



Photomontage – indicative representation of the marina structure from Victoria Place

ENARES Pty Ltd
t/a Gladesville Bridge Marina
Consultation Report - Non-statutory consultation
1 October 2018 to 30 November 2019

December 2019

This report is subject to, and must be read in conjunction with, the limitations set out in Section 4 and the assumptions and qualifications contained throughout the Report.

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1. Introduction and Background

1.1 Consultation report overview

Section 1 – Project Background. This section provides background about the marina history, the project and key changes, some demand context, the submitted drawing and project milestones.

Section 2 – Consultation This section explains the phases in the consultation. It also describes the activities undertaken during non-statutory consultation and proposed activities during public consultation.

Section 3 – Consultation Feedback and Response. This section provides information about stakeholder feedback and Gladesville Bridge Marina responses to issues raised.

The main issues raised by stakeholders centre on:

- Navigation, including any private swing moorings needing to be moved
- Visual impact
- Traffic & parking
- Environment
- Noise.

The communication and engagement team has engaged with several consultants in multiple interactions to draft technically correct responses.

The report focusses on responding to issues of concern rather than to any stakeholders who have indicated support for the proposal during the non-statutory consultation.

Every stakeholder who has contacted the project through any activity, has been identified anonymously with a single identifier. As no permission was sought from stakeholders in relation to their personal or other details, no personal details are disclosed in this report. The Consultation Issues Summary Table at Appendix A, only identifies stakeholders by their identifier. Any stakeholder wishing to know their number can contact the team at communityinput@gbmarina.com.au or by calling the community line on 1800 810 680.

Note: the term boat and vessel mean the same in this report. Boat is more readily understood across the broader community.

1.2 Background about Gladesville Bridge Marina

ENARES Pty Ltd, operating as Gladesville Bridge Marina (GBM) has owned the marina since 2008. GBM is one of Sydney Harbour's main boating destinations west of the Sydney Harbour Bridge. GBM has operated as a boatshed, boat repair and boat storage facility for around 100 years and for over 50 years as a marina. It currently offers a wide variety of services, including a tender service, pump out, repair and maintenance and slipways services, although the slipway cradles are not able to meet the needs of larger vessels. Amenities include toilets, an accessible shower and toilet and food and beverages (currently machine based) from its approved kiosk.

Along with its location and design, Gladesville Bridge Marina (GBM) has been a unique and distinguishing feature of the Drummoyne waterfront landscape, initially adjacent to the old Gladesville Bridge built in 1881. The old bridge was the only crossing of the Parramatta River east of Parramatta; punts (Bedlam Punt) and ferries (steamers) provided the main means for

crossing the river. Since the mid-1960s, GBM has complemented the new Gladesville Bridge in the background.

The Land and Environment Court of NSW decision of 21 December 1999, in relation to DA 43/99, provided consent to convert 40 of the then 84 moorings into 40 berths. These were in addition to the 10 existing berths. Currently, GBM has 50 floating marina berths, and 44 swing moorings and, is permitted to store up to 99 vessels including on cradles; the 99 storage spaces excludes temporary berthing for repair and maintenance.

GBM continues its commitment in developing and promoting sailing and safe boating usage in the local area, by providing its comprehensive range of boating services, as well as supporting local and national sailing initiatives, such as the Sabot Nationals, where it was the main sponsor in 2014/15. GBM continues to sponsor Drummoyne Sailing Club and races in the Twilight series from October to April each year, inviting staff, customers and residents to learn and participate in sailing. As part of its commitment to safety, GBM has provided complimentary boat licence safety courses in the past, for both customers and locals.

As a participant in NSW's Government's Boating Destination Plan, GBM provides access and amenity services to the general boating community on Sydney Harbour, including access to its toilets, pump out, water and its kiosk. GBM also offers boaters using its destination berth, access to local sites and parklands.

The marina has achieved International Clean Marina status (through the Marina Industries Association) for over a decade, and was one of the first Australian marinas to achieve Fish Friendly Marina status. This program is supported in NSW by the Department of Primary Industries, Department of the Environment, Fisheries NSW, and the NSW EPA; in South Australia by the Environment Protection Authority (EPA); in Western Australia by Fisheries WA and in Queensland by Qld Fisheries. GBM was also a participant in the EPA's Industry Partnership Program, to improve environmental outcomes at boating facilities including marinas. The Boating Industry Association received an award from the EPA for this program. In May 2019, GBM became one of 22 marinas who pledged to eliminate single use plastics through the Marina Industries Association program. GBM has committed to removing single-use plastics from its business. Over 50 marinas have now pledged.

1.3 Project need and proposed improvements

GBM is proposing a modern marina with a 21st century land water interface to reflect the trends in boating and the community. The proposal is to expand the existing structure to meet demand for differing boat sizes.

The proposed development constitutes alterations and additions to the marina berth layout to provide overall storage for 130 vessels comprising 15 swing moorings and 115 floating berths. The works include:

- Removal of 29 existing moorings and retention of 15 existing swing moorings
- Construction of 65 new floating berth spaces of varying sizes, that increases the number of floating berths from 50 to 115
- Cessation of slipway activities
- Demolition of the slipway rails and demolition of the internal office mezzanine structure within the covered slipway area
- Provision of 8 new valet car parking spaces within the existing slipway area.

As identified in the Sydney Harbour Boat Storage Strategy 2013 (the Strategy), there is insufficient storage for a variety of boat sizes and particularly for vessels greater than 25 m Length Overall (LOA) in Sydney Harbour, especially west of the Sydney Harbour Bridge. The Strategic Review (Chapters 4 and 5, Ninesquared, 2019) supports the findings in the Strategy provide demand analysis and information about the strategic alignment of the proposal. The Marina Berth Demand Assessment (Australian Marina Management Pty Ltd - marina consultants, 2019), notes that GBM “has remained in its present configuration since it was updated in 1999 and is no longer able to meet current demand for on-water storage of larger sized vessels in the Parramatta River and in Sydney Harbour generally.”

GBM's proposal will provide berth spaces ranging in sizes to suit vessels from 12 m up to 45 m, with 1 x 8-metre berth space.

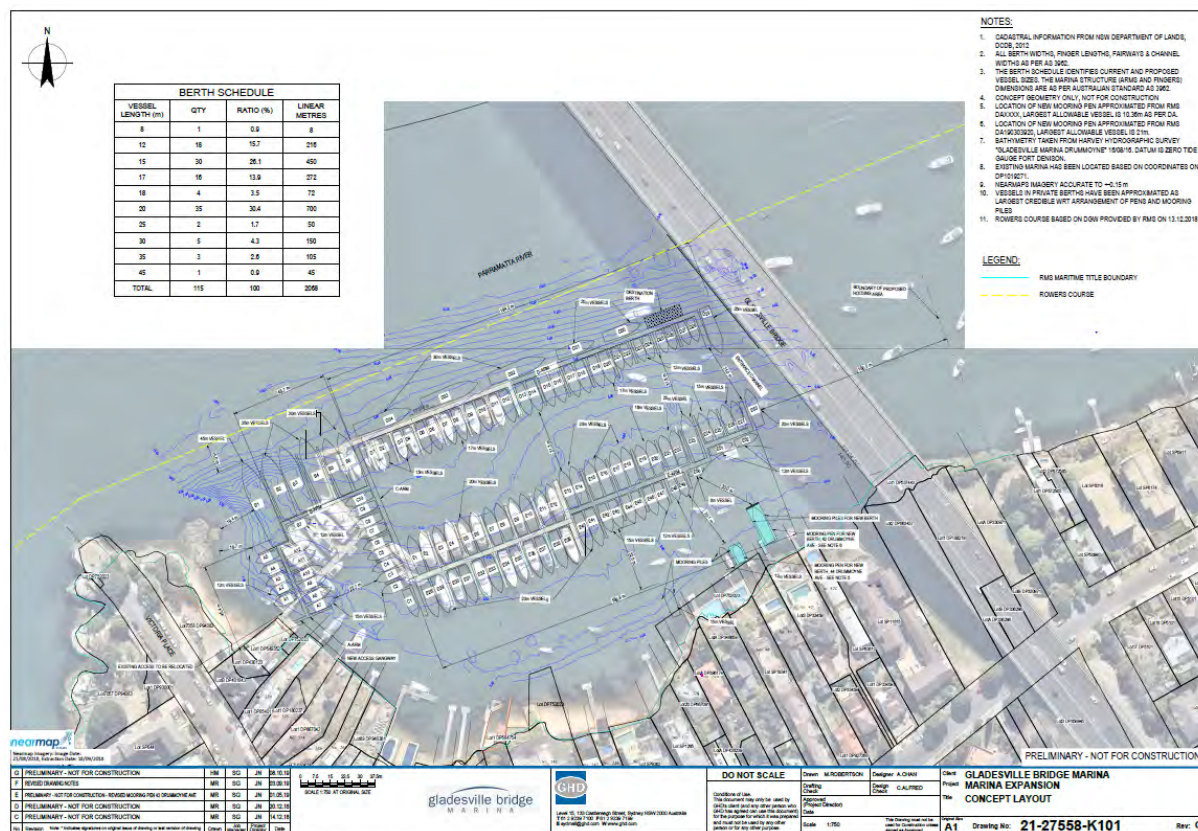


Figure 1 Proposed draft configuration (including berth schedule with vessel sizes)

1.4 Program

In the second quarter of 2018, GBM developed a preliminary concept design for discussions with Roads and Maritime Services to inform the site assessment. Table 1 provides an outline of the milestones and activities undertaken to date as part of the consultation program.

