

15 June 2021

15586

The Hon Carl Scully
Panel Chair
Sydney Eastern City Planning Panel

Via email: enquiry@planningpanels.nsw.gov.au

Dear Mr Scully,

**RE: PPSSEC-31 – Alterations and Additions to the Gladesville Bridge Marina
380 Victoria Place, Drummoyne**

We write on behalf of the Gladesville Bridge Marina (GBM) in relation to PPSSEC-31 and the DA for alterations and additions to the existing marina at 380 Victoria Place, Drummoyne.

The proposed development seeks to expand and upgrade this important regional boating facility to address State Government policy by expanding the marina's capacity to maximise the value of the Parramatta River as a social, economic and environmental resource. There are very few opportunities for new marinas in Sydney to meet the growing demand of boat users (which has only increased since the onset of Covid-19) and the expansion of Gladesville Bridge Marina will help meet the identified shortfall in berths west of the Harbour Bridge in a sustainable manner.

Due to the regional nature of the proposal, it is difficult for Council to assess a DA at the local level as its benefits reach a far broader geographical population. On this basis, we have concerns with Council's assessment of the application which we believe does not present a balanced assessment of the issues. It, instead, unduly focuses on the issues of a small portion of the community who live on the waterfront and ignores the important regional functions of the marina and the views of the Greater Sydney population. This is evident by the support shown for the development by the broader community in the change.org petition which has attracted close to 1,500 signatures.

The Panel's support for the proposal would contribute to regional boating facilities, improving the public's access to, and enjoyment, of the waterway. The regional public benefits associated with the proposal should therefore be carefully considered against any perceived impacts to the local community which have been minimised and mitigated through the careful design of the marina additions. The extensive EIS process has also demonstrated that the development would result in only acceptable environmental impacts and has been the subject of a lengthy design and consultation process, including a reduction in berths.

On this basis, we have reviewed Council's assessment report and believe we have ready answers to all issues raised. For the Panel's convenience, we have summarised these responses in the following sections of this letter which is supported by statements from the relevant technical consultants where appropriate. Should the Panel still not be satisfied, we would be happy to provide any additional information deemed necessary to support the DA.

Additionally, it is extremely disappointing not to have been given the opportunity to review draft conditions of consent, as directed by the Panel during the project briefing in October 2020, despite numerous requests to Council on behalf of the applicant.

1.1 History of Application

The site has a long history of being used for a marina, dating back to the 1890's. It has evolved since that time to service the needs of the boating community. The current proposal reflects the latest chapter in the Marina's proud history and will enable it to better serve the growing number of boat users west of the Harbour Bridge.

Planning for this important project commenced in August 2015 and it has always been GBM's expectation and understanding that it would be an extensive and lengthy process due to a desire to involve both the community and the necessary technical consultants in the design process to ensure the optimal outcome for the site. The current design of the marina expansion is the result of this extensive design and consultation process to respond to the opportunities and constraints of the site in relation to environmental, social and economic factors. GBM spent a significant time refining the application with its dedicated and experienced consultant team, with lodgement of the formal EIS in December 2019. This pre-lodgement process also included extensive community consultation on the project, from 2018 even prior to the issue of Secretary Environmental Assessment Requirements (SEARs) being sought.

The proposal was amended on a number of occasions during the design process in response to feedback from the community and government agencies. It was also amended again during the assessment of the DA/EIS, resulting in a far more modest expansion to the marina to that originally conceived (115 fixed berths as lodged to 111 proposed). The GBM team is therefore of the opinion that the scheme as proposed is the best balance of all relevant environmental and technical issues, at the same time as providing an appropriate quantum of berths to meet the identified needs of recreational boating users west of the Harbour Bridge. Notwithstanding, should the Panel still not be satisfied, we would be happy to provide any additional information requested by the Panel to address any concerns or queries.

1.2 Foreshore Access and Public Interest

Council's assessment concludes that *"the proposal includes the provision of a public pontoon in the slipway which would improve public access to and use of the foreshore"* but raised issue that no mechanism to secure public access has been proposed and that the use of the kayak pontoon will result in disturbance of contaminated sediment.

Howley Park is used extensively by the public, particularly on the weekends for bushwalking and other recreational activities, and there are currently no public amenities available to support these uses. The proposed neighbourhood shop will enrich the public's use of the waterfront destination through the provision of complementary offerings such as takeaway coffees and food which may be enjoyed in the surrounding foreshore area (including in Howley Park and on the marina lease area which has recently been refurbished and landscaped to contribute to the overall amenity of the foreshore). The shop may also offer basic supplies, such as bait for fishing and other maritime supplies, to support water-based recreational activities. This is also of use to recreational users visiting the marina on a temporary basis (destination berths are provided in the proposal) as well local fisherman using the foreshore.

In addition, Council agrees that the proposed kayak pontoon would improve public access and use of the foreshore and, as outlined at Section 1.4 below. The contention that the use of the pontoon is not suitable due to contamination is flawed as this can be satisfactorily managed through an Environmental Management Plan (EMP). Further, no mechanism to secure public access is required as this will be maintained and managed by the Marina as part of their general operations. Users will be able to paddle up to the pontoon and access the foreshore as required. If necessary, a condition of consent could be imposed requiring access to the pontoon to be maintained.

Therefore, the proposal is entirely consistent with Clause 22 of the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* as it improves public access to, and use of, the foreshore and waterway.

1.3 Howley Park - Car Parking

Council has stated that the six existing car parking spaces in Howley Park do not have development consent and therefore cannot be taken into consideration as part of this development. Council also references the existing license agreement between Crown Lands and Gladesville Bridge Marina and draws the conclusion that the holder does not have exclusive possession of the premises.

In June 2010, DA 749/2009 was approved for alterations and additions to the marina building. The stamped Council plan for this development, included at **Attachment A**, clearly shows the six parking spaces to the north of the approved marina building. Council's assertion that these spaces do not have consent is not correct, given that the spaces are clouded and counted in sequence with the rest of the parking spaces approved within the Marina lot (indicating that the plans have been amended to specifically reference these spaces). If Council did not intend on approving these spaces, the plans would have been amended prior to approval or a condition of consent would have been imposed requiring their removal. It is noted that there is no such condition of consent on DA 749/2009, despite other conditions requiring amendments to the plans (including Condition 17 which required incorrect labelling of the residential use to be corrected).

Moreover, the SEE accompanying DA 749/2009 unambiguously references these spaces when describing the existing development:

The existing development provides parking for 14 cars as follows:

- Parking for 5 cars is provided on site at ground level in the area between the building and the retaining wall to Victoria Place;
- Parking is provided adjacent to the northern wall of the building within an area leased by the marina owner over Howley Park and includes 6 spaces, 5 for use by visitors and 1 by staff; and
- The garage in the top floor of the building provides parking for 3 cars.

Figure 1 Extract of SEE for DA 749/2009

Source SJB (Dec 2009)

The parking spaces within Howley Park have therefore clearly been considered by Council in the past and it is erroneous to now raise the issue as a reason for recommending refusal of the current application. Particularly, when failing to recognise these spaces would contribute to the perceived lack of parking for the marina, including the marina as currently approved. Furthermore, the licence from Crown Lands relates to both the use of the driveway for access and for parking. The parking spaces do not constitute exclusive possession because the public can utilise these when visiting the marina.

1.4 Howley Park - Waste Management

Council has recommended refusing the application on the basis of inadequate waste management due to the proposal to tow bins through Howley Park and insufficient evidence demonstrating compliance with maximum SafeWork NSW gradients.

It should be noted that the Marina moved the bins from Howley Park to within the site boundary at the request of Council to help address community concerns with the former waste management arrangements which lawfully utilised an area within Howley Park. It is disappointing that this has now been used as a reason for recommending refusal.

Towing the garbage bins through Howley Park does not require owners' consent as the existing licence from Crown Lands permits the use of the driveway for access as a 'road' which would permit the movement of bins. Notwithstanding, since submission of the amended proposal the Marina has engaged a new waste contractor that uses trucks less than 7m in length to collect waste from the site. This allows the waste to be collected from the existing delivery bay, located adjacent to the marina building, without breaching Condition G of DA91/112 which states that ridged vehicles of 7m or more in length are prohibited from using the accessway.

Accordingly, the waste management arrangements for the proposal are acceptable and continue to resolve a longstanding issue with the local community.

