

Sydney Office

Level 12, 92 Pitt Street, GPO Box 4401, Sydney NSW Australia 2001

T +61 2 8270 8300 F +61 2 8270 8399 E sydney@rpsgroup.com.au W rpsgroup.com.au

Our Ref: MA08240

Date: 16 February 2011

Attn: Daniel Cavallo

A/Director, Government Lands and Social Projects
Department of Planning
23-33 Bridge Street
Sydney NSW 2000

Via: hand delivery

Dear Daniel

RE: Response to Submissions - Marina Expansion, Jones Bay Wharf, Pyrmont (MP 09_0205)

We write in response to your letter dated 23 December 2010 advising of the submissions received from the exhibition of Major Project application MP 09_0205 for the commercial marina expansion at Jones Bay Wharf, Pyrmont.

1. INTRODUCTION

We have reviewed the submissions and provide this report in response, comprising:

- A response to submissions consisting of a discussion of the key issues at Section 2 below, and a review of all submissions within the table at Attachment A. Key issues comprise:
 - Traffic,
 - Noise
 - Heritage,
 - Visual impact, and
 - Contamination.

To address some of the concerns raised, additional information has been prepared by specialist consultants in regard to:

- Traffic.
- Visual Impact Assessment
- Heritage,
- Air and odour.

These specialist reports are provided at Attachment B.

- Revisions to the project in response to the submissions received. These include:
 - Revised Existing and Proposed Lease Boundary Plan (Attachment C)
 - Revised Site Layout Plan (Attachment C),
 - New Section drawing detailing the proposed boardwalk (Attachment C),
 - Revised Statement of Commitments (Attachment D),

- Commitment to providing 10 x car spaces for vessel staff at the Promontory Car Park (Attachment E)

These revisions are discussed in detail at Section 3 below. A

- A revised consultation program to reflect the consultation undertaken to date and consultation yet to be carried out. This is discussed in detail at Section 4 below.

2. RESPONSE TO SUBMISSIONS

Traffic, operational noise, heritage and visual impacts were the key issues raised in the submissions. These key issues are addressed below. All concerns raised in the submissions are addressed in the table at Attachment A.

2.1 Response to Traffic Concerns

This section of the report responds the Department's request for further information regarding traffic congestion and parking issues. These issues were raised as a concern by the public. It is important to note that the City of Sydney have raised no objection to the proposed development in terms of traffic generation or provision of car parking. City of Sydney's traffic comments were in regard to passengers being collected from the marina and the existing Traffic and Pedestrian Management Plan. These concerns are addressed in the table at Attachment A.

Further analysis of the current parking situation and traffic impact from the proposed development has been carried out by Colston Budd Hunt and Kafes Pty Ltd (refer Attachment B). This included an assessment of the parking demand of the commercial marina during the evening period, coinciding with peak activity of Doltone House reception facility.

Parking surveys were undertaken in the Promontory public car park between 6pm and midnight on Friday 4 February and Saturday 5 February 2011. During these periods, Doltone House had functions of some 300 guests on Friday night and 500 guests on Saturday night. Saturday night's function was close to Doltone House's maximum capacity of 550 people. During the evening periods, the proposed expanded commercial marina is estimated to generate an increase in parking demand of less than 15 vehicles.

The Friday and Saturday evening parking surveys found a peak parking demand of some 96 vehicles on the Friday and some 140 vehicles on the Saturday. This represents a car park utilisation of some 50% and 74% for the Friday and Saturday periods respectively. Therefore, the Promontory car park has available parking to cater for the parking demand for the expanded commercial marina whilst functions are being held at Doltone House on Friday and Saturday nights.

The Traffic Impact Study (TIS) at Appendix F of the EA reported that the proposal would result in a net increase of 15 or 20 vehicles during the peak weekday period. It also concluded that there was sufficient parking within the Promontory car park to cater for the additional parking demand. Concern was raised by public submissions that the expansion of the commercial marina was not providing additional parking located on site. Although the TIS reported that there was sufficient parking available in the area to cater for the additional traffic generation, Toga Development No 27 have committed to providing 10 car spaces for commercial vessel staff on a permanent basis within the adjacent Promontory Car Parking facility operated by Wilson (refer Statement of Commitments at Attachment D). A letter from Wilson confirming that 10 car spaces are available for lease by Jones Bay Wharf Marina is provided at Attachment E.

Traffic congestion during peak periods was also raised as an issue by public submissions. The TIS reported that the marina will have its peak activity during the weekday morning and afternoon periods when the arrival and departure of employees coincides with the commercial operation of the balance of the wharf and commuter activity on the surrounding road network. Traffic counts

were undertaken during these periods and the findings of the report concluded that the road network will be able to cater for the additional traffic generated by the proposed marina expansion.

As discussed above, additional traffic associated with the expanded commercial marina during the evening period is estimated to generate an increase in parking demand of less than 15 vehicles. This is likely to have minimal impact on the current traffic situation when coinciding with a Dalton House function, such as on a Friday or Saturday night, as the number of vehicles associated with the marina is very low and these vehicles would leave intermittently throughout the evening as vessels return from the harbour.

2.2 Response to Noise Concerns

Noise from the operation of the commercial marina was raised as a concern by the City of Sydney Council and residents adjacent to the commercial marina at 3 Darling Island Road.

The Department of Environment, Climate Change, and Water (DECCW) regulate activities to protect the environment including noise control. DECCW have been consulted during the EA exhibition period. In their submission dated 23 December 2010, DECCW did not raise an objection to the proposal or in regards to operational noise or the findings of the Noise Assessment. DECCW has provided specific recommendations to minimise noise during the construction phase. As detailed in the table at Attachment A, each of DECCW's recommendations can be met and it is anticipated that these will be included as a condition of the approval.

The Noise Assessment prepared by Wilkinson Murray concluded that the operational noise levels arising from the proposed development during the day (7am-6pm) and evening (6pm-10pm) are predicted to comply with the NSW Industrial Noise Policy (INP).

The operational noise levels are expected to exceed the noise criteria two times over 15 minutes between 10pm and 7am. The City of Sydney have requested that further consideration be given to ensure complete compliance with noise criteria. The Noise Assessment reports that the dominant noise source during the night time period is from large vessels returning to the marina and manoeuvring into a berth. These vessel movements and the noise generated are typical of what is expected in a working waterfront environment such as Jones Bay. Restricting the movement of large vessels to the day and evening periods has been considered as a mitigation measure however this was found to have a detrimental impact on the overall viability of the project. Nonetheless, the Noise Assessment concludes that noise during the night time period is not predicted to cause a significant noise impact on residential uses and is also not likely to cause awakening reactions for residents. As such, complete compliance with relevant noise criteria in a working waterfront location, would be unreasonable and unnecessary.

Noise from the removal of waste from returning vessels was noted as a concern by residents of 3 Darling Island Road. As detailed in Section 2.5.3 of the EA and the Operational Management Plan, garbage removal from vessels is proposed to be restricted to between the hours of 7am and 6pm. This is also included within the updated Statement of Commitments (refer Attachment D).

Concern was also raised by residents and the City of Sydney in regard to noise coming from groups of people waiting for mini buses during the evening in front of the commercial marina. No embarkation or disembarkation of passengers currently occur, or is proposed to occur, at the commercial marina. Only staff will embark or disembark at the marina. All passengers are collected from wharves around Sydney Harbour such as King Street Wharf and Darling Harbour. As such there will be no noise impact on nearby residential uses associated with groups of people leaving the site during the evening. Although it is noted that complaints have been received in regard to people waiting for mini buses to collect them outside Jones Bay Wharf, these people are not associated with the current or proposed use of the commercial marina.

It is acknowledged that at the time that the Noise Assessment was prepared the exact breakdown of commercial vessel berths and broker storage vessel berths for smaller vessels between 12-18m was unknown. In this regard the Noise Assessment was prepared based on a predicted vessel mix as advised by the management of the commercial marina. The Noise Assessment has found that the dominant noise source during the night time period is from large vessels movement and therefore a minor variation in the mix of small vessel tenancy types would not be likely to result in any additional noise impacts.

2.3 Response to Heritage Concerns

Two key heritage issues were raised by the public and the Heritage Branch. These were:

- loss of the open bay setting on the eastern side of the wharf, and
- the impact on views to the heritage wharf.

Following the receipt of submissions, further consultation was carried out with the NSW Heritage Branch which included an on-site meeting with Vince Sicari and John Dee on 4 February 2011. The key heritage concerns were discussed and the following items were noted:

- in conjunction with this project, the lease at the northern end of Jones Bay Wharf will be deleted,
- the changes to the proposed lease boundary in response to the submissions (refer Section 3), and
- the preparation of further visual assessment of important views in response to concerns about views to the wharf and of the open setting of the bay east of the wharf.

The NSW Heritage Branch requested that they be forwarded a copy of the addendum to the Visual Impact Assessment. RPS forwarded the NSW Heritage Branch a copy of the addendum to the Visual Impact Assessment on 16 February 2011.

Otto Cserhalmi and Partners Pty Ltd (OCP) have addressed all heritage concerns at Attachment B. A summary of the response to heritage issues is provided below.

Issue: The expansion of the commercial marina on the eastern side of the wharf

The Heritage Branch's major issue was in regard to the proliferation of floating mooring pontoons which will be added to the existing pontoons. The Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Harbour REP) states that development should avoid proliferation of private boat storage facilities in and over waterways by ensuring that all such facilities satisfy a demonstrated demand and that boat storage facilities be as visually unobtrusive as possible.

The Heritage Branch are concerned that the pontoons and moorings on the eastern side of the Wharf will contribute to a loss of the open water setting.

Response

The Heritage Branch refer to the commercial marina as a public boat storage facility. The expanded commercial marina will predominately serve commercial vessels, providing 65 commercial berths. 8 public day use berths are also proposed in the south eastern corner of the eastern bay. As such, the proposal is not a public boat storage facility and is not required to be assessed as one under the Harbour REP. The eight public day use berths are located directly abutting the wharf, are restricted to small vessels only (up to max. of 15m), and do not result in any visual impacts (refer to Figure 7 and 11 of the Addendum to the Visual Impact Assessment at Attachment B).

A Visual Impact Assessment (refer Appendix N of the EA), and an addendum to the VIA (refer Attachment B) has been prepared by RPS to assess the visual impact of the proposed marina at full capacity. These reports conclude that although the marina results in an alteration to the

existing views of the bay and the open water setting from certain view locations, this change is acceptable given the maritime character and working waterfront location of the area. Jones Bay wharf remains the dominate visual element ensuring its ongoing appreciation as an important maritime heritage building. OCP have reviewed the photomontages within the VIA and have not raised any objection to the proposal in terms of heritage impact on the open water setting (refer Attachment B).

Issue: The impact on views to the heritage wharf

Public submissions have raised concern that the proposal will result in loss of views to the eastern side of the heritage wharf from apartments at 3 Darling Island Road and the public domain, and therefore the proposal will have a significant heritage impact.

Response

Historically the wharf was designed for large ships to berth alongside and parallel with the wharf apron (refer Figure 1-3 below). These show large sections of the wharf being obscured, including the upper deck level, on both the eastern and western sides of the wharf. The present commercial marina and the proposed commercial marina expansion do not and will not berth craft of this size, so this degree of obscuring of the wharf structure will not be a reality again.

The present configuration of pontoons on the eastern side of the wharf corresponds more closely to the historic precedent i.e. the vessels are berthed alongside and parallel to the wharf apron. However, while the proposed expanded commercial marina does have more vessels, the introduction of the right-angled finger pontoons means that more of the wharf edge and deck levels are left exposed when viewed from Darling Island. This is because the proposed arrangement of the marina on the eastern side of the wharf with 3 x open fairways, measuring 20m, 25m, and 30m wide, leaves wide unobstructed view paths to the wharf when viewed from Darling Island. For the same reason, views of the water from the commercial uses located on the eastern side of Jones Bay Wharf, may be less obscured.

Therefore it is considered that visual impacts to the heritage wharf will be minor and the introduction of right angle finger pontoons and a series of unobstructed fairways will provide increased view opportunities from apartments and the foreshore promenade on Darling Island.



Figure 1 - Large vessel alongside the eastern side of Jones Bay Wharf in May 1948



Figure 2 – Large vessel alongside the eastern side of Jones Bay Wharf

2.4 Response to Visual Impact Concerns

Visual impact on the open bay and loss of views to the wharf and Harbour was raised as a concern from residents at 3 Darling Island Road and a tenancy within Jones Bay Wharf. These

concerns are addressed below. Visual heritage impacts have been discussed in detail at Section 2.3 above and at Attachment B.

In addition to the 4 x views that were assessed in the Visual Impact Assessment (VIA) submitted with the EA, a further 6 x views have been assessed in response to the submissions made. The additional view locations were selected following discussions with the Department of Planning. The findings from the additional visual assessments are presented in the Addendum to the VIA at Attachment B. The findings from this report are consistent with the original findings of the VIA submitted with the EA and include the following:

- the proposal results in only a minor alteration to the views on the western side of Jones Bay Wharf,
- the wharf remains the dominate visual element ensuring its ongoing appreciation as an important maritime heritage building,
- the coverage of the bay on the eastern side of the wharf is acceptable in a working waterfront location and part of the open bay character is maintained,
- in conjunction with this project, the removal of the lease boundary at the northern end of the wharf will ensure that views between Sydney Harbour and the Wharf will be retained,
- impacts on views on the eastern side of Jones Bay Wharf are minimised through the orientation of most of the vessels parallel with the wharf and the siting of larger vessels at the northern end of the commercial marina,
- the change in views as a result of the proposal is consistent with the maritime character of the area and the existing use of the waterway.,
- the scale of the commercial marina is subservient to the existing urban built environment which includes large commercial buildings previously used for maritime purposes,
- the resultant views would be dynamic, changing throughout the day, week and year with the coming and going of vessels, and
- the location of pontoons 3.5m (at low tide) below the wharf deck meaning that the commercial marina is generally overlooked from the public domain, and commercial and residential developments.

2.5 Response to Contamination Concerns

DECCW have raised concern regarding the impact of turbidity and any associated contaminants on water quality in Jones Bay and have requested that the construction methods should be limited to pile driving, and there should be no trenching in or dredging of the sediments of Jones Bay.

As discussed in the EA, construction methods are limited to pile driving and no trenching in or dredging of the sediments of Jones Bay Wharf is proposed. Silt curtains and floating booms will be installed around the project site for the duration of the construction phase.

Therefore disturbance of the floor of the bay and the impact of turbidity associated with construction of the project will be minimal.

3 REVISIONS TO THE PROJECT

In response to the submissions received some minor amendments to the project have been made. These include:

A) Modification to the proposed lease boundary

The amended existing and proposed lease boundary plan and site layout plan at Attachment C show the revised proposed lease boundary. The area of the proposed lease boundary was amended in response to:

- NSW Maritimes request to reduce the extent of the lease boundary,

- Revy investments request to reduce the area of the lease boundary on the eastern side of the wharf in the vicinity of the Revy building located adjacent to the Commercial marina,
- Public submissions received concerned about the extent of the commercial lease over the bay on the eastern side of the wharf.

Further consultation has been carried out with NSW Maritime following the receipt of submissions. NSW Maritime requested that the lease boundary be reduced to the area that it is now proposed. The proposed lease boundary has been significantly reduced and is now limited to the extent of vessels when docked at the marina. This arrangement addresses all of the concerns listed above.

B) Inclusion of 10 permanent off-street car spaces within the Wilson car parking station for use by vessel staff associated with the marina.

This is in response to concerns that adequate on-site parking has not been provided. A letter has been provided by Wilson car parking to confirm that 10 parking spaces are available for use by the Jones Bay Wharf marina. The Statement of Commitments has been revised to reflect this commitment by the marina (refer Attachment D).

C) Deletion of the pontoon, located at the southern end of the eastern bay, which was adjoining the proposed extension to the boardwalk.

This modification is in response to concerns raised by residents that this section of the marina would be used as a landing by vessels.

Each of the changes described above are minor and have been made in response to submissions received and to minimise potential environmental impacts. Therefore it is considered that a Preferred Project Report or re-exhibition of the proposal is not required.

D) Revised Statement of Commitments

The Statement of Commitments has been revised to address concerns raised by the submissions. These changes are detailed above and in the table at Attachment D, and include:

- changes to the construction hours,
- vessel staff will not permitted to stay overnight on vessels,
- commitment to permanently provide 10 car spaces within the Promontory car park,
- no removal of garbage from vessels between the hours of 7am and 6pm.