A meeting was held with the local state member The Hon. John Sidoti MP, in September 2018 to appraise him of the project, with the non-statutory community consultation commencing on 3 October 2018 on the preliminary concept design. Written advice to the local community in Drummoyne and across the waterway in Huntley's Cove via a letter box drop, the City of Canada Bay Council and other stakeholders, including the Mayor, informed the community and other stakeholders of the project and invited the community to an information session on 19 and 20 October 2018.

GBM lodged its SEARs request the week commencing 15 October 2018. GBM also lodged a Permission to Lodge (PTL) application with Roads and Maritime Services on 12 October 2018. The SEARs was provided to GBM dated 15 November 2018. GBM received written PTL approval on 6 February 2019 following verbal advice on 22 January 2019.

Table 1 Project Milestones and Timelines

Milestone	Date
1. Preliminary information and discussions with (former) Roads and Maritime Services to inform site assessment	May 2018 to August 2018
2. Project start following site assessment	27 August 2018
3. Development of preliminary design	May-September 2018
4. Community consultation commenced	4 October 2018
5. Permission to lodge submitted to Roads and Maritime Services	11 October 2018
6. Request for SEARS submitted to Planning	12 October 2018
7. Commence PTL process and refine preliminary design	October – December 2018, and April – May 2019
8. SEARS requirements received	15 November 2018
9. Permission to Lodge received	6 February 2019
10. Consultants for all reports engaged	February 2019 and ongoing
11. Prepare Environmental Impact Statement (EIS) documents in line with SEARS	February - October 2019
12. Lodge Development Application and exhibit EIS	October 2019
13. Submissions report (Statutory consultation)	At the completion of public consultation following lodgement of the
14. Assessment and determination	November 2019 onwards

2. Engagement and communication process

2.1 Engagement and communication purpose

The purpose of engagement with stakeholders including the local community has been to inform stakeholders about the project, including how they can provide feedback, and to consider concerns raised and responses to inform the project.

2.2 Community and stakeholder consultation and engagement overview

This section details the consultation and engagement activities undertaken to date. The engagement approach and process has been developed to align with the statutory requirements of the Environmental Impact Statement, and divided into three phases, described below. GBM also requested that engagement be undertaken prior to the statutory requirements in order to encourage stakeholders to provide early feedback to the project concept so that adjustments could be made during preparation of the Environmental Impact Statement (EIS). The phases are:

1. **Phase 1: Non-statutory consultation period - prior to receipt of Statement of Environmental Assessment Requirements (SEARs):** To inform the community and agencies about the concept design and proposal, and seek feedback to inform and refine the design where possible. SEARs was provided on 15 November 2018. Consultation included letters to community, advertisement in the local paper, establishing a project website and 1800 number, and conduct of two community information sessions (19 and 20 Oct 2018) prior to receiving the SEARs from the Department of Planning, Industry and Environment (DPIE).
2. **Phase 2: Non-statutory consultation period - during the development of the EIS, to September 2019:** Phase 2 included mail-outs providing an update and information that SEARs and PTL had been received, in February 2019, distribution of a Feedback Summary in May 2019, meetings, community take up of visual impact assessment from private properties, community line, community email, door knocking in May and June 2019, and a Community Information Session held on 6 September 2019, to obtain feedback to assist informing and refining the final design.
3. **Phase 3: Statutory consultation during the public exhibition of the EIS (2019):** This phase will occur during the display of the EIS. GBM proposes to include an 'information desk' at the marina at selected times during the public exhibition period, and will advertise the times of the information desk on the Gladesville Bridge Marina website. GBM will also have the information desk 'resourced' for selected two-hour sessions, which will be advertised on the same website page. The objective for the information desk is to provide an additional copy of all the EIS documents at the desk, for local residents to peruse. The objective of the resourced desk is to also provide information about the structure and content of the EIS, and in agreement with Council, to provide information on where submissions can be lodged. This phase will also include updating this Consultation Report to include responses to submissions, once the public consultation period ends. The website will also provide links to the EIS and information and links on submission lodgement.

2.2.1 Consultation with State and Commonwealth government authorities

The SEARs notes that consultation should also occur with the relevant State and Commonwealth government authorities. The planners for the project, Ethos Urban, consulted directly with agencies. A summary of that consultation is included in the EIS. Authorities consulted include:

- The Environment Protection Authority
- Office of Environment and Heritage
- Department of Primary Industries
- Roads and Maritime Services – Maritime Division
- Transport for NSW
- Canada Bay Council
- Hunters Hill Council.

2.3 Consultation activities Phase 1 – non-statutory (early) engagement

From September 2018 to January 2019, early engagement activities were undertaken by GHD. A formal feedback period was provided following the October community information sessions, and extended to 10 December 2019. However, stakeholder feedback was still captured through the 1800 number and project email after this time.

During Phase 1 of consultation for the project, comments were received from the community through various engagement activities as outlined below in Table 2. The issues/comments are described in Section 3.

Table 2 Phase 1 engagement activities

Timeline	Events	Details
17 September	Meeting with Local Member	<ul style="list-style-type: none">• Meeting with local state member, The Hon. John Sidoti, MP
4 October 2018	Meeting with neighbours	<ul style="list-style-type: none">• Meeting with adjacent neighbouring property owners (ENARES request)
4 October 2018	Commencement of early community consultation and distribution of community information newsletter (Appendix C)	<ul style="list-style-type: none">• Media release• Letterbox drop to local community and other stakeholders as per the distribution area (Appendix B)• 1800 number and email address• Project website
5 and 8 October 2018	Meetings with Canada Bay Council	<ul style="list-style-type: none">• Meeting with Planning team• Meeting with Mayor Angelo Tsirekas
19-20 October 2018	Community information sessions	Two sessions held on site at GBM: 5pm-7pm Friday and 9am – 11am Saturday
4 October to 10 December 2018	'Have your say' (Appendix D)	Promoted on Community Update newsletter and on website www.gbmarina.com.au .

2.3.1 Community Information Sessions -October 2018

There were two community information sessions (CIS) held at GBM two weeks after the project was first communicated to the local community and other stakeholders. These were held on:

- Friday 19 October 2018 from 5.00pm to 7.00pm
- Saturday 20 October 2018 from 9.00am to 11.00am.

The objectives of the CIS were to:

- Build project awareness, following the delivery of the community information newsletter in early October 2018
- Provide the community with an opportunity to meet some of the consultant specialists
- Collect feedback
- Provide the community further opportunities for input.

While not all stakeholders registered their details at the event, around 40 stakeholders attended the two sessions. Along with the marina manager, consultant specialists were available to provide information and answer questions about:

- Navigation
- Marina design
- Demand (micro)
- Planning
- Parking and Traffic
- Communication and engagement
- Visual Impact Assessment (only on the Saturday).

Feedback and question forms were made available so that any unanswered questions could be responded to. A number of stakeholders subsequently contacted the community line and / or email to provide feedback or ask questions. A full summary of the feedback and responses that occurred at or following the CIS in Phase 1 can be found in Section 3 of this report.

GBM and the navigation specialist also engaged directly with Roads and Maritime in relation to navigation issues during the PTL process, as also noted at Section 3.1.1.

2.3.2 What was revised after Phase 1

In the period from the CIS in October 2018 to February 2019, GBM made modifications to the design. Additional information and investigations for the navigation specialist to consider, were also requested. The changes were based on navigation issues raised during feedback, and in consultation with Roads and Maritime (now Transport for NSW). The change included relocating part of the structure (the 'B' arm) to ensure the rowing line on the aquatic licence chart, on the northern side of the marina was maintained to preserve the rowing single file course and the current channel. The images in the Feedback Summary Figure 2 on the back page (Appendix E) show this change.

Specialist consultants were also provided information about feedback received in Phase 1 so that they could consider issues raised by stakeholders in drafting their reports.

2.4 Consultation activities - Phase 2

Following receipt of the PTL approval 22 January 2019, a community update letter was distributed to inform the community that GBM had received the PTL and SEARs, as well as advising that the comprehensive studies to accompany the development application (DA) were commencing. In addition to the SEARs report requirements, GBM also commissioned a Social Impact Assessment report. The SIA considers the potential social impacts and benefits that result from a specific project – that is, how the project may change the way of life of affected communities. The SIA has been prepared in line with leading practice for SIA.

A second CIS occurred on 6 September 2019 between 5pm and 7pm. Door-knocking was undertaken in May and June 2019 to capture further community sentiment about the proposal.

These two activities are summarised in more detail in Table 3 and in Section 2.4 below as well as Section 3.3.

