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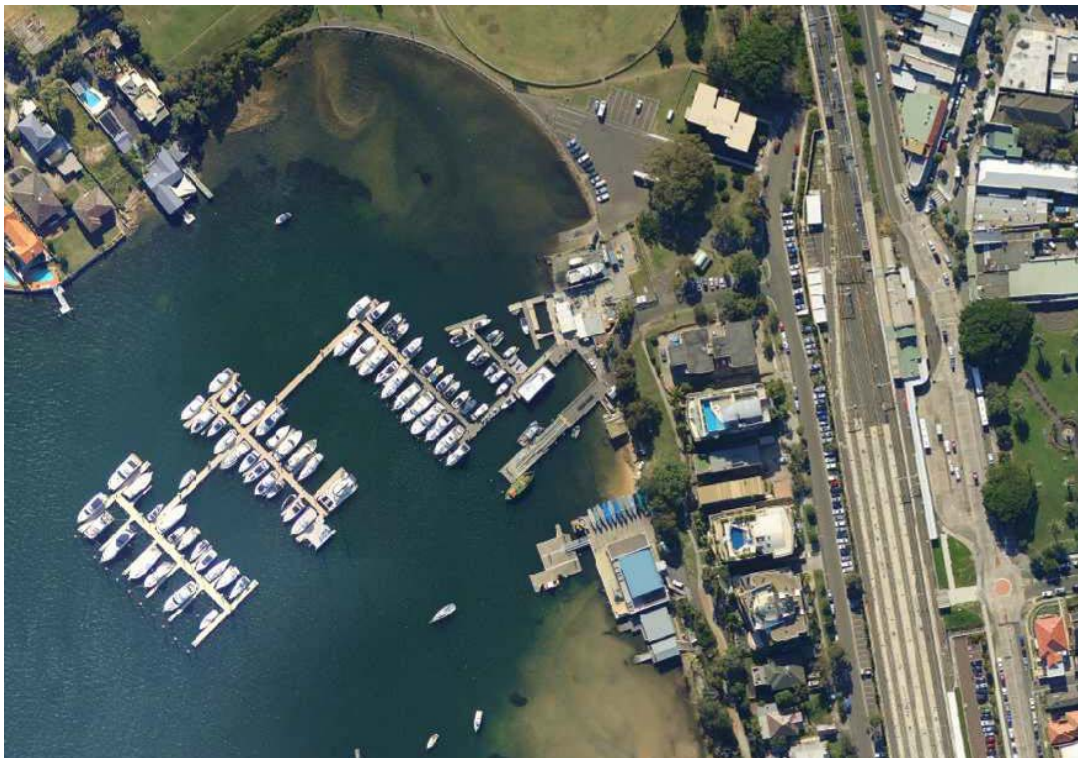
CRONULLA MARINA PTY LTD

## Modifications to the Slipway at Cronulla Marina

### Section 75W Modification Request - Statement of Environmental Effects

301015-03285

5 December 2013



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## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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### PROJECT 301015-03285 - MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

REV	DESCRIPTION	ORIG	REVIEW	WORLEY-PARSONS APPROVAL	DATE	CLIENT APPROVAL	DATE
A	Draft issued for internal review	C Jones	S Mason-Jones	N/A	26-11-13	N/A	N/A
B	1st Draft issued for Client review	C Jones	S Mason-Jones	N/A	29-11-13	N/A	N/A
C	2nd Draft issued for Client review	C Jones	S Mason-Jones	N/A	04-12-13	N/A	N/A
0	Final	C Jones	S Mason-Jones	S Mason-Jones	05-12-13	Bob Grounds	05-12-13



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### EXECUTIVE SUMMARY

This Statement of Environmental Effects (SEE) has been prepared by WorleyParsons on behalf of Cronulla Marina Pty Ltd (the proponent) to accompany an application pursuant to **Section 75W** of the *Environmental Planning and Assessment Act, 1979* (EP&A Act) for the modification of Project Approval MP06\_0063 (the proposed development), determined by the then Minister for Planning on 3 September 2009.

#### Background

The Cronulla Marina site (both land and water based components) have a long history, dating back 90 years. The proponent (and current marina owner) was granted a Special Lease of the site by the then Minister for Natural Resources Sydney, on 8 September 1989. The purpose of the lease was for a *Waterfront Business (Marina)* with a range of permissible uses.

On 3 September 2009, Cronulla Marina received Project Approval from the then NSW Minister for Planning (Application No. MP06\_0063) for the reconfiguration and upgrade of the existing Cronulla Marina (slipway and water-based components only), under the now repealed provisions of Section 75J of the EP&A Act. The major expansion was summarised as follows:

*“The Cronulla Marina Project to expand the marina to accommodate 79 vessels. The project includes the relinquishing of 42 existing swing moorings, expansion of the floating wet berth marina complex to include an additional 51 berths, upgrade of the slipways and associated infrastructure.”*

In May 2012, the Sutherland Shire Council adopted the *Master Plan for the Head of Gunnamatta Bay*. This Master Plan covers the strip of foreshore from the western boundary of Tonkin Park to the Cronulla Sailing Club and includes the Cronulla Marina frontage and the Cronulla Wharf precinct. A staged upgrade of various components of the foreshore area (including relocation of the existing Council owned boat ramp) is proposed by Council to improve access, scenic amenity and environmental conditions.

The Master Plan supports that the current and ongoing use of the site is for the purpose of a privately owned commercial marina. The Master Plan also identifies a new travel lift, boat repair area, floating pontoon and publicly accessible pedestrian foreshore walk in front of the marina, which are components of this application.

#### Proposed modification of Project Approval Application No. MP06\_0063

This Section 75W modification application seeks approval of the following development:

- Removal of the old existing slipway rails and timber piling including from the waterway;
- Replacement of the slipway with installation of a commercial boat travel lift with two concrete travel arm tracks that extend into the waterway supported by steel piles and manual opening sliding gates for operational safety;



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- Raising of the existing floor level of the dockyard (steel piles and concrete slab) to RL 2.0 to match the level of new pedestrian boardwalk as per the Head of Gunnamatta Bay Master Plan;
- Modification to the approved (but not yet built) roof structure over the slipway area (height to remain as per the previously approved height under MP06\_0063);
- Relocation of the approved floating pontoon structure from the area adjoining the café to alongside the Council owned boat ramp for dockyard operations and public use by dinghies, row boats and small craft;
- Installation of a new 3.5 m wide publicly accessible foreshore pedestrian boardwalk (supported by timber piles) across the Cronulla Marina site to link the public ferry wharf to the south of the site, with the public recreation areas to the north of the site;
- Installation of a new 800 kVA Type 'L' Kiosk substation;
- Relocation of the approved water recycling tanks from the adjoining ground floor building into the lower level of the dockyard for operational efficiency;
- Installation of solar panels to dockyard roof; and
- Adjustment to property boundaries, by extending to 5m to the north (landside) and between 1-2m to the east (landside) on Lot 2 DP 1153728 and to extend to line of existing lease (water area) as shown on the Survey Plan in **Appendix 1**.

The above proposed modifications are shown on **Architectural Drawing Sheet Nos. 01 to 05 dated November 2013** included at **Appendix 2**.

As both the Council and the proponent are cumulatively redeveloping and upgrading facilities at the head of Gunnamatta Bay, it will be necessary that the timing of construction of this Section 75W modification application has regard to Council's proposed staged upgrade of the foreshore area. This will ensure that any significant environmental impacts are avoided or minimised.

In this regard, construction of the proposed development would not commence, with the exception of installation of the substation in the north-east corner of the site, until the existing Council owned boat ramp has been relocated. This staging will avoid disruptions to users of the existing boat ramp. The substation is to be sited approximately 20m to the east of the top of the boat ramp and would not impede the flow of traffic or use of the existing boat ramp.

The application relates to:

- The areas of land and water at the marina described as Lot 1 DP 1153728 subject to Department of Lands Lease 1988-2; and
- Part Lot 2 DP 1153728, being the land owned by the Department of Lands (Crown Lands Division) (subject of the proposed boundary adjustment).

The Minister for Planning and Infrastructure has delegated the role of consent authority under the provisions of Section 75W of the EP&A Act to the Department of Planning and Infrastructure (the Department), where there are less than 25 objections received and local council support is provided.



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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This application describes the proposed modifications and provides a planning assessment of the relevant matters for consideration contained in the EP&A Act, Environmental Planning and Assessment Regulation 2000 (EP&A Regulation), *State Environmental Planning Policy No. 71 – Coastal Protection (SEPP 71)* and *Sutherland Shire Local Environmental Plan 2006 (SSLEP 2006)*. The application is accompanied by an application form and fee.

The proponent has submitted an application to the Crown Lands Division for land owners consent. Once received, the land owners consent will be forwarded to the Department, prior to the determination of the application.

The conclusions of this assessment are that the proposed development:

- Is consistent with the existing use of the site and will contribute to an improvement in the operation of, environmental management and water quality of the marina's dockyard and slipping facility.
- Will provide new opportunities for public access to the foreshore along Cronulla Marina.
- Satisfies the aims and relevant provisions of the EP&A Act, SEPP 71 and SSLEP 2006.
- Is consistent with the Sutherland Shire Council's approved Master Plan for the Head of Gunnamatta Bay (May 2012).
- Is permissible with consent in Zone 16 - Environmental Protection (Waterways) and while the proposed development is not permissible in Zone 13 – Public Open Space, the upgrade of the slipway is permissible on the basis of existing use rights (as per Sutherland Shire Council's original approval of the land-based components for these marina related uses).
- Will have no significant impacts occurring as a result of the proposed development in relation to transport, public access, ecology, water quality, visual, heritage, social or economic matters.
- Has the potential for short term construction impacts including:
  - Disturbance of the seabed from the removal of the slipways and the installation of piles for the dockyard, boardwalk and travel lift arms;
  - Noise generated from construction equipment, drilling and installation of piles and site disturbance; and
  - Transport and movement of construction vehicles and equipment, including from a designated on-site laydown area.
- Identified construction impacts can be managed in accordance with the mitigation measures described in this SEE and those detailed in a Construction Environmental Management Plan (CEMP) to be developed by the Contractor prior to commencement of construction.
- Is not expected to have any adverse operational impacts to the site and surrounding areas.
- An Operational Environmental Management Plan (OEMP) will be prepared for the upgraded dockyard.



### 1. INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared by WorleyParsons on behalf of Cronulla Marina Pty Ltd (the proponent) to accompany an application pursuant to **Section 75W** of the *Environmental Planning and Assessment Act, 1979 (the EP&A Act)* for the modification of Project Approval MP06\_0063 (the proposed development), determined by the Minister for Planning on 3 September 2009.

#### 1.1 Structure of Report

The structure of this SEE is as follows:

- **Section 2** – Description of existing Project Approval MP06\_0063;
- **Section 3** – Description of the site and its context;
- **Section 4** – Detailed description of the proposed modifications;
- **Section 5** – Review of statutory and non-statutory planning context;
- **Section 6** – Environmental assessment; and
- **Section 7** – Conclusion.

The following Appendices accompany the application:

APPENDIX	PLANS
Appendix 1	<ul style="list-style-type: none"><li>• Survey Plan, dated November 2013</li></ul>
Appendix 2	<ul style="list-style-type: none"><li>• Architectural Drawings – Site Analysis/Roof Plan, Floor Plans, Elevations, Sections and Photomontages dated November 2013</li></ul>
Appendix 3	<ul style="list-style-type: none"><li>• Engineering Services Report, dated December 2013</li></ul>





### 3. THE SITE AND CONTEXT

#### 3.1 Site Description

The site is located at 60 Waratah Street and 3R Tonkin Street, Cronulla and includes existing land based development (slipway/dockyard area) and part of the adjoining waterway.

The legal description of the land to which the modification application applies is part Lot 1 DP1153728 (part of 60 Waratah Street) and part Lot 2 DP 1153728 (part of 3R Tonkin Street).

The proposed site development area is approximately 1,200m<sup>2</sup> (**Figure 3-1**).

Lot 1 has an approximate total area of 10,680m<sup>2</sup>. The site is leased from the NSW Department of Lands (Crown Lands Division) (Lease 1988-2).

It is noted that the adjoining parcel of land (subject of a proposed boundary adjustment) is described as Lot 2 DP 1153728 and is known as 3R Tonkin Street, Cronulla. This land includes a public reserve, road access to the ferry wharf and marina plus a boat ramp that is owned by the Crown Lands Division and managed by Sutherland Shire Council.



**Figure 3-1 The site** (Source: Spatial Information Exchange)



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The site is predominantly zoned **16 Environmental Protection (Waterways)** with a portion of land along the eastern boundary zoned **13 Public Open Space** pursuant to the *Sutherland Shire Local Environmental Plan 2006* (SSLEP 2006) (**Figure 3-2**).



**Figure 3-2 Zoning of the site under SSLEP 2006** (Source: Sutherland Shire Council 2013)

### 3.2 Context and Existing Operations of Cronulla Marina

Cronulla Marina currently operates with 73 wet berths, 6 public berths dedicated for small vessels, 5 fore and aft moorings for houseboats and associated facilities including temporary marina offices, amenities and café, boat sales and repairs, floating pontoon, slipways and pump out facilities (**Figure 3-3** and **Figure 3-4**).

In relation to the land-based facilities (excluding the slipways), on 3 May 2007, Cronulla Marina received development consent from the Sutherland Shire Council for the land-based development of the existing marina facility (DA 06/0923) for the purposes of: *“Partial Demolition of Existing Structures and Public Toilet Block and Construction of a Two Storey Building Containing a Restaurant, Café, Marina Offices and Amenities, a Floating Pontoon, Retaining Wall, Vehicular Access and Landscaping”*.

On 2 September 2013, Cronulla Marina received approval from the Sutherland Shire Council for a S96(2) Application to modify DA 06/0923 for the purposes of: *“Changes and Additions to Roof Forms, Replacement of Floating Pontoon, Provision of Sliding Gates, Raise First Floor Level for Disabled Access and Raise Ground Level by 250mm”*.