1.5 Contamination

Council states in their assessment report that the sediments beneath the slipway require further assessment to confirm that the risk from potential contaminants are acceptable for the future use of the land and that, as testing is incomplete, it cannot be established that the use of this portion of the site (i.e. the kayak pontoon) is suitable. The assessment report also states that pursuant to Clause 7(b) of *State Environmental Planning Policy No 55 - Remediation of Land* the land is not suitable in its contaminated state for the purpose for which the development is proposed to be carried out.

This assessment is incorrect for a number of reasons. Firstly, the overarching use of the site as a marina is not changing and therefore the use has already been determined as being suitable. Secondly, a comprehensive assessment of contamination has been undertaken for the proposal which included a peer review of the contamination management strategy by Site Auditor, Tom Onus of Rambol Australia. This assessment found that active remediation of the site and associated sediments is not required in association with the proposed redevelopment. Rather, the concrete slipway will remain in situ and the passive management of sediments on the lower slipway could be adequately managed through the implementation of an EMP. Accordingly, this advice confirmed that subject to a condition of consent requiring a Site Auditor Statement reviewing the EMP and its implementation that contaminated sediments can be appropriately managed. This response was submitted to EPA who did not raise concern with this matter and has since issued their General Terms of Approval for the project.

In respect of the concern raised by Council with the depth of water adjacent the pontoon at the lowest astronomical tide, Paul Annick (Marine Pollution Research) has advised that testing in this location revealed hard ground surfaces at the end of the pontoon and so there is no possibility of a person standing in seabed sediments and no risk of this compacted seabed being disturbed to an extent that contaminated sediments would be mobilised from the seabed sediments into the water column. A statement to this effect is included at **Attachment B**.

Accordingly, as previously recommended, this matter would be satisfactorily addressed by a condition of consent requiring a SAS to be issued for the EMP prior to Construction Certificate.

1.6 Working Harbour

The assessment report claims that the development is contrary to Clauses 23(a) and (b) of SREP Sydney Harbour Catchment) 2005 and should therefore be refused. Our response to these matters for consideration is summarised below.

(a) foreshore sites should be retained so as to preserve the character and functions of a working harbour, in relation to both current and future demand

The site has a long history of being used for a marina, dating back to the 1890's. Accordingly, the predominant character and function of the foreshore site is for a marina and this use is being expanded to accommodate both current and future demand. Although the slipway rails and workshop will be removed, the existing boat servicing activities will continue to be offered at the site through a variety of contractors who undertake works on boats within their berths. This is in response to current industry trends in boating typologies and servicing methods which are expected to continue into the future and which the current slipway is too small to service. This is evident by the fact that out of 735 contractor visits in the last financial year, only 5 performed work on the slipway.

Accordingly, the working harbour functions of the foreshore site will be preserved in accordance with both current and future demand.

(b) consideration should be given to integrating facilities for maritime activities in any development

The development is for the expansion of an existing marina and therefore integrates maritime activities by its very nature. Furthermore, the amended proposal also promotes additional maritime activities through the integration of a new floating kayak pontoon to the benefit of the general public.

1.7 Visual Impacts

ARPL has reviewed the peer review of the VIA and Council's assessment of the proposal's visual impacts. A response to this matter is provided at **Attachment C** which reconfirms the comprehensive visual impact assessment undertaken for the proposal and the robustness of the conclusions drawn.

As outlined above, significant modifications have previously been made to the proposal to respond to the ongoing visual impact assessment process which first commenced as part of the non-statutory consultation in November 2018. An extensive VIA assessment process has since been undertaken which concludes that development will have an acceptable visual impact on both surrounding residential properties and the public domain. The proposal is therefore consistent with all relevant provisions of the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* and *Sydney Harbour Foreshore and Waterways Area Development Control Plan*.

1.8 Heritage Impacts

The assessment report concludes that the proposal is not acceptable with regard to its heritage impacts and does not satisfy the relevant provisions of *Canada Bay Local Environmental Plan 2013* and *Canada Bay Development Control Plan 2018*.

The site is not listed as a heritage item nor is it located within a heritage conservation area. Therefore, only Clause 5.10(5) of the LEP applies to the development which requires a heritage assessment to be carried out that assesses the extent to which development would affect the heritage significance of any surrounding heritage item(s). This provision has been satisfied by the Heritage Impact Statement submitted with the DA. It is noted that Council has not stated how the development is inconsistent with their DCP.

In addition, Urbis Heritage has reviewed the concerns raised by Council's heritage officer and has prepared the attached letter responding to each of the issues raised (**Attachment D**). This was supplemented by a report by IRIS Visual Planning and Design which specifically addressed potential visual impacts on heritage properties in views from the public domain (**Attachment E**). The combined findings of these assessments demonstrate that the proposal will have an acceptable impact on all surrounding heritage items, including the Gladesville Bridge.

1.9 Traffic and Parking

Council has raised a number of issues in relation to traffic and parking which CBRK has responded to at **Attachment F**. A statement from the accessibility consultant also confirms that proposed 'Car Space 9' can be managed as part of the valet system an accessible car space, thereby meeting the requirements of the BCA/DDA (refer to **Attachment G**).

As outlined above, the existing Howley Park parking spaces have development consent and may continue to be relied on for the development. Notwithstanding, even if these spaces were to be removed, the additional parking generated by the proposal (that is 1 space for the neighbourhood shop and 3-4 spaces for the additional berths) can be accommodated by the proposed provision of 6 additional parking spaces within the site boundary.

Overall, the proposal represents a modest expansion of boat capacity compared to the much larger expansion of car park availability (on a per berth basis). Accordingly, the development complies with the relevant parking standards (which are based on traffic surveys) for the proposed increase in berths and goes some way to making up for any existing shortfall based on the actual surveyed rates.

1.10 Acoustic Impacts

Section 10.6 of Council's assessment report states:

*Although the required **technical operation standards have been satisfied** in the submitted reports, the operation noise issues raised by Council's Environmental Health Team remain. **These were not raised with the Applicant**, however, stem from the lack of any plan of management and clarity around the ongoing operation which could result in unacceptable*

acoustic impacts. This is considered to be a determinative matter and warrants refusal of the application.

This matter has been dealt with extensively through the DA process and as Council agrees that the proposal satisfies the relevant standards, this is not considered a valid reason for refusing the application. In addition, EPA has issued their General Terms of Approval for the application.

Notwithstanding, in response to the issue raised by Council's Environmental Health Team, Maritime legislation already stipulates that people are not allowed to live onboard their boats. Boat owners may stay overnight, however, there are rules and regulations governing noise. Moreover, the acoustic assessment modelled the worst-case scenario of a group of patrons located on a boat and the results found that the development continues to comply with the relevant noise criteria.

The Marina also already has an existing Operational Management Plan that was developed in consultation with the EPA and incorporates management measures to control unacceptable noise. The OMP is proposed to be updated prior to Occupation Certificate to reflect the final marina design and any PoEO requirements.

1.11 Narrowing of Harbour

Council's assessment concludes that navigation associated with the marina is acceptable with the exception of the narrowing of the channel associated with the mooring of boats on the outside edge of the marina. It is claimed that this directly impacts on the public and commercial function of vessels using the portion of Sydney Harbour and is not supported.

An assessment of navigational matters was included as part of the EIS and the plans demonstrate that the berthing of vessels on the northern side of the marina will not interfere with other users of the Harbour, including the rowing course and ferry route. Transport for NSW, as the relevant authority for maritime navigation, also has not raised concern with this aspect of the development. Furthermore, it is noted that this area was used to berth larger boats during the Sydney Olympics and that there were no records of any incidents or impacts to ferry traffic or any other users of the waterway.

1.12 Regional Social and Economic Benefits

The project has the potential to deliver significant social and economic benefits – a detailed Social and Economic Benefits Statement was prepared for the DA and is reproduced in full at **Attachment H**.

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.

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.

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.

The alterations and additions to the 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.

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. Opportunities to enjoy the waterway by kayaking, boating or walking along the foreshore are provided as well as formalising the on-site kiosk as a neighbourhood shop. The shop provides an opportunity to further activate the marina as a social hub, by attracting visitors and providing on site amenity.

1.13 Site Notice

We are concerned that the assessment report states that the applicant failed to erect the site notice during the re-notification period, breaching the statutory notification and advertising requirements of the DA. This implies that the applicant deliberately sought to avoid their community consultation obligations when, in fact, it was the applicant who first raised the issue with Council to ensure due process was followed after not receiving the site notice.

It is noted that the applicant has made significant and ongoing efforts to genuinely consult with the community on the proposal since 2018, prior to requesting SEARs for the application. The current design of the marina is based on the outcomes of this extensive consultation process and has been amended on a number of occasions throughout the design and EIS process to address concerns raised.