Table 3 Phase 2 summary of consultation activities

Timeline	Events	Details
February 2019	Distribution of Community Update letter (Appendix F) to: <ul style="list-style-type: none"> Local community Other key stakeholders 	<ul style="list-style-type: none"> Advice about project status Advice about reports required by SEARs and other reports
February 2019	Letter to bay-facing residents (Appendix G)	<ul style="list-style-type: none"> Offer opportunity for photos to be taken from their properties to inform the visual impact assessment and provide an appreciation of the impact to those residents
18 April 2019	Meeting with Hunters Hill Council (HHC) staff	<ul style="list-style-type: none"> Project update Discussion about consultation process, including with the HHC and the LGA community
May 2019	Distribution of Feedback Summary (Appendix E) to local community and other key stakeholders	<ul style="list-style-type: none"> Summary of the consultation and feedback.
May & June 2019	Photos taken from resident properties who had taken up the offer	<ul style="list-style-type: none"> The visual impact specialist and one of the engagement team attended properties with a photographer. Photos were taken as well as any further feedback.
28 May and 28 June 2019	Door-knocking	<ul style="list-style-type: none"> Door knocking was carried out in the local community in the two locations (see 2.4 for details)
23 August 2019	Letter (Appendix H) to: <ul style="list-style-type: none"> Local community Other key stakeholders 	<ul style="list-style-type: none"> Letter advising of CIS to be held 6 September 2019 and inviting the community to attend the CIS (see details at 2.4)
6 September 2019	Community Information Session (CIS)	<ul style="list-style-type: none"> CIS held at GBM from 5.00 to 7.00pm

2.4.1 Door-knocking – May and June 2019

Two members of the Engagement, Communication and Communities team door knocked residents in Drummoyne on Tuesday 28 May 2019 and Huntleys Point on Friday 28 June 2019 to capture feedback and better understand the community's sentiment about the Gladesville Bridge Marina (GBM) project. This door-knocking formed part of the broader suite of engagement activities and collateral developed to engage the Drummoyne and Huntleys Point communities near the marina about the project. Properties door knocked were chosen due to locality - specifically within the letterbox distribution area (Appendix B). Section 3.3 provides information about issues raised.

Similar to other activities, the objectives of the door knocking activity were to:

- Build project awareness
- Collect feedback from a wider cross section of the local community
- Provide the community further opportunities for input.

2.4.2 Community Information Session – 6 September 2019

A third CIS was held on 6 September 2019. Section 3.3 provides information about issues raised.

The objectives of the CIS were to:

- Inform the community of the final marina structure design
- Answer questions about some of the key themes that had been raised during Phase 1 of the engagement, and since the distribution of the Feedback Summary and door-knocking
- Advise the community that lodgement of the DA was happening and that reports were being finalised
- Answer general questions about the project
- Provide the community further opportunities for input in the period following the CIS so that these could be considered in the final project design.

2.4.3 Further project revisions from February to 30 September 2019 (Phase 2 engagement)

- Following further feedback regarding navigation issues during Phase 2, a 25-metre boat that was closer to the foreshore near the Gladesville Bridge, was replaced with two smaller boats, and a 12 metre boat with an 8 metre boat. Appendix E, the Feedback Summary Figure 3 illustrates this change. Specifically, Berths E 50 and E 51 were modified resulting in:
 - E51 which was a space for a 25-metre boat, was changed to hold two x 12-metre boats. E51 was close to the southern foreshore. The change also provides a visual improvement with two smaller boats.
 - E50 which was a space for a 12-metre boat was changed to a smaller 8-metre boat.
- A gangway that will allow kayakers and other small passive craft to navigate close to the shore near the marina has also been designed providing an access option
- Additionally, in response to feedback, the navigation consultant has developed a set of Safe Operating Procedures (SOPs) as part of the navigation report, so that marina customers, staff and contractors can support safe boating in the bay

- Following feedback about parking and traffic, including accessible spaces, the project team presented a number of issues for the Traffic and Transport (Colston Budd Rogers & Kafes Pty Ltd) team to consider. These included the number of spaces and accessible parking. The resulting update to the proposed development is that an additional eight (8) car spaces will be provided within the slipway area, with a valet system proposed. As a car stacker is no longer proposed, there will be no need for excavation in this area.
- Following feedback from stakeholders, and working with the visual impact specialist, revisions to boat assessable heights were made. In total, the assessable heights of 22 boats have been changed. These assessable height changes are as follows:
 - 2 x 12-metre boats from 4 metre height to 3 metres (2 of the 18 reduced) – E51 and E52
 - 8 x 15-metre boats from 4 metres to 3 metres (8 of the 30 reduced) – C6 to C9 and E24 to E27
 - 4 x 18-metre boats from 5.5 metre height to 4 metres (4 of the 4 reduced) – E19 to E22
 - 5 x 20-metre boats from 6 metre height to 4 metres (5 of the 35 reduced) – E15 to E18, and E53
 - 2 x 25 metre boats from 7 metre height to 4 metres (2 of the 2 reduced) – D29 and E23
 - 1 x 30 metre boat from 8 metre height to 6 metres (1 of the 5 reduced) – D23.

3. Issues and responses

Section 3.1 details issues and responses during Phase 1 of the non-statutory engagement. Section 3.3 details issues and responses during Phase 2 of the non-statutory engagement. Phase 1 issues are comprehensively detailed as these provided information for the project consultant specialists to consider in drafting reports, and to inform the drafting of the Feedback Summary for the community. Moreover, only three completely new issues were raised during Phase 2, primarily at or following the CIS on 6 September 2019.

The Consultation Issues Summary Table at Appendix A provides the summary of issues and responses to each stakeholder within the following themes:

- Boat storage demand (size and number of vessels)
- Consultation process
- Environmental impact (ecology, water quality and pollution)
- Fire response
- Navigation (accessibility, including access to private moorings, and safety)
- Navigation (relocation of private moorings and mooring field)
- Noise impact
- Slipway removal
- Traffic and parking
- Traffic and parking (Accessible parking)
- Visual impact from private properties
- Visual impact from public space
- Other (e.g. property value, benefit to local community, inclusion of café, loss of fishing area).

3.1 Issues raised during early non-statutory engagement (Phase 1)

During Phase 1 engagement, 72 stakeholders provided feedback on the proposed marina development in approximately 99 interactions. An assessment of the feedback received from the community during this phase has been completed in Table 4. Five main themes emerged.

Table 4 Respondent numbers and percentage

Main Themes	Respondent Numbers	%
Navigation	46	26%
Traffic and Parking	42	24%
Visual Impact	38	21%
Noise	27	15%
Environment	25	14%

A graphic illustrating issues raised is shown at Figure 2.

Many stakeholders did not provide address details. Based on information and feedback, a number of the 72 stakeholders are / likely residents from bay-facing properties on Drummoyne Avenue and Victoria Place. A high-level breakdown of the categorised addresses starting from those closest to GBM is:

- 376 to 324 Victoria Place (bay-facing) – 11 stakeholders
- 361 to 319 Victoria Place – one stakeholder
- 40 to 50 Drummoyne Avenue (bay facing) – seven stakeholders
- Identified as likely bay facing, or related stakeholders due to comments provided – 18 stakeholders.

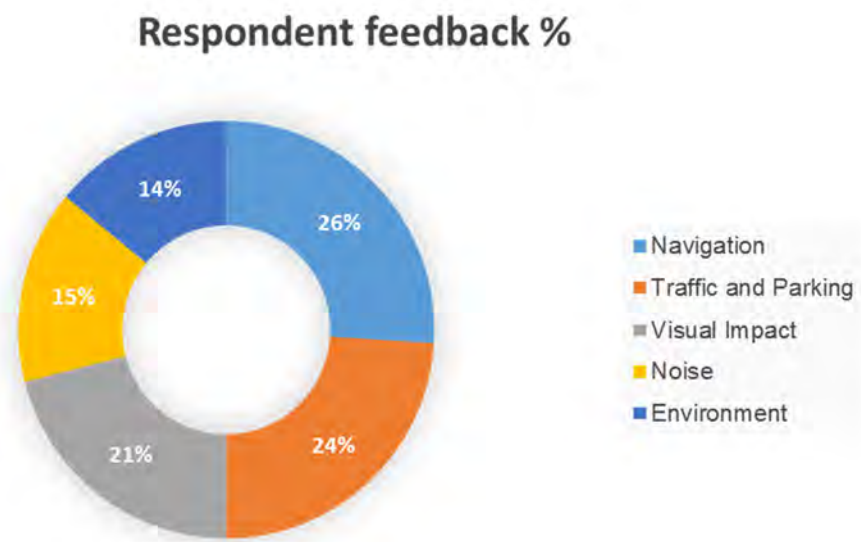


Figure 2 Main themes respondent percentage

The following sections from 3.2.1 to 3.2.6 present the feedback, any queries received and responses provided explaining how the issues have been considered. The feedback received has been divided into the following themes:

- Navigation
- Noise
- Traffic and Parking
- Visual Impact
- Environment
- Other.