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Figure 3-3 View looking north-west over the existing marina slipway and dockyard area



Figure 3-4 View of the northern boundary of slipway area with adjoining Council boat ramp in the foreground



**Figure 3-5 View from marina Arm B looking east towards the slipway and land based marina facilities**

### 3.3 Surrounding Uses

Cronulla Marina is located within Gunnamatta Bay, on the northern side of Port Hacking, in the southern Sydney Metropolitan Area. It is the easternmost of Port Hacking's northern bays and is surrounded by the Sutherland Shire suburbs of Cronulla, Woolooware and Burraneer. Land use in the Port Hacking Catchment is mainly residential on the northern shore, with The Royal National Park on the southern shore.

Surrounding foreshore development within Gunnamatta Bay includes a mix of public and private facilities. The closest residential properties are located approximately 50m to the north-east of the marina facility along Tonkin Street. Waterfront residential properties are also located 100m to the north-west of the site along Excelsior Road and Dodson Avenue and approximately 300m to the west of the site along Grosvenor Crescent.

Other surrounding land uses include:

- Cronulla Wharf immediately to the south of the marina, utilised by the Cronulla/Bundeena ferry, as well as commercial cruise/tour operators, charter vessels and fishing vessels;
- Cronulla Sailing Club and private boat sheds approximately 50m to the south;
- Gunnamatta Baths and Gunnamatta Park approximately 150-250m to the south-east;
- A public boat ramp and seawall to the immediate north, adjacent to the marina slipways;



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- A public car park containing 32 spaces (approximately 25m) and Tonkin Reserve (approximately 70m) to the north;
- Cronulla train station approximately 130m to the east; and
- Tonkin Park Oval approximately 250m to the northwest.



### 4. PROPOSED MODIFICATION

#### 4.1 Overview

The development involves the following proposed modifications:

- Removal of the old existing slipway rails and timber piling including from the waterway;
- Replacement of the slipways with installation of a commercial boat travel lift with two concrete travel arm tracks that extend into the waterway supported by steel piles and manual opening sliding gates for operational safety;
- Raising of the existing floor level of the dockyard (piles and concrete slab) to RL 2.0 to match the level of new pedestrian boardwalk as per the Head of Gunnamatta Bay Master Plan;
- Modification to the approved (but not yet built) roof structure over the slipway area (height to remain as per the previously approved height under MP06\_0063);
- Relocation of the approved floating pontoon structure from the area adjoining the café to alongside the Council owned boat ramp for dockyard operations and public use by dinghies, row boats and small craft;
- Installation of a new 3.5 m wide publicly accessible foreshore pedestrian boardwalk supported by timber piles across the Cronulla Marina site to link the public ferry wharf to the south of the site with the public recreation areas to the north of the site;
- Installation of a new 800 kVA Type 'L' Kiosk substation;
- Relocation of the approved water recycling tanks from the adjoining ground floor building into the lower level of the dockyard for operational efficiency;
- Installation of solar panels to dockyard roof; and
- Adjustment to property boundaries, by extending to 5m to the north (landside) and between 1-2m to the east (landside) on Lot 2 DP 1153728 and to extend to line of existing lease (water area) as shown on the Survey Plan in **Appendix 1**.

The above proposed modifications are shown on **Architectural Drawing Sheet Nos. 01 to 05 dated November 2013** included at **Appendix 2**.

The proposed development does not include any dredging or involve reclamation of the waterway.

#### 4.2 Removal of Slipways

The removal of the old existing slipway rails and timber piling from the waterway will be undertaken. The slipway rails and all steel fixings will be recycled and the timber will be disposed of at an appropriate landfill facility.



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### 4.3 Installation of a commercial boat travel lift and gates

A commercial boat travel lift manufactured by Marine Travel Lift will be installed at the dockyard. The boat travel lift will have a rating of 70 tonnes and be approximately 7.5m in height. The travel lift will operate on two concrete arms that extend into the waterway. Each arm will be supported by 5 steel piles each that will be drilled into the seabed.

The maximum travel lift movements are approximately 4 up and 4 down every two days. However this would reduce by approximately 40% in winter, that is: May to and including September and the occasional emergency caused by vessels that are damaged or likely to sink for a variety of reasons.

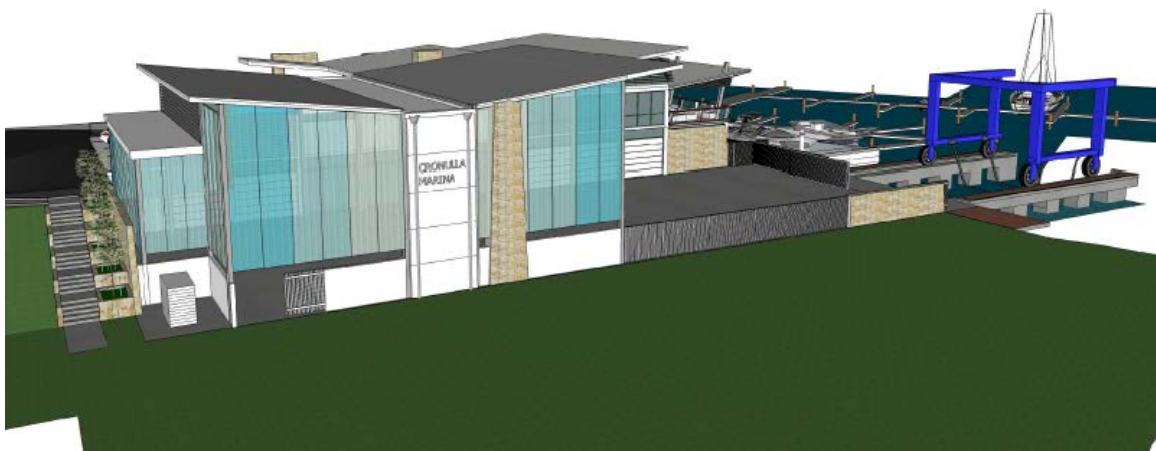
The travel lift will avoid drydock scheduling conflicts.

**Figure 4-1** shows examples of similar types of travel lift in operation and how the slings hang when not in use.



**Figure 4-1** Examples of a travel lift in operation and how the slings hang when not in use (Source: marintavellift.com)

**Figure 4-2** shows a photomontage view of the travel lift operating on the two concrete arms.



**Figure 4-2** Eastern photomontage view of the proposed development (Source: Innovative Architects)



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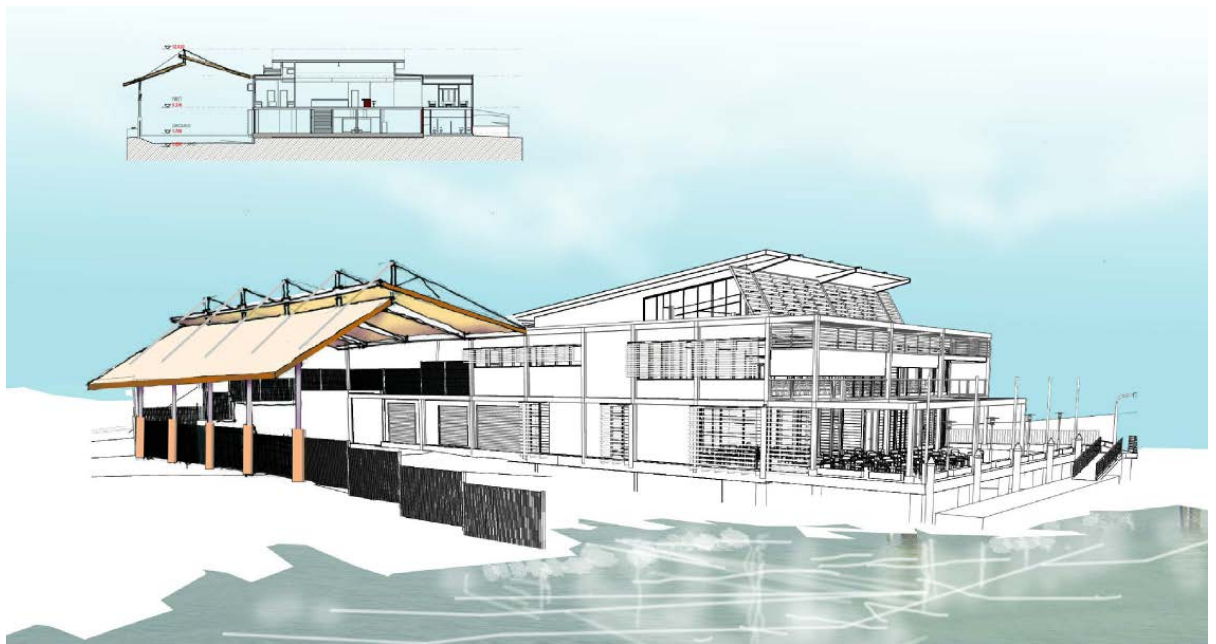
### 4.4 Raising of the Floor Level of the Dockyard

The floor level of the dockyard will be raised using steel piles and concrete slab) to RL 2.0 to match the level of new pedestrian boardwalk as per the Head of Gunnamatta Bay Master Plan. The approved land based redevelopment will also be raised to RL 2.0.

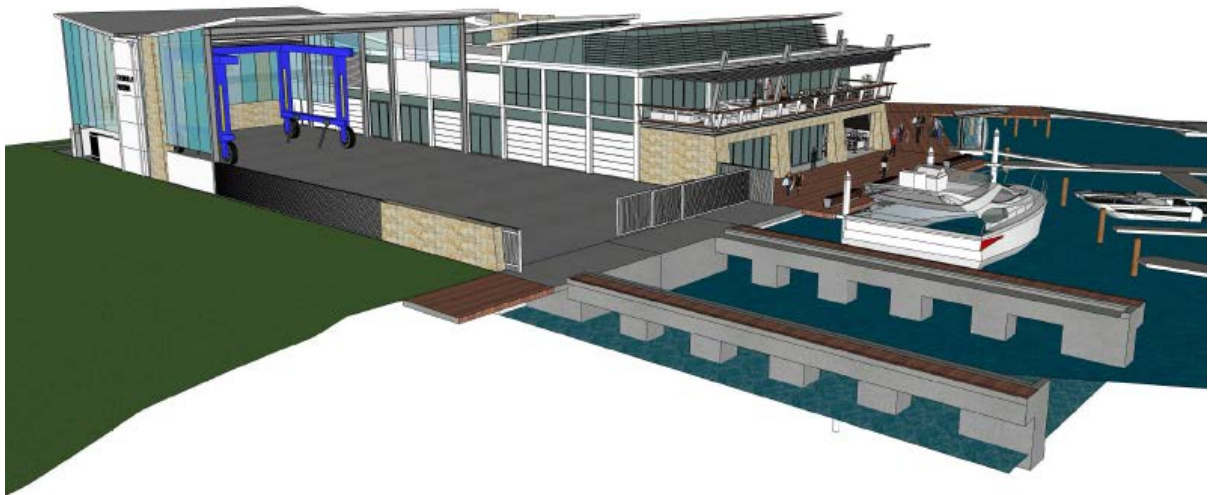
### 4.5 Modification to the approved Roof Structure

The proposed modification to the approved roof structure involves a change of materials and finishes. **Figure 4-3** shows a perspective of the approved roof structure. It is proposed to modify the design of the roof structure to include masonry walls with twin wall polycarbonate, feature sandstone and aluminium louvre fencing. The roof material and colour will be Surfmist Bluescope Steel Colorbond Ultra (refer to **Figure 4-4**). There will be no change to the approved height.

Refer to Architectural Drawing Sheets 03 and 04 for further details of the proposed materials and finishes.



**Figure 4-3 Northern perspective view of the approved development (Source: Planning Workshop Australia)**



**Figure 4-4 Northern photomontage view of the proposed development (Source: Innovative Architects)**

### **4.6 Relocation and Enlargement of the approved Floating Pontoon**

The approved floating pontoon structure from the area adjoining the café is proposed to be relocated alongside the Council owned boat ramp and the new travel lift. The 35m long pontoon will be accessed from the dockyard by a ramp down onto the floating pontoon. This pontoon will be used for both the dockyard operations and public use by dinghies, row boats and small craft.

### **4.7 New publicly accessible pedestrian boardwalk**

The new 3.5m wide publicly accessible boardwalk will be consistent with the Master Plan for the Head of Gunnamatta Bay (approved May 2012). It will be built with 18 timber piles and level concrete walking platform. This new boardwalk will assist to provide access across the Cronulla Marina site to link to the public ferry wharf to the south of the site with the public recreation areas to the north of the site.

### **4.8 Installation of a new 800kVA substation**

An 800 kVA Type 'L' Kiosk substation will be installed within the north-western corner of the dockyard to service the whole marina. The final location of the substation will be subject to modification to suit the new location at the extended boundary and Ausgrid's requirements.

### **4.9 Relocation of water recycling tanks into the dockyard**

Condition No. 18 of Council's conditions of consent for the adjacent marina building (DA 06/0923 dated May 2007 and as modified in September 2013) requires roofwater to be collected, stored and



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reused for non-potable purposes. A total of 60 kL of storage is required to be provided. An area along the eastern boundary of the site at ground level was initially nominated by the proponent and approved by the Council for this purpose.

It is now proposed to provide this storage within the dockyard development area and for this to form part of an integrated water cycle management strategy across both the marina building and dockyard sites. The proposed area within the dockyard is at a lower level and allows for greater operational efficiency.

The water cycle management strategy for the dockyard is integrated with the strategy for the entire land based development of the marina site. It is proposed to collect and treat **stormwater** runoff from the uncovered dockyard area and **roofwater** runoff from at least 90% of all roof areas. The collected water is to be stored in underground tanks in the dockyard area and is to be reused for non-potable purposes (for example, boat washdown, irrigation, toilet flushing). Flows in excess of the reuse requirements would be discharged directly to Gunnamatta Bay following treatment where appropriate.