1.14 Conclusion

The proposal will result in the upgrade of a regional maritime facility that will address the recognised shortage of berths for the existing and future boating community, particularly west of the Sydney Harbour Bridge. This 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 State's recovery during the post-COVID environment – and beyond.

An extensive EIS, and Response to Submissions has been prepared which demonstrates that the development will result in only acceptable environmental impacts and we have ready answers to all issues raised within Council's assessment report. As such, given the substantial regional benefits afforded by the development and lack of any significant environmental impacts, we request that the Panel approve the development as proposed.

Should you have any further queries about this matter, please do not hesitate to contact us on the details provided below. We welcome the opportunity to further address the panel this coming Thursday, 17 June 2021.



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Clare Swan
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DIMENSIONS OF NEW WORKS
22850



01 PROPOSED GROUND FLOOR PLAN
1:200

DEV. APP No. 749/09
DETERMINED 1/6/10
GENERAL MANAGER ES.

INDICATES NEW WORKS

NOT FOR CONSTRUCTION
FOR DA PURPOSES ONLY

B 31/03/12 Development Application
A 22/04/09 Development Application
B 31/03/12 Development Application

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SCALE
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MARCH 2010
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APPROVED BY
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DRAWING No.
DA - 11C

DRAWING
GROUND FLOOR PLAN

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Mr C Forrester

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Ethos Urban

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16 June 2021

GBM EXPANSION EIS - SECPP QUERY RE RAMP CONTAMINATION RISK

Thank you for the email regarding Sydney Eastern City Planning Panel (SECPP) assessment Document PPSSEC-31 Section 9.2 assessment in regard to SEPP55 last two paragraphs concerning human contamination risk arising from use of the Kayak launching pontoon at LAT, specifically the Council's Environmental Health Team (EHT) concern that:

At the lowest astronomical tide the pontoon will only have a depth range of 300mm to 600mm and people will need to stand in the contaminated sediment to access their watercraft. The environmental management plan cannot be practically implemented as the pontoon, pontoon cleaning and signage proposed do not adequately remove the risk associated with the general public who will be standing in this sediment without any direct supervision or management.

1 General Comment:

The EHT concern is wrong in their use of the words *stand IN* and *standing IN*, as any user of the ramp at LAT would be standing ON a hard, compacted sandy to shelly gravel seabed, as is characteristic all along the LAT tidal zone in this locality. This is best illustrated by the fact that for the inshore contaminated sediment sampling at this precise location (site SD1), we were unable to get a core sample hammered in due to the compact and shelly/coarse nature of the seabed (see *MPR Suppl WQ&SED Lab&Report May20*). In the event we used a small garden spade hammered in to break up the compacted surface sediments to obtain a 'surface scrape sample'.

Accordingly, there is no possibility of persons standing in seabed sediments, only on the compacted seabed, and there is no risk of this compacted seabed being disturbed to an extent that contaminated sediments would be mobilised from the seabed sediments into the water column.

2 Potential Risk of Contamination

In terms of potential risk there are two questions, (a) how often does this situation arise (i.e., how often would access via the seabed be required) and (b) what are the possible risk pathways for human contamination.

2.1 How often is the low tide unsuitable for ramp-based kayak launching and retrieval?

From the ramp profile Figure 7 in the May 20 report, a conservative depth estimate range for unsuitable ramp-based launching and retrieval is between 0.15 to 0.2m ISLW. Inspection of the annual tidal predictions for 2021 (DPIE 2020) indicate that such a low tide range would occur during daylight hours on 9 days in the year; two in January (12th and 13th) round 4pm, three in November (5th to 7th) between 3:30 and 4:30 pm and four in December (4th to 8th) between 3:30 and 6:00pm (note that all times are daylight saving times except for July). Of these only two (December 5th and 6th) are below the lower retrieval range of 0.15m (at 0.12m and 0.13m ISLW respectively).

In terms of actual time periods for which the tides are unsuitable for ramp retrieval the tides on the two lowest tide days (5th and 6th December span 2 hours from the ebbing 0.2m mark to the next raising 0.2m mark. The rest range from a quarter of an hour (January 13th) to 1.5 hrs (Nov 6th and Dec 4th). That is, total time for unsuitable ramp retrieval for 2021 is just under 11 hours of daylight time in the year. To put this in perspective, if we assume a conservative 12 daylight hour kayaking time average for the whole year there are 11 hours out of 4380 hours when there are low tides where the ramp may not be able to be used for kayak launching and retrieval

2.2 What are the risk pathways for human health?

In terms of the risk pathways for human health associated with the contaminated sediments during kayak launching and retrieval from the seabed instead of from the ramp, the Council EHT concern appears to relate to sediment contact with feet or legs during the low tide periods. I presume that this concern would extend to persons standing on the seabed tripping and falling into the water with the risk of ingesting waters.

Both these scenarios imply or require an assumption that standing in or on the sediments will disturb the sediments to an extent that sediment contaminants can be mobilised in sufficient quantity to become a skin contact or ingestion risk.

I submit that on the basis of the extreme compacted nature of the seabed sediments on which people are able to stand at the end of the ramp for kayak retrieval, there is no possibility of

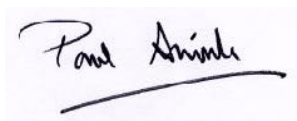
mobilising contaminated sediments to an extent that there could be a skin contact risk for humans using the facility and a vanishing low risk of a slip and trip fall plus submersion such that contaminated waters could be inhaled. Aside from the low risk of even disturbing the sediments to an extent that significant mobilisation could take place, kayakers are statutorily obliged to wear buoyancy jackets that further limit of water inhalation risk (by keeping the upper body and head out of the water) and are to be wearing suitable footwear (limiting the possibility of slips and negating the risk of bare foot cuts on seabed shells).

Finally, it is pertinent to note that there is unrestricted public access to the sandy beach for launching and retrieving personal water craft to the west of the marina and that the sediments collected for contamination analysis by Zoic at the approximate LAT (site SD3) indicate a similar mix of contaminants to those found off the end of the GBM slipway. My inspection of this site also indicates that the sediments are highly compacted and that there is a similar low risk for human health from launching and retrieving personal water craft across this LAT zone.

2.3 Conclusion and Recommendation

I conclude that there is a vanishingly low risk of actual disturbance and mobilisation of sediment contaminants into the water column such that they could be ingested by humans using the proposed GBM kayak launching facility at extreme low tides, and that this risk is no different to that for persons undertaking similar activities along the natural shore west of the marina under similar low tide conditions. Accordingly, I conclude that the public pontoon is suitable for the purpose of launching and retrieving kayaks under all tide states in the manner stated and that therefore the requirements of SEPP55 have been satisfied.

Yours Sincerely,

A handwritten signature in black ink, reading "Paul Anink", with a horizontal line underneath.

Paul Anink
Managing Director
Marine Pollution Research Pty Ltd

Response to the Council Peer Review of VIA by Clouston (Crosbie Lorimer)

1. Author and Introduction (section 1.0) :

- a. Whist not critical of his experience, the author is not a town planner. For assessing view impact to satisfy the relevant SREP and SREP DCP planning provisions, a planning approach is required to determine consistency and/ or compliance. I do not agree that the DCP guidelines have not statutory basis (given they are called upon by the SREP). The guidelines do not need to be set out as they are detailed in the DCP.

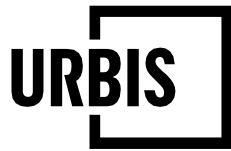
2. Peer Review (section 4)

- a. **Paragraph 1.** The Peer Review analysis does not consider the totality of the available view (as per section 4 of the VIA) upon which VIA assesses view impact ('available view'). It limits itself to an assessment of '*each of the selected views and montages*' and '*each of the eight views*' ('montage view'). The VIA considers the affectation upon the whole of the available view, not just the montage view. The montage view in Section 9.0 of the VIA only illustrates the aspect within the available view where the proposal is most visible (i.e. worse case aspect within the view). Thus if solely relied upon (as appear to be the case in the Peer Review) it represents a distortion of the overall impact of the proposal on the available view. The view impact rating provided in the VIA is upon the available view, not just the montage view. Thus contrary to the conclusion (pg.11) that asserts '*the impact ratings in many cases unduly 'flattened'*' (which I disagree with), the Peer Review does the opposite, i.e. it '*heightens the impact ratings*' as it only assesses the impact upon a portion of the available view.
- b. The DCP matrix in the VIA for public views is not evaluated.
- c. In the summary statements for each public view (observed as above as being only based on the montage view impact):
 - i. Location 1:
 - the VIA does not infer that the view to the east is not important, only that it is at the eastern extent of the wide available panorama, and not within the primary aspect appreciated from the headland (Image 5).
 - The view to the bridge structure is unaffected, with the montage model demonstrating the likely vessel is below the level of both its arch, and also the distant foreshore.
 - ii. Location 2: I agree there is a change in the configuration, the VIA concludes occupy a very similar footprint of water in this aspect to the before scenario. The bridge is not affected to a greater extent.