Stakeholders raised multiple issues. Table 5 indicates the issues/themes, the number of times they were raised and the percentage overall this issue was raised compared with other issues.

Table 5 Frequency of issues

Main themes	Frequency of issues	%
Navigation	87	33%
Traffic and Parking	52	19%
Visual Impact	47	18%
Noise	40	15%
Environment	40	15%
Total	266	100%

Figure 3 provides a graphic illustrating of the Table 5 percentages. Navigation has emerged as the most concerning issue.

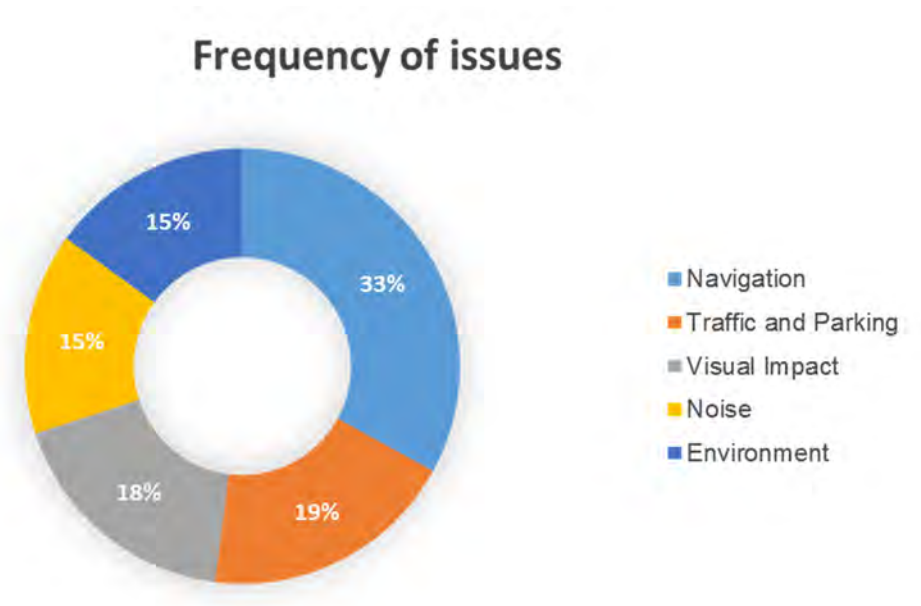


Figure 3 Main themes - frequency of issues

3.2 Responses to feedback

Responses shown in the following sub-section have been provided in direct liaison with the project consultants in relation to:

- Navigation
- Visual impact
- Traffic and parking.

3.2.1 Navigation

A total of 46 respondents raised issues about different potential navigation impacts.

Navigation responses were raised a total of 87 times, as some stakeholders raised multiple navigation issues. The frequency and different issues raised are summarised in Table 6 below.

Table 6 Navigation frequency of issues

Navigation	Frequency
Navigation for local residents with jetties, boatshed, mooring piles	26
Navigation - main channel users / impacts / general / wash / corridor / less space for boating / public transport	25
Navigation - water safety in proximity to the marina (boats)	17
Navigation - Water safety in proximity to the marina (kayaks, SUPs, swimming etc.)	10
Navigation - bridge height for masts or navigation generally near bridge	9
Total Navigation	87

The main concern raised by the community regarding navigation included access in and out of the bay, for residents and visitors from private properties with jetties, boatsheds or moorings. The comments made noted the 'narrowness' of the navigation channel in and out of the bay, and how the increased number of berthed boats proposed would impact on movement in this area.

North of the structure, in the main Parramatta River channel, issues with ferries, other boats, and the no-wash zone around the bay, and how this significantly slows down traffic around the bay were highlighted. Stakeholders also raised navigation centred on the impacts of the bridge height and the ability of tall or masted vessels being able to navigate safely.

Safety in the bay for all vessels, including ferries, as a result of the increased number of vessels moving in and out of the marina, and the river adjoining the marina, were also raised as concerns.

Safety for passive craft and other bay users, including fishers and swimmers also ranked highly in the navigation feedback. Comments indicated that the safety of recreational users of the bay may be compromised, in particular, the safety of kayakers and swimmers adjacent to properties located on the bay, due to boat movements in the marina.

A graphic of the issues raised by stakeholders indicating the issues/themes, as a percentage is shown in Figure 4.

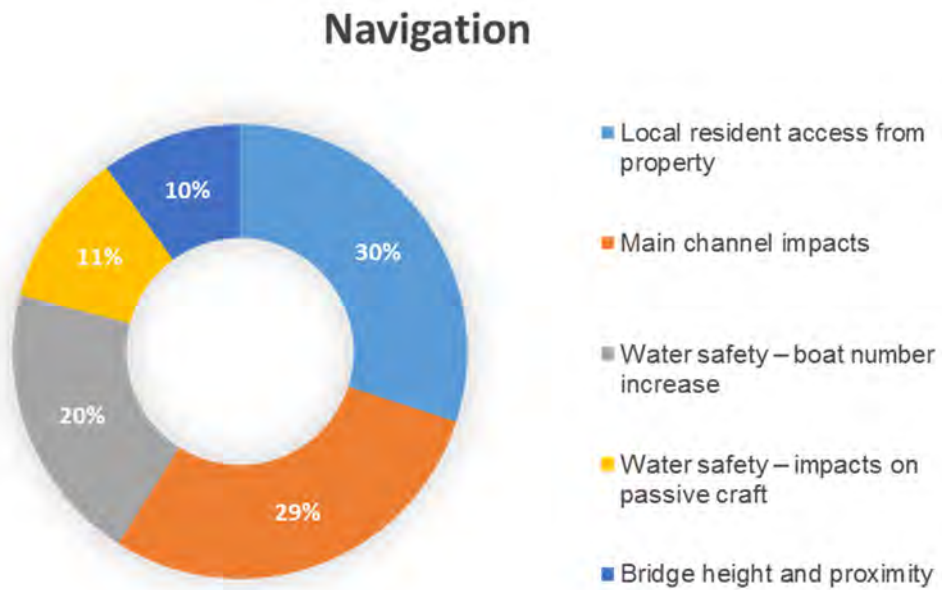


Figure 4 Frequency of issues raised by respondents

Response

From community feedback boating safety and access are important matters for the local boating community and other boating stakeholders. GBM has heard from neighbours and other users of the bay that they are worried about the potential for incidents to occur with the proposed marina structure expansion.

As a boating facility, GBM aims to enable its customers, neighbours and the boating community to enjoy safe boating use of the bay. GBM has safety rules for its boating community including awareness of and consideration for all varieties of boating traffic both at the marina, in the bay and within the vicinity of the Gladesville Bridge.

Safety is a priority for GBM. The GBM navigation specialist has been working closely with GBM throughout the concept development, and following feedback about safety concerns from the community in Phase 1, has developed a set of Safe Operating Procedures (SOPs) so that marina customers, staff and contractors can support safe boating in the bay. The SOPs are in addition to any other current rules and requirements for marina users.

The provisions of the Marine Safety Act and Collision regulations (Col Regs) as amended, apply to all waterway users.

The issues raised by neighbours and other stakeholders are addressed below.

The Navigation Assessment report in the EIS provides more extensive information about navigation issues and has informed the responses.

Navigation for local bay residents to and from structures (jetties, boatshed, mooring piles)

The marina concept has been designed to allow access to private berths for both power and air draft vessels. The bay has some size restrictions for vessels stored on waterfront structures, due to the depth of water at low tide. The marina will offer some protection from surface wash, however river cat wash seems to activate below the surface and is problematic on or near the shore.

The proposed marina structure has been designed to have a minimum of 30 metres between boats on the E arm and private structures on the southern shore, and in consideration of permissible boat lengths.

Boats currently stored in the bay offer good access from structures, with larger air draft boats being able to navigate across the face of the marina. During Permission to Lodge (PTL) discussions, Roads and Maritime requested a drawing on air draft clearance and this was provided, and to date Roads and Maritime has indicated the layout and access are acceptable. As competent, skippers, boaters who use the current waterfront structures would safely negotiate their berths under the proposed new arrangements.

Navigation - water safety in proximity of the marina due to the number of proposed boats / general safety

The marina is proposing to increase the size of the structure, and boat spaces will increase from 50 to 115 on the marina; 15 commercial swing moorings will also be retained. To mitigate any potential navigational impacts, GBM's navigation specialist has been working closely with GBM throughout the concept development, and has developed a set of Safe Operating Procedures (SOPs) included in the Navigation Assessment, so that marina customers, staff and contractors can support safe boating in the bay.

The SOPs will provide marina clients, guests and the broader community with a comprehensive guide to marina operations and how GBM's clients should safely interact with other boat operators and conduct themselves as good neighbours with the land based community.

To account for additional movements, there will also be a holding area in the vicinity of the marina, to give skippers a chance to observe the waterway and proceed when it is safe to do so. The Navigation Assessment also notes there are no set obstacles or blind spots to cause problems approaching or leaving the Marina.

Based on the above, and rules of operation, the marina will not adversely impact the waterway.