The Engineering Services Report in **Appendix 3** establishes the parameters of the stormwater and roofwater system, as described as follows:

*The stormwater system, which manages runoff from approximately 550 m<sup>2</sup> of uncovered dockyard area, consists of:*

- *Strip drain along the northern boundary to collect stormwater runoff.*
- *First flush tank to store runoff from the first 15mm of a rainfall event (15 mm x 550 m<sup>2</sup> = 8.25 m<sup>3</sup> / 8.25 kL minimum storage volume).*
- *Bypass of runoff in excess of the first flush runoff volume into a combined clean water tank.*
- *Treatment system to treat water from the first flush tank to an appropriate standard for reuse and then storage of treated water in the combined clean water tank. The treatment system targets the removal of suspended solids, emulsified oils, free oils and heavy metals which are the pollutants likely to be generated by the dockyard activities.*
- *Overflow from the clean water tank into Gunnamatta Bay.*
- *The clean water tank is to have a storage volume of approximately 52 m<sup>3</sup>. This gives a total storage volume when combined with the first flush tank of approximately 60 m<sup>3</sup>.*

*The stormwater system does not include any allowance to collect or treat stormwater runoff from the pedestrian boardwalk area located between the dockyard and the travel lift arms. Limited pollutant loads would be generated in this area and runoff would therefore be of sufficient quality to discharge directly to Gunnamatta Bay.*

*A minimum of 90% of the roof drainage system from the dockyard and marina buildings is to be connected directly to the clean water tank (which is shared with the stormwater system). The roof area for the main building is approximately 1,000 m<sup>2</sup> which, when combined with 450 m<sup>2</sup> of roof area in the dockyard gives a total roof area of 1,450 m<sup>2</sup>.*



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### 4.10 Installation of solar panels to dockyard roof

Two locations have been proposed for the installation of solar panels to the dockyard roof. The solar panels will help to augment existing and to be upgraded electrical supplies to the marina.

### 4.11 Adjustment to property boundaries

It is proposed to adjust the property boundaries, by extending to 5m to the north (landside) and between 1-2m to the east (landside) on Lot 2 DP 1153728 and to extend to line of existing lease (water area). Refer to the survey plan attached in **Appendix 1**. The purpose of the adjustment is allow for an expansion of the marina activities at the site which will accord with the Head of Gunnamatta Bay Master Plan, approved by Council in May 2012. In-principle support for these adjustments has been obtained by the Crown Lands Division and will be confirmed in the land owner's consent to be issued prior to determination.

### 4.12 Hours of Operation and Access

The hours of operation for the marina, including fuel services, slipway and maintenance services will be unchanged from the original approval – that is 7:00 am – 7:00 pm, 7 days a week.

Marina berth holders will continue to be able to gain access to their vessels 24 hours a day, 7 days a week via authorised swipe card/security gate access to the jetty/pens.

The modifications allow for public access across the new foreshore pedestrian boardwalk (to be constructed in front of the new restaurant and modified slipway area). Access will be available 24 hours a day, 7 day a week with the exception of when the trave lift is in operation. To manage public access and safety, sliding gates will be installed at either end of the dockyard area and across the slipping area. The on-site marina workers will be responsible for activating the gates to control public access across the public boardwalk when the boat travel lift is in operation. Appropriate signage will also be installed to ensure public safety. Alternate public access around the Cronulla Marina site to the east of the site remains unchanged.

### 4.13 Project Staging

An approximate 6 month construction program is proposed for works to the dockyard.

As both the Council and the proponent are cumulatively redeveloping and upgrading facilities at the head of Gunnamatta Bay, it will be necessary that the timing of construction of this Section 75W modification application has regard to Council's proposed staged upgrade of the foreshore area. This will ensure that any significant environmental impacts are avoided or minimised.

In this regard, construction of the proposed development would not commence, with the exception of installation of the substation in the north-east corner of the site, until the existing Council owned boat ramp has been relocated. This staging will avoid disruptions to users of the existing boat ramp. The substation is to be sited approximately 20m to the east of the top of the boat ramp and would not impede the flow of traffic or use of the existing boat ramp.



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### 4.14 Project Justification

The need for the proposed development is generated by consideration of a range of matters, as follows:

- Review of the methods and practices of lifting and repairing vessels having regard to today's environmental standards of marina developments;
- Improving the sustainability of the aquatic environment and water quality by reducing the release of pollution via the use of a boat travel lift and the capture, treatment and re-use of stormwater and roof water;
- Council's approved Master Plan for the Head of Gunnamatta Bay (May 2012) which shows a proposed public walkway along the foreshore of Cronulla Marina;
- Ensuring that public day berthing for small craft is still provided using the relocated pontoon;
- Upgrading of electrical and water recycling infrastructure, site services and security; and
- Improvement to the overall amenity of the marina for boat operators and visitors as well as regard for residents in the locality.

Further, the proposed development supports the recreational and commercial activities of boat owners and waterways business operators in Gunnamatta Bay/Port Hacking. The proposed activities will require an extension of the existing Crown Lands lease boundary and agreement for a *Waterfront Business (Marina)*. It is considered that the minor reduction of public recreation area for the boundary adjustment is acceptable in this location given the activities at the site and the proposed creation of new public access along the foreshore in front of the marina.

It is considered that the proposed development results in an improved environment for local residents and visitors wishing to access the Head of Gunnamatta Bay as a result of the public foreshore walk and upgrade to the dockyard and marina site overall.

Accordingly, the proposed development is considered acceptable and does not give rise to any significant adverse cumulative impacts.

### 4.15 Land Owner's Consent

The proponent has submitted an application to the Crown Lands Division for land owners consent. Once received, the land owners consent will be forwarded to the Department prior to the determination of the application.



## 5. STATUTORY AND NON-STATUTORY PLANNING CONTEXT

### 5.1 Environmental Planning and Assessment Act 1979

#### 5.1.1 Application of Former Part 3A

On 1 October 2011, Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) was repealed. At the same time, savings and transitional arrangements were put in place for projects that are classified as 'transitional Part 3A projects'. A transitional Part 3A project is defined in **Clause 2 of Schedule 6A** of the EP&A Act, which includes projects that were approved prior to the repeal of Part 3A of the EP&A Act. For these types of projects, the provisions of Part 3A of the EP&A Act (as in force immediately before the repeal of that Part and as modified under Schedule 6A after that repeal) continue to apply.

This proposed development is defined as a transitional Part 3A project as it was approved prior to the repeal of that Part of the EP&A Act. As such, any modification to the approval is to be considered under **Section 75W** of the EP&A Act.

Under Section 75W of the EP&A Act, a proponent may request that the Minister modify the project approval if the project, as modified, would not be consistent with the project as approved. As the proposed modifications would not be consistent with the existing approval, the proponent must submit a formal request (application) to modify the 2009 Project Approval to the Director-General for consideration by the Minister.

Brief telephone discussions were held with Karen Jones, the then head of the Part 3A modification team at the Department in April 2013. She advised that given the scope of proposed modifications, it is unlikely that new or revised Director-General Requirements (DGRs) would be issued. WorleyParsons contacted Karen Jones on 17 October 2013 and the above advice was re-confirmed.

#### 5.1.2 Objects of the Act

The EP&A Act 1979 is the principal planning and development legislation in New South Wales. The objectives of Section 5 of the EP&A Act relevant to the proposed development are:

“(a) to encourage:

- (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
- (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
- (iv) *the provision of land for public purposes,*



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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*(vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats*

*(vii) ecologically sustainable development"*

The proposed development is consistent with the above objects of the EP&A Act as it will:

- Improve the methods and practices of lifting and repairing vessels;
- Improve the sustainability and protection of the aquatic environment and water quality by reducing the release of pollution via use of a boat travel lift and the capture, treatment and re-use of stormwater and roof water;
- Allows for the orderly development of land, consistent with Council's approved Master Plan for the Head of Gunnamatta Bay (May 2012) which shows a proposed public walkway along the foreshore of Cronulla Marina, a new travel lift and relocated floating pontoon;
- Continues to provide for public day berthing for small craft using the relocated pontoon; and
- Increase the overall amenity of the marina for boat operators, visitors and local residents in the locality.

### 5.1.3 Existing Use Rights

The definition of Existing Use Rights is defined at Section 106 of the EP&A Act As:

- a) the use of a building, work or land for a lawful purpose immediately before the coming into force of an environmental planning instrument which would, but for Division 4 of this Part, have the effect of prohibiting that use, and*
- b) the use of a building, work or land:*
  - i. for which development consent was granted before the commencement of a provision of an environmental planning instrument having the effect of prohibiting the use, and*
  - ii. that has been carried out, within one year after the date on which that provision commenced, in accordance with the terms of the consent and to such an extent as to ensure (apart from that provision ) that the development consent would not lapse.*

Therefore, if the "existing use" is a use for a lawful planning purpose and commenced immediately before the coming into force of an Environmental Planning Instrument which has the effect of prohibiting that use, then that existing use is permitted to continue under the provisions of Section 107 of the EP&A Act.

In this instance, the use of the site within Zone 13 Public Open Space, was a lawful use prior to SSLEP 2006. Existing use rights are therefore established on the land. The existing use is permitted to continue under the provisions of Section 107 of the Act.

Under Section 108 of the EP&A Act, a development which was previously approved for use at the site, and subsequently with the commencement of a new EPI (the SEPP) has the effect of prohibiting the use, a development can receive the benefit of "existing use" rights. As the use (marina) was



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lawfully commenced prior to the new EPI, the site has the benefit of the “existing use” provisions of Section 108(1) of the EP&A Act, described as follows:

- (1) *The regulations may make provision for or with respect to existing use and, in particular, for or with respect to:*
- (a) *the carrying out of alterations or extensions to or the rebuilding of a building or work being used for an existing use, and*
  - (b) *the change of an existing use to another use, and*
  - (c) *the enlargement or expansion or intensification of an existing use.*

### 5.2 EP&A Regulation 2000

As discussed above in Section 5.1, the proposed development would utilise “existing use” provisions. Clause 41 of the EP&A Regulation 2000 allows:

- (1) *An existing use may, subject to this Division:*
- (a) *be enlarged, expanded or intensified, or*
  - (b) *be altered or extended, or*
  - (c) *be rebuilt, or*
  - (d) *be changed to another use, but only if that other use is a use that may be carried out with or without development consent under the Act, or*
  - (e) *if it is a commercial use—be changed to another commercial use (including a commercial use that would otherwise be prohibited under the Act), or*
  - (f) *if it is a light industrial use—be changed to another light industrial use or a commercial use (including a light industrial use or commercial use that would otherwise be prohibited under the Act).*
- (2) *However, an existing use must not be changed under subclause (1) (e) or (f) unless that change:*
- (a) *involves only alterations or additions that are minor in nature, and*
  - (b) *does not involve an increase of more than 10% in the floor space of the premises associated with the existing use, and*
  - (c) *does not involve the rebuilding of the premises associated with the existing use, and*
  - (d) *does not involve a significant intensification of that existing use.*
  - (e) *(Repealed)*

The proposed development relates to the modification of the slipway area, installation of a travel lift and pontoon and associated infrastructure. These works are considered to be consistent with the requirements of Clause 41.



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Clause 44 of the Regulations stipulates that development consent is required for any rebuilding of a building or work used for an existing use. Development consent is sought in accordance with the provisions of Clause 44 of the Regulations.

### 5.3 State Environmental Planning Policy No 71 – Coastal Protection

State Environmental Planning Policy No 71 – Coastal Protection (SEPP 71) applies to land the whole or any part of which is within the coastal zone, except as provided by Clause 4. The site is within the area defined as the ‘coastal zone’.

Clause 8 sets out the Matters for Consideration to be taken into account by a consent authority when it determines a development application to carry out development on land to which SEPP 71 applies.