4. CONSULTATION

Throughout the life of the project there has been extensive consultation with

- the Owner's Corporation of Jones Bay Wharf,
- NSW Maritime, and
- the owners of the REVY development.

The statutory exhibition as part of the Part 3A Project Application process has also now been completed and the stakeholder and community concerns about the proposed development are now well understood. In light of this, the community consultation program has been amended and will proceed as follows:

- community newsletter inviting the nearby residents to a community open day to be posted to nearby residents,
- website to be developed to allow the community to provide feedback on the development via an online questionnaire

- community open day to take place at Jones Bay Wharf on the 6 March 2011,
- consultation report to be prepared soon after the online questionnaire is complete and submitted to the Department of Planning for consideration.

5 CONCLUSION

This report has been prepared to respond to the submissions received from the exhibition of Major Project application MP 09_0205 for the commercial marina expansion at Jones Bay Wharf, Pyrmont.

Further work has been completed to ensure that all of the issues raised by the submissions have been appropriately addressed. This included further specialist input from traffic, visual impact, heritage, and air and odour consultants. To adequately address a number of concerns, some minor revisions have been made to the proposal. Each of these changes are minor and have been made in response to the submissions received and to minimise potential environmental impacts. Therefore it is considered that a Preferred Project Report or re-exhibition of the proposal is not required.

The proposal will help to address an increased demand for berthing of commercial vessels on Sydney Harbour and will therefore support the commercial, charter, and boat broker markets, which are an important factor in the Sydney and NSW economy.

As demonstrated throughout this report, the proposed development is appropriate, and will not have a detrimental impact on the environment.

We trust this information is sufficient for your purposes, however should you require any further details or clarification, please do not hesitate to contact the writer by telephone.

Yours sincerely

RPS

A handwritten signature in black ink, appearing to read 'Mangels'.

Peter Mangels
Planner

enc: Attachment A – Response to Submissions Table

Attachment B – Revised Plans and Section

Attachment C – Specialist Consultant Reports

Attachment D – Revised Statement of Commitments

Attachment E – Letter from Wilson Parking



ATTACHMENT A

Response to Submissions Table

MP 09_0205 – Marina Expansion, Jones Bay Wharf, Pyrmont

Response to Submissions

16 February 2011

Item	Submission/Issues	Proponent's Response
Department of Planning (DoP)		
Visual Impact		
1	<i>Visual impact and private and public view loss as raised by local residents, Heritage Branch of the Department of Planning and City of Sydney.</i>	These issues have been addressed in the relevant sections of this table below.
Leasing and Boundary Issues		
2	<i>Leasing and boundary issues as raised by NSW Maritime.</i>	Refer to response to NSW Maritime's submission at Item 14 below.
Traffic and Parking		
3	<i>Traffic congestions and parking issues as raised by local residents and City of Sydney.</i>	Refer to response to Council's submission and traffic concerns in the relevant sections of this table below.
Contamination and Construction Noise		
4	<i>Contamination and construction noise issues as raised by Department of Environment, Climate Change and Water (DECCW).</i>	Refer to response to DECCW's submission in this table below.
Department of Environment, Climate Change and Water		
Construction Noise		
5	<i>To minimise noise impacts during the construction phase, DECCW recommends that construction activities be restricted to between:</i> <i>- 7:00am and 6:00pm Monday to Friday; and</i> <i>- 8:00am and 1:00pm on Saturdays.</i> <i>No construction work should be carried out on Sundays or</i>	Noted. It is expected that this condition would be included as a development approval condition.

	<i>public holidays.</i>	
6	<i>To minimise noise impacts, the hours of construction during these activities should be restricted to provide respite periods, taking into account times identified by the community when they are less sensitive to noise and whether the community is prepared to accept a longer period of construction in exchange for restrictions on construction times.</i>	Noted. Comments will be sought from the community prior to start of construction in accordance with a Construction Noise Management Plan (refer below). It is expected that this condition would be included as a development approval condition.
7	<i>DECCW considers that the proponent should be required to develop and implement a Construction Noise Management Plan that identifies appropriate controls to mitigate noise impacts on sensitive receivers. This should include:</i> <i>- The identification of sensitive receivers;</i> <i>- Approved hours of construction work and work to be undertaken;</i> <i>- A description of all reasonable and feasible work practices that will be applied to minimise noise impacts; and</i> <i>- Methods of community consultation including notification and complaint handing.</i>	Noted. It is expected that this condition would be included as a development approval condition.
Water Quality Impacts – Construction and Operation		
8	<i>To minimise the impact of turbidity and any associated contaminants on water quality in Jones Bay, the construction methods should be limited to pile driving, and there should be no trenching in or dredging of the sediments of Jones Bay.</i>	Construction methods are limited to pile driving and no trenching in or dredging of the sediments of Jones Bay Wharf is proposed.
9	<i>Furthermore, the proponent should be required to install silt curtains and floating booms around the project site for the duration of the construction phase. These curtains should remain in place until the water quality inside the silt curtains returns to background turbidity levels in waters immediately outside the silt curtain.</i>	Noted. The requirement for a Construction Management Plan (CMP) to be prepared is included within the Statement of Commitments (Refer Part 5 of EA). It is expected that this condition would also be included as a development approval condition.
10	<i>All equipment associated with both construction and</i>	Noted. It is expected that this condition would be included as a development

	<i>operation of the project should be operated and maintained in a manner that minimises the potential for spills or leaks of oil or grease into Darling Harbour. The proponent should also be required to keep on site at all times equipment capable of responding to a worst case oil spill. All staff should be trained in the use of this equipment.</i>	approval condition.
Waste Management		
11	<i>DECCW notes that the sewage pump-out facility is a potential odour source from the site. The Qualitative Air Quality Assessment (AECOM, September 2010) at Appendix J has not formally assessed odour emissions, but notes that such emissions would be managed through a Waste Management Plan for the site. DECCW considers that the proponent should be required to develop and implement a detailed Waste Management Plan that, among other things, identifies appropriate controls to mitigate odour sources from the site.</i> <i>All wastes imported to or generated by the project should be assessed and managed in accordance with the Waste Classification Guidelines, Part 1: Classifying Waste (DECCW, 2008).</i> <i>All wastes generated from the project should be beneficially reused, recycled or directed to a waste facility lawfully permitted to accept the materials.</i>	The proposed sewage pump-out facility is to be designed and constructed in accordance with NSW Maritime's sewage pump-out specifications for marinas. A Waste Management Plan (WMP) is to be prepared, and is included within the Statement of Commitments (refer Part 5 of EA), which will include management procedures to mitigate all potential odour sources from the site. The WMP will be prepared in accordance with Waste Classification Guidelines, Part 1: Classifying Waste (DECCW, 2008). Noted. Noted. It is expected that this condition would be included as a development approval condition.
Heritage Branch of the Department of Planning		
Heritage		
12	<i>From a heritage perspective the major issue concerns the proliferation of floating mooring pontoons which will be added to the existing pontoons. The Harbour REP states that development should avoid proliferation of private boat storage facilities in and over waterways by ensuring that all such facilities satisfy a demonstrated demand and that boat storage facilities be as visually unobtrusive as possible.</i>	The Heritage Branch refer to the commercial marina as a public boat storage facility. The expanded commercial marina will predominately serve commercial vessels, providing 65 commercial berths. 8 public day use berths are also proposed in the south eastern corner of the eastern bay. As such, the proposal is not a public boat storage facility and is not required to be assessed as one under the Harbour REP. The eight public day use berths are located directly abutting the wharf, are restricted to small vessels only (up to max. of 15m), and do not result in any visual impacts (refer to

	<i>The Statement of Heritage Impact (SHI) concludes that the heritage values of the Jones Bay Wharf site are considerable. It then argues that the proposal will continue to support policies contained in the Conservation Management Plan (CMP) by fostering maritime related activities and that the new berthing facilities are supported by more specific policies in the CMP by strengthening the context, setting and use of the wharf. The SHI concludes that the impact on the wharf and its setting is acceptable. In addition, the visual assessment indicates that the proposed marina expansion would have an overall low impact on the visual character of the surrounding area.</i> <i>The HIS and visual assessment report both tend to down play the impacts from the proliferation of pontoons and boat moorings on the Wharf setting by giving more weight to the maritime use of the facility and its historic association with shipping/boating activities. While acknowledging the demand for these boat mooring facilities, there will be considerable impacts on the open waterway setting particularly on the eastern side of the Wharf leading to visual clutter when viewed from the north and the shoreline. The pontoons and moorings on the eastern side of the Wharf will essentially bring about the loss of the open water setting. The impact from the proposed extension on the western side of the Wharf on balance is acceptable. It is noteworthy that the 'Jones Bay Finger Wharf Conservation Plan' policies stipulate that the public domain must:</i> <i>a) 'provide a continuously accessible water front' and</i> <i>b) 'ensure vistas to major heritage items and reinforce views to the water'.</i> <i>The proposal therefore is considered to be not acceptable in its present form and should be revised to reduce the above mentioned impacts. The Heritage Branch recommends that:</i>	Figure 7 and 11 of the Addendum to the Visual Impact Assessment at Attachment B. Noted. Otto Cserhalmi and Partners Pty Ltd (OCP) have provided a detailed response to the Heritage Branch's concerns with the proposal. This response is provided by at Attachment B of the Response to Submissions. OCP raise no concern with the impact of the proposal on the heritage significance of the wharf and of the open water setting of Jones Bay. In terms of heritage impact, COP conclude that the proposal is considered to be reasonable and should therefore be approved.
--	---	--

	1. The pontoon extension on the west side of the Wharf be approved. 2. The pontoon extension on the eastern side be refused in its present form.	
Industry & Investment NSW (I&I NSW)		
Waste Management, Operations and Control of Activities		
13	Considering the provisions under the Fisheries Management Act 1994 and the Policy and Guidelines Aquatic Habitat Management and Fish Conservation 1999, the Department has no objections to these works as proposed provided that the 'Waste Management', 'Operations', 'Control of Activities', and 'Piling' measures within the draft statement of Commitments are implemented and included in any approval of these works.	Noted.
NSW Maritime		
General Matters		
14	The proposed lease boundary shown in Attachment C extends beyond what is required to facilitate this development and will alienate the use of the waterway around Darling Island to the east. This plan should be excluded from any approval (if granted) and the applicant should be advised to discuss leasing arrangements directly with NSW Maritime.	Further consultation has been carried out with NSW Maritime following the receipt of submissions. NSW Maritime requested that the lease boundary be reduced to the area that it is now proposed. The proposed lease boundary has been significantly reduced and is now limited to the extent of vessels when docked at the marina. The revised existing and proposed lease boundary plan is included at Attachment A. The amended lease boundary arrangement will not result in alienation of the use of the waterway around Darling Island to the east.
15	Page 47 of the EA makes provision for crew to reside aboard vessels if accommodation is available. Please note that this is contrary to NSW Maritime practice and will not be permitted under any subsequent lease granted.	The provision for crew to reside aboard vessels if accommodation is available has been removed from the proposal. The Statement of Commitments has been amended accordingly (refer Attachment D)
16	In respect to Appendix E of the EA, NSW Maritime has specifications with regard to the type and capacity of sewage pump out systems installed for marinas on Sydney Harbour (see attached). In order to achieve consistency with the	As discussed at item 11 above, the sewage pump-out facility is to be designed and constructed in accordance with NSW Maritime's sewage pump-out specifications. It is expected that this condition would be included as a development approval condition.

	<i>leasing process it is suggested that, if granted, the approval be conditioned to meet these specifications or, alternatively, just be subject to NSW Maritime requirements.</i>	
17	<i>The reference to 99 year lease over the water lots on page 1 is incorrect – the current lease over lot 3 DP 1050360 to Jones Bay Wharf Pty Limited is for a term of 20 years only (terminating 16 October 2026). The only 99 year leases are in respect of the strata plan on the wharf itself.</i>	Noted. The reference to a 99 year lease over the water lots on page 1 of the EA was a typographical error. The water lots are subject of a 20 year lease arrangement between NSW Maritime and Jones Bay Wharf Pty Limited which terminates 16 October 2026.
18	<i>Part 2.4.2 of the EA contains a description of the disabled access proposed on either side of the wharf. It is unclear as to what is proposed - for instance, is the machinery mobile or permanently installed in situ on both sides?</i>	As stated in Section 2.4.2 of the EA, if necessary the mechanical access device is operated by marine staff to assist people to the floating deck. This device is mobile and can be used to provide access on either side of the wharf.
City of Sydney		
General		
19	<i>No objection in principle is raised to the proposed expansion of the marina which is compatible with the historic use of the former wharf buildings. The City also supports the proposed improvements to pedestrian links between Jones Bay Wharf and Darling Island and the provision of public berthing facilities.</i>	Noted.
Noise		
20	<i>Concern is raised that the operational noise levels arising from the proposed development may not comply during the night time period. The submitted acoustic report states that the predicted operational noise levels exceed criteria at certain locations. Further consideration needs to be given to this matter to ensure complete compliance. This may involve reducing operating hours or limiting the hours of operation of certain size watercraft.</i>	Operational noise concerns have been addressed in Section 2.2 of the Response to Submissions.
21	<i>The City has received a number of complaints about noise coming from the wharf during the evenings, as groups of people wait for mini buses to collect them from outside the marina. As the proposal is for an intensification of the wharf</i>	No embarkation or disembarkation of passengers currently occur, or is proposed to occur, at the Jones Bay Wharf Marina. As such there will be no noise impact on nearby residential uses associated with groups of people leaving the Marina during the evening. Although it is noted that complaints

	<i>area it would be appropriate to provide a pick up and set down area within the marina, away from the residents on Pirrama Road.</i>	have been received in regard to people waiting for mini buses to collect them outside the marina, these people are not associated with the use of the marina.
Traffic		
22	<i>According to the Traffic and Pedestrian Management Plan vehicles larger than 8.8m are not permitted to enter the marina. Consequently the marina should be conditioned that coaches longer than this must not be used.</i>	Noted. It is expected that this condition would be included as a development approval condition.
23	<i>The existing Traffic and Pedestrian Management Plan must be reviewed and updated with any required amendments prior to the occupation of the new marina berths.</i>	Noted. It is expected that this condition would be included as a development approval condition.
24	<i>A Travel Plan to help manage travel demand should be provided. The City's Transport Strategy Unit can provide assistance with preparing the Plan.</i>	Noted. As stated in the Traffic Impact Study at Appendix F of the EA, a Work Place Travel Plan is to be prepared. It is expected that this condition would be included as a development approval condition. The Work Place Travel Plan will be developed in the initial stages of the operation of the expanded marina. The content of this Plan is outlined in the response to traffic concerns prepared by Colston Budd Hunt & Kafes Pty Ltd (CBHK) at Attachment B.
25	<i>The marina is not currently used to pick up passengers or crew as all charter vessels pick up all their passengers and crew in other locations. With the expansion of the marina, this must be maintained.</i>	This statement is not entirely correct. Some of the crew currently board vessels at the marina and all of the passengers are picked up and dropped off at alternative locations in accordance with the current approval (refer Appendix Q of the EA). This arrangement is proposed to continue as provided the Statement of Commitments (refer Part 5 of the EA) which provides that "embarkation and disembarkation of charter vessel passengers will be prohibited at the facility". The Traffic Impact Study at Appendix F of the EA and CBHK's response to submissions at Attachment B has been prepared based on an increase in the employee workforce of some 70% and has concluded that there is sufficient off-street parking to accommodate the anticipated increase in demand for parking.
View Impacts		
26	<i>To mitigate potential cumulative negative impacts of the proposal on views from the Jones Bay Wharf and to and from Sydney Harbour, the detailed design of the proposal should enhance the historical marine character of the</i>	Noted. It is expected that this condition would be included as a development approval condition.