Navigation - Water safety in proximity to the marina (kayaks, SUPs, swimming, other uses)

Passive craft will be able to paddle around on the shoreline and across the face of the marina. Additionally following feedback, provision has been made in the design, to include a gangway that will allow kayakers and other small non-motorised craft to navigate close to the shore near the marina as an access option. This will allow kayaks and other small non-motorised craft to pass under the gangway, thereby facilitating access to the waterfront and also providing safe access to the southern side of the Parramatta River.

During PTL discussions with Roads and Maritime, detail was provided to inform the design. The need to maintain the yellow rowing line on the aquatic licence chart, on the northern side of the marina was also highlighted. GBM has revised its design to achieve this. Overall the design preserves the rowing single file course and the current channel.

Whilst the proposed marina is increasing the size of the structure and retaining 15 commercial swing moorings, the boat movements in and out of the marina will not adversely impact the waterway. The internal marina is sufficiently wide enough to accommodate multiple boats wishing to berth or leave, noting that this won't occur all at the same time. An extra measure includes a holding area just under the bridge, to give skippers the chance to observe the waterway and proceed when it is safe to do so. The SOPS will also support this.

Anecdotally, swimming activity is limited in the bay. People have been observed jumping off the end of private structures and vacating the water soon after. People don't appear to stay in the bay to swim. The current GBM policy is to state patrons must not swim in the confines of the marina.

As noted earlier in this report, the provisions of the Marine Safety Act and Collision regulations as amended, apply in all circumstances; this offers a safety overlay for boaters and people in the water.

Navigation - bridge height for masts or navigation generally near bridge

Feedback from stakeholders highlighted the height of masted vessels travelling under the bridge and general navigation in the area.

Roads and Maritime queried under span heights during the Permission to Lodge (PTL) discussion. A drawing was provided by GBM to indicate under concrete arch heights. Roads and Maritime reviewed the plan as part of the PTL application process. The Feedback Summary (Appendix E) shows the bridge clearance heights in Figure 4 on the back page of the summary. The Navigation Assessment also notes that large shoreline moored air draft vessels will be able to reach the holding area just under the bridge unimpeded.

Navigation - main channel users / Issues include: general impacts / wash / corridor / less space for boating / public transport

Safe navigation in the main channel: From time to time the area can be quite busy and care is needed to navigate safely. Keeping a proper lookout and travelling at an appropriate speed for the conditions are chief amongst other basic sea going activities, such as keeping to the right of the channel and maintaining a vessel at low wash in the No / low wash zone.

Public transport: Ferries operate under the same provisions as all other vessels and must observe the same regulations. Most boaters understand ferries have a timetable to maintain and will provide navigation space for them to pass.

There have been recent media reports that there could be additional services on the Parramatta River. It is noted in the Navigation Assessment report, that while this would have an impact on water traffic generally, there are specific regulations that must be adhered to by recreational and commercial vessels to safely transit the river. Boaters will have to drive to the conditions, which could mean slowing down, maintaining channel separation, avoiding collisions and keeping a proper lookout. The report also notes that currently ferries slow down in the channel under the Gladesville Bridge due to the 'low' wash zone (see below).

Vessels entering or leaving the marina precinct irrespective of additional or normal traffic, are subject to the same requirements. Harbour ferry services have increased over the years and boaters have adjusted to these additional services as they have occurred. In most cases ferries take the same course to preserve timetables thus allowing other waterways users to observe a standard course and speed.

No wash (now Low wash) zone: The following information is also taken from discussions with the Navigation specialist and from the Navigation Assessment report. No Wash Zones (more recently referred to as Low Wash Zones) can be established in an area simply by the erection of signs by the relevant authority. No / Low Wash Zones do not require gazetting, however they are subject to a media campaign, and in the main established after significant consultation with users and other stakeholders in the community. The whole notion of wash requires education and explanation to ensure the boating public understands impacts from wash, including damage to the foreshore or adjacent properties, and the main impact on safety.

The relevant authority regional manager for Sydney Harbour established the 'No Wash Zone' in its current layout, in the vicinity of Gladesville Bridge sometime in 1993; this is prior to the redevelopment that occurred subsequent to the approval of the Development Application (43 of 1999). Roads and Maritime has indicated that this 'No Wash Zone' will not be altered from its current location.

Impact of private mooring relocations

There will be some impact on private and commercial mooring holders. To address this, the GBM team met with Roads and Maritime during PTL discussions, to determine how the mooring field adjacent to the marina could be relocated within the current boundaries, to maintain numbers, and not cause too much dislocation. Of note is that this type of relocation has and will occur around the State waterways as waterside development occurs. GBM's navigation specialist is continuing to work with GBM and Roads and Maritime, to explore solutions and ideas to resolve relocation issues. GBM will pay for any relocations.

With other marina developments, these issues were addressed following lodgement of the Development Application, as the project progressed into the assessment and determination phases. Roads and Maritime would usually rely on the submitted design drawings to guide their discussions.

3.2.2 Traffic and parking

Of the 72 stakeholders that provided feedback, 42 raised issues about traffic and parking in the immediate vicinity of the marina. There were 52 discrete comments about traffic and parking as a number of stakeholders raised more than one traffic and parking issue. A summary of the stakeholder comments are presented in Table 7.

Table 7 Traffic and parking frequency of issues

Traffic and parking	Frequency
Traffic and /or parking - does not specify reason or just says not enough or reduces parking on street	31
Parking ratio being met - provision of new parking does not meet requirements due to 1999/2000	9
Traffic and parking impacts 'other'	6
Traffic and parking impacts - specifically on street (does not specify type of impact)	6
Total Traffic and Parking	52

Stakeholder feedback about traffic and parking focussed on two main aspects:

- The provision of on-site spaces at the marina
- The availability of on-street parking on Victoria Place.

The area of most concern to the community was on street parking, raised by 31 people. Stakeholders expressed that there is already a lack of available on-street parking, creating further significant pressure on existing and new residential blocks in the street. Weekends and peak holiday periods were noted as a concern due to the increased volume of those seeking to park in and around Victoria Place, putting further pressure on residents' parking.

Stakeholders raised issues about the ability of the Marina to provide adequate parking spaces to meet the demand resulting from the increased number of berths proposed, given the current pressures on parking in Victoria Place.

Nine (9) stakeholders were concerned that the previous development in 1999 / 2000 did not provide sufficient parking.

Some stakeholders expect that larger boats would attract more people, thus more cars. There were a number of queries about a traffic and parking 'risk assessment' being undertaken for the proposal.

Response to traffic and parking issues raised by stakeholders

GBM acknowledges that local residents are worried about on-street parking in Victoria Place, the number of marina parking spaces, and potential impact from the proposal to develop additional boat storage spaces.

The Secretary's Environmental Assessment Requirements (SEARs) stated that the Environmental Impact Statement (EIS) for the proposal must include an assessment of:

- details of road transport routes and access to the site
- road traffic predictions for the development during construction and operation
- an assessment of impacts to the safety and function of the road network; a description of carpark arrangement for the development.

A preliminary assessment of the parking and traffic issues informed the preliminary design of the marina.

The Traffic and Transport (Colston Budd Rogers & Kafes Pty Ltd) report has been updated since the preliminary assessment and addresses the issues stated in the SEARs. The report includes results of two surveys undertaken on a weekend in January 2019, and on the June long weekend, as well as reference to surveys in 2015, and based on findings "suggests (that the) on-street parking is generally unrelated to the marina". The report also notes at 3.8 that the surveys indicate a parking demand of up to 0.15 spaces per berth. At 3.9, the report notes that with 31 additional spaces overall, "the parking requirement is five (based on surveys of the existing facility) to eight (based on the draft standard) spaces".

The original plan was to have a car-stacker, however following further investigations, it was determined the car stacker would only be able to provide an additional six (6) spaces due to construction requirements. Based on the findings in the report, the resulting update to the report is that an additional eight (8) car spaces will be provided within the slipway area, with a valet system proposed. As a car stacker is no longer proposed, there will be no need for excavation in this area.

The on-site parking will be designed to be attractive and accessible, so that it is fully utilised at all times. The requirement for the site is to provide one (1) accessible parking space for every 50 (or part thereof) parking spaces.

In relation to traffic generation, the report finds that there would be a *"very small increase in traffic in Victoria Place of less than five vehicles per hour (two-way) during peak periods ... is within the existing variation in traffic flows in Victoria Place"*.

3.2.3 Visual Impact

A total of 38 stakeholders referred to concerns about the visual impact that the proposed development of the marina would have on the bay. There were 47 themed responses, as some stakeholders raised multiple visual issues. The frequency and different issues raised are summarised in Table 8 below.

Table 8 Visual impact frequency of issues

Visual Impact issues	Frequency
Visual impact from private properties	37
Visual - other (visual clutter, does not want wall of boats, to their pool and lawn, historic views of bridge)	6
Visual impact - not stated from where	2
Visual impact from public space	1
Total Visual Impact	47

47 distinct comments were made in relation to the visual impacts of the proposal. Key amongst these (37 respondents) were concerns relating to the obstruction/change of view from private properties. Specific issues about private views included; the already restricted views after earlier development, in reference to the 1999 development application, the fact that 'serious money' had been paid to be able to enjoy the view and boating, that developers should not be able to have access to large areas of water at the expense of private owners entitlement to existing views, and loss of amenity. Several stakeholders used a form response in noting loss of 100% of their views, or / and having a wall of boats.