**Table 5-1** assesses the compliance of the proposed modified development against the provisions of Clause 8.

**Table 5-1 Clause 8 Assessment of Compliance**

Provision	Response
(a) the aims of this Policy set out in clause 2	The proposed modifications to the existing marina remain consistent with the relevant aims of the SEPP 71 as it will primarily protect and enhance the existing natural attributes of Gunnamatta Bay and improve public access to the foreshore.
(b) existing public access to and along the coastal foreshore for pedestrians or persons with a disability should be retained and, where possible, public access to and along the coastal foreshore for pedestrians or persons with a disability should be improved	<p>Opportunities to improve public access to and within Cronulla Marina (a foreshore site) were addressed under the redevelopment of the land based facility (DA06/0923 and MA 12/0354). The Development Consent included Conditions of Consent imposed by Sutherland Shire Council, which required enhanced road frontage works, installation of a disabled parking space at the upper level and an internal stair climber to allow persons with a disability access to the lower level of the land based Cronulla Marina facility. The proposed development will continue this access to landside facilities (see response to item (c) below for further details).</p> <p>As both the Council and the proponent are cumulatively redeveloping and upgrading facilities at the head of Gunnamatta Bay, it will be necessary that the timing of construction of this Section 75W modification application has regard to Council’s proposed staged upgrade of the foreshore area. This will ensure that any significant environmental impacts are avoided or minimised.</p> <p>In this regard, construction of the proposed development</p>



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

Provision	Response
	<p>would not commence, with the exception of installation of the substation in the north-east corner of the site, until the existing Council owned boat ramp has been relocated. This staging will avoid disruptions to users of the existing boat ramp. The substation is to be sited approximately 20m to the east of the top of the boat ramp and would not impede the flow of traffic or use of the existing boat ramp.</p>
<p>(c) opportunities to provide new public access to and along the coastal foreshore for pedestrians or persons with a disability</p>	<p>It is proposed to allow public access across the new foreshore pedestrian boardwalk to be constructed in front of the approved café and restaurant and modified slipway area. Access will be available 24 hours a day, 7 day a week with the exception of when the travel lift is in operation. To manage public access and safety sliding gates will be installed at either end of the dockyard area and across the slipping area. The on-site marina workers will be responsible for activating the gates to control public access across the boardwalk when the boat travel lift is in operation. Appropriate signage will also be installed to ensure public safety.</p>
<p>(d) the suitability of development given its type, location and design and its relationship with the surrounding area</p>	<p>The proposed development will have minimal impact on the landscape character and natural features of the area. The design modification to the roof of the dockyard acknowledges the context of the site, and has regard to the existing views enjoyed by residents along the foreshore and the view corridors from adjoining public open spaces. There is no proposed change to the approved RL of 12.82.</p>
<p>(e) any detrimental impact that development may have on the amenity of the coastal foreshore, including any significant overshadowing of the coastal foreshore and any significant loss of views from a public place to the coastal foreshore</p>	<p>The proposed development will not create any significant overshadowing of the coastal foreshore. . The installation of the travel lift is not expected to cause any significant loss of views from the public foreshores as when not in operation, the travel lift will be housed within the enclosed portion of the dockyard.</p>
<p>(f) the scenic qualities of the New South Wales coast, and means to protect and improve these qualities</p>	<p>The visual impacts of the proposed development from nearby public places (Tonkin Oval, Gunnamatta Park and the foreshore walk in front of Tonkin Street) are considered to be low and consistent with the visual impacts assessment undertaken for the slipways as part of MP06_0063.</p> <p>As stated above, the installation of the travel lift is not</p>



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

Provision	Response
	<p>expected to cause any significant loss of views from the public foreshores as when not in operation, the travel lift will be housed within the enclosed portion of the dockyard.</p>
<p>(g) measures to conserve animals (within the meaning of the <i>Threatened Species Conservation Act 1995</i>) and plants (within the meaning of that Act), and their habitats</p>	<p>An Aquatic Ecology Assessment was undertaken by The Ecology Lab in July 2008 for the original approved development. The conclusions of this Assessment in relation to the potential impacts remain valid. It is proposed that the CEMP will contain specific mitigation measures to protect aquatic ecology. Refer to Section 6.4 for further discussion.</p> <p>Schedule 6 of the SSLEP 2006 identifies adjoining to the site "Remnant eucalypt canopy in Tonkin Park, adjacent to car park - <b>T70</b> (<i>significant tree or trees</i>)".</p> <p>It is anticipated that the proposed development will not have any impacts to animals, plants and their habitats with the implementation of appropriate construction management measures in the CEMP.</p>
<p>(h) measures to conserve fish (within the meaning of Part 7A of the <i>Fisheries Management Act 1994</i>) and marine vegetation (within the meaning of that Part), and their habitats</p>	<p>Not applicable.</p>
<p>(i) existing wildlife corridors and the impact of development on these corridors</p>	<p>Not applicable.</p>
<p>(j) the likely impact of coastal processes and coastal hazards on development and any likely impacts of development on coastal processes and coastal hazards</p>	<p>A Coastal/Maritime Engineering Assessment was undertaken by Gary Blumberg &amp; Associates in June 2008 for the original approved development. Based on the findings of this report, it is considered that the works at the proposed site are not expected to have any impacts to water depths, wave conditions, currents and embayment circulation and function.</p> <p>The proposed development will involve the removal of the slipway rails and timber piles and the raising of the existing dockyard to RL 2.0 to match the level of Council's approved boardwalk level and to mitigate any potential future sea level rise impacts. The travel lift will be suspended on concrete arms extending into the waterway. It will be supported into the waterway with 5 steel piles for each arm. Piles will also be installed for the</p>



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

Provision	Response
	<p>dockyard and boardwalk over existing bedrock in Gunnamatta Bay. However, the installation of the piles in these locations will not generate a significant disturbance of the seabed and to impact shoreline stability.</p> <p>In relation to shoreline structures and water transport and boating safety, Council proposes that the existing single lane public boat ramp to the immediate north of the site, be replaced and relocated approximately 10m to the north with a new boat ramp as identified in the Master Plan for the Head of Gunnamatta Bay. There will be no impacts to the structure and operation of the existing and future boat ramps, Tonkin Park sea wall and to the Cronulla Wharf. However, construction of the proposed development, with the exception of the substation in the north-east corner to be within the adjusted property area, would not commence until the Council's existing boat ramp has been removed and relocated, to avoid disruptions to users of the boat ramp.</p>
(k) measures to reduce the potential for conflict between land-based and water-based coastal activities	<p>To manage public access and safety along the pedestrian foreshore walk, sliding gates will be installed at either end of the dockyard area and across the slipping area. The on-site marina workers will be responsible for activating the gates to control public access across the boardwalk when the boat travel lift is in operation. Appropriate signage will also be installed to ensure public safety.</p>
(l) measures to protect the cultural places, values, customs, beliefs and traditional knowledge of Aboriginals	<p>There are no adverse impacts on local or maritime heritage. The existence or otherwise of any Native Title is being investigated by the Crown Lands Division as part of the land owner's consent process.</p>
(m) likely impacts of development on the water quality of coastal waterbodies	<p>WorleyParsons has prepared an Engineering Services Report in November 2013 (<b>Appendix 3</b>) which has assessed water quality impacts. As part of the water cycle management strategy it is proposed to reuse both stormwater (ground surface runoff) and roofwater. Details and management measures are set out in the Report. The Report concludes that:</p> <p><i>If these management measures are carried out as recommended, it is considered that compliance with relevant controls and guidelines in relation to these items during both construction and operation of the proposed</i></p>



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

Provision	Response
	<i>development will be attained.</i>
(n) the conservation and preservation of items of heritage, archaeological or historic significance	<p>The site of the proposed development is <i>within the vicinity</i> of four heritage items:</p> <ul style="list-style-type: none"> <li>• Remnant eucalypt canopy in Tonkin Park, adjacent to car park - <b>T70</b> (<i>significant tree or trees</i>)</li> <li>• Tonkin Park - <b>L068</b> (<i>landscape</i>)</li> <li>• Between Tonkin Street and Cronulla Street-Cronulla Railway Station - <b>A026, B026-S</b> (<i>non-Aboriginal archaeological significance and building</i>)</li> <li>• Northern end of Waratah Street, Cronulla Wharf, stone steps - <b>A114</b> (<i>non-Aboriginal archaeological significance</i>)</li> </ul> <p>The proposed development is not expected to have any impacts to the heritage items identified above.</p>
(o) only in cases in which a council prepares a draft local environmental plan that applies to land to which this Policy applies, the means to encourage compact towns and cities	Not applicable.
<p>(p) only in cases in which a development application in relation to proposed development is determined:</p> <p>(i) the cumulative impacts of the proposed development on the environment, and</p> <p>(ii) measures to ensure that water and energy usage by the proposed development is efficient.</p>	<p>It is considered that the proposed development involving modifications to the dockyard and the adjoining waterway has been designed to have regard to the key issues relating to the proper conservation management of the aquatic environment including ecology and water quality and to not produce any significant cumulative impacts to the environment.</p>

### 5.4 Sutherland Shire Local Environmental Plan 2006

The site is located within part **Zone 16 - Environmental Protection (Waterways)** and part **Zone 13 – Public Open Space** of *Sutherland Shire Local Environmental Plan 2006 (SSLEP 2006)*. The proposed development is permissible with consent in Zone 16 and is consistent with the objectives of that zone. While the upgrade works proposed to the dockyard are not permissible in the Zone 13, the upgrade is permissible on the basis of existing use rights (as per Sutherland Shire Council's original approval of the land-based components for these marina related uses).

The proposed development remains consistent with the relevant provisions of SSLEP 2006 as previously assessed, including:



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- Clause 18 Development in or adjacent to waterways;
- Clause 48 Urban design—general;
- Clause 51 Ecologically sustainable development; and
- Clause 53 Transport accessibility, traffic impacts and car parking.

In particular, the proposed development which involves the installation of a travel lift and two concrete arms and new floating pontoon into the waterway will not compromise the objectives of the Clause 18(2) as follows:

- (a) to ensure that any development does not result in the obstruction or interference with navigation in waterways,*
- (b) to ensure restoration of land below any foreshore building line, to a natural state (so far as is practicable), with a minimum intrusion of man-made structures,*
- (c) to reduce the number of structures below any foreshore building line, particularly following the redevelopment of a site,*
- (d) to promote the public use of intertidal areas below the mean high water mark or high water mark, where appropriate.*

The proposed development will also promote the principles of Ecologically Sustainable Development (ESD) in accordance with Clause 51 through the improved methods and practice of boat lifting and repairs and provision of on-site stormwater runoff and roof water capture, treatment and re-use.

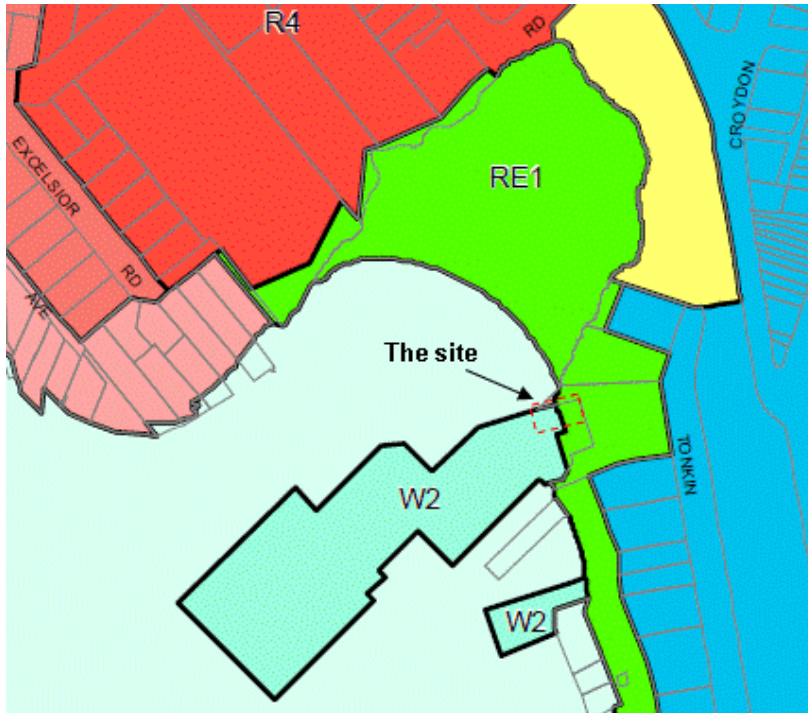
### 5.5 Draft Sutherland Shire Local Environmental Plan 2013

Draft Sutherland Shire Local Environmental Plan 2013 (Draft LEP) was initially exhibited for public comment from 19 March 2013 to 1 May 2013. Under the Draft LEP, it is proposed that the site be zoned part **W2 Recreational Waterways** and part **RE1 Public Recreation**, which is in effect, a conversion of the previous zones provided under SSLEP 2006. Refer to **Figure 5-1**.



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**Figure 5-1 Extract of Land Zoning Map from the Draft LEP with the site identified in red**

A separate Planning Proposal for the Waterways Rezoning was exhibited from until 16 August 2013. This Planning Proposal carried forward the original proposed zoning of W2 Recreational Waterways.

The Council Officer's Report on the first exhibition of the Draft LEP was presented to the Special Council Meeting of 29 July 2013. The Council resolved to publically re-exhibit the amended Draft LEP until 1 November 2013.

WorleyParsons on behalf of the proponent prepared two submissions on the Draft LEP. These submissions provided support for the proposed W2 Recreational Waterways zone and a recommendation for the RE1 Public Recreation zone to be amended to RE2 Private Recreation for the main reason being that it would ensure that the current approved uses are included within the proposed zoning of the land, so as to facilitate any future development of the site and to minimise any reliance upon existing use rights.

Notwithstanding the above, it is noted in the Mayoral Minute No. 15/13-14 of 30 September 2013 that it was resolved:

*1. That Council requests the Minister for Planning and Infrastructure to direct the Planning and Assessment Commission to conduct a public hearing in accordance with Section 57 of the Environmental Planning and Assessment Act, 1979 into the content of Draft Sutherland Shire Local Environmental Plan 2013.*

*3. That it be made clear to all parties that due to the public hearing, Sutherland Shire Local Environmental Plan 2013 can no longer be considered imminent or certain and as such all*



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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*development applications and their determination need to be focused on the provisions of Sutherland Shire Local Environmental Plan 2006.*

The Minister for Planning & Infrastructure issued a media release on 14 November 2013 advising that an independent panel has been appointed to conduct public hearings and to review and report on the adequacy of the Draft LEP.

As discussed in **Section 5.1.3** above, the proposed development as it relates to that portion within Zone 13 will be relying on “existing use” provisions of the EP&A Act and EP&A Regulation. The proposed development would however, be carried out to be consistent with the following proposed clauses, as relevant:

- Clause 5.5 - Development within the coastal zone;
- Clause 5.7 - Development below mean high water mark;
- Clause 6.3 - Development on the foreshores of Port Hacking, Georges River, Woronora River and Botany Bay;
- Clause 6.4 - Acid sulfate soils;
- Clause 6.5 - Flood planning level;
- Clause 6.10 - Contaminated land management; and
- Clause 6.15 - Environmentally Sensitive Land - Riparian land and watercourses.

## 5.6 Other Relevant State and Commonwealth Legislation

### 5.6.1 Threatened Species Conservation Act 1995

The Threatened Species Conservation Act (TSC Act) 1995 outlines the protection of threatened species, communities and critical habitat in NSW. Schedules 1, 1A and 2 of the TSC Act 1995 list endangered, critically endangered and vulnerable species and ecological communities. Schedule 3 of the TSC Act 1995 lists key threatening processes (defined as processes that could adversely affect threatened species, populations or ecological communities or that cause a species, population or ecological community to become threatened). Part 3 of the TSC Act 1995 allows for declaration of critical habitat for endangered species, populations and ecological communities and critically endangered species and ecological communities.