	<i>existing heritage items.</i> <i>The proposed boardwalk should utilise hardwoods of large cross section area to providing a contrast with the concrete platforms around Darling Island.</i>	
Public Access to the Foreshore		
27	<i>To mitigate the potential cumulative impacts of the proposal, a high level of design must be achieved to enhance the experience of the public in utilising the access way. This access should be maintained 24 hours a day.</i>	Noted. It is expected that this condition would be included as a development approval condition.
Interpretation		
28	<i>The Interpretation Strategy should be further developed to explain the history of the entirety of Jones Bay in a holistic manner and provide interpretation around all publically accessible areas of the Darling island and Jones Bay.</i> <i>Specifically the strategy should provide a link to the interpretation on properties owned by the City of Sydney. The existing Interpretation Room in Jones Bay Wharves should be upgraded to encourage increased public access.</i>	Noted. It is expected that this condition would be included as a development approval condition.
Signage		
29	<i>A signage strategy should be developed utilising the City of Sydney Signage and Advertising Structures DCP 2005 as a guideline, particularly in relation to impacts on heritage items, and in consultation with the City of Sydney and the NSW Heritage Branch.</i> <i>Illumination must be kept to a minimum and signage be of a high quality materials and graphic design, and recessive in nature.</i>	The proposed development does not propose any signage. A signage strategy currently exists for Jones Bay Wharf and therefore a signage strategy should not be required.
Lighting		
30	<i>All lighting must be designed to minimised lighting disturbance to the character and setting of the heritage items surrounding Jones Bay.</i>	Pedestal lighting is proposed and will be in accordance with the Ecologically Sustainable Design Report at Appendix I of the EA. Disturbance on the character and setting of Jones Bay will be minimised through providing:

		- maximum pedestal lighting fixture spacing as required to provide sufficient lighting, - light diffusers and glare shields to minimise light spill outside the required illumination areas, and - sensors and/or times to control lighting.
31	<i>Potential disturbance of archaeological resources</i> <i>An archaeological assessment should be undertaken prior to commencement of excavation works, and any potential identified, should be managed according to the terms of the NSW Heritage Act 1977 and the National Parks and Wildlife Act 1974.</i>	The proposed excavation works are very minor being limited to the installation and connection of a 15,000L in-ground sewer holding tank. The Jones Bay Wharf site was remediated during the redevelopment of the site, as such the site is highly disturbed. Given the minor scale of the excavation works and the highly disturbed nature of the excavation site, an archaeological assessment should not be required to be undertaken, but it would be reasonable to include the following statement as a condition of the development approval: <i>“Should any potential archaeological deposit likely to contain Aboriginal artefacts be identified by any person during the planning or historical assessment stage, application must be made by a suitably qualified archaeologist to the Department of Environment and Climate Change for an excavation permit for Aboriginal relics.”</i>
Maintenance of Jones Bay Wharf		
32	<i>A Heritage Asset Inspection and Maintenance Plan should be developed to provide management with a high level of technical advice and guidance as to appropriate conservation techniques, suppliers, heritage consultants and tradespeople and the appropriate cycle length of inspection for each element. The Heritage Asset Inspection and Maintenance Plan should be developed according to the NSW Heritage Branch Guidelines</i>	Jones Bay Wharf is currently subject of an approved Conservation Management Plan (CMP) dated August 2003 which was submitted with the EA documentation. As such it is considered that a Heritage Asset Inspection and Maintenance Plan should not be required.
Conditions of Consent		
33	<i>Prior to a Construction Certificate being issued the owner of the site must provide a bank guarantee for the sum to be determined based on the City of Sydney's Schedule of Fees and Charges as security for rectification of any damage to the public way.</i>	Noted. It is expected that this condition would be included as a development approval condition.

	<i>Note: The bank guarantee required by this condition does not need to be provided if a separate bank guarantee is lodged as part of an approval for a hoarding over the public way. However neither bank guarantee will be released until all development works are complete to the satisfaction of the City, including rectification of damage to the public way. You should contact Council to determine the bank guarantee amount prior to payment.</i>	
34	<i>The adjacent boardwalk identified in the planning assessment report is to be constructed as part of this project. Detailed plans, drawn to scale, by a suitably qualified consultant, must be submitted to and approved by Council prior to a Construction Certificate being issued. The plan must include:</i> <i>(i) Location of existing and proposed structures on the site including bulkheads and services (if applicable);</i> <i>(ii) Structural details including timber members, fixings and fittings, lighting and handrails (if applicable); and</i> <i>(iii) Impact on any heritage listed item such as existing wharf.</i> <i>The boardwalk in the approved plan is to be completed prior to an Occupation Certificate being issued or the use commencing, whichever is earlier.</i> <i>Prior to a Construction Certificate being issued, a maintenance plan is to be submitted for approval of the Certifying Authority and be complied with during occupation of the property.</i> <i>Certification of slip resistance, safety and accessibility of boardwalk by a suitably qualified access consultant is to be confirmed prior to Occupation Certificate being issued or the use commencing, whichever is earlier.</i>	It is considered that the requirement to construct the boardwalk at any time prior to operation of the marina is restrictive given that a continuous foreshore promenade between Jones Bay Wharf and the existing foreshore promenade in front of 3 Darling Island Road is dependant on the construction of an adjacent section of foreshore promenade being included as part of the redevelopment of the adjoining site to the east. Ongoing consultation has been undertaken with the owners of the Revy site to the east in this regard. It is therefore unreasonable to require the boardwalk to be completed prior to an Occupation Certificate being issued or the use commencing.

Public Submissions		
Heritage		
35	<i>The impact on views to the heritage wharf</i>	Refer to detailed response provided by Otto Cserhalmi and Partners Pty Ltd at Attachment B of the Response to Submissions.
Traffic and Parking		
36	<i>The Traffic Impact Study does not take into account nearby restaurants and Doltone House.</i>	Refer to detailed response provided by Colston, Budd, Hunt and Kafes Pty Ltd (CBHK) at Attachment B of the Response to Submissions.
37	<i>The Traffic Impact Study does not take into account parking demand generated from vessel owners and guests.</i>	Vessel owners are included within the Traffic Impact Study at Appendix F of the EA as employee population. Guests will not be permitted to embark or disembark at Jones Bay Wharf.
38	<i>Insufficient parking provided on site and parking within the surrounding area is already at capacity.</i>	Refer to detailed response provided by CBHK at Attachment B of the Response to Submissions.
39	<i>Traffic is currently congested during peak times on Pirrama Road.</i>	Refer to detailed response provided by CBHK at Attachment B and Section 2.1 of the Response to Submissions.
40	<i>The proposal may result in vehicle/pedestrian conflict on wharf apron.</i>	An existing approved Traffic and Pedestrian Management Plan is currently in place for the wharf apron and is to be continued with the expanded marina. The Traffic Impact Study has assessed access and servicing arrangements and considers these to be appropriate.
41	<i>Public transport strategy should be required.</i>	Noted. As stated in the Traffic Impact Study at Appendix F of the EA, a Work Place Travel Plan is to be prepared. It is expected that this condition would be included as a development approval condition. Content of the Workplace Travel Plan is outlined in CBHK's response to submissions at Attachment B.
42	<i>Parking on the promenade for some 10 temporary servicing vehicles requires the consent of the owners.</i>	Non-formalised temporary parking for approximately 10-12 service vehicles for the provisioning of vessels is currently located on the wharf in accordance with the Traffic and Pedestrian Management Plan and the current strata arrangement. It is proposed to further detail the above arrangements to provide a total of 12 marked service or loading bays, located adjacent to each of the marina access ramps. Access to these bay is to be controlled by the existing Wharf management staff and signage on

		these bays is to clearly state that parking is only permitted for a maximum of 30mins (subject to the proposed exceptions listed below). Authority is to be given security staff to police these restrictions in the manner described above.
Noise		
43	<i>Residential properties to the east of Jones Bay Wharf will be impacted by noise associated with vessels entering and exiting the marina, revving of engines, removal of garbage, loud music, parties, passenger setdown, vessel maintenance crews, and loading and unloading of vessels.</i>	Operational noise concerns have been addressed in detail at Section 2.2 to the Response to Submission.
44	<i>Current occupiers of the wharf will be impacted by noise.</i>	Operational noise concerns have been addressed in detail at Section 2.2 to the Response to Submission.
Air Pollution		
45	<i>The Air Quality Assessment Report does not identify residential properties on Darling Island as sensitive receptors.</i>	Further assessment has been carried out which includes the residential properties on Darling Island. Refer to response provided by Aecom at Attachment B.
46	<i>Management of 'potential' odour sources.</i>	This has been addressed in the to Air Quality Assessment Report and Aecom's response to submissions at Attachment B.
Visual Impact		
47	<i>The Visual Impact Assessment has not assessed the impact of the proposal at full capacity of the marina.</i>	The photomontages prepared, with some of the berths vacant, were provided to show the likely scenario at any one time, given that the marina is predominately for commercial working vessels and some berths are likely to be in between leasing arrangement. Nonetheless, the photomontages have been revised and these have been assessed at Attachment B. The findings from this assessment has concluded that the impact on views at full capacity remain consistent with the original findings within the Visual Impact Assessment (VIA) submitted with the EA and that the proposal will not result in any adverse visual impacts.
48	<i>The photomontages do not show all of the proposed marina extension on the eastern side of Jones Bay Wharf.</i>	The photomontages are an accurate representation of the marina from important view locations in the area. Six (6) additional montages have been prepared from other locations. In discussions with the Department of Planning these locations were agreed to be the locations where the potential

		for visual impact is greatest. Refer Attachment B.
49	<i>Proposal results in a change from an open bay area to a cluttered boat mooring.</i>	This has been addressed within the VIA submitted with the EA, the addendum to the VIA at Attachment B, and in terms of heritage, by Otto Cserhalmi and Partners Pty Ltd also at Attachment B.
50	<i>Impacts from vessel heights and scale</i>	The impact of vessel height and scale is considered in the VIA submitted with the EA, the addendum to the VIA at Attachment B, and in terms of heritage, by Otto Cserhalmi and Partners Pty Ltd also at Attachment B.
51	<i>Reduction of views to and from the harbour.</i>	This has been addressed within the VIA submitted with the EA and the addendum to the VIA at Attachment B.
Loss of Amenity		
52	<i>The proposal will diminish the existing amenity of the area.</i>	The existing amenity of Jones Bay is characterised by commercial and residential developments and a working waterfront. As a working waterfront it is expected that boats would be located along the foreshore. The proposal will maintain the existing and expected uses of the area. Prominent views to and from the harbour from residential properties and the public domain are maintained as addressed in the VIA at Appendix N of the EA and throughout this response to submissions. Concerns regarding potential noise and traffic generated from the expansion have been addressed at Section 2.1 and 2.2 of the Response to Submissions.
Utilisation of Jones Bay		
53	<i>The EA states that the bay is currently "underutilised" when the area is currently and regularly used by members of the public for fishing, boating activities and as an area of public open space.</i>	It is noted that parts of the bay are currently utilised by the public for boating activities and fishing, and is considered an area of public open space. The expansion of the marina provides 8 additional berths for short term public use maintaining some of the public use of the proposed marina area. As detailed in response to Item 14 above, the proposed lease boundary has been amended and a reduced lease area is now proposed. It is also important to note the in conjunction with this proposal is the deletion of a significant portion of lease area currently located at the northern end of Jones Bay Wharf. The layout of the marina allows for small fishing craft to manoeuvre around the pontoon structures and berth areas. As stated in the Aquatic Ecology Assessment at Appendix H of the EA, in terms of aquatic ecology the proposal will have a net beneficial impact as more habitat area for the

		support of marine vegetation will be created by the proposal. This is likely to attract more fish to the area. The proposal allows for greater utilisation of the bay areas whilst still allowing most of the western bay and approximately 1/3 of the eastern bay to remain as open space.
Loss of Privacy		
54	<i>Impact on privacy of residential properties on Darling Island has not been addressed.</i>	Impact on privacy is expected to be minor or negligible. The closest vessel is approximately 40m from the closest residential apartments located at 3 Darling Island Road. When moving in and out of the eastern bay, vessels will be between 8m and 50m away from the closest apartment, however it is most likely that these vessels will use the centre of the channel which is approximately 25m from the building at 3 Darling Island Road. The acceptable separation distance between buildings facing each other is generally 12m up to the fourth storey. As such the 25m distance between the centre of the channel and the nearest residential apartment is acceptable and impacts on privacy will be minor or negligible. The following should also be considered when considering the impact on the privacy of residential uses as a result of the proposed marina expansion: - public open space separates the marina and residential developments, - a pedestrian promenade is located around the waters edge of the apartments at 3 Darling Island Road and therefore apartments at the ground floor level are already overlooked, - vessels will be moving and therefore any potential overlooking will not be from a static vessel in the channel, and - vessels can currently manoeuvre close to the apartments (within approximately 8m) at 3 Darling Island Road.
Proposed continuation of the boardwalk		
55	<i>Public benefit of proposed extension of boardwalk does not outweigh overall impact of proposal</i>	The extension of the public boardwalk is considered to be a good public benefit as pedestrians currently using the promenade and boardwalk between Jones Bay Wharf and Darling Island currently have to walk around

		a number of buildings and along Pirrama Road. Further public benefits include the removal of the lease area at the northern end of the wharf and the inclusion of 8 public day use berths at the south eastern end of the wharf. A thorough assessment of the environmental impacts associated with the proposed marina expansion has been undertaken in the EA and has concluded that environmental impacts will be minimal.
Project Justification		
56	<i>Justification of the need for additional commercial berths within Sydney Harbour is not valid.</i>	As stated at Section 4.5 of the EA, the proposal seeks to provide additional commercial vessel berthage which will be priced to suit the commercial market. Existing marina vacancies within Sydney Harbour are generally priced to suit a privately owned market. It is important for the NSW economy and maritime industry to ensure that commercial vessels have adequate facilities on Sydney Harbour. The Sydney Harbour Association supports the expansion of the marina in the proposed location, as provided in their submission received during the exhibition period dated 30 November 2010.
Public Interest		
57	<i>Proposal is not in the public interest and is contrary to Clause 2(2) of the Harbour REP which states:</i> <i>(a) Sydney Harbour is to be recognised as a public resource, owned by the public, to be protected for the public interest.</i> <i>(b) The public interest has precedence over the private interest whenever and whatever change is proposed for Sydney Harbour or its foreshores.</i>	As addressed in the EA, the proposal serves the public interest through its consistency with the relevant environmental planning instruments, and only beneficial environmental, social and economic impacts. The proposal also includes a number of public benefits including: - the extension of the boardwalk, - the deletion of the lease area at the northern end of the wharf, - the provision of eight (8) additional public day berthing facilities, and - increasing the number of berths for commercial operators who provide opportunities for the public to access the harbour. The proposal provides better utilisation of the eastern and western bays in a working harbour location whilst still allowing a significant amount of the bay to be accessed by the public and not affecting public access and space on the waterfront areas. It is advantageous from an environmental planning perspective to optimise an existing facility, rather than develop a new facility.