A small number of stakeholders (3 respondents) raised the obstruction/change of view from public vantage points including from the main channel, views of the Gladesville Bridge (1 respondent), and other non-specified visual impacts in and around the bay, including clutter at the adjacent property.

Response to visual impact issues raised by stakeholders

GBM acknowledges that people are worried about over-development in Sydney Harbour.

Public and private photomontages

In October 2018 and February 2019, GBM offered marina neighbours who overlook the bay, with an opportunity for the visual assessment consultant to take some photos from vantage points to the harbour and marina within their property. There were a small number of preliminary photomontages that had been generated to provide the community with an indicative representation of what the structure might look like with boats of the sizes that are proposed in the berth spaces from public spaces around the marina and foreshore. This was made available at the community information sessions in October 2018.

Noting these are indicative representations, the photomontages enabled the residents to visualise the proposal and assist GBM in appreciating any potential for adverse impact upon amenity arising from the proposal upon any outlook they have to the Harbour, and to inform the final EIS and Development Application.

Boat storage design – realigned to enhance corridor views from Howley Park

During the design development, the goal was, that while increasing the number of boats stored, the design should use space more efficiently to do so. For example, the realignment of the existing marina arms, and their spatial separation in the concept proposal, has opened up the marina, providing new aspects from the public domain to the waters of the harbour and the bridge.

The concept design ensures the harbour waterway within and around the marina area will remain visible, and not result in pronounced blocking of views. From specialist consultant analysis, it is anticipated that a similar outcome is envisaged for private vantage points within individual properties, with the existing outlook of properties still achieving an appreciation of the harbour waterway itself; activity in the waterway; the form and scale of the bridge; and the depth of view currently enjoyed.

The updated marina has the potential to become a feature attraction with this setting, within both public and private aspect, due to the improved formality and arrangement of the layout compared to the existing marina.

Boat sizes and assessable heights – adapted to ensure impacts are low

The design and information included in the EIS aims to provide certainty to the community about assessable boat sizes. Currently GBM is not subject to any vessel height restriction.

GBM has identified each berth space nominating the actual boat length for this project. This is to make clear that the length of the structure is almost always not the same as the length of the

boat. The length of the structure is usually longer than the boat berthed at it. The maximum lengths of the boats, once approved, will be those that are shown in the boat (Vessel) lengths.

As well as the above, as part of the visual impact assessment (VIA), information has been provided to the specialist consultant and made available to the community and other stakeholders in the VIA report, that includes:

- Photomontages from a number of locations showing a variety of boats in the berths
- Photomontages from the same locations illustrating the assessable heights used in the VIA

As noted in sub-section 2.4.3 of this report, a number of changes have been made to the concept since community engagement commenced in October 2018.

Berths E50 and E51 were revised in response to feedback in late 2018 and early 2019. E50 was reduced from a 12 metre to an 8 metre boat, and E51 which was a 25 metre boat was substituted by two 12 metre boats and became berths E51 and E52. The total number of berths increased from 114 to 115. This results in lower visual impact from the 25 metre boat that had been proposed closer to the foreshore at E51.

The VIA specialist notes in his report that “*extensive modifications have been made to the proposal from its infancy in response to ongoing assessment*”.

Further to ongoing consultation including the Community Information Session in September 2019, feedback from stakeholders, and working with the visual impact specialist, revisions to assessable boat heights were made, prior to finalising the design in November 2019. In total, the assessable heights of 22 boats have been changed. The assessable heights of these 22 boat have been changed as follows:

- 2 x 12-metre boats from 4 metre height to 3 metres (2 of the 18 reduced) – E51 and E52
- 8 x 15-metre boats from 4 metres to 3 metres (8 of the 30 reduced) – C6 to C9 and E24 to E27
- 4 x 18-metre boats from 5.5 metre height to 4 metres (all 4 reduced) – E19 to E22
- 5 x 20-metre boats from 6 metre height to 4 metres (5 of the 35 reduced) – E15 to E18, and E53
- 2 x 25-metre boats from 7 metre height to 4 metres (both of the 2 reduced) – D29 and E23
- 1 x 30-metre boat from 8 metre height to 6 metres (1 of the 5 reduced) – D23.

The VIA specialist consultant in his final draft, and in consideration of the design and all the revisions, has provided his assessment against the provisions of the Sydney Harbour Foreshores and Waterways Area development Control Plan for Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (the DCP) View Analysis Matrix, and the Land and Environment Court Planning Principle relating to impact on public domain views, as set out in the judgement of *Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor* [2013] NSWLEC 1046 (‘Rose Bay Marina’) (the Planning Principle).

Views from Public Domain and Residential Properties – Low Impact

In relation to views from the public domain, the assessment against the DCP has found that none of the locations rank above a 2.0 and are all “Below Medium” and that none of the assessment warrants any further amendment to the marina plan.

The assessment of views from the public domain against the Planning Principle, derived from the Rose Bay Marina judgement, concludes there will only be the potential for Low Impact at each of the identified locations and that the “*impacts from the development are considered to be either negligible or minor upon the identified Locations The modifications made during the*

preliminary plan process has mitigated any potential for Medium, or greater, potential view impact under the DCP requirements for view impact assessment”.

The assessment of any impact to residential properties to the south of the marina is also considered as Low. The specialist notes that:

“the development is proposed within an existing urban environment defined by multi-storey buildings, development foreshore areas; private jetties, the existing marina; and swing moorings. Notwithstanding the DCP provisions also indicate that, compared to public domain views, views from residential properties are of a lesser significance (Figure D1).”

3.2.4 Noise

Feedback about noise was received from 27 stakeholders. There were 40 themed responses, as some stakeholders raised multiple noise related issues. A large number of these comments were non-specific, describing concern that an increase in vessel numbers would lead to an increase in general noise. Table 9 summarises the issues.

Table 9 Noise frequency of issues

Noise	Frequency
Other Noise - does not specify anything or not in other categories (e.g. Noise at night, noise from boats echoes under the bridge, passengers disembarking from large berthed boats will need to walk a long way to the Marina to return to their vehicles lugging all their gear with them day or night)	16
Noise - more boats, general increase in noise	10
Noise from work or operations - does not specify which type	6
Noise - parties on board boats	3
Noise - boat owners working on boats	3
Noise - commercial work on boats	2
Noise - charter vessels	1
Total Noise	41

Concerns were raised by the community about the potential for excess noise in the area as a result of the development, and increased number of vessels (10 respondents). Three of the 40 stakeholders highlighted parties on boats.

Comment was also received that boaters dragging luggage at night on the longer structure or along the road would be noisy, that noise impacted on privacy, that there would be alcohol fuelled disembarkation late at night, noise from side and bow thrusters, that noise would increase tenfold, and that residents are already affected by aircraft.

A number of form letters noted noise would echo under the bridge.

Maintenance and repair work on boats either by owners of boats or commercial contractors, staff and the marina was an issue raised several times.

A graphic illustrating the issues raised by stakeholders is shown in Figure 5.

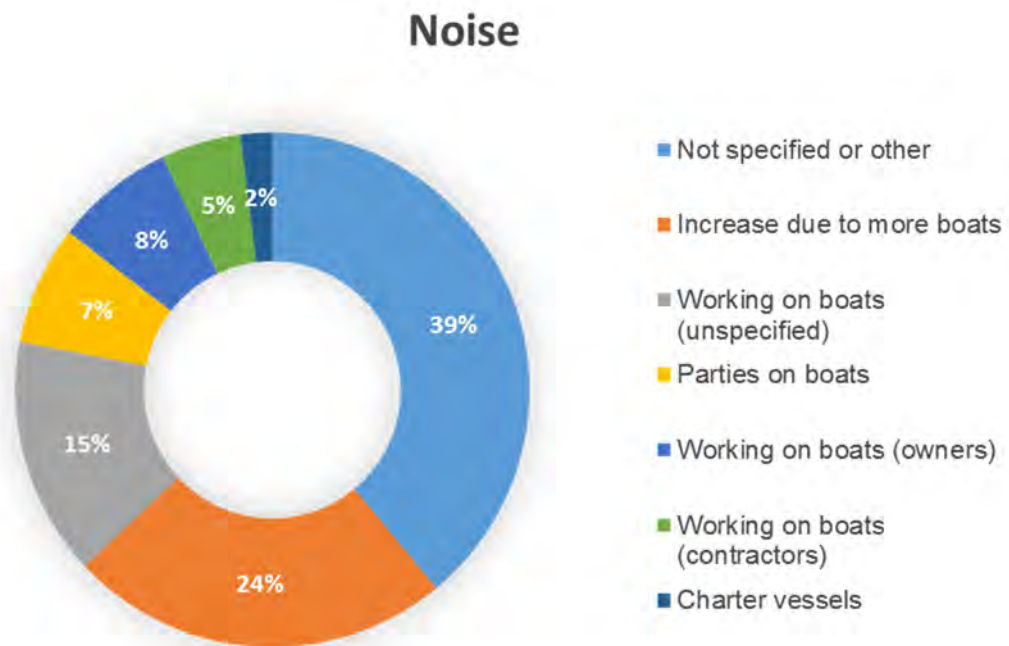


Figure 5 Frequency of issues raised by respondents

Response to noise issues raised by stakeholders

Local residents are worried about more noise due to the proposal having more boats on the marina. GBM knows that having a business close to residential properties can present challenges around noise. Any offensive noise is unacceptable.