The proposed development would not have a significant impact on any species or community listed under the TSC Act, and therefore a Species Impact Statement is not required.

### 5.6.2 Fisheries Management Act 1994

The Fisheries Management Act 1994 (FM Act) is administered by Industry & Investment NSW and includes the need for permits under Part 7 for the following activities:

- dredging and reclamation;
- temporarily or permanently obstructing fish passage; and



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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- harming marine vegetation.

The proposed development does not include any dredging or reclamation of the waterway. Discussions with NSW Fisheries Office on 2 December 2013, confirmed that the installation of piles at this location are not considered to be “reclamation work” as defined in the FM Act,

It is considered that there would not be any impacts to marine vegetation that would require a permit under Part 7.

### 5.6.3 Protection of the Environment Operations Act 1997

The Protection of the Environment Operations Act 1997 (PEO Act) establishes licensing requirements for certain “scheduled activities”.

The proposed development does not trigger the scheduled activity requirement for marinas under Schedule 1, Clause 25 of the PEO Act.

### 5.6.4 Environmental Protection and Biodiversity Conservation Act 1999

The Federal Government enacted the *Environment Protection and Biodiversity Conservation Act* (EPBC Act) in 1999. The EPBC Act requires that proposals for development or “actions” that have, will have, or are likely to have a significant impact on any matter of national environmental significance are to be referred to the Commonwealth Environment Minister for consideration and, if appropriate, approval sought.

The EPBC Act identifies the following matters of national environmental significance:

- World heritage;
- National heritage;
- Wetlands of international importance;
- Listed threatened species and communities;
- Listed migratory species;
- Protection of the environment from nuclear actions; and
- Marine environment.

The site does contain any items or items in the vicinity that are identified as matters of national environmental significance. Therefore, the preparation of an Environmental Impact Statement (EIS) and referral to the Minister for approval is not required.

### 5.6.5 Water Management Act 2000

The Water Management Act (WM Act) 2000 aims to prevent degradation, mainly erosion, adjacent to rivers, lakes and estuaries. The WM Act No. 92 repealed the Rivers and Foreshores Improvement Act 1948 on 4th February 2008. Section 91 of the WM Act requires approval to carry out a controlled activity in, on, or under waterfront land. Works within 40 m of a river, lake or estuary require a controlled activity approval under the WM Act.



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However, in accordance with **Schedule 5, Part 2, Clause 17** of the *Water Management (General) Regulation 2011* as the land the subject of the DA is part of a Crown Lands lease area, the DA is exempt from the need to obtain a controlled development activity approval for works under the *Water Management Act 2000*.

### 5.7 Sutherland Shire Development Control Plan 2006

Sutherland Shire Council Development Control Plan 2006 (SSDCP 2006) applies to the site. The following chapters of the SSDCP 2006, where relevant, were considered in the design and layout of the proposed development:

- Chapter 1 Design Principles and Site Analysis;
- Chapter 3 Urban Design;
- Chapter 4 Natural Resource Management;
- Chapter 5 Environmental Risk;
- Chapter 7 Vehicular Access, Traffic, Parking and Bicycles;
- Chapter 8 Ecologically Sustainable Development; and
- Chapter 9 Specific Landuses.

### 5.8 Head of Gunnamatta Bay Master Plan

In May 2012, the Sutherland Shire Council adopted the Master Plan for the Head of Gunnamatta Bay. This Master Plan covers the strip of foreshore from the western boundary of Tonkin Park to the Cronulla Sailing Club and includes the Cronulla Marina frontage and the Cronulla Wharf precinct. A staged upgrade of various components of the foreshore area is proposed by Council to improve access, scenic amenity and environmental conditions.

The Master Plan supports that the current and ongoing use of the site is for the purpose of a privately owned commercial marina. The Master Plan identifies the new travel lift, boat repair area, floating pontoon and publicly accessible pedestrian foreshore walk in front of the marina, which are components of this application (**Figure 5-2**).

As both the Council and the proponent are cumulatively redeveloping and upgrading facilities at the head of Gunnamatta Bay, it will be necessary that the timing of construction of this Section 75W modification application has regard to Council's proposed staged upgrade of the foreshore area. This will ensure that any significant environmental impacts are avoided or minimised.

In this regard, construction of the proposed development would not commence, with the exception of installation of the substation in the north-east corner of the site, until the existing Council owned boat ramp has been relocated. This staging will avoid disruptions to users of the existing boat ramp. The substation is to be sited approximately 20m to the east of the top of the boat ramp and would not impede the flow of traffic or use of the existing boat ramp.





## 6. ENVIRONMENTAL ASSESSMENT

### 6.1 Context and Setting

The proposed development is considered to be compatible within the context of the surrounding development. The upgraded dockyard has been carefully designed using similar architectural language to that of the adjoining and approved (by Sutherland Shire Council in May 2007 and as modified in the September 2013 approval) land based redevelopment that is yet to be constructed. It is within the same form, scale and height.

The new boat travel lift is considered appropriate for use at the site which is an existing active marina for the repair and cleaning of boats. It will be housed inside the enclosed portion of the dockyard when not in operation.

### 6.2 Transport, Traffic and Parking

A Land Transport, Traffic and Parking Impact Assessment Report (Traffic Report) was prepared by McLaren Traffic Engineering in April 2008.

The proposed development does not involve the provision of any additional marina berths or a need for additional marina dockyard staff. Accordingly, the proposed development will not generate any additional requirements for car parking or increased traffic generation.

The proposed development does not involve any changes to the existing site vehicular access, internal circulating and servicing requirements.

Construction of the proposed development would not commence, with the exception of installation of the substation in the north-east corner of the site, until the existing Council owned boat ramp has been relocated. This staging will avoid disruptions to users of the existing boat ramp. The substation is to be sited approximately 20m to the east of the top of the boat ramp and would not impede the flow of traffic or use of the existing boat ramp.

The Contractor would be required to detail appropriate control measures to manage potential construction traffic impacts in the site-specific construction environmental management plan including matters such as construction stages, volume and type of construction traffic, truck routes, site access and parking. This includes the location of the laydown area for construction, which will be located on-site at the marina. It is anticipated that bollards or fencing could be installed around the substation as an interim traffic safety measures.

### 6.3 Public Access

The hours of operation for the marina, including fuel services, slipway and maintenance services will be unchanged from the original approval – that is 7:00 am – 7:00 pm, 7 days a week. Marina berth holders will continue be able to gain access to their vessels 24 hours a day, 7 days a week via authorised swipe card/security gate access to the jetty/pens.



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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The modifications allow for public access across the new foreshore pedestrian boardwalk (to be constructed in front of the new restaurant and modified slipway area). Access will be available 24 hours a day, 7 day a week with the exception of when the travel lift is in operation. To manage public access and safety, sliding gates will be installed at either end of the dockyard area and across the slipping area. The on-site marina workers will be responsible for activating the gates to control public access across the public boardwalk when the boat travel lift is in operation. Appropriate signage will also be installed to ensure public safety. Alternate public access around the Cronulla Marina site to the east of the site remains unchanged.

### 6.4 Engineering Services

WorleyParsons has prepared an Engineering Services Report in November 2013 (**Appendix 3**) which has assessed the following matters:

#### **Water Cycle Management**

*A water cycle management strategy has been developed in accordance with the requirements of the Protection of the Environment Operations Act, 1997 (POEO) and recommendations contained in Environmental Action for Marinas, Boatsheds and Slipways (DECC, 2007a). The strategy has also been integrated with that of the adjacent marina building development.*

*The strategy includes appropriate collection, treatment, storage and reuse measures for all runoff generated on the site. These include:*

- *First flush stormwater storage and treatment system*
- *60kL of total stormwater and roofwater storage*
- *Reuse of stored water for non-potable purposes.*

#### **Waste Management**

*A waste management plan has been developed in accordance with the requirements of the WARR Act and recommendations contained in Environmental Action for Marinas, Boatsheds and Slipways (DECC, 2007a).*

*In accordance with the WARR Act the priorities for waste management that have been incorporated into the plan are:*

1. *Avoidance*
2. *Resource Recovery*
3. *Dispose*

*The plan includes appropriate measures for the management of hazardous materials, liquid waste, solid waste and resource recovery.*



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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### ***Sediment and Erosion Control***

*Preliminary sediment and erosion control measures have been identified which aim to minimise the risk of sediment being transported into Gunnamatta Bay. These measures need to be refined to suit the proposed construction methodology once it has been determined.*

The Report concludes the following:

*If these management measures are carried out as recommended, it is considered that compliance with relevant controls and guidelines in relation to these items during both construction and operation of the proposed development will be attained.*

An Operational Environmental Management Plan will be prepared for the upgraded dockyard. The existing Emergency Spill Response Plan for Cronulla Marina remains applicable to the proposed development.

### **6.5 Ecology**

An Aquatic Ecology Assessment was undertaken by The Ecology Lab in July 2008 for the original approved development. The investigations and assessment undertaken by The Ecology Lab are considered to remain relevant to the proposed development.

The distribution of seagrass at the head of Gunnamatta Bay was investigated in 2008. The closest seagrass area, *Posidonia australis* to the site of the proposed development is approximately 60m to the west. A strand of the pest alga, *Caulepra taxifolia* is located approximately 25m to the west of the site.

In relation to marina operations, including the slipway, the potential impacts to Estuarine Habitats and Biota as determined by The Ecology Lab may include:

- *Pile driving operations generating sediment plumes which could increase turbidity levels in the water column;*
- *Deposition of suspended sediments, if water flow is reduced as a result of encountering the marina structure;*
- *Mobilisation of organic matter, nutrients and contaminants sequestered in the sediment*
- *Boats using marinas can introduce various chemicals, including antifouling compounds, sewage and hydrocarbons such as petrol, diesel and oil products to the environment;*
- *Run-off from hard surfaces has the potential to increase water turbidity and limit the light available to subtidal habitats such as seagrass beds*
- *Shading from marina structures, such as gangways and pontoons, can affect the growth of aquatic vegetation by attenuating light penetration to the seafloor*

The proposed development is not expected to have any significant impacts to aquatic ecology, subject to the implementation of the following proposed mitigation measure, which requires the inclusion of the following controls in the Contractor's CEMP that is to ensure that:



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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1. There is no damage to seagrasses during construction of the marina, particularly on the Posidonia bed that is located on the north-western side of the bay.
2. Damage to Caulerpa is managed;
3. Generation of turbidity is minimised during construction;
4. Disturbance of sediments with elevated contaminant levels is minimised;

In relation to terrestrial ecology, Schedule 6 of the SSLEP 2006 identifies adjoining to the site a small strand of "Remnant eucalypt canopy in Tonkin Park, adjacent to car park - **T70** (*significant tree or trees*)". It is anticipated that the proposed development will not have any impacts to these trees with the implementation of appropriate construction management measures to ensure their protection.

### 6.6 Noise

A Noise Impact Assessment (NIA) was carried out by Heggies in June 2008. Section 2.2 of the NIA identified existing noise sources associated with the use of the slipway/dockyard, including the following:

*The typical maintenance activities conducted include:*

- *Antifouling using high pressure water cleaners.*
- *Hull and stainless steel polishing using electric buffs.*
- *Stern gear and leg maintenance using small hand tools.*
- *Engine service involving small hand tools.*

*The major power tools used on site with respect to noise emissions consist of:*

- *Air compressor.*
- *Polishers.*
- *High pressure water cleaner.*

*The levels of noise generated during maintenance activities will fluctuate due to the nature of the activities conducted. There will be periods of higher noise generation followed by periods of reduced noise levels. The noisiest operation is the use of the high pressure water cleaner. The noise emitted by this cleaner is generated from the equipment vibrating on the ground as well as the regenerated noise from the water jet impacting on the vessel's hull. However, this is no different to the current operations, approved 23 December 1992.*

Sections 7.2 and 7.3 of the NIA assessed the operational impacts of site maintenance activities as follows:

*Noise from maintenance activities occurs during work hours between 7.00 am and 6.00 pm Monday to Friday and occasionally on weekends as required.*

*The maintenance activities that are carried out in the workshop area are cleaning, antifouling, painting and general boat and motor repairs. The slipway hours are the same as the general*



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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*hours, with machinery only operated during the daytime hours. Typical equipment and associated noise levels based upon the results of previous measurements with the predicted noise levels at the closest residents.*

*For daytime operation the design goal is 46 dBA for residences on the southern side of the bay and 48 dBA for residences on the western/southwestern side of the bay. Assessment of the calculated noise levels from maintenance activities, as presented in Table 3 are summarised as follows:*

- The noisiest activity for southern receivers is the pressure cleaner, followed by the polisher and compressor. The calculated maximum noise level due to the pressure cleaner is 45 dBA, which complies with the criterion for operational emissions. If all sources are operated simultaneously (which is unlikely) the cumulative level is 48 dBA, which marginally exceeds the criterion by 2 dBA.*
- The noisiest activity for western/southwestern receivers is the air compressor, followed by the pressure cleaner and the polisher. The calculated maximum noise level due to the compressor is 40 dBA, which complies with the criterion for operational emissions. The simultaneous operation of all plant item results in a cumulative noise level of 43 dBA, which complies with the criterion for operation noise emissions.*
- Other activities such as operation of the winch and the hand hosing of hulls emit significantly lower levels.*

The proposed development will involve a removal of the existing slipway and replacement with a new commercial boat travel lift with two concrete arms and installation of a new pontoon. It is anticipated there will be little difference between number of boat movements on the slipway now and when the travel lift is in operation. The boat travel lift will be operated with a silenced motor, which would minimise the generation of noise.

The time the travel lift is out on the arms would be kept to a minimum and would involve lowering the slings into the water, manoeuvring the boat into position, lifting the boat out of the water and transporting the boat to the dockyard so that it can be propped and work can commence.