		It is in the public interest for the whole of Sydney to accommodate the demand for commercial maritime operators which will provide positive benefits to the local economy and beyond. As detailed in the Visual Impact Assessment prepared by RPS, important public views to and from the harbour are maintained with only minimal impact. It is concluded that the proposal is in the public interest and therefore meets Clause 2(2) of the Harbour REP.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005		
58	<i>The proposal does not consider the provisions of the Harbour SREP and DCP which are required to be taken into consideration, including the “aims” of the SREP.</i>	The relevant aims of the Harbour REP are as follows: • <i>to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained:</i> - <i>as an outstanding natural asset, and</i> - <i>as a public asset of national and heritage significance,</i> • <i>for existing and future generations,</i> • <i>to ensure a healthy, sustainable environment on land and water,</i> • <i>to achieve a high quality and ecologically sustainable urban environment,</i> • <i>to ensure a prosperous working harbour and an effective transport corridor,</i> • <i>to encourage a culturally rich and vibrant place for people,</i> • <i>to ensure accessibility to and along Sydney Harbour and its foreshores,</i> • <i>to ensure the protection, maintenance and rehabilitation of watercourses, wetlands, riparian lands, remnant vegetation and ecological connectivity,</i> Response The proposal is consistent with the aims of the Harbour REP as it will

		support the maritime industry within Sydney Harbour in a working waterfront location. The Environmental Assessment of the proposal has included detailed specialist studies including noise, air and odour, traffic, visual impact, ecological, and heritage. These studies have confirmed that the proposal will not result in any adverse environmental impacts. The proposal will increase maritime activity in a designated working waterfront area adding to the vibrancy of the inner city location. The proposal maintains pedestrian access around the Jones Bay Wharf foreshore promenade and is likely to provide increased opportunities for the public to access the harbour through commercial vessel operators. As such, the proposal is consistent with and supports the aims of the Harbour REP.
59	<i>The proposal is inconsistent with Clause 27 of the Harbour SREP.</i>	Clause 27 of the Harbour REP is addressed at Section 3.2.3 of the EA. In addition, it is noted that the proposal involves only a small amount of berths for public day use. The mix of berths proposed is in response to the current demand of commercial and public berth facilities within the Harbour and the working waterfront location. The private berths will remain available to the public for day use only. Bookings are to be made with the marina manager prior to docking. 8 out of the 33 additional berths proposed are for public use and therefore the reference to proliferation of private boat storage facilities (Clause 27 (d)) is not relevant.
60	<i>The proposal is inconsistent with Section 4 of the Harbour DCP.</i>	Clause 4.2 of the Harbour DCP is addressed at Section 3.2.4 of the EA. In addition, the marina is located within an identified working waterfront area within the Sharing Sydney Harbour Regional Action Plan. Since 2000, it has always been State policy to protect the working waterfront in Sydney. Nonetheless, the proposal maintains public access to the waterway as discussed in Item 53 above. In response to the submissions, the proposed leased boundary has been reduced to maximise the amount of public waterway surrounding the marina (refer Item 14).
Equity of Access		
61	<i>The proposal does not allow for residents of 3 Darling Island to seek approval in the future for boats to moor along side their property.</i>	The site has been identified by the State Government policy as a maritime precinct for working waterfront since 2000 (refer Sharing Sydney Harbour – Regional Action Plan). One of the key principles to maintain working harbour uses is that non water-dependant developments must not cause the exclusions of water-dependant activities. Land owners consent was received from NSW Maritime who are the title holders of the Sydney Harbour prior to

		lodgement of the EA.
Scale of the Proposed Development		
62	<i>The marina will dominate the bay and diminish the existing amenity of the area.</i>	It is acknowledged that the expansion of the marina will result in a change in the area of water covered by the marina of the bays on the eastern and western side of Jones Bay Wharf. The visual impact of this has been addressed in the VIA at Appendix N of the EA and in the Addendum to the VIA at Attachment B.
63	<i>The proposal results in a significant intensification of the existing marina</i>	The proposal represents an increase in vessels by approximately 46%. The EA has assessed the proposal accordingly and has concluded that the proposal is an appropriate development in its location and in regard to its purpose.
Location of the Proposed Development		
64	<i>The location of the expanded marina should be on the western side of Jones Bay Wharf rather than the eastern side.</i>	The layout of the proposed marina is a result of extensive consultation with NSW Maritime who are the title holders of the waterway. The eastern side of the wharf is generally underutilised given the working maritime nature of Jones Bay Wharf and from an urban planning perspective will benefit from increased activity on this side of the wharf.
Water Safety		
65	<i>Water safety will be lessened as a result of narrowing of the waterway on the eastern side of Jones Bay Wharf.</i>	The proposal provides a minimum fairway width of 1.5 x vessel length within the bay on the eastern side of Jones Bay Wharf. This is considered sufficient to address safety concerns within the waterway.
Waste Management		
66	<i>Waste management within the currently not sufficient and will be further</i>	The Statement of Commitments (refer Section 5 of the EA) includes that a Waste Management Plan will be prepared to ensure that suitable waste management processes and waste storage areas that support the principles of waste avoidance, reuse and recycling are incorporated into the operation of the marina. As such, the proposal will not result in any waste management issues.
Pollution and Ecology		
67	<i>Risk of concentrated spillage of fuel, bilge water and rubbish</i>	Potential for spillage of fuel, bilge water and rubbish associated with commercial practices will continue to be managed in accordance with an

	<i>associated with commercial practices.</i>	Operational Management Plan. This has been updated to reflect the proposed marina expansion. Refer Appendix H of the EA.
68	<i>Increase number of vessels with propeller and jet action will disturb the aquatic inhabitants and the structure of their assemblage on and around the existing Jones Bay Wharf.</i>	Potential impact from propeller and jet wash has been considered within of the Aquatic Ecology Assessment at Appendix H of the EA which concluded that the depths of the bay are more than adequate to prevent impact on seabed sediments and are therefore not likely to disturb aquatic inhabitants or the structure of their assemblage. Any potential impacts are likely to be minor and short term and the proposal will have a net beneficial impact as more habitat for marine area for the support of marine vegetation will be created by the proposal.
69	<i>Impact from anti-fouling paints used on the underside of the vessels within a confined bay.</i>	There is low potential for build up of anti-fouling paint derived pollutants in the waters of Jones Bay arising from the increased volume of vessels in the marina due to the depth of the bay. This is addressed in Aquatic Ecology Assessment at Appendix H of the EA.
Security and Management		
70	<i>Access to the Marina is unmanaged and security and management is unsatisfactory.</i>	The proposed security and management measures are detailed at Section 2.5, Section 5 and Appendix G of the EA. Access is via security gates located at each end of the gangway access ramps. These measures ensure that access to the Marina is managed appropriately.
Sewerage Pump-out		
71	<i>Increase in number of berths would significantly increase the number of sewerage pump out operations and risk in pollution.</i>	The expanded marina will contain one centrally located sewage pump-out facility. A holding tank and pump sets will be located below the existing wharf apron with suction piping reticulated around the apron providing connection points from where extension lines can be taken to each vessel. In accordance with the Operational Management Plan the sewerage pump out facilities will only be operated by trained marina staff.
Size of Berths Proposed		
72	<i>Layout of marina should allow for a greater number of vessels over 15m in length and should allow vessels to moor at right angles to the wharf.</i>	The expanded marina will accommodate 42 vessels over 15m in length representing 57% of the marina. A number of these berths are oriented at right angles to the wharf on both the eastern and western side. The proposed vessel sizes proposed are based on what is understood to be the current demand for vessel berths. If the demand was to change in the future,

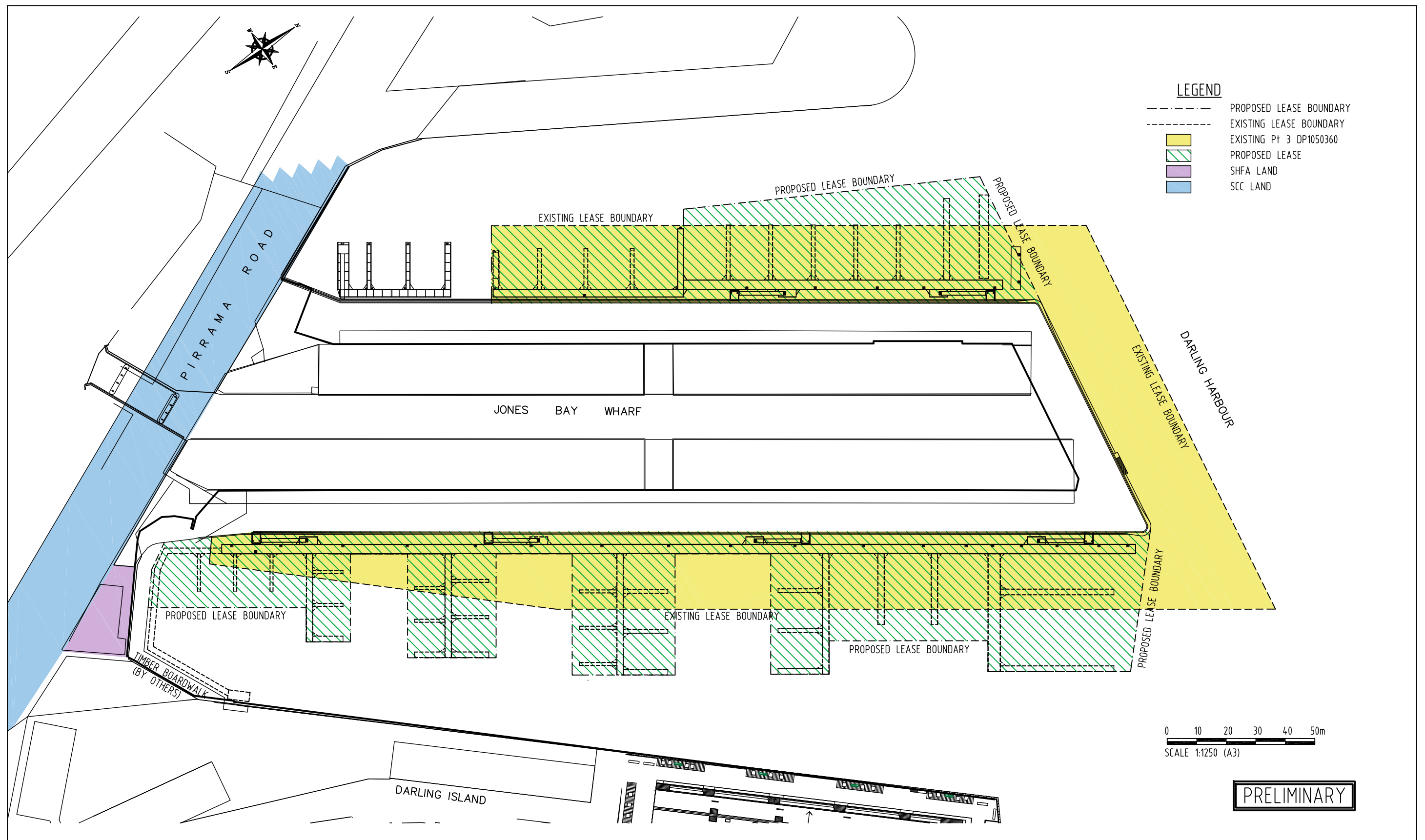
		a modification to the layout of the marina would be sought.
Staff numbers not quantified		
73	<i>The EA states that staff numbers are not quantifiable. Lack of information is a concern relating to the issue of traffic.</i>	The estimated number of vessel staff and potential traffic impacts is discussed in detail within Section 3.5 and at Appendix F of the EA. Additional parking studies were carried out following the receipt of submissions. These are included at Attachment B of the Response to Submissions.
Consultation Process		
74	<i>The consultation plan has not adequately addressed local community consultation.</i>	Throughout the life of the project there has been extensive consultation with - the Owner's Corporation of Jones Bay Wharf, - NSW Maritime, and - the owners of the REVY development. The statutory exhibition as part of the Part 3A Project Application process has also now been completed and the stakeholder and community concerns about the proposed development are now well understood. In light of this, the community consultation program has been amended and will proceed as follows: - community newsletter inviting nearby residents to a community open day to sent to nearby residents, - website to be developed to allow the community to provide feedback on the development via an online questionnaire - community open day to take place at Jones Bay Wharf on the 6 March 2011, - consultation report to be prepared soon after the online questionnaire is complete and submitted to the Department of Planning for consideration.
Public Access and Proposed Boardwalk		
75	<i>Improved public access to the wharf has not been addressed.</i>	The proposal does not reduce access to any part of the wharf.
76	<i>The proposal will reduce access to the Harbour apart from private clients of charter boats.</i>	Refer to item 57 above.

77	<i>Concerned that the proposed boardwalk extension will give access to pontoon/boats.</i>	The proposed pontoon abutting the boardwalk extension at the southern end of the eastern bay has been deleted. The level difference between the boardwalk and the water is illustrated in a section drawing at Attachment C. This section drawing demonstrates that vessels will not be able to moor against the boardwalk.
----	---	---



ATTACHMENT B

Revised Plans and Section



NOTES:

1. ALL DIMENSIONS ARE SHOWN IN METRES.

International Marina Consultants

Consultants to the Marina Industry.

International Marina
Consultants Pty. Ltd.
A.C.N. 079 905 481

473 Annerley Road
ANNERLEY QLD 4103
AUSTRALIA
Phone (07)38925711
Fax (07)38925611
Email : imc@imc-marinas.com

Client:
TOGA GROUP

Project:
JONES BAY MARINA
EXPANSION

Title:
EXISTING AND PROPOSED
LEASE BOUNDARIES

Revision:
A 5/05/09 PROPOSED LEASE BOUNDARIES REVISED
B 6/05/09 PROPOSED LEASE BOUNDARIES REVISED
C 13/05/09 BOARDWALK & PONTOON WALKWAY
LEASE BOUNDARY REVISED
D 15/05/09 BASE MOVED TO MGA ZONE 56
COORDINATES
E 29/05/09 BASE COORDINATES CHANGED TO
METRES
F 2/06/09 LEASE BOUNDARIES DEFINED
G 13/08/09 REDUCED OUTER LEASE BOUNDARY

 This plan is copyright and cannot
be used or reproduced without
the written permission of
International Marina Consultants

Date: 28/04/2009

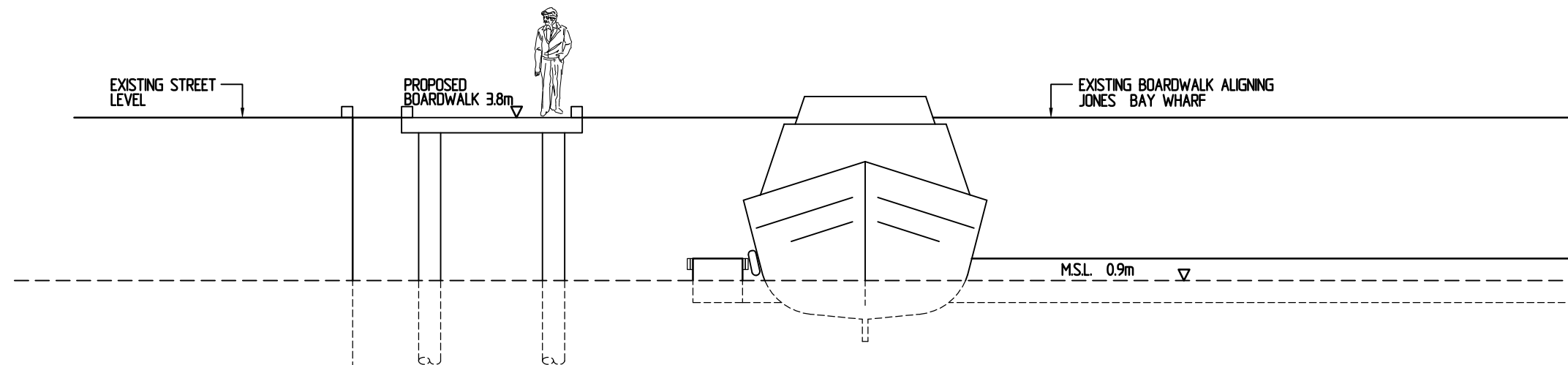
Drawing No.: 3671-02/G

Scale: 1:1250 (A3)

Drawn By: W.L.

Designed By:

Approved By:



SECTION
SCALE 1 : 100

A
01

PRELIMINARY

	International Marina Consultants Consultants to the Marina Industry. International Marina Consultants Pty. Ltd. A.C.N. 079 905 481 473 Annerley Road ANNERLEY QLD 4103 AUSTRALIA Phone (07)38925711 Fax (07)38925611 Email : imc@imc-marinas.com	Client: TOGA GROUP	Title: BOARDWALK SECTION	Revision: A 8/02/11 GENERAL REVISION	Date: 8/02/2011
		Drawing No.: 3671-06/A			
		Scale: 1:100 (A3)			
		Drawn By: W.L.			
		Designed By:			
		Project: JONES BAY MARINA EXPANSION		© This plan is copyright and cannot be used or reproduced without the written permission of International Marina Consultants	Approved By:



ATTACHMENT C

Specialist Consultant Reports



Addendum to Visual Impact Assessment

Response to Submissions February 2011

Prepared by:

RPS

Level 12

92 Pitt Street

SYDNEY NSW 2000

T: +61 2 8270 8300

F: +61 2 8270 8399

E: sydney@rpsgroup.com.au

W: rpsgroup.com.au

Prepared for:

Jones Bay Wharf Development No.27

Report No: **MA08240**

Version/Date: **RevA/16 February 2011**

DISCLAIMERS “IMPORTANT NOTE”

Apart from fair dealing for the purposes of private study, research, criticism, or review as permitted under the Copyright Act, no part of this report, its attachments or appendices may be reproduced by any process without the written consent of RPS Australia East Pty Ltd. All enquiries should be directed to RPS Australia East Pty Ltd.

We have prepared this report for the sole purposes of Toga Developments No 27 Pty Ltd (“**Client**”) for the specific purpose of an addendum to a Visual Impact Assessment (“**Purpose**”). This report is strictly limited to the Purpose and the facts and matters stated in it and does not apply directly or indirectly and will not be used for any other application, purpose, use or matter.

In preparing this report we have made certain assumptions. We have assumed that all information and documents provided to us by the Client or as a result of a specific request or enquiry were complete, accurate and up-to-date. Where we have obtained information from a government register or database, we have assumed that the information is accurate. Where an assumption has been made, we have not made any independent investigations with respect to the matters the subject of that assumption. We are not aware of any reason why any of the assumptions are incorrect.