- iii. Location 3: Whilst the Peer Review acknowledges low usage and not being a destination park, it also concludes a Moderate weight should be given to cars and passing pedestrians on the roadway. I disagree, as the road is elevated above, and much further back from, the foreshore viewpoint, so the view available as per section 4 is only marginally affected. A Moderate rating on the available view is not warranted.
 - iv. Location 4: The Peer Review says the '*water that can presently be seen reaching the southern bank between the existing marina and bridge will be lost*'. That is incorrect as wall is visible between the outer arm and southern bank, and also between the bridge and the outer arm. Thus, the conclusion remains Low, not either Moderate Low or Moderate.
 - v. Location 5: Despite being a stitched view, the existing marina is clearly visible on the water horizon, reflecting the same alignment of the outer arm. The only affectation is to existing marina vessels and built form.
 - vi. Location 6: Agreed images marginally different before and after, but the montage view is accurate. A replacement Before image can be provided. Notwithstanding there is agreement on a Low Impact.
 - vii. Location 7: A panorama from the foreshore wall illustrates the full available view, moreso than that in the Peer Review. In both images, the existing marina is clearly visible on the water horizon, reflecting the same alignment of the outer arm. The only affectation is to existing marina vessels and built form.
 - viii. Location 8: The VIA image is to the location where there is the greater change to existing open water. Due to the angle of the ferry travel path, Image 19 shows that there is a greater distance from, and lesser impact upon, the water/ foreshore view.
- d. **Section 9.0**: The Peer Review:
- i. ignores section D1.4 of the DCP (as per Para.137 of the VIA) that expressly observes further consideration of potential impact is only required where there is high impact, i.e. not in instances of '*Medium/ Low*' (as put in the peer review); and
 - ii. identifies range of impacts identified of Moderate to High do not also warrant modification; and
 - iii. the 'arguably high' impact observation for Locations 1 and 8 do not relate the available view (and are disagreed with); and
 - iv. disregarding our disagreement on impact terminology, we are agreed that 6 of the 8 montage views do represent high impact, and thus no change is required to those view (as per section D1.4 of the DCP).

3. Private Domain (pg.35); As with the Public View approach of the Peer Review, the private view analysis:
 - does undertake the 4 step approach under Tenacity;
 - is not clear if it is based on a visit to the properties (Section 5 indicates there has been a site visit to private domains) as is limited only to the 'selected views and montages' which are not the available view, but (as is acknowledged) the owner's 'worse case' expectation location. As well resultant disagreement with the ratings applied in the Peer Review (on the above basis), in addition:
 - a. **44 Drummoyne** – does not acknowledge the views are foreshore garden based, and no access was provided to the dwelling, being the location from which views under Tenacity are evaluated.
 - b. **1/46 Drummoyne** – the table is clear, albeit not a single rating erroneously omitted, is Minor as that is the rating for most spaces.
 - c. **x** – the.
4. **Section 5:**
 - I do not agree that the VIA only focuses on view loss. For the public domain and private domain, observations are made to the loss of foreshore and other features as appropriate. The VIA does not consider the vessels except where they have a view effect. Collective massing is assessed, in the context of views between vessels, and over vessels.
 - For private views, Tenacity evaluates view impact and sharing. There is no assessment required for bulk, massing, scale or character changes (as asserted (pg.45)).
 - **Conclusions:** Para.64-66 of the VIA demonstrates consideration of potential impact has been evaluated on an on-going basis.

14 June 2021



11 June 2021

Dentons
77 Castlereagh Street
SYDNEY NSW 2000

To whom it may concern,

GLADESVILLE BRIDGE MARINA: RESPONSE TO REPORT TO EASTERN CITYPLANNING PANEL

On the 10 August 2020 I prepared a report providing a response to Canada Bay Council's request for further information on the original DA (Copy enclosed for reference). Council has subsequently prepared a report to the Eastern CityPlanning Panel, dated 3 June 2021.

In response to the report to the Panel I make the following comments in relation to the reported heritage aspects of the proposal.

A) The report states that the proposal will have an adverse heritage impact on the setting (and amenity) of the *Boatshed* at 348 Victoria Place and the Gladesville Bridge.

The "fine timber boatshed" is considered to be of heritage significance however its fabric and location are not going to be altered by the proposal. Its situation in relation to the dwelling and the relationship to the water are not going to be altered. The photomontages provided in the report clearly show that the marina does not encroach on the relationship between the boatshed and the water. The view to the river from the boatshed will include boats and these are an expected element in a view to this section of the river. A significant expanse of water along the foreshore is illustrated in the photomontages. There is no specification that the listed boatshed depends on a particular view of the water or whether a marina might influence the determination of the significance attributed to the place. Its historic, aesthetic and rarity criterion will not be influenced by the proposal.

It is later agreed in the report at p.40 that the impact on heritage value is minimal and this is supported for the reasons given above.

B) *The Gladesville Bridge* was the longest span of a bridge when constructed in 1964. This fact remains unchanged by the subject proposal. The historic, associational and aesthetic significance attributed to the bridge remains unchanged. The bridge is clearly a large and significant structure. It may be viewed from many places, both from vehicles, public places, the waterway, dwellings, ferries etc. The sheer scale is such that the extension of a marina cannot possibly be said to diminish its heritage significance and the way it is appreciated. The appreciation of the bridge from a heritage perspective remains unchanged by the proposal. The Bridge does not rely on open water in any particular location to determine its significance and the proposal therefore has no impact on the manner in which its significance is appreciated. Travelling to the bridge from east or west or viewing

from nearby parks provides for the bridge to be a large concrete structure set well above the water in all respects.

C) *Howley Park* is a prominent headland. It juts into the river and is an important site for historic reasons. There can be no loss of view from the Bridge to the park and vice versa due to the scale of both places.

A review of the views to Howley Park has shown that this park may be viewed from the east, north and west across water. The western view has important remnants that refer to "Five Dock" and an appreciation of the park is not one that is a singular view. From the east the appreciation of the headland and bridge abutments are different depending on the closeness to shore that one observes the abutments. The significance of the park is not visual alone and must be considered as an item in a broad setting and one that provides views to the Gladesville bridge, that will not be diminished in any significant manner by the proposal, and to a broad stretch of the river.

As discussed above the views are complex and boats moored in the proposed marina will not impact the appreciation of these important locations as they are viewed widely and often from moving vessels. This was discussed and illustrated in my submission of the 10 August 2020.

The stated views to the "rocky shoreline of the eastern edge" are not identified in any significance report nor argued from a heritage perspective. The importance is related to an appreciation of the place in the round. To say the boats moored near the abutments decreases significance is far too simplistic in evaluating the significance of Howley Park and its place in a broad landscape setting.

I consider that the concerns raised are not justified in heritage terms as the important identified places are not physically affected, their relationship to the river remains the same and the appreciation of these places is one that does not rely on the proposed marina layout.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Stephen Davies", followed by a comma.

Stephen Davies
Director



ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

10 August 2020

Mr Stephanie Vatala
Managing Associate
Dentons Australia Limited
Sent via email: stephanie.vatala@dentons.com

GLADESVILLE BRIDGE MARINA: 380 GLADESVILLE ROAD, DRUMMOYNE HERITAGE RESPONSE TO CANANDA BAY COUNCIL'S REQUEST FOR FURTHER INFORMATION

I refer to the request for further information and provide comment on the Council's Heritage Advisor's comments.

The proposal was reviewed by Council's Heritage Advisor and they have provided comments that the Marina in its current form is not acceptable with regard to its heritage impacts and does not satisfy Clause 5.10 of the Canada Bay Local Environmental Plan 2013 and Part D3 of the Canada Bay Development Control Plan 2017.

I will **respond** to the matters raised by Council below.

Howley Park

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.