When not in operation, the travel lift will be housed within the enclosed portion of the dockyard.

The existing slipway typically has a maximum of 4 boats up at any one time. The most common work is hull clean with high pressure water and application of antifoul paint. This usually takes a minimum of two days per boat. Maximum travel lift movements are approximately 4 up and 4 down every two days. However this would reduce by approximately 40% in winter, that is: May to and including September and the occasional emergency caused by vessels that are damaged or likely to sink for a variety of reasons.

For the reasons discussed above, it is expected that noise levels will be no different than current slipway operations.

The proposed development will involve the drilling and installation of piles in the dockyard, for the new pedestrian boardwalk and the two travel lift arms and the transporting of construction materials to the site by trucks. The NIA concluded that:



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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*Predicted noise levels at the nearest residences from construction activities are expected to exceed the daytime period noise design goal. The exceedances range from 10 dBA for truck movements to up to 26 dBA for impact piling. It should be noted that it is common for noise from construction activities to exceed the daytime period noise goal, being a result of the nature of the activities and the relatively close proximity of potentially sensitive receivers. Noise mitigation strategies have the potential to minimise impacts and should therefore be implemented wherever practical during construction works.*

Noise generated from construction activities similar to that were assessed in the NIA would be undertaken in accordance with the DECC *Interim Construction Noise Guideline* which recommends standard hours of construction work of:

*Monday to Friday 7 am to 6 pm*

*Saturday 8 am to 1 pm*

*No work on Sundays or public holidays*

The following relevant noise mitigation strategies as set out in Section 8.3.1 of the NIA will also be adopted:

*AS 2436-1981 "Guide to Noise Control on Construction, Maintenance and Demolition Sites" sets out numerous practical recommendations to assist in mitigating construction noise emissions. Examples of strategies that could be implemented on the Marina project are listed below, including the typical noise reduction achieved, where applicable.*

### **Operational Strategies**

- *Compliance checks on the noise emissions of all plant and machinery used for the project would indicate whether noise emissions from plant items were higher than normal.*
- *Ongoing noise monitoring during construction at sensitive receivers during critical periods (ie times when noise emissions are expected to be at their highest - eg piling) will assist in identifying and controlling high risk noise events.*

### **Source Noise Control Strategies**

- *Engines and exhausts are typically the dominant noise sources on mobile plant such as trucks and cranes. In order to minimise noise emissions, residential grade mufflers should be fitted on all mobile plant utilised on site.*
- *Regular maintenance of all plant and machinery used for the project will assist in minimising noise emissions.*
- *Acoustic enclosures of plant items, if required.*

### **Community Consultation**

- *Active community consultation and the maintenance of positive relations with local residents and building owners would assist in alleviating concerns and thereby minimising complaint.*



## MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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### 6.7 Visual Impact

A Visual Impact Assessment (VIA) was prepared by Planning Workshop Australia in July 2008. The VIA identified and evaluated key viewpoints, distance zones, viewer sensitivity levels, existing landscape character, key scenic features (natural and cultural/heritage attributes) and scenic quality, and existing scenic integrity levels.

The following conclusions of the VIA are relevant to the proposed development:

- *The proposed Project will not detract from the existing visual maritime character of the locality and will continue to relate appropriately to the activities of the foreshore and waterways; and*
- *The proposed Project would not have any affect on views to heritage items or landmarks in the surrounding view shed.*

The proposed development will not create any significant overshadowing on the adjoining public lands. The installation of the travel lift is not expected to cause any significant loss of views from the public foreshores as when not in operation, the travel lift will be housed within the enclosed portion of the dockyard. As discussed above in Section 6.6, the time the travel lift is out on the arms would be kept to a minimum, which would reduce any visual impacts to surrounding public places and residential properties.

### 6.8 Air Quality

Construction and operation of the proposed development is not considered to have any significant impacts on air quality or microclimate conditions.

The operations of the slipway will be in accordance with the Guidelines issued by DECC (Environmental Action for Marinas, Boatsheds and Slipways) so as to ensure proper measures to control the dispersment of aerosols and particulates.

### 6.9 Heritage

The site of the proposed development is *within the vicinity* of four heritage items identified within Schedule 6 of SSLEP 2006:

- Remnant eucalypt canopy in Tonkin Park, adjacent to car park - **T70** (*significant tree or trees*)
- Tonkin Park - **L068** (*landscape*)
- Between Tonkin Street and Cronulla Street-Cronulla Railway Station - **A026, B026-S** (*non-Aboriginal archaeological significance and building*)
- Northern end of Waratah Street, Cronulla Wharf, stone steps - **A114** (*non-Aboriginal archaeological significance*)

The proposed development is not expected to have any impacts to the heritage items identified above. The contractor will have a CEMP in place to minimise and manage constructions impacts to the site and surrounding area including provisions for the protection of the remnant significant trees adjacent to the car park.



### 6.10 Coastal Processes

A Coastal/Maritime Engineering Assessment was undertaken by Gary Blumberg & Associates in June 2008 for the original approved development. Based on the findings of this report, it is considered that the works at the proposed site are not expected to have any impacts to water depths, wave conditions, currents and embayment circulation and function.

The proposed development will involve the removal of the slipway rails and timber piles and the raising of the existing dockyard to RL 2.0 to match the level of Council's approved boardwalk level and to mitigate any potential future sea level rise impacts. The travel lift will be suspended on concrete arms extending into the waterway. It will be supported into the waterway with 5 piles on each arm. Piles will also be installed for the dockyard (steel) and boardwalk (timber). However, the installation of the piles in these locations will not generate a significant disturbance of the seabed and to impact shoreline stability.

In relation to shoreline structures and water transport and boating safety, Council proposed that the existing single lane public boat ramp to the immediate north of the site be replaced and relocated approximately 10m to the north with a new boat ramp as identified in the Master Plan for the Head of Gunnamatta Bay. There will be no impacts to the structure and operation of the existing and future boat ramps, Tonkin Park sea wall and to the Cronulla Wharf.

### 6.11 Economic

As the proposed development is limited to the modification of the existing slipways, a formal economic impact assessment has not been undertaken. The proposed development is not expected to have any significant economic impacts.

### 6.12 Public Interest

Significant consultation was undertaken by the applicant on the original Project Application from 2006 to 2008 with the community and government stakeholders.

The applicant has continued to consult with Sutherland Shire Council on the modifications to the adjoining land-based facility (modifications to DA 06/0923) and the proposed modifications in this application.

Preliminary discussions have been held with the Crown Lands Division in relation to the proposed extension of the lease boundary and the lease terms.

The proposed development provides new public access to the foreshore. The proposed development will also enhance existing and future opportunities for public recreation through installation of improved boat maintenance and repair facilities.

As a demonstration to its commitment to the proper planning for the locality, it is important to note that in recent years, the applicant has contributed in excess of \$30,000 to Sutherland Shire Council, to assist with the development and finalisation of Sutherland Shire Council's Master Plan for the Head of Gunnamatta Bay (May 2012). The proposed development is consistent with the Master Plan.



## 7. CONCLUSION

The conclusions of this assessment are that the proposed development:

- Is consistent with the existing use of the site and will contribute to an improvement in the operation of, environmental management and water quality of the marina's dockyard and slipping facility.
- Will provide new opportunities for public access to the foreshore along Cronulla Marina.
- Satisfies the aims and relevant provisions of the EP&A Act, SEPP 71 and SSLEP 2006.
- Is consistent with the Sutherland Shire Council's approved Master Plan for the Head of Gunnamatta Bay (May 2012).
- Is permissible with consent in Zone 16 - Environmental Protection (Waterways) and while the proposed development is not permissible in Zone 13 – Public Open Space, the upgrade of the slipway is permissible on the basis of existing use rights (as per Sutherland Shire Council's original approval of the land-based components for these marina related uses).
- Will be no significant impacts occurring as a result of the proposed development in relation to transport, public access, ecology, water quality, visual, heritage, social or economic matters.
- Short term construction impacts anticipated from the development may include:
  - Disturbance of the seabed from the removal of the slipways and the installation of piles for the dockyard, boardwalk and travel lift arms;
  - Noise generated from construction equipment, drilling and installation of piles and site disturbance; and
  - Transport and movement of construction vehicles and equipment, including from a designated on-site laydown area.
- Construction impacts can be managed in accordance with the mitigation measures described in this SEE and those detailed in a Construction Environmental Management Plan (CEMP) to be developed by the Contractor prior to commencement of construction.
- Is not expected to have any adverse operational impacts to the site and surrounding areas.
- An Operational Environmental Management Plan (OEMP) will be prepared for the upgraded dockyard.



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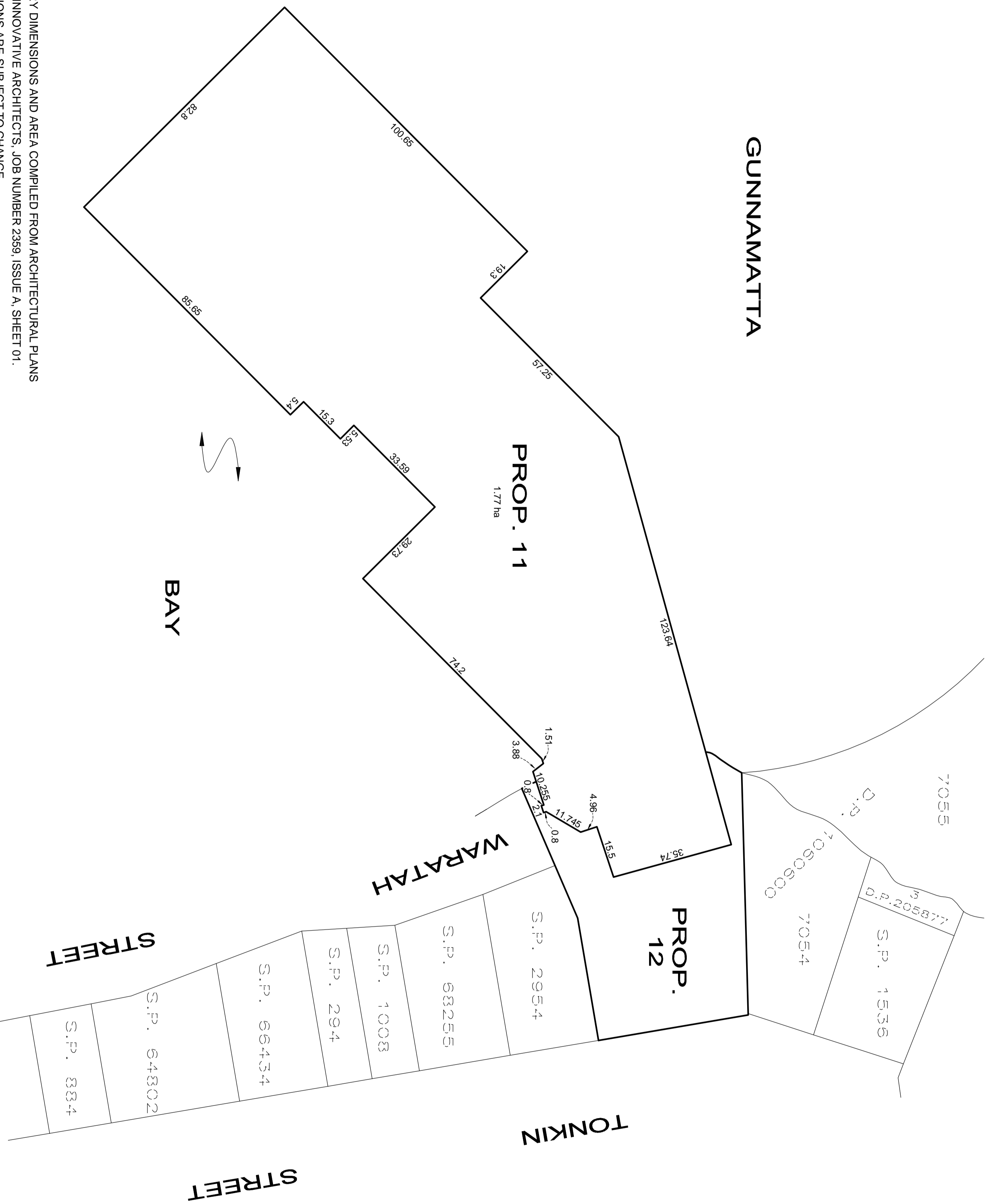
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MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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## Appendix 1 Survey Plan

# GUNNAMATTA



NEW BOUNDARY DIMENSIONS AND AREA COMPILED FROM ARCHITECTURAL PLANS  
 PREPARED BY INNOVATIVE ARCHITECTS, JOB NUMBER 2359, ISSUE A, SHEET 01.  
 THESE DIMENSIONS ARE SUBJECT TO CHANGE.