This report is presented without the assumption of a duty of care to any other person (other than the Client) (“**Third Party**”). The report may not contain sufficient information for the purposes of a Third Party or for other uses. Without the prior written consent of RPS Australia East Pty Ltd:

- a) this report may not be relied on by a Third Party; and
- b) RPS Australia East Pty Ltd will not be liable to a Third Party for any loss, damage, liability or claim arising out of or incidental to a Third Party publishing, using or relying on the facts, content, opinions or subject matter contained in this report.

If a Third Party uses or relies on the facts, content, opinions or subject matter contained in this report with or without the consent of RPS Australia East Pty Ltd, RPS Australia East Pty Ltd disclaims all risk and the Third Party assumes all risk and releases and indemnifies and agrees to keep indemnified RPS Australia East Pty Ltd from any loss, damage, claim or liability arising directly or indirectly from the use of or reliance on this report.

In this note, a reference to loss and damage includes past and prospective economic loss, loss of profits, damage to property, injury to any person (including death) costs and expenses incurred in taking measures to prevent, mitigate or rectify any harm, loss of opportunity, legal costs, compensation, interest and any other direct, indirect, consequential or financial or other loss.

Contents

1	INTRODUCTION	1
2	SUBMISSIONS	1
3	ADDITIONAL PHOTOMONTAGES	1
4	VISUAL IMPACT OF THE PROPOSAL	3
4.1	View 01	3
4.2	View 02	4
4.3	View 03	5
4.4	View 04	7
4.5	View 05	8
4.6	View 06	9
4.7	View 07	10
4.8	View 08	11
4.9	View 09	12
4.10	View 10	13
5	VISUAL ASSESSMENT MATRIX	14
6	CUMULATIVE IMPACT	16
7	CONCLUSION	16

1 Introduction

This report has been prepared as an addendum to the Visual Impact Assessment (VIA) dated 7 September 2010, prepared by RPS and submitted to the Department of Planning in September 2010 as part of the Project Application for the Jones Bay Wharf Commercial Marina expansion. It has been prepared in response to the submissions received during the exhibition period and should be read in conjunction with the VIA submitted with the Project Application.

The primary objective of the visual assessment is to determine the visual impacts of the proposed development on the surrounding public domain, waterway, and residential and commercial developments.

2 Submissions

Submissions relating to the visual impact of the proposed development were generally concerned with:

- views from residential apartments and the public domain to the Sydney Harbour,
- (heritage) views to the wharf from residential apartments and the public domain,
- views from the commercial tenancies to Sydney Harbour, and
- impact on the open waterway setting of the bay east of Jones Bay Wharf.

The impacts on heritage views to the wharf are addressed separately by OCP Architects P/L in their report provided as Attachment B of the Response to Submissions.

The VIA included photomontages that represented the anticipated occupancy of the commercial marina during the day. This illustrated vacant berths from commercial vessel operators who work throughout the day and the natural variance in berth vacancies. However to assess and understand the maximum visual impact, this addendum includes images with 100% occupancy of the commercial marina.

In response to the submissions received the following work has been completed:

- Six (6) photomontages have been prepared from 6 additional view points showing the proposed commercial marina at full occupancy.
- Four (4) of the photomontages submitted with the EA have been amended to show full occupancy of the Commercial marina.

The following sections provide a detailed discussion of the additional views and an assessment of the visual impact of the proposal based on the 10 views.

3 Additional Photomontages

The view locations of the additional 6 photomontages were selected following consultation with the Department of Planning. In addition to Views 1-4 previously analysed in the VIA, these view locations were agreed to be the locations where the potential for visual impact is greatest. The view locations are described below and illustrated Figure 1.

- View 05 – Looking north east from the edge of the public foreshore promenade across the western side of Jones Bay and in front of residential apartments adjacent to Pirrama Road.
- View 06 – Looking south towards Pirrama Road from the public foreshore promenade at the north eastern end of Jones Bay Wharf
- View 07 – Looking north east from in front of residential apartments on Pirrama Road.
- View 08 – Looking north from the elevated public park above Pirrama Road across the eastern side of the

bay.

- View 09 – Looking north east from the public foreshore promenade adjacent to Pirrama Road.
- View 10 – Looking south west towards Pirrama Road and across the eastern side of Jones Bay from the public foreshore promenade located on the north western tip of Darling Island.



Figure 1 - View Locations

The RLs indicated in Figure 1 are an estimate.

4 Visual Impact of the Proposal

This section provides an assessment of the visual impact based on the amended photomontages (Views 01 – 04) illustrating full capacity of the commercial marina and the additional photomontages (Views 5-10) from the additional view locations, also illustrating full capacity.

The impact on Views 01 to 04 when the proposed expanded commercial marina is below capacity has previously been assessed in the VIA submitted with the project application. Overall the VIA concluded that the proposed commercial marina expansion would have an overall low impact on the visual character of the surrounding area. As such only the additional impact of the commercial marina at full capacity is discussed for these views.

4.1 View 01

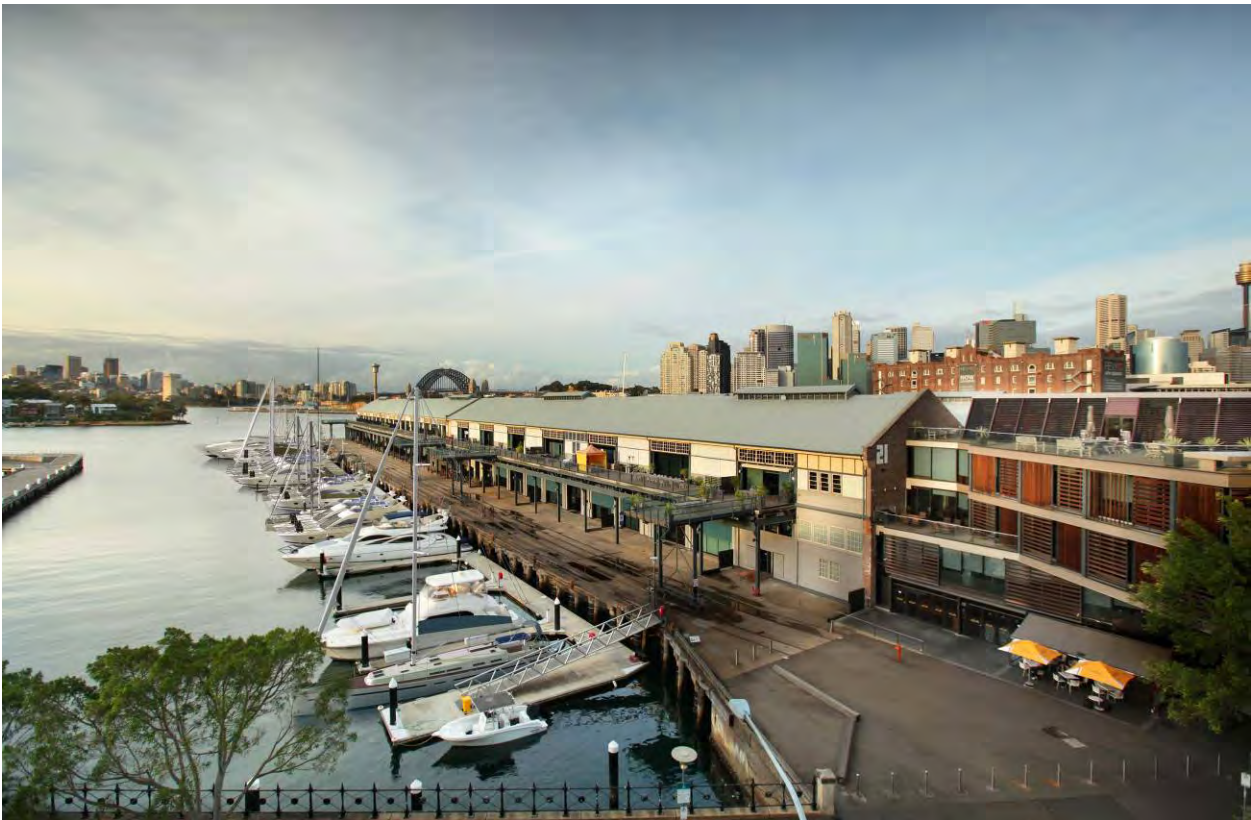


Figure 2 - View 01 from cliff above Pirrama Road

The commercial marina at full capacity does not result in any significant change or additional impacts on views from this location.

4.2 View 02



Figure 3 - View 02 from cliff (James Watkinson Reserve) above Pirrama Road

Consistent with the findings of the proposed View 2 in the VIA, the photomontage shows that the Commercial marina at full capacity would result in a coverage of approximately 2/3 of the bay on the eastern side of the wharf. The current marina approval allows vessels to occupy approximately 1/4 of the bay and therefore the current proposal represents a moderate change in the open aspect of the bay from this view location. The impact of this change is considered to be minor for the following reasons:

- the views over the top of the commercial marina to North Sydney and the Sydney Harbour bridge are unaffected
- open water beyond the commercial marina remains visible
- it is expected that vessels would be viewed in a working waterfront location
- it is consistent with the bays long association with commercial maritime activities.

4.3 View 03



Figure 4 - View 03 from foreshore promenade on western side of Darling Island

The commercial marina at full capacity results in very minor additional impacts on views from this location.

Apart from the extent of the existing lease boundary, there are currently no restrictions on the size of vessels that can moor alongside the wharf. Existing views to the wharf from Darling Island are therefore dependant on the size of vessels moored alongside the wharf at the time. As demonstrated in Figure 5 below this can result in large vessels blocking some of the views to the wharf.



Figure 5 – Simulation of current approved commercial marina showing large vessels blocking views of wharf building.

Proposed views from this location continue to be dominated by Jones Bay Wharf itself. Views to the wharf are potentially improved as a result of the proposal due to:

- the existing commercial marina allowing much larger than the ones proposed to moor parallel alongside the entire length of the wharf.
- the proposed layout of the commercial marina providing large fairways ranging in width of 20m, 25m. One of these fairways can be seen at the left hand side of Figure 4 above.
- the orientation of some of the vessels at right angles to the wharf provides views of the wharf between the vessels.

Open views across the water towards the land to the north are impacted by the vessels at the northern end of the marina. This impact is considered to be acceptable as no significant view elements are obstructed and much of the open water remains within the visual catchment.

4.4 View 04



Figure 6 - View 04 from boat on Sydney Harbour

The commercial marina at full capacity does not result in any significant change or additional impacts on views from this location.

4.5 View 05



Figure 7 - View 05 looking north east from the edge of public foreshore promenade adjacent to Pirrama Road

This photomontage shows that the views from this location would take in the existing private commercial marina seen in the foreground (not subject of this proposal), the existing commercial marina,, Jones Bay Wharf, and the eastern most point of Balmain East and tops of the buildings at McMahons Point in the distance.

The proposal results in a minor alteration to the existing view due to the changes to the orientation and size of vessels. Views of important visual elements are unaffected by the commercial marina expansion, and the impact of the change in the commercial marina, from the middle to the far end of the wharf, is negligible because the private marina in the foreground (not subject of proposal) and the Jones Bay Wharf building dominate the view.

The photomontage also indicates that the minor alterations to the existing view would have minimal impact on views from residential properties on Pirrama Road which look toward the western side of Jones Bay.

Therefore, the proposal would be barely discernable against the background of Jones Bay Wharf and the surrounding and distant landscapes.

4.6 View 06



Figure 8 - View 06 looking south from the public foreshore promenade on the eastern side of Jones Bay Wharf towards Pirrama Road

View 06 is taken from the public pedestrian promenade looking south from the north eastern corner of the Jones Bay Wharf apron. It takes in the wharf apron and wharf building, vessels associated with the existing commercial marina, the residential apartment building at 3 Darling Island Road, the Revy buildings, and developments located at the top of the cliff above Pirrama Road in the distance. Existing views of the bay may also be achieved when a vessel is not moored parallel to the wharf in front of the viewer.

The proposed commercial marina will result in an alteration of the existing view through the reconfiguration of the mooring arrangement from one which is currently parallel to the wharf, to one that is a mix of parallel and perpendicular to the wharf. Depending on the size of the vessel currently moored alongside the wharf in this location, the proposed layout has the potential to improve views as large vessels can currently block views to the bay and Darling Island, as can be seen in Figure 8 above, the important visual elements are not obscured by the proposal. The proposed commercial marina allows glimpses of the bay when it is at full capacity.

The proposed view is appropriate given the location of the commercial marina in a working waterfront location. Views of the cliff above Pirrama Road are not diminished. Therefore the alteration of the existing view will not result in any adverse impacts but may result in an improvement to the existing view.

4.7 View 07

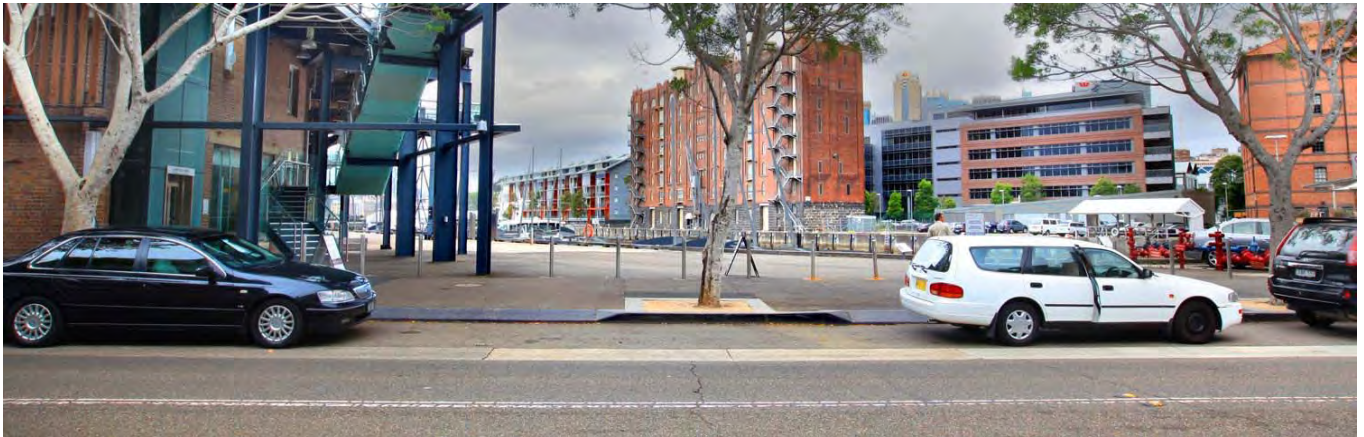


Figure 9 – View 07 looking north east from in front of residential apartments on Pirrama Road.

View 07 is taken from directly in front of the residential apartments at Pirrama Road which look out towards Jones Bay Wharf and the eastern side of Jones Bay.

Views from this location are dominated by the Jones Bay Wharf building and developments on Darling Island. The tops of buildings within Sydney's CBD can also be seen in the distance above other Darling Island buildings. Due to the distance of this view from the marina and the level difference between the water and the deck of Jones Bay Wharf being some 3.5 metres at low tide, the visibility of vessels associated with the existing commercial marina depend on the size of the vessel moored at the time.

In terms of views from apartments above ground level, the combination of smaller vessels being located at the Pirrama Road end of the marina, open fairways to allow vessel movements in and out of berths, and the layout of the marina, generally allow views across and through the marina and wouldn't significantly alter the existing view when larger vessel are docked parallel to the wharf as currently allowed.

As shown in Figure 8 above, apart from yacht masts, vessels are generally not visible from this location due to smaller berth sizes being located at the southern end of the commercial marina and the level difference of the wharf and the water. The alterations in views would not impact on important visual elements as views are generally over the top of the commercial marina.

In summary, impact on views from this location would be minor and acceptable in the context of the commercial maritime setting.

4.8 View 08



Figure 10 – View 08 looking north from elevated public park above Pirrama Road across the eastern side of Jones Bay.

View 08 is taken from the elevated public park on top of the cliff above Pirrama Road. It is adjacent to the eastern side of the commercial marina as shown in Figure 1.

This simulation shows that the view would take in Jones Bay Wharf and the existing commercial marina, Darling Island, Barrangaroo, the tops of Sydney CBD buildings, the Harbour Bridge, and North Sydney.

Due to the elevated location, the expanded commercial marina would be overlooked from this location and important view elements surrounding the site and in the distance would not be affected by the proposal. The proposal would increase the amount that the bay is covered by vessels (approximately 2/3 of the bay is covered) however visual impacts have been mitigated by locating larger vessels at the northern end of the marina and by limiting the number of berths and marine structures at the southern end of the marina. Impacts are therefore considered to be minor and consistent with the expected view within this working waterfront location.