Response:

This relates more to visual impact assessment however it is considered that the height of the park and its place as a visual promontory will not be diminished. The park currently provides views to the east, north and south of the abutment to the former Gladesville Bridge. The views to the east currently include the marina and the Gladesville Bridge beyond. The Gladesville Bridge is a dominant element in the local landscape and can be viewed from a large number of vantage points. The proposal will not diminish the appreciation and significance of the bridge. The views east from the Park are currently partly obscured by vegetation and one of the characteristics of the Park is its filtered views in most directions. The principal waterway will be open to river traffic and the proposal will not impact on the appreciation of this aspect of the river.

04August2020



Photo 1: View east from Howley Park from grassed section



Photo 2: View east from Howley Park from the northern end.
Note the proposal will not impact the appreciation of the Gladesville Bridge.



Photo 3: View east from Howley Park from the northern end.

The three views above illustrate that the Marina is a well-established part of the view corridor. Yachts closer to the Park cannot obscure the Gladesville Bridge nor diminish the importance of the bridge in the view corridor due to its height and form. The Park is surrounded on three sides by water which can be appreciated from many aspects. The importance of the point is also recognised in the 5 stone cuttings or docks that are on the western side of the Park and from whence Five Dock gets its name. The historic relationship of this park is to the transport, shipping and maritime uses of the river and the proposal reinforces that use without impact on the heritage significance of the Park.

The lack of impact on views to the abutment of the former Gladesville Bridge and now incorporating Howley Park will be very evident from the east of the park as one travels along the Parramatta River. The following series of photos from east to west and then looking back at the Park from the west clearly illustrates the breadth of the river, the height of the abutment and Park in comparison to the Marina, the complexity of the abutment and the relative scale of the promontory in relation to the Gladesville Bridge and the river and bay in this location.

It is important to note that the changing views of the abutment from the east are important as one travels by ferry or boat along the river. This is rarely a static scene but experienced as one moves at a pace.

In the case of *Todd Buncombe and Anor v Leichhardt Council* [2016] NSWLEC 1093 it is acknowledged that the view of a property on the river if viewed from a ferry would be only 9 seconds. Whilst the view traveling along the river would be more than this, at the location where the Marina is closest to Howley Park then the view would also be approximately 9 seconds.

The court notes that in the case of *Buncombe*:

71. The development will be viewed (on the evidence) for a maximum of 9 seconds from people on ferries on the waterway, potentially longer for people on private vessels noting however, that such vessels are unable to moor near the site. In that time, the development will be

viewed in the context of a substantially larger and closer flat building on one side and a relatively large and modern 2 storey dwelling on the other. Furthermore, there are trees and a boatshed further obscuring the view and a variety of dwelling ages and styles on other sites in proximity when viewed similarly from the ferry route.

In the case of the current application the views to Howley Park are unencumbered by large development on its three sides. The yachts are lower and the proposal will have almost no impact on the timing that one view of the park and the stone abutment from one specific viewpoint- and this depends very much on how close to the Marina a vessel is when it passes the point. In essence, it is a moving vista that has minimal impact in the difference between the current approved circumstances and the proposed.



Photo 4: Traveling west after passing under the Gladesville bridge adjacent to the marina. Howley Park visible above marina. The Rivercat (on right) travelling further north on the river with a wider view of the promontory.



Photo 5: View closer to the promontory with the park clearly visible above the stone abutment to the former bridge. This view would have some encroachment by the proposed moorings for a limited period (a matter of seconds) but only to the left of the red buoy. Views of the Marina Club House and residential flats may be partially obscured by the proposal from this position.

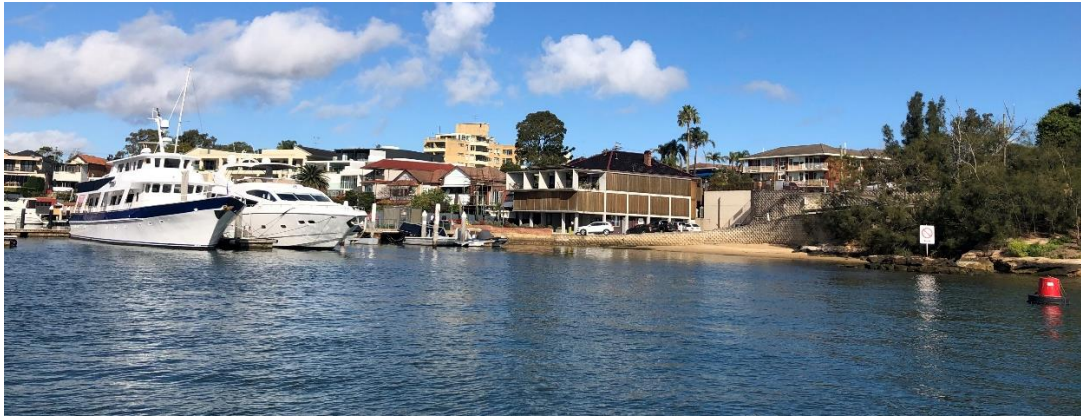


Photo 6: Passing by the Marina building- a short glimpse with no significant loss of views



Photo 7: Passing by the abutment of the former bridge. No loss of views or impact on significance caused by the proposal.



Photo 8: View to the south from the ferry path along the river. This view clearly shows no impact on the appreciation of the heritage significance of Howley Park or the Gladesville Bridge.



Photo 9: Looking west towards the promontory. Note the former docks in the sandstone river edge to the right. No loss of views.

The other public location where views may be considered is the Cambridge Road Reserve. This public place it is not conducive to recreation and is bordered by residential flat buildings to the west which restricts wider views. The views to the underside of the Gladesville Bridge are important in this location.



Photo 10. View to the north over the river across Cambridge Road Reserve. The proposed Marina will be visible in this photo between the flat building and the palm tree however will not impact on a significant heritage context.



Photo 11: The proposed marina will extend between the two palm trees . No significant views are interrupted.

House, 352 Victoria Place

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 some loss of views to open water as a result of the enlargement of the marina.

Response: The proposal will not impact on the physical structure of the dwelling nor change its relationship to the river. The dwelling currently overlooks the Marina. There is no change to the site boundary with the water and the history and significance of the dwelling as a Federation water front dwelling will not be altered from a heritage perspective.

Boatshed, 348 Victoria Place

The impact on the heritage values of the boatshed will be minimal as the relationship between the water and the boatshed will remain.

Response: Agreed

House, "Tobrique", 44 Drummoyne Avenue

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.

Response: The proposal will not impact on the physical structure of the dwelling nor change its relationship to the river. There is no change to the site boundary with the water and the history and significance of the dwelling as a Federation water-front dwelling will not be altered from a heritage perspective.

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. 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 boats would occupy an area that is currently open water.

Response: This matter has been dealt within detail above under the Howley Park heading. It has been concluded from a visual survey from the river and the views from the parks that the relationship of the two "Bridges" will not be affected as the location and height of the existing structures and landforms in relation to the scale of the proposed boats to be housed will not impede view-lines in a significant manner.

Gladesville Bridge **Maintenance of a Working Harbour**

The application includes the removal of the existing slipway rails, slipway area, engineering workshop and shipwright workshop, which are considered to be a substantial loss to the working harbour. Whilst the impact and proximity to the adjoining residential property is not Environmental Plan (*Sydney Harbour Catchment*) 2005.

Opportunities are to be explored to retain and preserve the functions of the working harbour in any redevelopment of the Marina ed, the removal of these services would be contrary to Clause 23 of Sydney Regional

Response: The ability to retain the engineering workshop is not one for a heritage response however the slipway is to be maintained and a Kayak ramp introduced which will maintain the fabric of the slipway and an understanding of the previous uses on the site. This history may be interpreted on the site.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Stephen Davies", followed by a comma.

Stephen Davies
Director



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

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 15th 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 Howley 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

89512236.1

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.