Surveyor: JOHN ROBERT HOLT  
 Date of Survey: 4 DECEMBER 2013  
 Surveyor's Ref: 18,525

PLAN OF PROPOSED SUBDIVISION OF LOTS 1 & 2 IN  
 D.P. 1153728 AND CROWN LAND FOR FIRST TITLE ISSUE

LGA: SUTHERLAND SHIRE  
 Locality: CRONULLA  
 Subdivision No:  
 Lengths are in metres. Reduction Ratio 1:800

Registered

**PROPOSED**  
 DP  
**PROPOSED**



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MODIFICATIONS TO THE SLIPWAY AT CRONULLA MARINA

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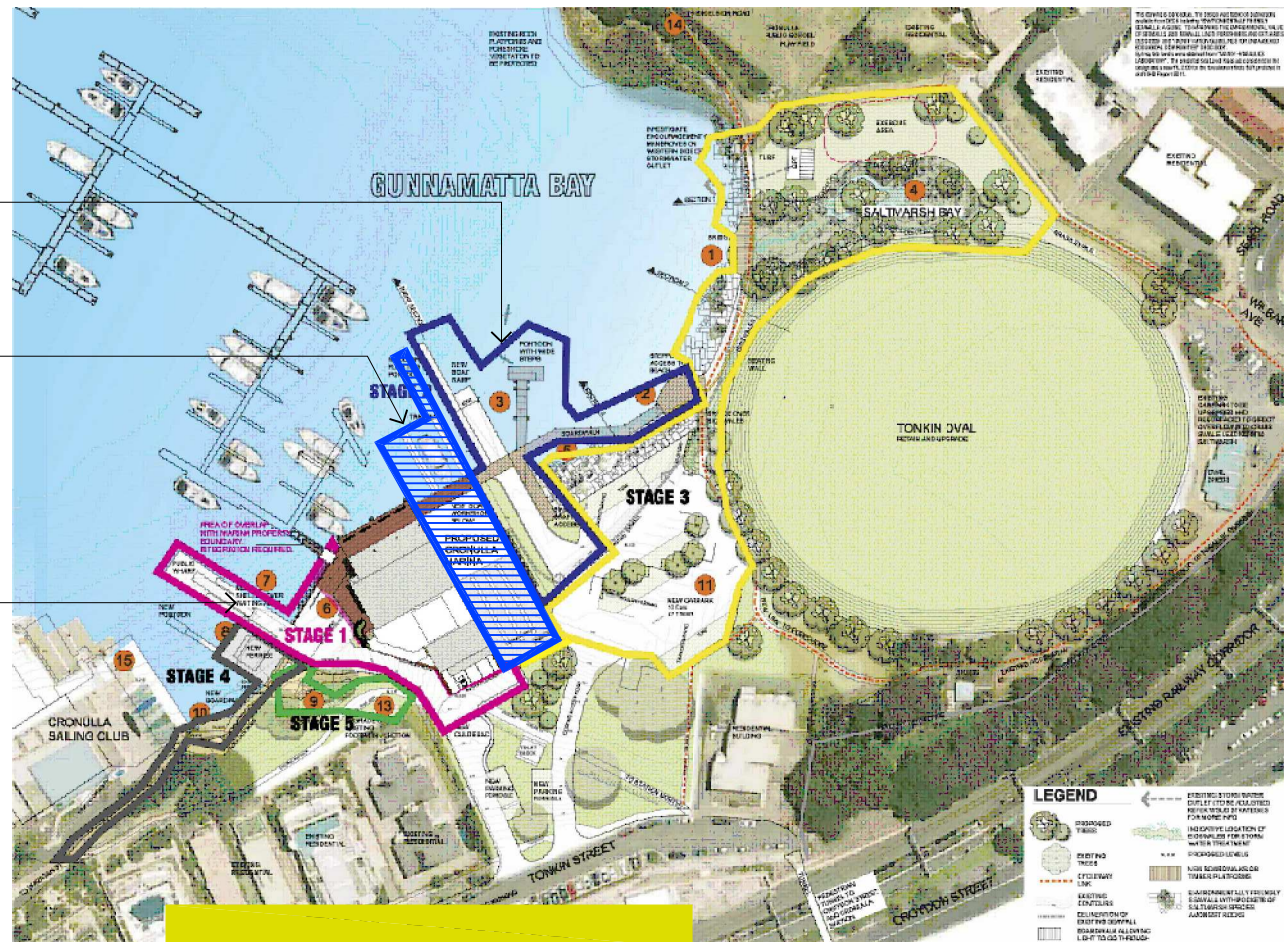
## Appendix 2 Architectural Drawings

# 2 TONKIN STREET, GUNNAMATTA BAY, CRONULLA

STAGE 2:  
COUNCILS WORKS TO BOAT  
RAMP AND SURROUNDING AREA.

MARINA SITE AREA SHOWN  
HATCH RELATES TO 75W  
APPLICATION FOR DOCKYARD  
AND ROOF

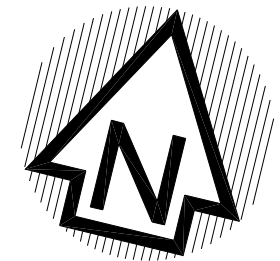
STAGE 1:  
COUNCIL'S WORKS TO FERRY  
JETTY AND SURROUNDING AREA..



SITE LOCATION PLAN

## DRAWING LEGEND

- SHEET 1 SITE ROOF PLAN
- SHEET 2 GROUND FLOOR PLAN
- SHEET 3 ELEVATIONS
- SHEET 4 ELEVATIONS
- SHEET 5 PHOTOMONTAGES



NOTE  
ALL EXISTING & OVERALL DIMENSIONS ARE NOMINAL & SUBJECT TO VERIFICATION ON SITE. WHERE ANY DISCREPANCY OCCURS BETWEEN NEW WORK & EXISTING BETWEEN NEW WORK & EXISTING DIMENSIONS - EXISTING DIMENSIONS/WORK SHOULD TAKE PRECEDENCE WHERE NECESSARY - OTHERWISE NOTIFY INNOVATIVE ARCHITECTS PTY LTD.

NOTE  
SELECTED TERMITE PROTECTION TO BE USED ON SITE IN ACCORDANCE WITH LOCAL COUNCIL'S REQUIREMENTS, B.C.A. AND ALL RELEVANT AUSTRALIAN STANDARDS.

NOTE  
SMOKE DETECTORS TO COMPLY WITH REQUIREMENTS OF SPECIFICATION E17 (NSW) FIRE AND SMOKE ALARMS SHALL COMPLY WITH AS 3786 AND BE CONNECTED TO THE MAIN POWER SUPPLY.

ISSUE	AMENDMENT	DATE	INT.
A	SECTION 75W MODIFICATION APPLICATION	NOV 13	CJ



Client  
CRONULLA MARINA PTY LTD

Project  
SECTION 75W MODIFICATION APPLICATION FOR CRONULLA MARINA DOCKYARD.

Address  
2 TONKIN STREET,  
GUNNAMATTA BAY,  
CRONULLA.

Drawing Title  
COVER PAGE.

**innovative ARCHITECTS**

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www.innovate.com.au

REGISTERED ARCHITECTS  
Nominated Architect Cameron Jones 7143

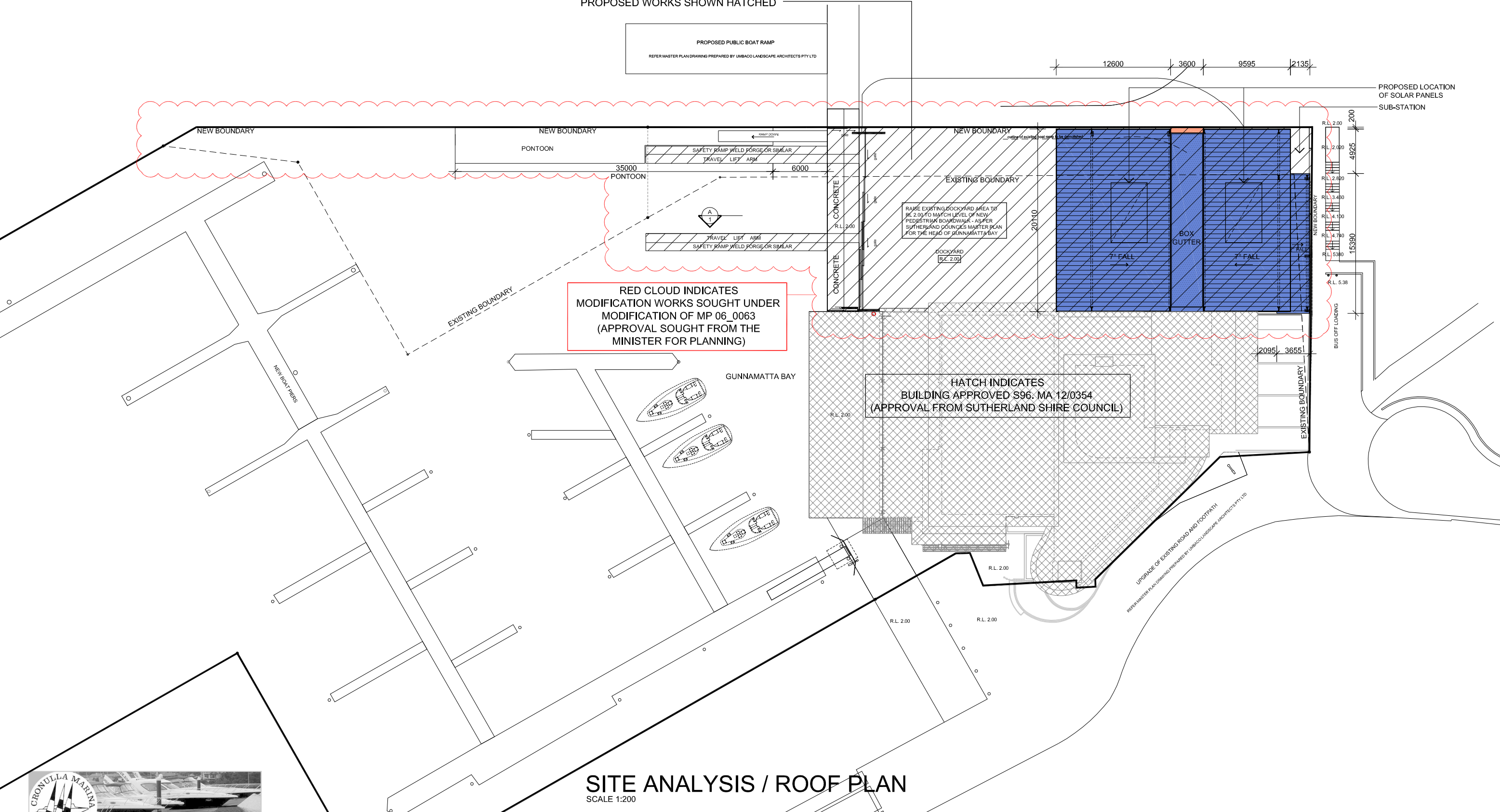
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Job Number 2359		

PROPOSED WORKS SHOWN HATCHED

PROPOSED PUBLIC BOAT RAMP  
REFER MASTER PLAN DRAWING PREPARED BY UMBACO LANDSCAPE ARCHITECTS PTY LTD

PROPOSED LOCATION OF SOLAR PANELS SUB-STATION



RED CLOUD INDICATES MODIFICATION WORKS SOUGHT UNDER MODIFICATION OF MP 06\_0063 (APPROVAL SOUGHT FROM THE MINISTER FOR PLANNING)

HATCH INDICATES BUILDING APPROVED S96. MA 12/0354 (APPROVAL FROM SUTHERLAND SHIRE COUNCIL)

**SITE ANALYSIS / ROOF PLAN**  
SCALE 1:200

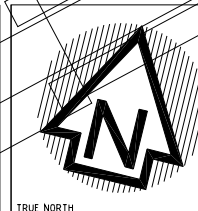


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Drawing Title  
**SITE ANALYSIS / ROOF PLAN**

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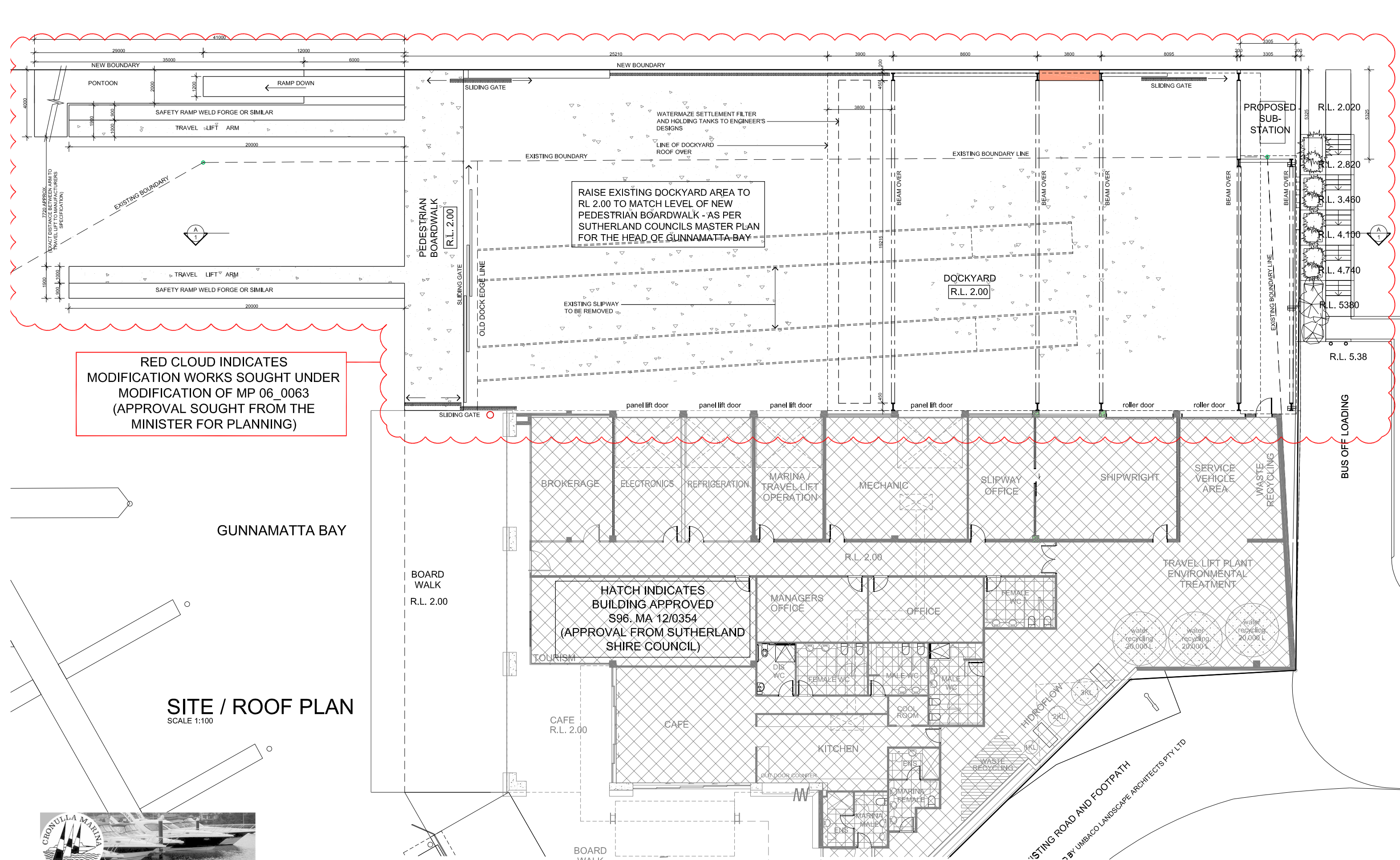
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Nominated Architect Cameron Jones 7143