4.9 View 09



Figure 11 - Looking north east from the public foreshore promenade adjacent to Pirrama Road.

View 09 is taken from the public pedestrian promenade at the south eastern end of Jones Bay Wharf looking north east across the bay on the eastern side of Jones Bay Wharf.

Existing views from this location are dominated by the vessels moored alongside the wharf, the Jones Bay Wharf building and developments on Darling Island, and the bay.

The views from this location are altered due to the change in the orientation of vessels perpendicular to the wharf, and to a lesser degree, the introduction of finger pontoons towards the middle of the view. The impact on views has been minimised by locating smaller berths at the southern end of the wharf and new finger pontoons being located away from the southern extent of the commercial marina. Views to important visual elements remain unobserved and much of the bay remains open.

Impact on views from this location would be minor and considering that it is expected that views from this location would include views of vessels, impacts are also acceptable.

4.10 View 10



Figure 12 - View 10 – Looking south west from public foreshore promenade across the eastern side of Jones Bay towards Pirrama Road.

As shown in Figure 1, this view is taken from the public foreshore promenade at the north western end of Darling Island, and from in front of the residential apartments at 3 Darling Island Road.

Views from this location are dominated by Jones Bay Wharf, the bay and to a lesser degree the ridge above Pirrama Road in the distance.

As discussed at Section 4.3 above, apart from the extent of the existing lease boundary, there are currently no restrictions on the size of vessels that can moor alongside the wharf. Existing views to the wharf from Darling Island are therefore dependant on the size of vessels moored alongside the wharf at the time. As demonstrated in Figure 5, this can result in large vessels blocking views to the wharf.

Proposed views from this location continue to be dominated by Jones Bay Wharf itself. As with all of the views analysed, the wharf remains the dominate visual element ensuring its ongoing appreciation as an important maritime heritage building.

Views to the wharf are potentially improved as a result of the proposal due to:

- the existing commercial marina allowing much larger vessels than the ones proposed to moor parallel alongside the wharf, and
- the orientation of some of the vessels and pontoons at right angles to the wharf providing view opportunities to the wharf between the vessels.

5 Visual Assessment Matrix

Table I summarises the degree of visual impact that the proposal will have from the view locations 05-10 above. The matrix's criteria are in accordance with Appendix A of the Sydney Harbour Foreshore and Waterways Development Control Plan.

The visual assessment matrix identifies that there will be less than a moderate level of impact on views from each of the view locations and only a minor impact on View 08.

The impact of these views has been assessed with full capacity of the commercial marina. This is an unlikely scenario as it does not allow for natural variance in commercial marina occupancy and for berths left vacant during the day, most of which undertake work on Sydney Harbour. Therefore, impacts on views would be frequently less than that portrayed in these images. Nonetheless, the level of impact for each of these views at 100% occupancy of the commercial marina is considered to be relatively minor and acceptable for the following reasons:

- the commercial marina is located within an existing working waterfront location and it is expected that vessels would be located next to the foreshore,
- the proposal is consistent with the existing maritime character of the area,
- the proposal does not represent a material change in the views, instead it results in an alteration to the existing views,
- the commercial marina is subservient to Jones Bay Wharf, which remains the dominant visual element, and surroundings buildings, and
- the scale and the number of boats does not affect the appreciation of the built form of Jones Bay Wharf and its architectural detail, nor does it have a significant impact on views of the harbour and beyond.

Table 1: Visual Impact Assessment Matrix

Degree of Impact (High = 3 / Medium = 2 / Low = 1)

View Situation	View 05 from public foreshore promenade across the eastern side of Jones Bay towards Pirrama Road	View 06 from the public foreshore promenade adjacent to Pirrama Road towards the eastern side of Jones Bay Wharf	View 07 from elevated public park above Pirrama Road across the eastern side of the bay	View 08 from in front of residential apartments on Pirrama Road	View 09 looking north east from the public foreshore promenade on the eastern side of Jones Bay Wharf	View 10 from edge of public foreshore promenade across the western side of Jones Bay
Factor						
Location of Viewer	1	1	1	1	1	1
Distance of View	1	1	1	1	1	1
Approx. period of View	2	2	2	1	2	2
Scale or relative size (Boat numbers and mix of vessel types)	1	1	2	1	1	2
Boat storage types/Spatial relationship (ie private or commercial marina or swing moorings and its setting)	1	1	1	1	1	1
Overall potential visual impact (average score)	1.2	1.2	1.4	1	1.2	1.4

6 Cumulative Impact

Following an assessment of additional views, the cumulative visual impacts of the proposed development do not change from the findings presented in the VIA submitted with the EA.

7 Conclusion

Consistent with the findings from the VIA submitted with the EA, the visual assessment indicates that the proposed commercial marina expansion would have an overall low impact on the visual character and views of the surrounding area as follows:

- the proposal results in only a minor alteration to the views on the western side of Jones Bay Wharf,
- the wharf remains the dominate visual element ensuring its ongoing appreciation as an important maritime heritage building,
- the coverage of the bay on the eastern side of the wharf is acceptable in a working waterfront location and part of the open bay character is maintained,
- in conjunction with this project, the removal of the lease boundary at the northern end of the wharf will ensure that views between Sydney Harbour and the Wharf will be retained,
- impacts on views on the eastern side of Jones Bay Wharf are minimised through the orientation of most of the vessels parallel with the wharf and the siting of larger vessels at the northern end of the commercial marina,
- the change in views as a result of the proposal is consistent with the maritime character of the area and the existing use of the waterway.,
- the scale of the commercial marina is subservient to the existing urban built environment which includes large commercial buildings previously used for maritime purposes,
- the resultant views would be dynamic, changing throughout the day, week and year with the coming and going of vessels, and
- the location of pontoons 3.5m (at low tide) below the wharf deck meaning that the commercial marina is generally overlooked from the public domain, and nearby commercial and residential developments.

Colston Budd Hunt & Kafes Pty Ltd

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

Our Ref: SK/7794/jj

14 February, 2011

Transport Planning
Town Planning
Retail Studies

Jones Bay Wharf Pty Ltd
c/- Peloton Development Management Pty Ltd
Suite 11, 2-4 Kings Lane
DARLINGHURST NSW 2010

Attention: Shaun Mok
Email: Shaun@pelotongroup.com.au

Dear Sir,

RE: PROPOSED MARINA EXTENSION AT JONES BAY WHARF

1. As requested, we are writing regarding traffic and parking matters raised by the City of Sydney and in public submissions in relation to the above development. We have previously prepared a report ⁽¹⁾ which was submitted with the Part 3A application.
2. Jones Bay Wharf is located on the eastern side of Pirrama Road between Pyrmont Point Park and Darling Island, as shown on Figure 1. The wharf currently operates as a commercial marina with capacity for some 40 vessels. It is proposed to increase the capacity of the marina to accommodate up to some 73 vessels.
3. Matters raised by the City of Sydney are summarised and our responses to these matters are set out below:-
 - ***According to the Traffic and Pedestrian Management Plan, vehicles larger than 8.8m are not permitted to enter the marina. Consequently the marina should be conditioned that coaches longer than this must not be used.***

⁽¹⁾ "Traffic Impact Study for Proposed Marina Expansion at Jones Bay Wharf, Pyrmont", September 2010, Colston Budd Hunt & Kafes Pty Ltd.

4. This matter is noted and could be included as a condition of consent.
 - ***The existing Traffic and Pedestrian Management Plan must be reviewed and updated with any required amendments prior to the occupation of the new marina berths.***
5. No amendments or changes are required to the Traffic and Pedestrian Management Plan as a result of the proposed marina expansion.
 - ***A Travel Plan to help manage travel demand should be provided. The City's Transport Strategy Unit can provide assistance with preparing the Plan.***
6. As set out in the traffic report, it is proposed to encourage travel modes other than private vehicle and adopt a travel demand management approach through a work place travel plan, to meet the needs of the site, future tenants and employees. This could be included as a condition of consent.
7. The specific requirements and needs of the tenants and employees, hours of work, shift times, etc., will be incorporated in the work place travel plan to encourage the use of public transport.
8. The principles of the work place travel plan, to be developed by the commercial marina operators in consultation with Council, RTA, public transport providers and other stakeholders, will include the following:-
 - encourage the use of public transport, including light rail services through Star City and bus services along Pirrama Road. Jones Bay Wharf is located within 400 metres of the Star City Casino and light rail station;
 - encourage public transport by employees through the provision of information, maps and timetables;
 - raise awareness of health benefits of walking and cycling (including maps showing safe walking and cycle routes). There are good pedestrian routes to and from the site provided by footpaths along Pirrama Road and shared pedestrian/cycle connections linking waterfront area to Pyrmont Park, Darling Island and Darling Harbour precincts.

- encourage cycling by providing safe and secure bicycle parking, including the provision of lockers and change facilities;
 - provide parking consistent with Council's controls and government objectives of reducing traffic generation and encourage the use of public transport.
9. The work place travel plan will assist in delivering sustainable transport objectives by considering the means available for reducing dependence solely on cars for travel purposes, encouraging the use of public transport and supporting the efficient and viable operation of public transport services.
- ***The marina is not currently used to pick up passengers or crew as all charter vessels pick up all their passengers and crew in other locations. With the expansion of the marina, this must be maintained.***
10. There are no private berths at the marina and public access is not available to charter/cruise vessels berthed at the marina. Charter/cruise vessels leave the marina to pick-up passengers at other locations around Sydney Harbour and elsewhere, in accordance with the current consent. Some crew however, are required to board vessels at the marina.
11. This arrangement is proposed to continue as provided in the Statement of Commitments which states that *"embarkation and disembarkation of charter vessel passengers will be prohibited at the facility."*
12. In addition to the above, the following additional traffic matters have been raised in public submissions.
- ***The Traffic Impact Study does not take into account nearby restaurants and Doltone House.***
13. Jones Bay Wharf is a commercial marina and provides for marine charter/cruise operators and marine brokerage operators. No private berths are provided at the marina and public access is not available to charter vessels berthed at the marina.
14. As a result, the marina will have its peak activity during the weekday morning and afternoon periods when the arrival and departure of employees coincides with the commercial operation of the balance of the wharf and commuter activity on the surrounding road network.

15. The traffic effects of the proposed development have therefore been undertaken during these periods with an assessment of the surrounding road network. It should be noted that the traffic assessment included the operation of surrounding commercial and restaurant activities, with their traffic generation included in the traffic counts undertaken during the morning and afternoon peak periods.
16. The traffic assessment found that the surrounding road network and its intersections are operating at a good level of service during peak periods.
 - ***The Traffic Impact Study does not take into account parking demand generated from vessel owners and guests.***
17. The traffic assessment has taken into account vessel staff which also includes owners/operators of commercial vessels. Public access to the commercial marina is not proposed. As previously noted, charter/cruise vessels leave the marina to pick-up passengers at other locations around Sydney Harbour and elsewhere, in accordance with the current consent.
 - ***Insufficient parking provided on site and parking within the surrounding area is already at capacity.***
18. As set out in the traffic report, in order to gauge parking conditions in the area, parking surveys were undertaken in the Promontory public car park over a weekday. The surveys recorded the number of vehicles parked within the 190 space car park between 8.00am and 6.00pm. The survey found a peak parking demand of some 163 vehicles at 4.00pm. This represents an overall car park utilisation of some 85% indicating that off-street parking is available.
19. During the weekday period, the proposed expanded marina is estimated to generate an increase in parking demand of some 15 to 20 vehicles. These vehicles could utilise available vacant parking within the adjacent Promontory car park.
20. It should be noted that the Australian Standard for Guidelines for design of Marinas (AS3962-2001), suggests a parking provision of some 0.3 to 0.6 spaces per wet berth. Application of this rate to the proposed additional 33 wet berths results in a parking provision of some 10 to 20 vehicles. This is consistent with the traffic study which has estimated an increase in parking demand of some 15 to 20 vehicles.
21. In order to assess the parking demand of the marina during the evening period, coinciding with the peak activity of Doltone House reception facility, parking

surveys were undertaken in the Promontory public car park on Friday 4 February and Saturday 5 February 2011. During these periods, Dolton House had functions of some 300 guests on Friday night and 500 guests on Saturday night.

22. The parking surveys were undertaken between 6pm and midnight. During the evening periods, the proposed expanded marina is estimated to generate an increase in parking demand of less than 15 vehicles.
23. The Friday and Saturday evening parking surveys found a peak parking demand of some 96 vehicles on the Friday and some 140 vehicles on the Saturday. This represents a car park utilisation of some 50% and 74% for the Friday and Saturday periods respectively.
24. The parking surveys found that the Promontory car park had available parking to cater for the parking demand for the expanded marina.
25. It is therefore proposed to maintain the existing level of on-site parking provision for the marina. This is consistent with the Central Sydney LEP. Restricting parking and developing a work place travel plan will encourage the use of public transport and reduce the use of private vehicles.
 - ***Traffic is currently congested during peak times on Pirrama Road.***
26. Traffic surveys undertaken during the weekday morning and afternoon peak periods found that the surrounding road network and its intersections in the vicinity of the site are operating at a good level of service.
 - ***The proposal may result in vehicle/pedestrian conflict on wharf apron.***
27. An existing approved traffic and pedestrian management plan is currently in place for the wharf apron. It is proposed to maintain this management plan for the extended marina.
28. In accordance with the management plan, berthing facility lot owners and occupiers, vessel service contractors and other persons carrying out maintenance on marina structures are permitted access onto the apron of the wharf through retractable bollards located adjacent to Pirrama Road. General vehicles are not permitted onto the apron and are controlled by signs, security controlled retractable and fixed bollards at the connections to the apron. Security guards patrol the apron and surveillance cameras are used to ensure that these access points are appropriately controlled.

29. Appropriate access and parking are provided for disabled persons on the wharf apron. A point of access to boats for disabled people is provided on the western side of the wharf and the extension of the marina provides opportunities to improve disabled access onto the eastern side of the wharf.
30. The main components of the traffic and pedestrian management plan are as follows:-
- i) vehicle access to the centre roadways is restricted by boom gates to owner/occupiers with allocated parking, service and maintenance vehicles and vehicles carrying disabled visitors;
 - ii) vehicles larger than 6.4 metres in length are only permitted to access the centre roadways between 7.00pm and 7.00am;
 - iii) no vehicle longer than 8.8 metres is permitted to access the centre roadways;
 - iv) berthing facility lot owners/occupiers, vessel service contractors and essential maintenance vehicles only are allowed access onto the wharf apron;
 - v) security guards patrol the apron and surveillance cameras are used to monitor activity on the wharf apron;
 - vi) a 10km/h speed limit applies on all areas used by vehicles;
 - vii) 24 hour pedestrian access is available to the aprons around the lower deck;
 - viii) pedestrian movement along the centre roadways is provided via elevated walkways;
 - ix) emergency access to the entire lower deck apron is provided directly from Pirrama Road, controlled by retractable bollards;
 - x) disabled access is available on the wharf apron;
 - xi) emergency vehicle access to the upper deck is available via boom gates; and
 - xii) specific arrangements with security are in place for garbage collection and maintenance of utilities and the wharf structure.

- ***A public transport strategy should be required.***

31. As set out in the traffic report, it is proposed to encourage the use of public transport and adopt a travel demand management approach through a work place travel plan to meet the needs of the site, future tenants and employees. This could be included as a consideration of consent.
32. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES

A handwritten signature in black ink, appearing to read 'S. Kafes', written in a cursive style.

S. Kafes

Director



Location Plan

Memorandum

To	Peter Mangels	Pages	2
CC			
Subject	Jones Bay Wharf Marina Expansion		
From	Greg Tallentire		
File/Ref No.	Job No. 60162350	Date	12-Jan-2011

Dear Peter,

Below are the responses to public submissions 1 and 11.

1.1 Public Submission 1

It is acknowledged that an additional group of receptors is situated in an apartment block approximately 100m to the east of the proposed Jones Bay Wharf development sewage pump out. Whilst these receptors are expected to be downwind of the proposed development, the lack of significant odour sources and low frequency of potential emissions coupled with proposed management practices are expected to result in no adverse impacts on the residential development.

With regard to odour sources such as sewage from the pump-out facility, waste collection and VOCs associated with vessels at the marina, it is considered that provided the wharf and associated facilities are operated in accordance with best practice techniques then the potential odour emitting sources would meet industry standard techniques. The Jones Bay Wharf Operational Management Plan (JBWOMP) will be prepared to outline all potential sources of odour, how these sources will be managed and contingency planning should odour be identified and shown to be due to the operations at Jones Bay Wharf. The JBWOMP will be a live document which will require regular revision to ensure the emissions sources, mitigation measures and contingency planning outlined in the plan are adequate and meeting its objective of no adverse impacts on surrounding residential receptors .