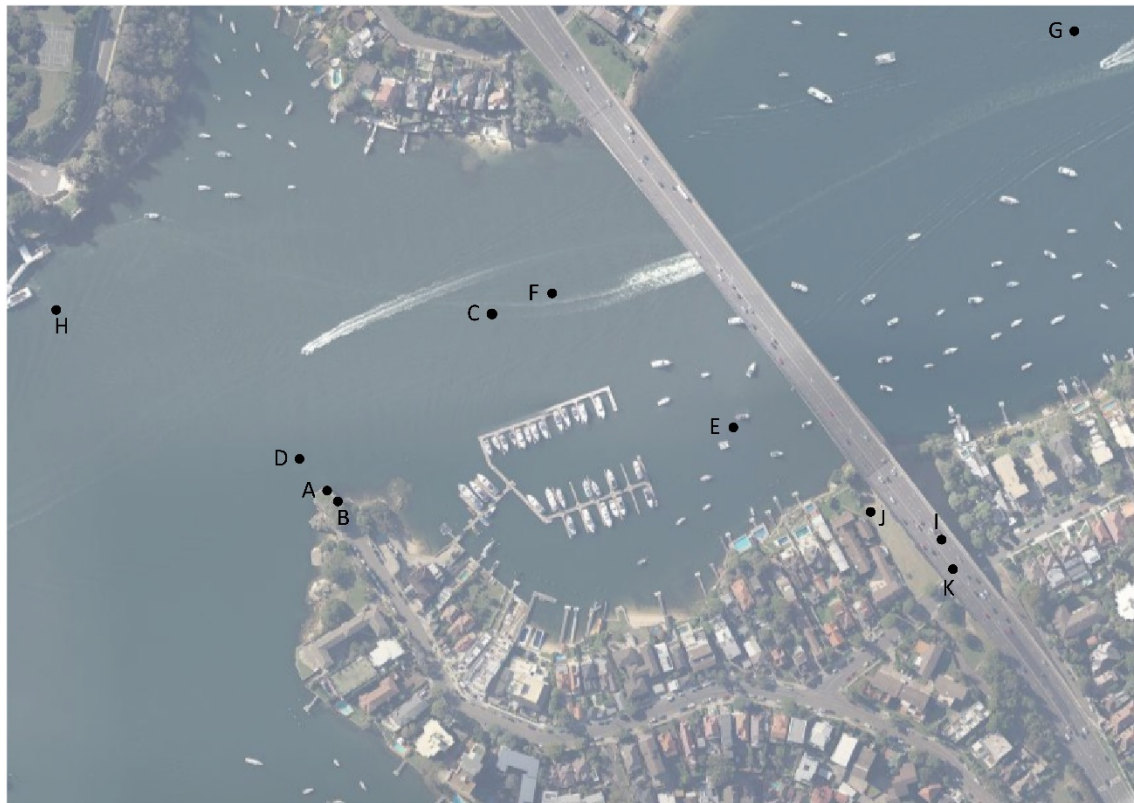
While there would be some reduction in the shoreline visible in middle range views from the north east, the main features of this shoreline, being the rocky shoreline fringing the headland in front of the remnant wall of the bridge, would not be obstructed. There would also be an opportunity to reduce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

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

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

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

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

Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/11113/jj

Transport Planning
Traffic Studies
Parking Studies

11 June, 2021

Enares Pty Ltd
380 Victoria Place
DRUMMOYNE NSW 2047

Attention: Matt Hundleby
Email: matt@gbmarina.com.au

Dear Sir,

**RE: PROPOSED ALTERATIONS AND ADDITIONS
TO THE GLADESVILLE BRIDGE MARINA**

1. As requested, we are writing regarding matters raised in the council officer's report to the planning panel for the above development. We have previously prepared a report¹ which was submitted with the development application and a letter of 24 September 2020 responding to a number of previous matters raised during the assessment process.
2. The council report summarises the parking and traffic matters as follows:
 - *No consent has been granted for the parking in Howley Park (East) and these spaces area not available for the exclusive use of the marina.*
 - *Survey on use of existing marina not provided.*
 - *In lieu of a survey, seventy seven (77) car spaces required under the CBDCP and 36 spaces under AS3962:2020 with eleven (11) proposed.*
 - *1 accessible space required, none proposed.*
 - *Stacked arrangement not functional.*
 - *Stacked parking spaces must be designed so any movement of stacked vehicles occurs wholly within the property boundary, N.B. Crown Lands has not provided owners consent.*
 - *No details on function of valet service or areas for vehicle drop off or collection. Must occur wholly within the property boundary, N.B. Crown Lands has not provided owners consent.*
 - *No consideration of the traffic and parking demand for the neighbourhood shop, first floor commercial uses or kayak pontoon.*
 - *No details for any deliveries or servicing*

¹ Traffic and Transport Study for Proposed Alterations and Additions to the Gladesville Bridge Marina, October 2019.

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067

P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411

Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296

EMAIL: cbrk@cbrk.com.au

- *No onsite parking is provided for the 13 staff for the marina, 1 staff for neighbourhood shop or first floor commercial tenancies.*
 - *Insufficient information for traffic management during construction.*
3. With regards to these matters, we are instructed that the parking spaces on the crown lease area have development consent and are available for the use by the marina. However, whether they are included or excluded does not alter the conclusions of our previous report and letter, as discussed in the following paragraphs 4 to 6.
 4. We are also instructed that with regards to parking requirements, it is relevant, from a planning perspective, to assess the *increase* in the number of boat spaces. 27 additional boat spaces are provided, compared to the existing marina at which 99 boat spaces are provided.
 5. As noted in our previous letter, the increase in parking requirements as a result of the 27 additional boat spaces is three (based on our surveys) to four (based on Hallam surveys). The proposed neighbourhood shop would require one parking space, based on the DCP parking rate of one space per 40m².
 6. If the existing parking spaces on the crown lease area are excluded, the total parking requirement is nine or 10 spaces, comprising five existing spaces on the site (rather than 11 if the spaces on the crown land are included), one space for the neighbourhood shop and three or four spaces for the additional boat spaces. The proposed provision of 11 spaces on the site is in accordance with this requirement.
 7. With regards to existing parking demands, we rely on the previous surveys at the marina undertaken by ourselves and others, as documented in our previous report and letter.
 8. With regards to accessible parking, this matter has been addressed by the applicant's accessibility consultant. A copy of the correspondence from the accessibility consultant is attached.
 9. With regards to stacked parking, spaces will be managed in a valet arrangement, as set out in the 'Principles for Parking Management Plan' provided with our letter of 24 September 2020. The marina currently provides a valet parking service for spaces on the site. We also note that the licence agreement provides for access and parking to occur on the crown lease area.
 10. Parking for the neighbourhood shop has been included in the parking assessment as noted above in paragraph 5. The commercial uses are part of the existing operation and are not the subject of the development application. The kayak pontoon is intended for passive water craft which arrive by water to rest/refresh. It is not proposed as a public launch and retrieval facility.

Colston Budd Rogers & Kafes Pty Ltd

11. Service vehicles were discussed in paragraph 17 of our previous letter. No changes to existing servicing arrangements are proposed. Small vehicles access the site using the ramp to and from Victoria Place. Waste bins are wheeled to the collection area once per week.
12. With regards to construction, as noted in our previous report, at this stage in the planning process, the construction methodology, process and staging has not been precisely defined. However, the marina related construction activity will generally occur from the water.
13. For a small component of the work, including the new parking spaces, employees and equipment will be transported to the site by road. Employees will be able to park on the site, with the construction equipment and materials also located on the site.
14. The number of vehicles generated during of construction is likely to be low, at some 10 per day. This is a very low number which would not be noticeable on Victoria Place and the surrounding road network.
15. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis
Director



Morris Goding
Access Consulting

23 September 2020

Chris Forester
Ethos Urban
173 Sussex Street, Sydney NSW 2000

Dear Chris,

**RE: Supporting Statement for Accessible Car Space Performance Solution
Gladesville Bridge Marina – 380 Victoria Place, Drummoyne NSW 2047**

The proposed works to the Marina Building, which is a part of Gladesville Bridge Marina, located at 380 Victoria Place, Drummoyne NSW 2047, involves increasing the number of car spaces by providing a on grade 'stacked valet system car park'. The valet system is proposed so it can fit all the cars of the people needing to use the new marina births, meaning it will be 'stacked'. As a requirement of the Building Code of Australia (BCA), an accessible car space must be provided.

An accessible car space complying with AS 2890.6-2009 cannot be provided due to the spatial limitations created by the stacked valet system car park, as such compliance with the Deemed to Satisfy Provisions of the BCA will not be achieved. A Performance Solution demonstrating compliance with the Performance Requirements of the BCA is proposed to address the shortfall of an accessible car space.

The proposed performance solution is to adopt a management plan to dedicate 'car space 9' (see Appendix 1) as the 'accessible car space' within the stacked valet car park system due to the flexibility of the space. Flexibility being that the garage door will be held open when the space is being used which provides the shared area needed for parallel parking, as opposed to another other area which would involve losing a car space to 'shared area'.