The marina manager is available to respond to noise issues at any time.

Management at GBM is responsible for controlling noise from boats berthed or moored at the marina, and other users of the marina. To achieve this, GBM requires that all users of the marina comply with the request of the marina to lower or cease noise, and to observe any GBM rules and relevant NSW legislation and regulations. GBM monitors and logs any noise issues that are raised, and reviews its logs regularly to revise any requirements. GBM is able to reasonably terminate berthing and mooring agreements, and prohibit access to anyone who does not observe GBM requirements.

Noise from vessels is primarily regulated through the Protection of the Environment Operations Act 1997 (PoEO Act) and the Protection of the Environment Operations (Noise Control) Regulation 2017. Offensive noise is defined in the PoEO Act.

GBM advises its customers, staff and contractors that noise should be minimised by respecting and observing the marina requirements, particularly early in the morning or late at night. Offensive noise at any time is unacceptable and marina patrons must comply with relevant legislation and regulations. Users are advised they must not play loud music, must enter and leave the marina quietly late at night or early in the mornings, and that noise must be kept to a minimum at all times. Charter vessels stored on berths or moorings at the marina are not permitted to pick up or drop off customers. GBM sets limits on excessive idling and engine noise and vessel alarms for boats berthed at the marina.

Work on boats berthed at the marina and commercial moorings is undertaken by staff, contractors and owners. This will continue in the proposed marina. The slipway operations are ceasing and noise from slipway activities will cease. For any work undertaken at the marina, including on berthed and moored vessels, GBM will continue requiring that staff, contractors and

customers keep noise to a minimum at all times, maintain all equipment to ensure it is working to maximum efficiency to reduce noise, that quiet tool selection strategies continue to be implemented, and to observe any GBM rules and relevant NSW legislation and regulations.

Pulse Acoustics was engaged by GBM to prepare a Noise and Vibration Impact Assessment. The Noise Impact report identifies and assesses sources of noise currently, during proposed construction, and operation, and identifies mitigation measures, where these are required.

In relation to noise from any increased traffic, the report notes that “increase in road traffic noise along Victoria Place would be of a negligible level, not warranting further noise controls”.

Noise generating scenarios, including boat start up and patrons on boats with raised voices are considered and as noise levels comply with relevant noise criteria, further noise controls are not recommended.

The report notes that a Construction Noise and Vibration Management Plan is recommended to mitigate potential impacts at the nearest receivers during the construction.

Operational hours are included in the Environmental Impact Statement (EIS). Customers are allowed to access and use their boats at all times, irrespective of business hours.

Construction and future operations

GBM will work closely with the noise consultants to identify and mitigate against noise during construction and operations of the proposed marina. As noted, GBM is able to reasonably terminate berthing and mooring agreements and prohibit access to anyone who does not observe GBM requirements.

3.2.5 Environment

A total of 25 stakeholders provided feedback about the environment. There were 40 themed responses, as some stakeholders raised multiple environment issues. Table 10 summarises the issues.

Table 10 Environment frequency of issues

Noise	Frequency
Pollution & environmental impacts (other or does not specify)	16
Impact on water quality and flow (and situation)	9
Impacts on marine life (assumed if stakeholders specify marine or say 'wildlife')	9
Pollution (Fuel related, including smell)	6
Total Environment	40

The majority of feedback on the potential environmental impacts (16 respondents) mentioned generic reference to pollution or environmental impacts. Nine respondents referred to water quality issues including tidal flow impacted by the larger structure and additional boats, flushing of the bay, and siltation. Two of the nine noted sediments being stirred up. Three respondents mentioned effluent or effluent not being disposed of properly.

Nine respondents raised concerns about the impact on marine life either generally or with specific reference to types of marine life. Two of these responses indicate they are form responses as both said that they regularly saw seals, turtles and fish and these would be impacted by the proposal. Another respondent noted that the population of sea horses present in the bay had already been impacted by the marina structure and number of boats, and that they now saw very few seahorses and the extra activity would see them “extinct”. A small number of respondents noted fuel, diesel, or diesel smell impacts and two noted that there

would be reduction in fish due to environmental impacts. One respondent noted concern about water quality at Chiswick baths.

Responses to environmental issues raised by stakeholders

A number of stakeholders state that they are concerned about the proposed increased in the number of, and that the size of the structure will impact on the environment.

Pollution and other environmental impacts from boats and marina users is unacceptable.

Similar to noise, pollution from boats or related activities, is primarily regulated through the Protection of the Environment Operations Act 1997 (PoEO Act), the Marine Pollution Regulation 2006, and related regulations. In addition to this, GBM require that their staff, contractors and customers adhere to rules and procedures in relation to the environment, including water, air, land and noise.

The marina manager is available to respond to environment related issues at any time. He is actively involved in informing staff, contractors and customers of their responsibilities and checking activities and practices regularly. He reviews GBM's environmental performance and is committed to achieving environmental best practice.

GBM recognises that a healthy marine environment is important to the enjoyment of recreational boating. The marina is a voluntary participant in two environmental programs. It has a Level 3 Accreditation as a 'Fish Friendly' marina, one of the first in Australia, and has held Clean Marina accreditation for over a decade. Participants in the Clean Marina Program work to protect inland and coastal waterways through pollution reduction and environmental management practices. GBM was also one of the early participants in a boating industry and EPA partnership program (Towards Cleaner Production) from 2002 - 2005. This program was awarded the best industry program by the EPA.

In relation to onsite waste, GBM disposes of waste using relevant external services. Waste is comingled and taken to the waste contractor's base for sorting, for recycling and land-fill. This method currently allows for higher levels of recycling as customers find it easier to dispose of waste. Customers are also encouraged to take waste away. GBM separately recycles oil waste, ferrous and non-ferrous metals and batteries. GBM is acutely aware of the importance placed on recycling and will work collaboratively with industry, government and recyclers to look to continue improving options for re-use and re-cycling.

GBM will work with the Waste consultants both in the construction phase and to update its environmental plan for operation.

GBM offers pump out and encourage customers to use the land-based toilets. It also actively encourages customers and other boaters to regularly maintain their boats to minimise the likelihood of pollution occurring.

GBM has emergency and spill procedures in place in the event of any environmental incident.

In relation to ecology, Marine Pollution Research Pty Ltd (MPR) prepared an Aquatic Ecology Assessment. Based on stakeholder feedback about marine (aquatic) ecology, some of the relevant key findings of Section 5 and the Summary and Conclusions of that report as summarised are that:

- There are no direct losses of fish or reef habitats resulting from the proposed marina reconfiguration
- No terrestrial habitats at the marina and no bat roosting areas were found at the marina or under the Gladesville Bridge southern ramparts

- No threatened species and “that of the listed or protected marine species that may occur in the vicinity of the site, none would be utilising the resources of the site to any great extent and would generally be in the locality as transients or opportunistic feeders”.

The report also notes additional information in this section and “provided the mitigation, offset and additional recommendations of this report are incorporated into the marina design, construction and operation of the refurbished Gladesville Bridge Marina, residual impact risk can be managed to satisfy the aquatic ecology and fish habitat conservation requirements of the SEPP (Sydney Harbour).”

In relation to construction the report provides specific details for the protection of the aquatic environment that are to be incorporated into the Construction Environmental Management Plan (CEMP).

With regard to water quality and sediment sampling, the MPR report notes that “Water quality and sediment sampling programs were initiated to meet the obligations of aquatic habitat impact assessment outlined in the SEARs.” In the report, MPR describes the process, results and management of the sediment sampling, during construction and operation of the proposed development. It highlights that with the termination of the slipway activities, and retention of the concrete slipways base, contaminated sediments in the immediate surrounds of the marina will not be disturbed and that this is “considered the most beneficial impact arising from the proposal in regard to the protection of the aquatic ecology of the locality.”

MPR has also provided a Supplementary Report on Contamination Investigation. In the report MPR recommends management actions in relation to the slipway, and notes that “as the risk to human health and the risk of adverse impacts on local marine biota is minimised there is no requirement for a RAP.” (Remediation Action Plan).

The Secretary’s Environmental Assessment Requirements (SEARs) issued to GBM in November 2018, specify matters that require consideration for the EIS, and GBM consultants for the proposal have considered /assessed impacts and mitigation measures in relation to:

- Biodiversity
- Soil and water
- Contamination
- Noise and vibration
- Air quality and odour
- Waste management.