1.2 Public Submission 11

It is acknowledged that an additional group of receptors is situated in an apartment block approximately 100m to the east of the proposed Jones Bay Wharf development sewage pump out. Whilst these receptors are expected to be downwind of the proposed development, the lack of significant odour sources and low frequency of potential emissions coupled with proposed management practices are expected to result in no adverse impacts on the residential development.

With regard to odour sources such as sewage from the pump-out facility, waste collection and VOCs associated with vessels at the marina, it is considered that provided the wharf and associated facilities are operated in accordance with best practice techniques then the potential odour emitting sources would meet industry standard techniques. The Jones Bay Wharf Operational Management Plan (JBWOMP) will be prepared to outline all potential sources of odour, how these sources will be managed and contingency planning should odour be identified and shown to be due to the operations at Jones Bay Wharf. The JBWOMP will be a live document which will require regular revision to ensure the emissions sources, mitigation measures and contingency planning outlined in the plan are adequate and meeting its objective of no adverse impacts on surrounding residential receptors

It was noted that there was a comment in the report stating “in the absence of other information regarding likely odour emissions from the facility”. The Air Quality Impact Assessment was undertaken using all information available for the Jones Bay Wharf facility. Whilst AECOM has attempted to identify all possible sources of air emissions, there is the possibility that minor sources may exist that cannot yet be identified. It is not expected that these sources will affect the conclusions of the report and should these sources be identified at a later date, their existence and mitigation can be included within the JBWOMP.

Greg Tallentire

Project Scientist - Air Quality

D +61 2 8023 9390

Gregory.Tallentire@aecom.com

AECOM

Level 8, 17 York Street, Sydney, NSW 2000

T +61 2 8023 9333 F +61 2 8023 9399

www.aecom.com

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

The following sets out in schedule form the response to the objections received from both government authorities and private individuals to the Environmental Assessment of the Marina Expansion at Jones Bay Wharf. The schedule outlines the objections, and concerns raised by each, and then gives a response to those which are relevant to heritage issues.

NOTE: The section ***Historic Use of Jones Bay Wharf*** at the rear of this document provides a summation of the historical use, visual character and context of the Jones Bay Wharf and its setting as well as a concluding assessment of impact, and should be read in conjunction with the following responses.

Submission from	Objections, concerns, issues	Comments in response from Heritage Consultant
SUBMISSIONS FROM AUTHORITIES		
City Council	It was stated that there was no objection in principle to the marina expansion for the reason that it is a compatible use of the former wharf building. A number of issues were raised: <i>Noise</i> - concerned about operational noise levels during the night period. <i>Traffic</i> – traffic will intensify with the expansion, and a number of recommendations were given to assist in moving people to and from the wharf in a manner both to reduce noise and congestion. <i>View Impacts</i> – recommends reducing impacts on views to and from the wharf by the detailed design of the proposal enhancing the historical character of the wharf. Also the proposed boardwalk should utilise hardwoods of large cross sectional area to provide a contrast to other concrete platforms around Darling Island. <i>Public access to foreshore</i> – to be maintained 24 hours a day. <i>Interpretation</i> – recommends further development of existing Interpretation Strategy to include public spaces in Darling Island and Jones Bay as well as linking to properties owned by City Council. Existing Interpretation Room to be made more accessible to public.	The issues of direct heritage relevance to the existing proposal are under <i>View Impacts</i> and <i>Archaeology</i>. While the issues of <i>Interpretation, Signage, Lighting and Maintenance</i> are important, they do not relate directly to the proposed marina expansion. However the following comments are made in relation to two of these issues. An existing Maintenance Inspection Plan has been developed and is at Appendix D of the CMP. At least two maintenance inspections have been carried out since the development was completed. There is also an existing Signage Policy. <i>View Impacts</i> – On the matter of reducing view impacts by the detail design of the boardwalk. The materials selected for the marina when first approved were contemporary i.e. concrete encased polystyrene

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

	<i>Signage</i> - recommends a signage strategy be developed particularly in relation to heritage items. <i>Lighting</i> - lighting to be designed to minimise impact upon heritage items and surrounding area. <i>Potential disturbance of archaeological resources</i> – an archaeological assessment be undertaken prior to commencement of excavation works. <i>Maintenance of Jones Bay Wharf</i> – a Heritage Maintenance Plan be developed Certain conditions were proposed, including the submission of detailed drawings of the new boardwalks locating bulkheads, services as well as structural details and including any impacts on the existing wharf.	held together by hardwood timber walers, with the pontoons restrained by piles driven into the harbour bed. The use of these materials readily distinguished the original heritage fabric from the new and is established heritage practice. An extension to the marina would require the continued use of the same materials. Archaeology – An archaeological assessment was prepared for the initial marina development. Further indications are that if the marina expansion is confined only to piling there is probably no need for an archaeological assessment. If there were dredging proposed or other major seabed disturbances then a further assessment should be considered.
Department of Environment and Climate Change NSW	Raised key issues of noise, water quality and waste management and provided conditions which should be complied with to alleviate their impact.	There are no specific heritage issues that require a response.
Heritage Branch	The major concern raised was the increase in the number and extent of the floating pontoons. The expansion will have impact on the open waterway setting particularly on the eastern side of the wharf. The SREP (Sydney Harbour Catchment) 2005 was cited as stating that the proliferation of private boat storage facilities should be avoided and any facilities are as visually unobtrusive as possible. It also states that Jones Bay Wharf CMP stipulates that the public domain must 'provide a continuously accessible waterfront' and 'ensure vistas to major heritage items reinforce views to the water'.	With regard to providing a continuously accessible waterfront, the expanded marina changes nothing from what already exists i.e. public access around the wharf apron will remain. With regard to ensuring vistas to major heritage items and reinforcement of views to the water, refer to the responses in items 1 and 9 below.

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

	It was considered that the impact on the western side of the wharf was acceptable.	With regard to the impact on the sense of open water on the east side of the wharf reference should be made to the photomontages from the Visual Impact Assessment. It is noted that the photomontages present the worst case scenario - i.e. all the berths being occupied at the one time. The statement of significance in the Jones Bay Wharf Conservation Management Plan summarise the significance of the wharf and its immediate environs: <i>Jones Bay Wharf together with its adjacent elements, the Royal Edward Victualling Yard, other early waterfront elements, the cliff face, bridges and Way's Terrace, forms a cohesive precinct with a strong and distinctive identity as part of a working harbour. It is the continuation of this maritime activity, combined with the associated extant structures, which gives the precinct a character and integrity almost unique in Sydney.</i> The significance of the wharf and its immediate environs is dependent therefore upon the continuation of some form of maritime activity. An open water setting is not a factor which contributes greatly to its significance as the photos at the rear of this report attest. Certainly contemplating an open harbour water view is a
--	---	---

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

		pleasant experience, but it is not intrinsic to the historic character of this industrial waterfront area. Obviously if the wharf buildings were to be obscured permanently and the waters surrounding it filled to capacity then it would impact upon the heritage significance of the place. The photomontages illustrate however that this is indeed not the case. For example the view from Pirrama Road looking north to Darling Island shows that the marina cannot be seen and the vessels are barely visible. The view from southern end of eastern wharf apron to water on eastern side of wharf shows that there still remains a considerable expanse of open water when viewed from the foreshore promenade along Pirrama Road. The eye level view from edge of walkway on Darling Island looking south-west to Jones Bay Wharf from in front of the apartments at 3 Darling Island Road shows that there is a sizeable expanse of open water between the water's edge and the Jones Bay Wharf building. It is considered therefore that the impact of the expanded marina, by occupying a larger area of water on the eastern side, has negligible impact upon the heritage significance of the wharf and its immediate historic surroundings.
Fisheries Conservation and	No objections raised as long as certain requirements were met in the implementation.	There are no specific heritage issues that require a response.

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RRSPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

Aquaculture		
NSW Maritime	Considered that the proposal would alienate the use of the waterway around Darling Island, and raised issues concerning sewage pump outs, terms of lease and disabled access.	There are no specific heritage issues that require a response.
OTHER SUBMISSIONS		
1 – Stephen Lloyd and Pearl Chew	A number of concerns were raised: <i>Heritage</i> – noted that new pontoons will be built where presently existing berths are located thus going against the aims of Sydney LEP 8.6.3. which states ‘the use of existing berths for boat mooring as part of the primary function of Jones Bay Wharf should continue’. (<i>This statement incorrectly attributes Policy 8.6.3 from the Jones Bay Wharf Conservation Plan as being from the Sydney LEP</i>). Also states that there is no evidence of large scale boat mooring at Jones Bay Wharf. The present configuration along the wharf corresponds more to the historic locations and would look very different from the proposed expansion. <i>Traffic and parking</i> – the traffic report failed to deal with parking issues on the weekends and evenings and generally did not consider the impact of additional people such as owners of berths and their guests. <i>Noise</i> – concerns about amount of increased noise generated on the eastern side of the wharf which will impact upon residents of Darling Island. <i>Sewage Pump Out</i> – concern about the increase risk of water pollution from increase of sewage pump out operations. <i>Air Pollution</i>- concerned that the Qualitative Air Quality Assessment report did not take into consideration the residences on Darling Island. <i>Visual impact</i> – concerned that the Visual Impact Assessment does not adequately show the full visual impact of the proposed expansion because it	The relevant issues are under <i>Heritage</i> and <i>Visual Impact</i>. <i>Heritage and Visual Impact</i> Historically the wharf was designed for large ships to be berthed alongside and parallel with the wharf apron (refer <i>Historic Use of Jones Bay Wharf at rear</i>). As can be seen in these photos this resulted in large sections of the wharf being obscured, including the upper deck level, on both the eastern and western sides of the wharf. The present marina and the proposed marina expansion do not and will not berth craft of this size, so this degree of obscuring of the wharf structure will not be a reality again. The present configuration of pontoons on the eastern side of the wharf does correspond more closely to the historic precedent i.e. the vessels are berthed alongside and parallel to the wharf apron. However, while the proposed expanded marina does have more vessels, because of the introduction of the right-angled finger pontoons more of the wharf edge and deck levels are left exposed and will be readily seen from the apartments at 3 Darling Island Road as well as further south on Darling Island and the foreshore

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

	omits some vessels and does not show all of the marina development. The area will be changed dramatically by a boat parking area in a heritage precinct of Sydney. <i>Loss of Privacy</i> – concerned that Environmental Assessment gives no consideration to the privacy of residents on Darling Island. <i>Utilisation of Jones Bay</i> - noted that the area is not ‘underutilised’ as stated in the Environmental Assessment but is regularly used by members of the public for fishing and boating. <i>Project justification</i> - contends that there are already enough private berths in Sydney Harbour.	promenade. For the same reason views from the commercial offices will be less obscured because of the right-angled finger pontoons, leaving more of the apron edge free from vessels.
2 – Kim Wilson, 3 Darling Island Road. Pyrmont	Objections concern reduction in privacy, increased noise and visual amenity.	The submission, while concerned with impact upon visual amenity, especially with regard to three larger vessels at the northern end of the wharf, it does not concern itself specifically with any heritage issues. Therefore it is not considered as requiring any response.
3 – Jennifer Fisher, 25 Pirrama Road Pyrmont	No specific objections raised.	
4 – Therese Clark, 223/3 Darling Island Road Pyrmont	Objections concern the size and scale of the marina expansion on the eastern side, increased noise, not convinced of the need for such an expanded facility.	There are no specific heritage issues that require a response.
5 – Peter O’Shea, 238/3 Darling Island Road, Pyrmont	Objections concern increase in water traffic, decrease in privacy and resultant loss in property values.	There are no specific heritage issues that require a response.
6 – Sydney Harbour Association	No objection to the expansion of the marina, but objects to the proposed configuration.	There are no specific heritage issues that require a response.

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RRRESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

7 – Corinthian Engineering, Suite 54 Jones Bay Wharf	Objections concern impact on parking, increased vehicular traffic on the wharf aprons, waste management, security and construction noise.	There are no specific heritage issues that require a response.
8 –Neville and Cushla Monk, 204/15 Pirrama Road Pyrmont.	Objection concerns impact of increased traffic and noise.	There are no specific heritage issues that require a response
9 – Jean Stuart, President Pyrmont Community Group	Objection concerns impact of increased traffic congestion, increased noise as well as reduction of views to and from the harbour as well as from Watkinson Reserve.	Views to and from harbour will only be minimally impacted upon by the proposed marina expansion. Distant views from Darling Island and Watkinson Reserve including North Sydney and the Harbour Bridge will not be impacted upon at all. (Refer to responses to Heritage Branch and item 1 submission above). When viewed from Watkinson Reserve the main elements in the field of view are the Jones Bay Wharf structure and the DSTO and REVY buildings on Darling Island. The sheer scale and size of these structures in relation to the expanded marina will mean they will always be the visually dominant elements in the immediate environs.
10 – JBA Planning on behalf of REVY Investments	Objections concern the marina expansion to the east impeding use of REVY land.	There are no specific heritage issues that require a response.
11 – Mr. Ron Gattone, on behalf of the Owners Strata Plan No. 73910 3 Darling Island Rd	Objections concern increased traffic and parking, air pollution, acoustic impact, loss of privacy, alienation of public space for private use as well as heritage and visual impact. Concerned that the increase in number of boats particularly large boats on the eastern side of the wharf will impact the heritage nature of the site and the eastern façade of the wharf building. Considers that the Visual Impact Assessment is incorrect in its conclusions with regard to the location of	(Refer to responses to Heritage Branch and items 1 & 9 submissions above).

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RRRESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OC&P ARCHITECTS P/L – HERITAGE CONSULTANT

Pymont	the viewpoints and depiction of the pontoons and size of some of the boats.	
12- Alan and Karen Coutts. Owners of apartment at 24-26 Point Street	Objections concern negative visual impact on their harbour view and resultant loss of value of property. States that the Visual Impact Statement is inadequate	The submission, while concerned with negative visual impact on their harbour views in the immediate vicinity of the wharf, does not concern itself specifically with heritage issues. Therefore it is not considered as requiring a response.
13 – Pymont Community Group, 85 Point Street, Pymont	Objections concern negative visual impact on the views from the offices on the wharf, and views to the wharf and harbour from public parks and residences. Also concerned about potential increase in spillage of fuel sewage litter etc. increases noise, as well as increased traffic congestion, decreased kerbside parking and loss of property values.	(Refer to responses to Heritage Branch and items 1 & 9 submissions above).
14- Hawcroft Consulting Suite 85 Lower Deck Jones Bay Wharf	Objections concern increased traffic and parking, noise impact, potential pollution and ecological impacts, pedestrian access as well as heritage and visual impact. Particular concern about height of vessels not being addressed.	(Refer to responses to Heritage Branch and items 1 & 9 submissions above).
15 – Maureen Salier Unit 4 Macarthur 25 Pirrama Road Pymont	Objections concern increase in commercial activities crowding out private usage, increased parking problems, increased traffic, and increased noise impacts.	There are no specific heritage issues that require a response.
16 – Mary Kelly, Unit 219, 3 Darling Island Road, Pymont	Objections concern increased noise, visual impact upon the wharf and immediate environs.	(Refer to responses to Heritage Branch and items 1 & 9 submissions above).
17 onwards - Form letter to Tony Kelly Minister for Planning from Maureen Salier et al.	A number of concerns were raised. Concern s that the marina expansion will result in 2/3rds of water within the eastern bay being covered with pontoons and vessels. Negative visual impact on views from tenancies on the wharf, surrounding public land and parks and surrounding residences. Historic views to and from the wharf will be negatively	(Refer to responses to Heritage Branch and items 1 & 9 submissions above).

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

	impacted upon. Concern about noise from the increased number of vessels, vessel maintenance, increase in number of servicing vehicles. Concerns about increased noise at night. Risk of pollution from fuel, sewage and bilge spillage, as well as decrease in water quality due to increased wash. Increased traffic congestion and decrease in available roadside parking. Decrease in property values due to decreased parking and restricted water views. Concern with pedestrian safety on wharf aprons with the increase in service vehicles.	
--	---	--

HISTORIC USE OF THE JONES BAY WHARF

The photos below illustrate how Jones Bay Wharf was used for berthing large cargo and passenger ships over many years since its construction in 1917-1919. The wharves could accommodate five large steamers. At Jones Bay it was easy to berth, as there was no need for vessels to swing in, and tugs were rarely required. This was a time when it was of no consequence if shipping berthed at the aprons obscured views to and from the wharf buildings. Indeed the presence of large ships dockside affirmed and underscored the importance of the wharf complex as a vital piece of infrastructure within the working harbour.