The reason why a management plan is needed to support the performance solution is because the 'valet service' of handing over your car to a driver who will park your car for you cannot be provided because accessible cars are usually customised for the user, so they cannot be physically driven by anyone else. This means they must drive the car themselves to the space, and in a stacked carpark, wait for the cars blocking their space to be moved by the valet, and then they can park their car.

Staff will need to be trained with this policy and notified on how to handle any vehicle needing to use the accessible car space as the space will not be marked, as well as priority must be given to the user of the accessible car space

Yours faithfully,

Morris Goding
Access Consulting
ABN 70 414 330 060

Studio 6, Level 1
56 Bowman Street
Pyrmont NSW 20 09

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Morris Goding
Access Consulting

Anthony Marelic
Senior Access Consultant
Morris Goding Accessibility Consulting

Reviewed by:

David Goding
Director



APPENDIX 1

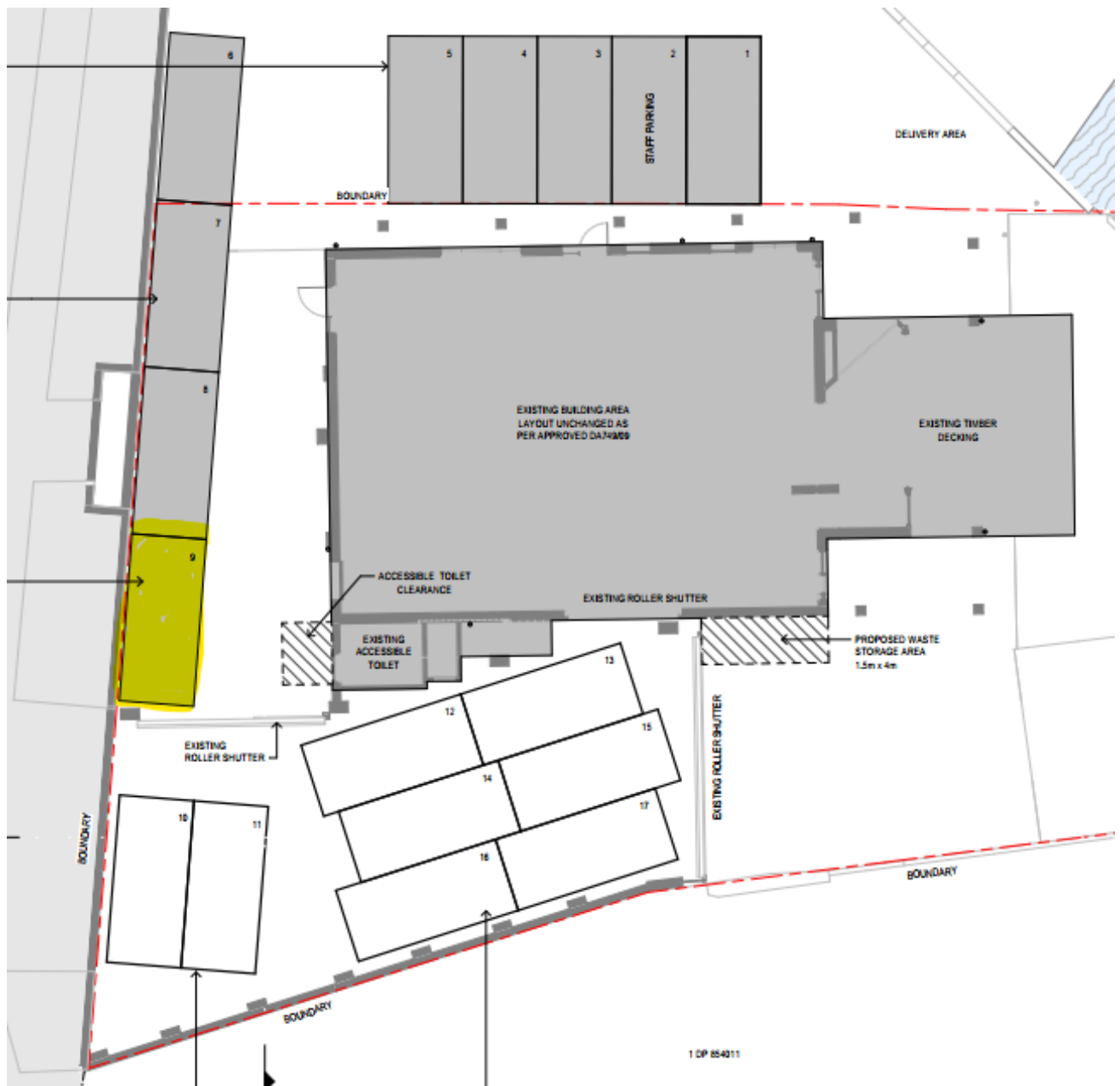


Figure 1 – Car Space 9 highlighted in yellow



Morris Goding
Access Consulting

23 September 2020

Chris Forester
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173 Sussex Street, Sydney NSW 2000

