

The Gladesville Bridge Marina represents one of only a few marinas well positioned to service western Sydney. As such, an upgraded facility will provide additional access and opportunity to residents across the city. This is supported by the fact that the existing Gladesville Bridge Marina already caters to a range of users, both locals and residents of western Sydney.

Expanding the capacity of the marina would help to maximise the value of this waterway as an infrastructure asset that provides environmental, social and economic benefits to communities.

The community of Canada Bay LGA, and local residents surrounding the site, strongly value access to Parramatta River foreshore – including views from their homes and open space, amenity associated with proximity to water, and opportunities to enjoy the waterway by kayaking, boating or walking along the foreshore. This area is the only publicly accessible property between Howley Park East and Gladesville Bridge, and is therefore a key site connecting people with the waterfront. As part of the proposed development, the existing slipway and associated works will be removed, reducing amenity impacts on residents.

The existing marina is also a social hub for local recreational users, and currently organises events and activities for recreational boaters, such as weekly twilight sailing during daylight savings. The expansion of the marina will increase opportunities for a broader range of community members to participate in these activities. The redevelopment and expansion of the Gladesville Bridge Marina will also formalise the existing kiosk use on the site. The kiosk provides an opportunity to further activate the marina as a social hub, by attracting visitors and providing on site amenity.

Increased opportunities for water-based recreation – improving physical and mental wellbeing

There are demonstrated connections between access to “blue space”, including rivers and the ocean, and wellbeing. Recreational boating, and other water-based leisure activities, can have social and cultural benefits including:

- Physical and mental health benefits, associated with enjoyment of access to water itself, relaxation, as well as participation in recreation activities such as diving, swimming, kayaking, boating and fishing;
- Stronger social capital, associated with increased opportunities for social interaction, and improved connection to place through participation in water-based activities; and
- Wellbeing benefits associated with access to nature, which can be a strong motivator for participating in recreational boating.

Increasing opportunities for water-based recreation along the Parramatta River and other waterways in Sydney is a key state government objective.

Transport for NSW’s Regional Boating Plan: Sydney Harbour (2015) also identifies that there are comparatively few waterway access points to Sydney Harbour, and that increased storage spaces for recreational boating is needed to “boost the experience of recreational boating”. Within 5km of the site, there are 9 marinas that provide access to the water. However, there are relatively few marinas that are as easily accessible for the western Sydney population. An upgraded Gladesville Bridge Marina would be important to continue to provide residents in the west with access to the waterway.

The redevelopment alterations and additions and expansion of GBM will increase opportunities for residents from across Greater Sydney, in particular Western Sydney residents to access Parramatta River and participate in water-based recreation in the following ways:

- Increased provision of on-water storage spaces, which may contribute to increased access to recreational boating and waterways for boat users – boosting health outcomes due to increased participation in physical activity and social interaction;
- Potential for improved access to boats due to the conversion of moorings to berths, which are safer, more convenient and more accessible for people with limited mobility;
- Improved access to the waterfront for passive recreational boats, such as kayaks, due to provision of a floating kayak pontoon (which will replace the existing slipway). Provision of this facility will allow kayakers to access the harbor foreshore and use the kiosk facility; and
- Improved navigation within the marina for GBM clients that may increase safety and provide more equitable access to waterways by catering to boaters of different skill levels who may not currently feel comfortable navigating in the marina.

Water-based recreation, including boating and kayaking, will also provide opportunities for physical activity and social interaction while socially distancing – which is likely to be a key factor in planning for recreation in the post-COVID recovery period.

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Concluding comments: realising potential

Expanding the capacity of the marina will enhance the value of the Parramatta River as a social, cultural, economic and natural asset, in line with state and local government priorities for Sydney's waterways.

Access to waterways, for recreation and social interaction, is a community value in Canada Bay LGA and Greater Sydney, and State government policy clearly advocates for increasing the capacity of marinas and other water infrastructure to increase the accessibility of key "blue spaces" – including Parramatta River. The expansion of Gladesville Bay Marina will not only support community wellbeing by creating new opportunities for water-based recreation, social interaction, and enjoyment of the foreshore, it will also boost economic activity by generating new employment opportunities and expenditure in the local area.

By supporting both economic growth and community development at this critical time, there is potential for Gladesville Bay Marina to contribute to the recovery of a localised community during the post-COVID environment – and beyond.

Figure 1. Social infrastructure context



The above map shows the social infrastructure context of the development.

Snapshot



Site and local context

Gladesville Bridge Marina (GBM) is an existing marina located in Sydney Harbour west of Gladesville Bridge on Parramatta River. GBM currently provides storage for 99 boats and is proposing to provide 31 additional storage spaces, comprising 115 floating berths and 15 swing moorings.

The site address is 380 Victoria Road, Drummoyne, and is within the Canada Bay Local Government Area and is situated approximately 6km from the Sydney CBD.