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MEMBER	Job Number 2359	



RED CLOUD INDICATES MODIFICATION WORKS SOUGHT UNDER MODIFICATION OF MP 06\_063 (APPROVAL SOUGHT FROM THE MINISTER FOR PLANNING)

RAISE EXISTING DOCKYARD AREA TO RL 2.00 TO MATCH LEVEL OF NEW PEDESTRIAN BOARDWALK - AS PER SUTHERLAND COUNCILS MASTER PLAN FOR THE HEAD OF GUNNAMATTA BAY

HATCH INDICATES BUILDING APPROVED S96, MA 12/0354 (APPROVAL FROM SUTHERLAND SHIRE COUNCIL)

SITE / ROOF PLAN SCALE 1:100

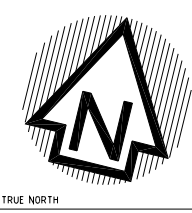


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Address  
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Drawing Title  
**GROUND FLOOR PLAN**

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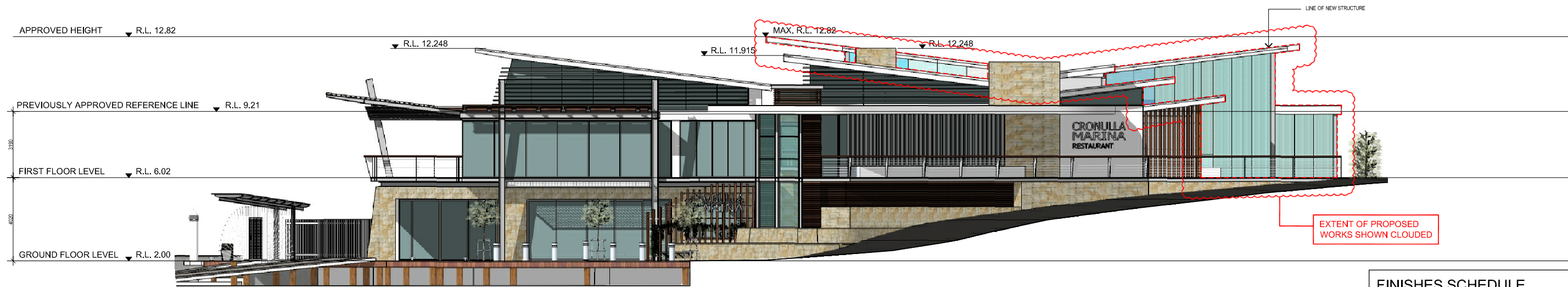
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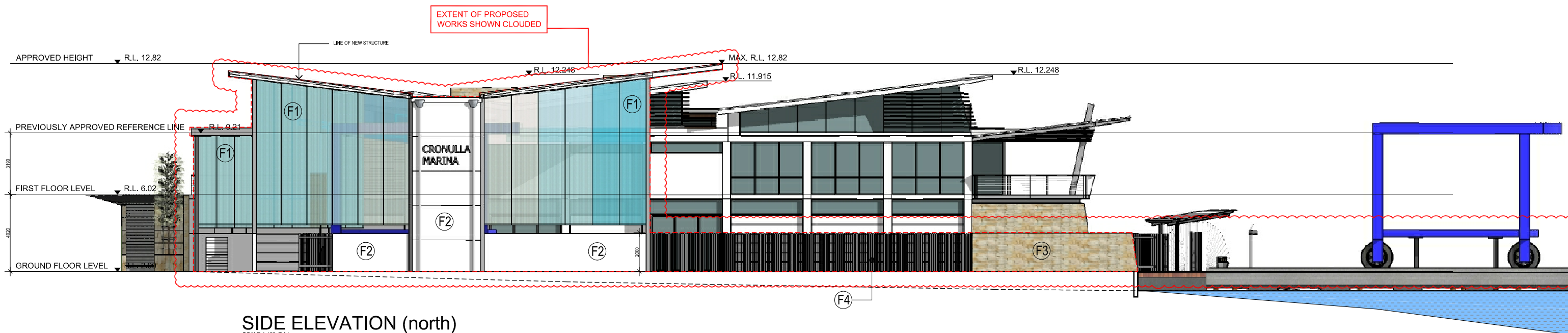
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Date MAY 13	Sheet	02
Job Number 2359		



**SIDE ELEVATION (south)**  
SCALE 1:100 @A1

FINISHES SCHEDULE	
F1	DANPALON TWIN WALL POLYCARBONATE
F2	CEMENT RENDERED MASONRY WALL
F3	FEATURE SANDSTONE TO MATCH MARINA
F4	ALUMINIUM LOUVRE FENCING AS SELECTED



**SIDE ELEVATION (north)**  
SCALE 1:100 @A1

COLOUR SCHEDULE	
STEELWORK	NATURAL GREY : DULUX FERREKO No 3
ALUMINIUM	PRECIOUS SILVER PEARL: DULUX POWDER COATING 57225
ROOF	SURFMIST BLUESCOPE STEEL : COLORBOND ULTRA



NOTE  
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ISSUE	AMENDMENT	DATE	INT.
A	SECTION 75W MODIFICATION APPLICATION	NOV 13	CJ

Client:  
**CRONULLA MARINA PTY LTD**

Project:  
**SECTION 75W MODIFICATION APPLICATION FOR CRONULLA MARINA DOCKYARD.**

Address:  
**2 TONKIN STREET, GUNNAMATTA BAY, CRONULLA.**

Drawing Title:  
**ELEVATIONS**

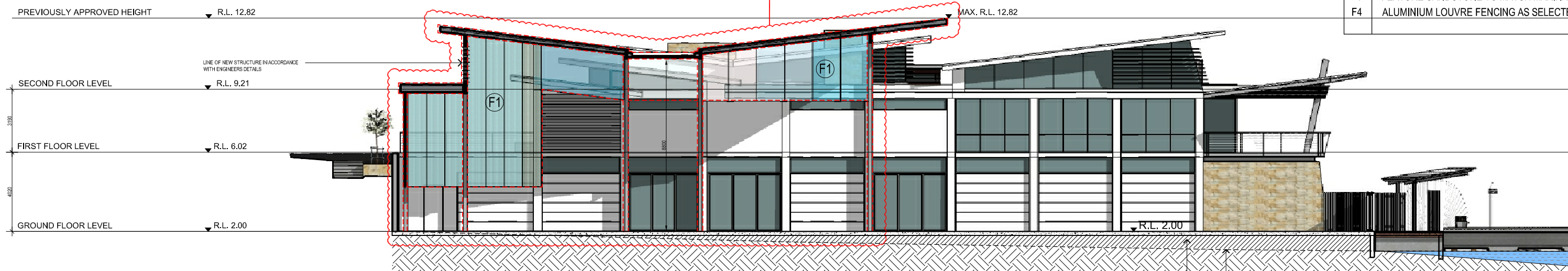
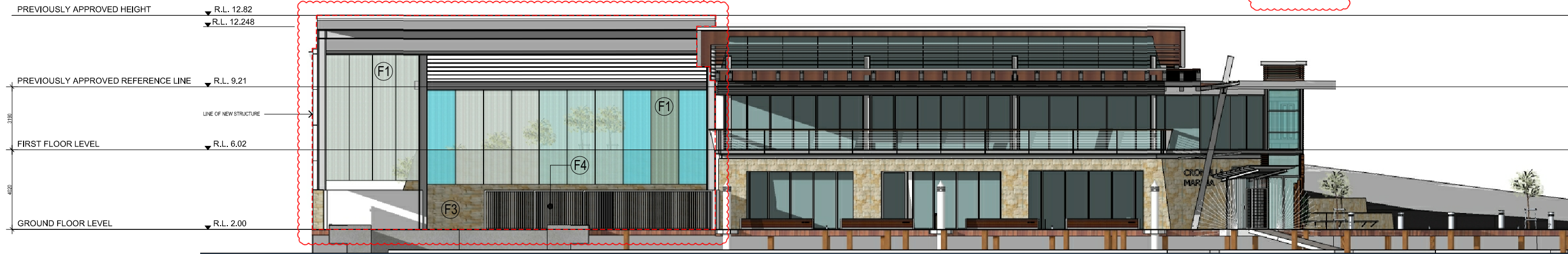
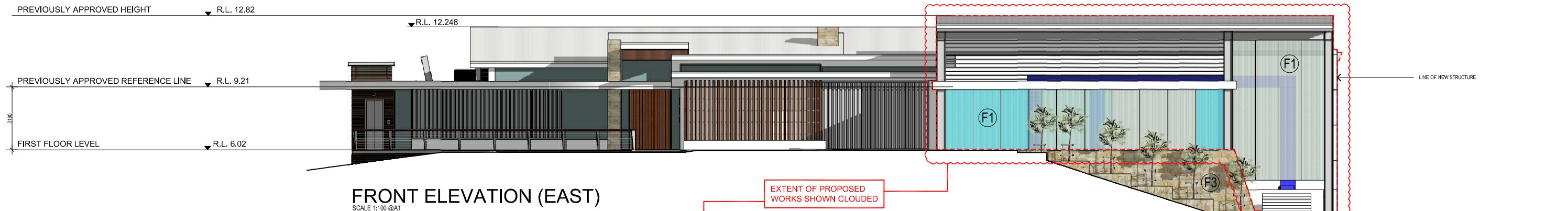
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Nominated Architect Cameron Jones 7143  
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Drawn T.T	Scale 1:100 A1
Check C.R.J	Issue A
Date MAY 13	Sheet 03
Job Number 2359	



FINISHES SCHEDULE	
F1	DANPALON TWIN WALL POLYCARBONATE
F2	CEMENT RENDERED MASONRY WALL
F3	FEATURE SANDSTONE TO MATCH MARINA
F4	ALUMINIUM LOUVRE FENCING AS SELECTED

COLOUR SCHEDULE	
STEELWORK	NATURAL GREY ; DULUX FERREKO No 3
ALUMINIUM	PRECIOUS SILVER PEARL: DULUX POWDER COATING 57225
ROOF	SURFMIST BLUESCOPE STEEL : COLORBOND ULTRA



NOTE  
ALL EXISTING & OVERALL DIMENSIONS ARE NOMINAL & SUBJECT TO VERIFICATION ON SITE. WHERE ANY DISCREPANCY OCCURS BETWEEN NEW WORK & EXISTING BETWEEN NEW WORK & EXISTING DIMENSIONS - EXISTING DIMENSIONS/WORK SHOULD TAKE PREFERENCE WHERE NECESSARY - OTHERWISE NOTIFY INNOVATIVE ARCHITECTS PTY LTD.

NOTE  
SELECTED TERMITE PROTECTION TO BE USED ON SITE IN ACCORDANCE WITH LOCAL ACCORDANCE WITH LOCAL COUNCIL'S REQUIREMENTS, B.C.A. AND ALL RELEVANT AUSTRALIAN STANDARDS.

NOTE  
SMOKE DETECTORS TO COMPLY WITH REQUIREMENTS OF SPECIFICATION E17 (NSW) FIRE AND SMOKE ALARMS SHALL COMPLY WITH AS 3786 AND BE CONNECTED TO THE MAIN POWER SUPPLY.

ISSUE	AMENDMENT	DATE	INT.
A	SECTION 75W MODIFICATION APPLICATION	NOV 13	CJ

Client	CRONULLA MARINA PTY LTD
Address	2 TONKIN STREET, GUNNAMATTA BAY, CRONULLA.
Project	SECTION 75W MODIFICATION APPLICATION FOR CRONULLA MARINA DOCKYARD.
Drawing Title	ELEVATIONS

RAISE DOCKYARD FLOOR LEVEL TO RL 2.0 TO MATCH APPROVED BOARDWALK LEVEL - AS PER SUTHERLAND COUNCILS SECTION 96 MA 120354
NATURAL GROUND LINE

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Date MAY 13	Sheet 04
Job Number 2359	



NORTHERN VIEW



EASTERN VIEW



SOUTHERN VIEW



NOTE  
ALL EXISTING & OVERALL DIMENSIONS ARE NOMINAL & SUBJECT TO VERIFICATION ON SITE. WHERE ANY DISCREPANCY OCCURS BETWEEN NEW WORK & EXISTING BETWEEN NEW WORK & EXISTING DIMENSIONS - EXISTING DIMENSIONS/WORK SHOULD TAKE PRECEDENCE WHERE NECESSARY - OTHERWISE NOTIFY INNOVATIVE ARCHITECTS PTY LTD.

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ISSUE	AMENDMENT	DATE	INT.
A	SECTION 75W MODIFICATION APPLICATION	NOV 13	CJ

TRUE NORTH

Client  
**CRONULLA MARINA PTY LTD**

Project  
**SECTION 75W MODIFICATION APPLICATION FOR CRONULLA MARINA DOCKYARD.**

Address  
**2 TONKIN STREET, GUNNAMATTA BAY, CRONULLA.**

Drawing Title  
**PHOTOMANTAGES**

**innovative ARCHITECTS**

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MEMBER	Drawn T.T	Scale NTS A1
	Check C.R.J	Issue A
	Date MAY 13	
Job Number <b>2359</b>		Sheet <b>05</b>