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APPENDIX 1

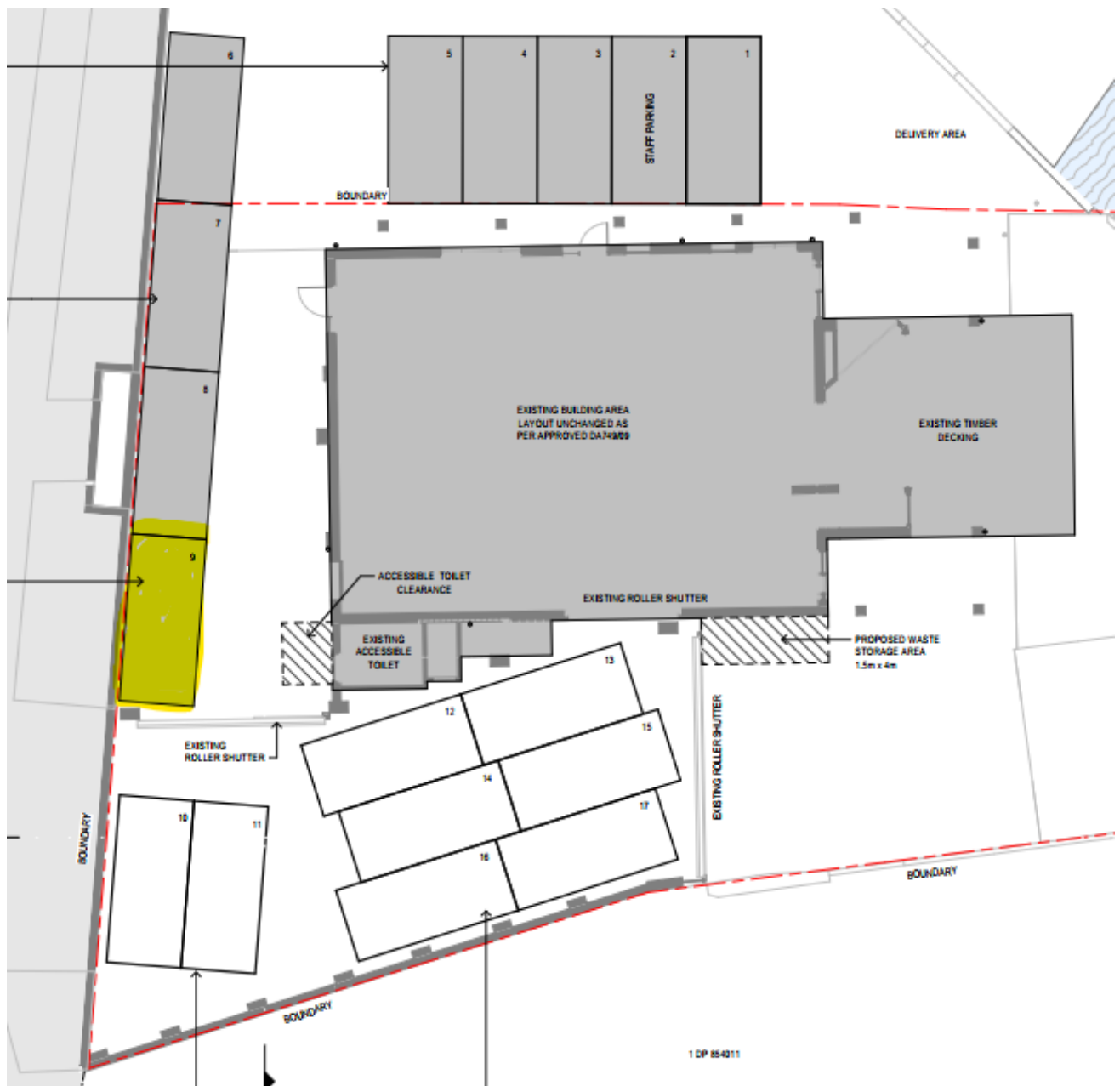
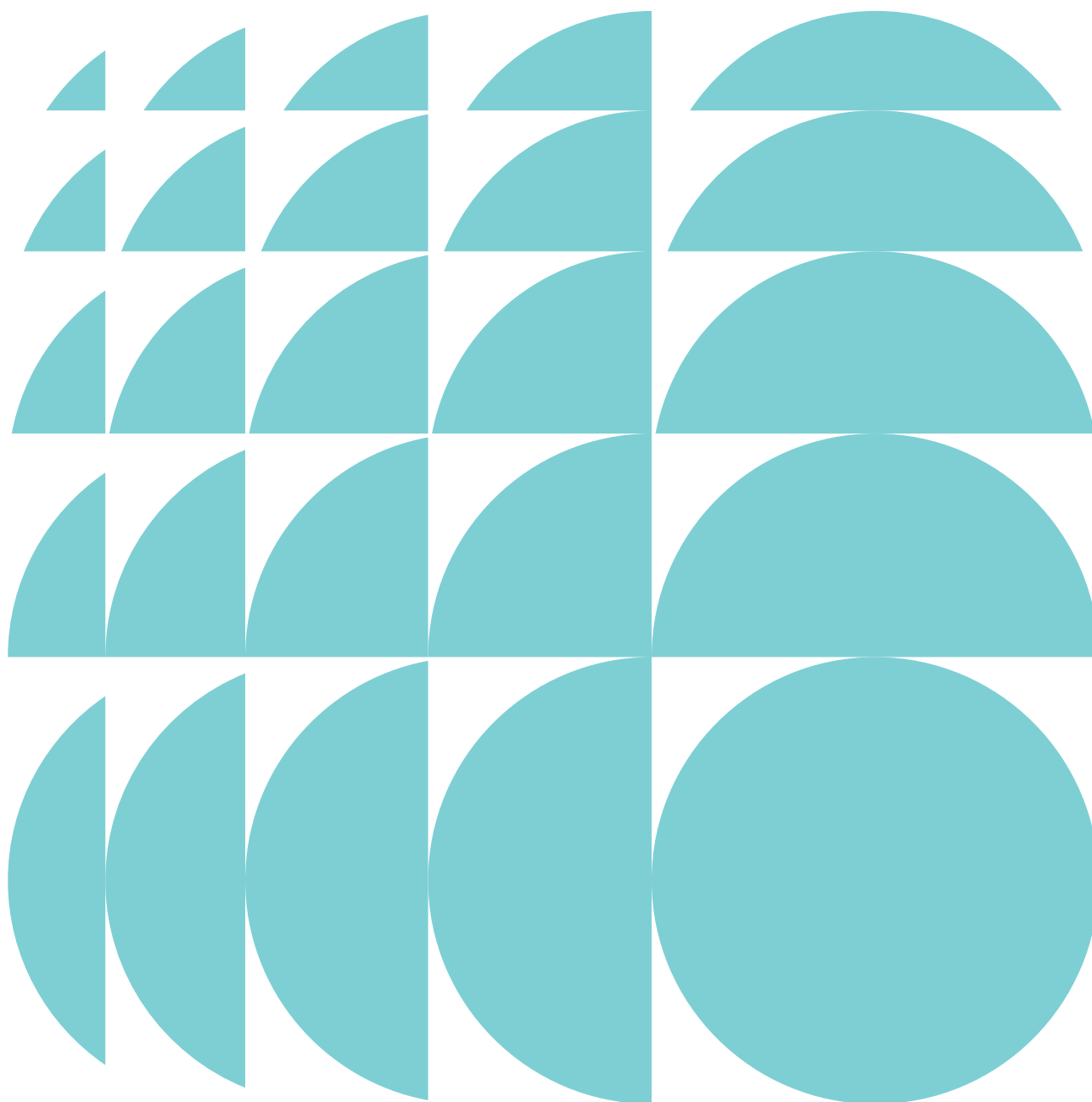


Figure 1 – Car Space 9 highlighted in yellow



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.

Social and Economic Benefits Statement

Gladesville Bridge Marina, Sydney

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.

Social and Economic Benefits Statement

Gladesville Bridge Marina, Sydney

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%).



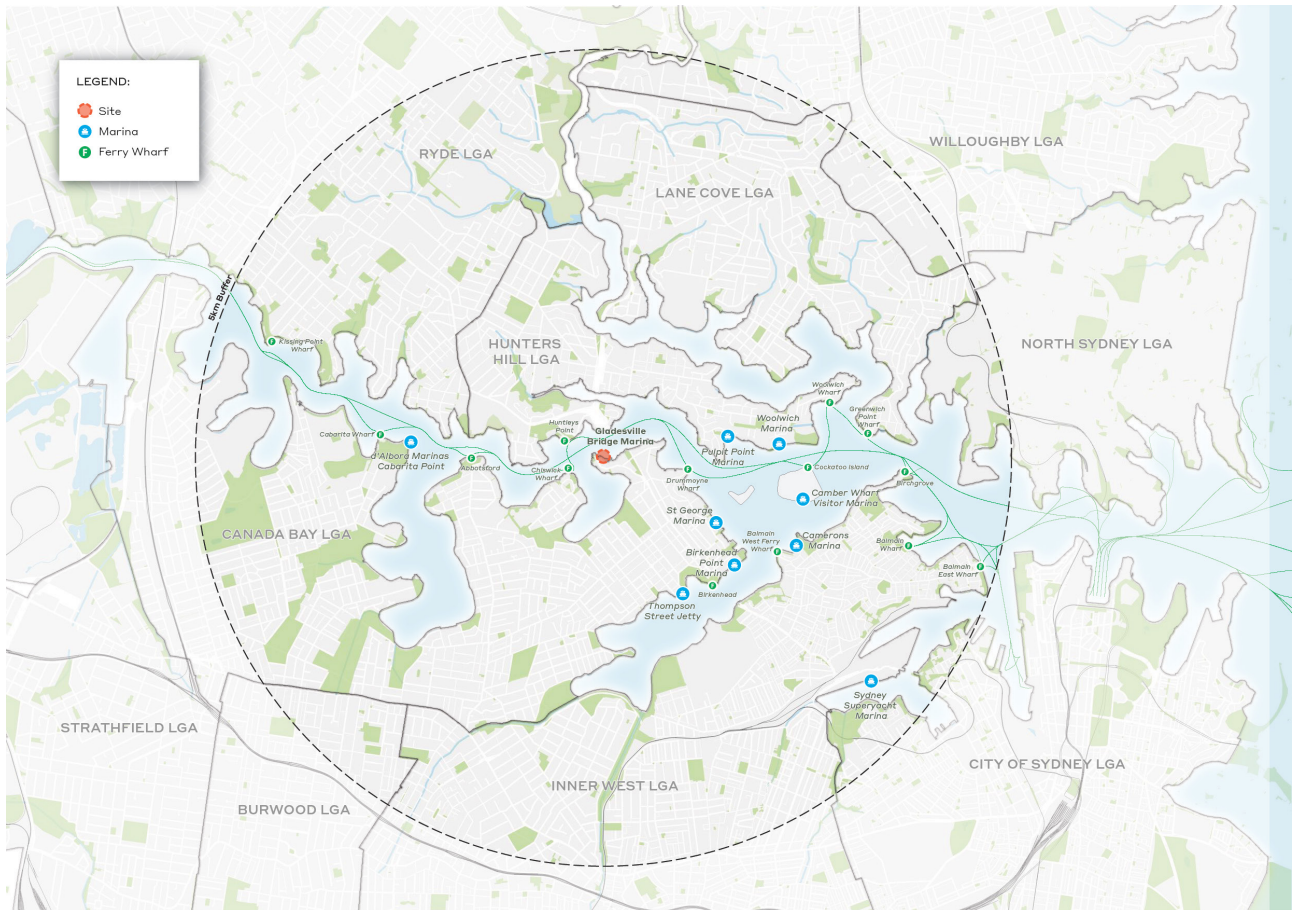
Suitability of the proposed development in this context

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.

Social and Economic Benefits Statement

Gladesville Bridge Marina, Sydney

Figure 2. Surrounding marinas



As shown in the map above, there are nine marinas within a five kilometre radius of the site, but very few west of the Gladesville Bridge Marina. As such, enhancing the capacity of a marina at this location is aligned with State government priorities.

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>

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