When the wharf was adapted as commercial office accommodation early in the 21st century its new use gave rise to new expectations and maintaining views to and from the wharf building developed in importance. An important heritage requirement was the desire to encourage the return of maritime

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

related activities within the wharf buildings and on the wharf aprons as well as continue the use of the facilities capable of berthing small to medium size vessels.

Visual character and context of Jones Bay Wharf and environs:

The Conservation Management Plan for Jones Bay Wharf states in 5.0 *Physical Evidence* –

‘The dominance of the harbour, the two substantial heritage buildings of Royal Edward Victualling Yard on Darling Island to the east, the Ways Terrace which looks down to the wharf from the south; the dramatic cliff face, although greatly diminished, along Pirrama Road approaches and various other maritime points of interest combine to give the Jones Bay Wharf precinct a distinctive identity’.

And under Conservation Policies – 8.4 *Conservation of the Setting* -

‘The relationship between the Jones Bay Wharf, adjacent wharf areas and the Pyrmont peninsular is both historically and aesthetically significant. It is strengthened by the continued use of the Royal Edward Victualling Yard and until recently, the wharf, for maritime related activities. This relationship has been severely damaged to the west where the structures on Wharf 22 have been demolished and replaced with Pyrmont Point Park. As well traditional uses on Darling Island are giving way to new residential uses. These have compromised the industrial scale and maritime character of the area, although in the case of the park, provided much needed recreation space. The scale of the wharf is such that it benefits from having the other related structures near to it to give it context and scale. The association of the wharf with the railway is also fundamental to its understanding and significance, as well as its industrial, maritime character’.

These values are reflected in the following policies of the Jones Bay Wharf Conservation Management Plan:

- *The use of the existing berths for boat mooring as part of the primary function of Jones Bay Wharf should continue.*
- *The integrity and function of the Jones Bay Wharf as a significant component of an active maritime precinct must be conserved.*
- *The relationship of the wharf to the landform and buildings of Pyrmont, and to the water must be conserved.*

These policies were developed because it was understood that a very important aspect of the heritage significance of the wharf was quite obviously its relationship to the water and its primary historical function as a receptacle for shipping. It was considered important that even though its primary function might have changed, the dynamic activity around the edges of the wharf associated with the movement of craft and their berthing and its historical associations should not be lost. Despite the fact that the wharf structure now houses commercial offices, and the surrounding areas are increasing in

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

residential density, these conservation policies place priority on the retention of building structure and related activities which are *dependent* on a foreshore location, rather than buildings which are simply enhanced by their location next to the water.

In conclusion it is considered that from a heritage viewpoint the marina expansion is an acceptable development as the proposal is clearly maritime in nature and is relevant for the area and context, the existing character of the area is only minimally impacted upon, and relative to the surrounding built structures the development is subordinate in scale.



JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RRRESPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT

Ships berthed at Jones Bay Wharf date unknown, probably 1930s.



Arrival of emigrants on “Empire Brent” May 1948.



Arrival of emigrants on “Empire Brent” May 1948.

Orcades and Oronsay liners at Pyrmont November 1957.

JONES BAY WHARF PYRMONT – PROPOSED MARINA EXPANSION

RRSPONSE TO SUBMISSIONS RECEIVED FOLLOWING PUBLIC EXHIBITION OF ENVIRONMENTAL ASSESSMENT

OCP ARCHITECTS P/L – HERITAGE CONSULTANT



P&O Line cargo-passenger ships Aradina and Arakawa berthed at Jones Bay Wharf September 1967.



P&O Line cargo-passenger ships Aradina and Arakawa berthed at Jones Bay Wharf September 1967.

ATTACHMENT D

Revised Statement of Commitments

Revised Statement of Commitments

The following is the revised Statement of Commitments by Toga Development No 27 Pty Ltd, following the receipt of submissions from the exhibition of the Environmental Assessment. The Statement of Commitments details how the project will be managed to minimise its impacts both during construction and once the approved development is operational.

General

1. **The development will be undertaken in accordance with this Environmental Assessment dated 5 October 2010 prepared by RPS, except where amended by the Response to Submissions date 16 February 2011 prepared by RPS, including accompanying appendices, and the following:**
 - i) Jones Bay Finger Wharf Conservation Management Plan by OCP Architects dated August 2003
 - ii) Traffic and Pedestrian Management Plan prepared by Colston Budd Hunt and Kafes dated November 2008
 - iii) Marine Structures Strategy prepared by Patterson Britton & Partners dated July 2002
 - iv) Safety Management Plan prepared by Stephen Grubits & Associates dated October 2003
2. The applicant will obtain all necessary approvals required by State and Commonwealth legislation, including the Protection of the Environment Operations Act, NSW Maritime, Sydney Water and Workcover NSW and at all times comply with their requirements.

In particular the applicant will obtain Approval for Construction (AFC) from NSW Maritime. This will include all documentation and structural certification in accordance with NSW Maritime requirements.

Public Domain

3. 24 hour access will be retained to the 10m wide public access easement that surrounds the perimeter of Jones Bay Wharf to which the Jones Bay Wharf Marina is connected and from which it gains pedestrian and service access.
4. Fire fighting and life saving equipment in accordance with relevant standards and policies will be installed on the public domain.
5. Vessels will not be permitted to berth along the northern frontage of Jones Bay Wharf.
6. Any public domain infrastructure damaged due to construction works will be repaired or replaced to the standard in which that infrastructure was found immediately prior to the commencement of the works. The repair or replacement will be done to the satisfaction of NSW Maritime and Sydney City Council prior to issue of the Occupation Certificate.

Transport and Parking

7. All deliveries and servicing to the site will be via the perimeter deck public access easement accessed directly from Pirrama Road. This access will be limited to emergency vehicles and wharf and vessel maintenance vehicles for loading, unloading and servicing and managed by the Marina Manager in accordance with the Operations Management Plan.
8. Access, servicing and layout arrangements will be provided in accordance with AS 2890.1:2004 and AS 2890.2:2002.
9. There will be no vehicle parking on the public access easement at all times, except for the purposes noted in Item 7 above.

10. The provision of 10 car spaces within the adjacent Promontory car park are to be reserved for use by Jones Bay Wharf marina vessel owners or vessel staff only. The car spaces are to be leased under a contractual arrangement with the operators of the car park. The lease is to be maintained on a continuous basis.

ESD

11. The construction and operation of the expanded Jones Bay Wharf Marina will be undertaken in accordance with the Environmentally Sustainable Design (ESD) Strategies Report prepared by AECOM dated 12 August 2010 to achieve identified ESD initiatives.

Infrastructure and Services

12. All services that are disrupted as a result of construction of the marina expansion will be appropriately relocated. This relocation will be undertaken in consultation and after agreement with the relevant service provider. Relocation of all services off-site will be completed prior to commencement of construction works.
13. All existing utility services will be augmented as required.

Waste Management

14. A detailed waste management plan will be prepared to ensure that suitable waste management processes and waste storage areas that support the principles of waste avoidance, reuse and recycling are incorporated into the operation of the facility. The waste management plan will include both projected waste generation rates and identify facilities to support this waste generation, ie appropriately sized and accessible waste storage areas, integrated with waste collection systems.
15. Suitable sewage pump-out facilities in accordance with NSW Maritime and Sydney Water requirements will be installed at the facility to provide for vessels accommodated by the facility. The pump-out facilities will be connected to the sewerage system servicing the Pyrmont Bay area.
16. Waste oil removed from vessels will be placed in a suitable receptacle in the garbage room to be disposed of by a suitable service contractor for each vessel.
17. Garbage removal from vessels is to be restricted to between the hours of 7am and 6pm only.

Heritage

18. The recommendations of the Statement of Heritage Impact prepared by Otto Cserhalmi & Partners July 2010 will be implemented, except as amended by the following.
19. The nominated heritage consultant will provide written confirmation to the Department of Planning that the detailed design is in conformity with the Conservation Management Plan and all statutory approvals prior to construction commencing.
20. The nominated heritage consultant will provide written confirmation to the Department of Planning that the completed works are in conformity with the Conservation Management Plan and all statutory approvals prior to occupation.
21. Any work involving heritage fabric will be supervised by the nominated heritage consultant.

Air Quality & Odour Impacts

22. The recommendations of the Air & Odour Report prepared by AECOM dated 17 August 2010 will be implemented.

Access for People with a Disability

23. Access to the western pontoon will comply with the requirements of Australian Standard AS 1428.1 General requirements for Access and will remain consistent with the current approved access arrangements.

Building Code of Australia

24. All works will comply with the provisions of the BCA, either in terms of the deemed-to-satisfy provisions or by way of an alternate solution.

Operation

25. The design and management of the marina will comply with the Operational Management Plan (OMP) prepared by Scope Marine as set out in **Appendix G** to this Environmental Assessment.

The Operational Management Plan will be prepared in accordance with this Statement of Commitments, any other relevant approvals, all relevant Acts and Regulations and accepted best practice management procedures. The OMP will be reviewed every five (5) years.

The OMP will include the following:

- details of vessel berthing arrangements for the safe berthing of vessels in all wind and wave conditions
- maintenance/cleaning requirements for the facility
- program for maintenance for the checking of the facility
- details of waterside structures
- a description of the management system to deal with complaints and environmental incidents
- details of signage that alerts vessels and cautions them regarding the fact that the pontoon facility is in 'Rough Water', and
- other matters deemed necessary for the safe continued use of the facility.

The OMP will also include an Emergency Plan to cover actions in the event of:

- fire hazards to persons or property
- personal accidents
- collisions of vessels and collisions or sinking of vessels within the facility, and
- oil, sewage and bilge water spillage.

26. A summary of the Operational Management Plan, particularly the Emergency Plan will be prominently displayed at various locations at the facility.
27. The marina will accommodate only vessels as indicated on the Marina Layout Plan.
28. Commercial and visitor berthage will only be occupied by commercial vessels in respect of which all permits and certificates are current and registrations and licences have been received by marina management. Commercial and visitor berthage will not be occupied for private purposes.
29. The public berthing area will be used for casual berthing of vessels only. Signage will indicate the availability of the area for public use for boat pick up and drop off. The signage will also advise that permanent berthing is not permitted in that location.

30. A Marina Manager will be appointed to accept responsibility for the management of the facility and will be contactable on a 24 hour basis. The Marina Manager's responsibilities will include administration of leases, the Operational Management Plan and the facilitation for the maintenance of the pontoons, services and waste disposal practices at the facility. Details of the Marina Manager will be provided to NSW Maritime prior to the issue of an Occupation Certificate for the enlarged facility.
31. The facility will be maintained in good order and repair to the satisfaction of NSW Maritime.
32. Prior to the occupation of the expanded marina, concurrence will be obtained from the NSW Fire Brigade in relation to fire protection and fire fighting equipment and procedures at the facility.
33. The Marina Manager will advise both NSW Maritime and the Department of Planning, at annual intervals from the date of practical completion of the works, details of all complaints received and actions taken by facility management in response to such complaints.
34. NSW Maritime and the Department of Planning will be notified as soon as practicable of any incident with actual or potential off-site impacts on people or the environment. A detailed report will be prepared and submitted following investigations of the causes and identification of necessary additional preventative measures.

Control of Activities

35. The following controls will apply to the facility.
 - i) No person will reside on any vessel berthed or moored at the facility
 - ii) All maritime operations will cease between 12 midnight and 7:00 am.
 - iii) Embarkation and disembarkation of charter vessel passengers will be prohibited at the facility.
 - iv) Incineration or open burning will be prohibited.
 - v) Vessel maintenance undertaken at the facility will be limited to minor repairs only. Major vessel repairs (including hull treatment, anti-foul or slipping, painting and engine repairs) will be prohibited.
 - vi) Fuelling of vessels at the facility will be prohibited.
 - vii) Fuelling or servicing of any vessels berthed at the facility by other waterborne craft will be prohibited.
 - viii) Handling of any material which could result in a toxic or hazardous spill in the navigable waters will be prohibited.
 - ix) Application of fibreglass will be restricted to minor repairs.
 - x) Use of power tools such as grinders and sanders will only be permitted for minor repairs. The use of power tools will be limited to 8:30 am to 5:30 pm weekdays and 8:30 am to 12 noon on weekends.
 - xi) Security alarms on vessels berthed at the facility will be adjusted for a cut-off period of 10 minutes or less.
 - xii) Gangways, equipment or cargo will not obstruct the public domain once vessels have departed.
 - xiii) Litter bins will not be permitted on the pontoons, access gangways or the adjacent public domain.
 - xiv) Public address systems or tone enhanced telephone systems will not be permitted unless the prior approval of NSW Maritime has been obtained.
 - xv) Lighting of the facility will be shielded to prevent light spillage beyond the immediate vicinity of the facility.

- xvi) Vessels moored at the facility will be required to have automatic bilgewater pumps with suitable isolating switches while vessels remain berthed at the facility.
- xvii) Pollution of navigable waters in the course of the occupation or use of the facility, or of the use or any operation or activity on any vessel berthed at the facility will not be permitted.
- xviii) Any discharge of sewage (including treated sewage and effluent of any kind) from any vessel berthed at the facility into navigable waters, or to any place on land from which such sewage may fall, flow or be carried will not be permitted.
- xix) Notices will be placed on the wharf near the moorings warning boat owners and users of passing commercial vessel traffic that wash can be generated from the vessels and their tugs.
- xx) Advertising signage will not be installed on the marina, consistent with the Harbour REP.

Noise

36. The recommendations of the Noise Report prepared by Wilkinson Murray dated August 2010 will be implemented.

Construction Activity

37. Site management during construction will be in accordance with a Construction Management Plan to be prepared by the contractor. The plan will include:
- statutory compliance
 - hazardous substances management plan
 - waste management plan
 - noise and vibration management plan
 - sustainability initiatives, and
 - traffic management.
38. General constructions hours will be as follows:
- Monday to Friday 7:00 am to 6:00 pm, and
 - Saturday 8:00 am to 1:00 pm.
39. Where construction work is undertaken which generates significant noise or vibration impacts, construction hours will be as follows:
- Monday to Friday 9:00 am to 12:00 pm and 2:00 pm to 5:00 pm, and
 - Saturday 9:00 am to 12:00 pm.
40. A construction traffic management plan detailing the temporary barriers, line marking and signage that will be set up to control traffic during the construction stage will be prepared prior to commencement of works.
41. During the construction stage, due care will be taken in order to avoid damage occurring to nearby utilities.
42. All areas used for construction site activities will be reinstated prior to occupation of the premises.

Piling

43. Piling installation will generally be restricted to vibro-piling. Impact piling will be limited to:

- driving of final section of each pile into bedrock before final setting (where vibration methods are inadequate)
 - driving of the final section of each steel pile into bedrock
 - weekdays, excluding public holidays, and
 - fixed time periods as set out in Item 26 above.
44. All work will be done in such a way that no construction or demolition debris etc falls, flows or is carried to the bed or waters of the Port. Any material entering the Port will be removed immediately.
45. Appropriate silt curtains and oil absorbent booms will be installed and maintained to contain silt and other water pollutants which are generated by any substructure works. The silt curtains and oil absorbent booms will be installed and maintained to completely surround the proposed works whilst construction occurs on the substructure of the pier. The pollution control measures will ensure that the proposed works do not cause any deterioration of water quality outside the curtailed-off area of Sydney Harbour.



ATTACHMENT E

Letter from Wilson Parking

28 January 2011

Shaun Mok
Development Manager
Peloton Development Management Pty Ltd
Suite 11 2-4 Kings Lane
Darlinghurst NSW 2010

Dear Shaun,

RE: Parking at Jones Bay Wharf Car Park

As discussed we have parking available and can provide 10 unreserved parking bays in Jones Bay Wharf Car Park, Pyrmont. There is capacity for more bays if you require them.

These bays can be used by Toga Developments Pty Ltd in relation to the Marina Bay Expansion of Jones Bay Wharf.

Feel free to contact me on (02) 9006 3233 or email lmcevoy@wilsonparking.com.au if you have any queries or require clarification.

Yours sincerely,

WILSON PARKING AUSTRALIA 1992 PTY LTD



Laura McEvoy
NSW Sales & Marketing Manager