The locality in which the site is situated is typically characterised by residential dwellings, many with direct foreshore access and private wharves and swing moorings. The site is surrounded by a variety of social infrastructure including parklands and reserves, Chiswick and Huntleys Point Wharf, rowing clubs, Hunters Hill Private Hospital and several marina's located on the Parramatta River foreshore.



Demographic profile

- The Estimated Resident Population (ERP) of Drummoyne in 2016 was 11,950 persons and is forecast to increase to 13,655 persons by 2036, representing a 14.3% increase in the total population.
- The median age of residents living in Drummoyne is 40 years. Persons aged 25- 50 account for the largest portion of residents within the suburb.
- The majority of households within Drummoyne are family households at 65.3%, indicating that the suburb is an attractive place for families to reside.
- The suburb is typically dense where 50% of dwellings are flats, units or apartments.
- A large portion of residents within Drummoyne own their dwelling (with or without a mortgage) at 59.8% while 37.1% of residents rent their home.



Economic profile

- Drummoyne has a higher median individual income in contrast to Canada Bay LGA at \$2,535 and \$2,061, indicating that the suburb typically has higher levels of wealth.
- The top three industries of employment are professional, scientific and technical services (14.4%), Construction (10.75%) and financial and insurance services (10.05%).



Suitability of the proposed development in this context

This location is an ideal setting for an expanded marina, due to the site's proximity to families, many of whom will live in apartments, and therefore be seeking opportunities to engage in outdoor recreation opportunities.

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LEGEND:

- Site
- Marina
- Ferry Wharf

The map displays the Sydney Harbour Bridge area, including the bridge itself and the surrounding waterways. The proposed site is marked with a red dot. Various marinas and ferry wharves are indicated by blue and green dots. The map also shows the boundaries of several Local Government Areas (LGAs): Ryde LGA, Lane Cove LGA, Willoughby LGA, North Sydney LGA, Hunters Hill LGA, Canada Bay LGA, Strathfield LGA, Burwood LGA, Inner West LGA, and the City of Sydney LGA. The map is titled 'Map of the Sydney Harbour Bridge area' and includes a scale bar indicating distances up to 1000m.

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Appendix:

Summary of relevant State, Regional and local strategic plans

Strategy	Comments
The Greater Sydney Region Plan: A Metropolis of Three Cities	<p>The Greater Sydney Region Plan: A Metropolis of Three Cities, released in March 2018 seeks to reposition Sydney as a metropolis of three cities, the western parkland, central river and eastern harbour cities. Through this repositioning, Sydney is to become a 30-minute city that is innovative and globally competitive that promotes and protects its lifestyle and environmental assets. The proposal is consistent with the Greater Sydney Region Plan in that it:</p> <ul style="list-style-type: none">• supports Sydney Harbour's defining role as a working, recreational harbour as being one of Sydney's biggest economic advantages;• provides modern land-water interface facilities which are in high demand, especially with the western part of Sydney Harbour;• improves opportunities for access to the water and foreshores to celebrate Sydney Harbour as a great place;• supports a clean, healthy and productive marine environment by implementing water quality initiatives, and by continuing to operate as an International Clean Marina and a Fish Friendly Marina; and• provides increased protection from coastal erosion and does not impact.
Eastern City District Plan	<p>In March 2018, the Greater Sydney Commission (GSC) released the District Plans for the Greater Sydney Metropolitan Region. These plans give effect to the goals of the Greater Sydney Region Plan by setting out priorities and actions for each District. The Eastern City District Plan, where the site resides, seeks to improve access to waterways for recreation and tourism, whilst ensuring that the cumulative impacts of activities and associated infrastructure such as marinas do not compromise the integrity of environmentally sensitive aquatic and riparian habitats. The proposal is consistent with these principles, in that it:</p> <ul style="list-style-type: none">• provides increased opportunities for people to access Sydney Harbour through the provision of modern and extended marina facilities; and• will not impact upon any critical habitats, protected species, threatened species, population, endangered ecological communities or their habitats.
NSW Sydney Harbour Boat Storage Policy (TfNSW, 2013)	<p>The strategy identifies the need for additional capacity in boat storage in Sydney based on trends in vessel registration figures. The proposal responds to this demand by providing new wet berths, particularly in that it will accommodate additional vessels greater than 24m in length where there is an identified demand. In addition, as supported by the Demand Study (Appendix D), over 90% of boats are smaller than 24m which the proposal addresses by providing a greater number of berths for smaller boats as compared to the current configuration.</p>
NSW EIS Guidelines for Marinas (NSW DUAP, 1996)	<p>The proposal has been prepared in accordance with the Guidelines for Marinas and Related Facilities and this EIS has addressed all requirements listed at Section 6 of the Guidelines.</p>

ETHOS URBAN