GBM will work closely with the GBM consultants who have prepared the above-listed reports for the EIS to identify and mitigate against impacts. As noted above, the MPR Supplementary Report on Contamination Investigation provides recommendations.

3.2.6 Other issues raised during Phase 1

A number of other issues were raised across the engagement period to January 2019 that covered several topics. The number of respondents is shown in brackets; some respondents raised multiple issues. The summary of issues that is being developed for stakeholders was captured in an illustrative format in the Feedback Summary and included:

- Slipway removal (8)
- Private mooring impact (8)
- Amenity: unspecified (8); loss of fishing area (4); Howley Park (2)

- Property value reduced (7)
- Questions there are any benefits for the local community (4)
- Construction impacts or construction timing (4)
- Ferries will be slowed by the marina and leasing of public waterway for profit and use by non-resident boat owners will be at the expense of locals and “others who come for other activities” (3)
- Adequacy of consultation process (2).

A number of single respondents made comments that have been broadly categorised as relating to the *size of the proposal, the structure, or demand*. Each individual comment is captured either exactly (“”) or paraphrased as follows:

- Overzealous increase
- Becoming too large
- Single word ‘demand’
- Number of berths proposed
- “There are larger existing marinas nearby that can accommodate larger, fixed mooring boats therefore there is very little justification for any expansion in a little local residential area”
- “No demand for more boats - swing moorings more affordable”
- Empty berths all the time (several form style responses)
- "marina is big enough"
- "1. Marina is too large already 2. Impact on residential area
- "The current marina has declined in the number of boats using it so why do you need to double the size"
- Doesn't see the need for a massive marina as there is already Birkenhead Point Marina and the Superyacht Marina etc., unless someone can prove otherwise.
- Have enough demand for marina berths.
- No justification for the expansion
- Overdevelopment
- "There is no need for an extension to the existing marina, particularly since there are multiple marinas and moorings close by that boat owners can access if they wish."

Related to the above bullet points were several comments from single respondents, some of which were made by the same individuals as the previous bullet list, and broadly refer to it being an overdevelopment, greed-based, unjustified, will cause the bay to become a marina, a boat park, and use of public space. Each individual comment is captured either exactly (“”) or paraphrased as follows:

- Loss of a free public waterway & space being transferred into private hands
- "do not see what the justification is for such an intrusive expansion of the marina, apart from the obvious financial benefit to the present owners who will, in all probability, sell for big profits "
- "Why do people need to own motorboats?"
- "Appears to be a money grab with no consideration"

- "1. Tired of Development at expense of community 2. only help minority of boat owners"
- "It concerns me that the bay will basically become the marina"
- "The leasing of public waterway for the profit of the marina owner and the use of boat owners who do not live in the local area, will be at the expense of those who live in the vicinity of the bay and people who come to fish, kayak and paddle board in the bay" (This was the same as the response from a second stakeholder)
- "Overdevelopment of Gladesville Bridge Waterway. We think your outfit is already far too big now."
- Restriction of public space
- "the destruction of the river by a gigantic "boatpark".

A small number of single respondents provided feedback that could not be categorised and are listed as follows:

- Cost of berths vs moorings
- Impact on marina employees
- The 1999 development relationship with the EIS for this project
- Interested in the proposal and lives nearby
- Queried about the consent process
- Queried feasibility of filling in slipway
- The 1999 development was by 'stealth' and asking GBM to withdraw proposal
- Scoping of impact not qualified or quantified
- There should be more not less access to Parramatta River and this proposal did nothing to address this
- Query about riparian rights and compliance issues
- The existing marina was already "enough" and so extensions works are "unreasonable"
- Query / comment about re-use of surrendered commercial mooring area by RMS
Destruction of the bay will be "complete" / western arm should never have been allowed / Marinas "are not beautiful" just functional and have no place impacting on the Gladesville Bridge
- Imagines some residents closer to the bridge would not be happy but that is progress
- Query about RMS as a decision maker
- A terrible proposal
- RMS as decision maker contravenes the Australian Standard and the Sydney Harbour DCP and there is a need to tighten the "legislative loopholes"
- Increased damage to seawalls and boat sheds. Proposal only benefits small number of boat owners who may "NOT be residents".

Responses to 'other' issues raised by stakeholders.

GBM received the Secretary's Environmental Assessment Requirements (SEARs) in November 2018. The SEARs stated that the Environmental Impact Statement (EIS) for the proposal "*must include an assessment of all potential impacts of the proposed development on the existing environment (including cumulative impacts if necessary) and develop appropriate measures to avoid, minimise, mitigate and/or manage these potential impacts.*"

People are worried about change and GBM has heard from a number of local residents that they are concerned that the proposal will have different impacts.

Slipway removal: As outlined in the proposal, the slipway and associated infrastructure will be demolished as part of the development, and a section of the slipway area will provide additional parking spaces. Several sites in Sydney Harbour have ceased slipway operations in recent years and similar to the practices at these sites, GBM have stated they will work closely with boat repair facilities to provide an ongoing service for its customers including local residents. As noted in relation to noise, some work on the current 99 boats is undertaken by staff, contractors and owners and this will continue in the proposed marina. The boat repair and maintenance work that is currently carried out on the slipway will no longer take place on the proposed marina, and will be referred to other nearby facilities. While the loss of this direct service may change the way services are delivered, GBM sees this as an opportunity to improve amenity for the local community with the cessation of a number of industrial activities.

Impact on private and commercial moorings: GBM will consult with local residents to help explain the proposed plan and its intent. There will be some impact on private and commercial mooring holders. To address this, the GBM team met with Roads and Maritime during PTL discussions, to determine how the mooring field adjacent to the marina could be relocated within the current boundaries, to maintain numbers, and not cause too much dislocation. Of note is that this type of relocation has and will occur around the State waterways as waterside development occurs. GBM's navigation consultant is continuing to work with GBM and Roads and Maritime, to explore solutions and ideas to resolve relocation issues. GBM will pay for any relocations. As noted in Section 3.1.1, Roads and Maritime would usually rely on the submitted design drawings to guide their discussions.

Amenity: (fishing amenity and Howley Park): In relation to Howley Park East, GBM is in the process of seeking approval to undertake landscaping improvements and to provide a waste bin enclosure. This process is underway and is separate to the proposed GBM alterations and additions.

GBM is an accredited "Fish Friendly" marina. Fish Friendly Marinas aim to include beneficial outcomes for native fish into their existing operational plans, such as ensuring their marina is free from marine pests and providing habitat for native fish. In relation to fishing amenity, the marina structure, commercial swing mooring area and navigation channel between the structure and the commercial swing mooring area, are continuous for several hundred metres currently. Boaters who are fishing in the area currently or in the future, need to take care to navigate safely. As noted in at Section 3.2.1, keeping a proper lookout and travelling at an appropriate speed for the conditions are chief amongst other basic sea going activities, such as keeping to the right of the channel and maintaining a vessel at low wash in the No / low wash zone. Roads and Maritime (now Transport for NSW) website notes that "All masters must be aware of the International Regulations for Preventing Collisions at Sea, which are adopted in NSW and modified through the Marine Safety Regulation 2016."

Compliance: The marina is compliant and has permission for 50 permanent boats on the marina, 44 on commercial swing mooring, and a total of 99 permanent boats, not including those boats awaiting or undergoing repair.

Size of the proposal, the structure, and demand: The Strategic Review (Ninesquared, 2019) provides demand analysis and information about the strategic alignment of the proposal. Ninesquared notes that its "review indicates that the proposal strongly aligns with the strategic vision of the NSW state government in improving boat storage on Sydney Harbour and facilitating efficient and safe public access" and that "this proposal makes a small but significant improvement to the problems identified by government."

The Marina Berth Demand Assessment (Australian Marina Management Pty Ltd - marina consultants, 2019), provides details about the demand for particular berth sizes as well as other strategic information. Its conclusion notes that "The proposed additional berths at Gladesville Bridge Marina will be able to satisfy some of the existing unfulfilled demand for modern berthing of recreational vessels in Sydney Harbour. In addition, the proposed new berths for larger sized vessels at Gladesville Bridge Marina are in line with the demand patterns evidenced in this study."

Roads and Maritime Services (now Transport for NSW) as decision maker: Roads and Maritime is not the consent authority for commercial marina development (land/water interface development). Roads and Maritime Services as Land Owner, provided written confirmation in early February 2019 that the Permission to Lodge a development application was approved. Roads and Maritime Services stated that "in granting this consent, RMS is not endorsing the proposal nor approving the development itself. We are simply giving permission for you to lodge an application. As such, the application could still be refused".

Damage to seawalls and boatsheds: The marine safety and navigation, and separate soil and water reports address impacts on surrounding areas and structures as set out in the SEARs. Metocean in their Wave Climate study note in relation to the potential vessel wake that "the proposed development is not expected to affect local wave conditions besides providing some wave sheltering to the shorelines directly behind the proposed extension, similar to the existing marina."

Consultation process: Stakeholder engagement has been underway since October 2018 and in advance of the statutory requirements, which are triggered by the public exhibition process that come into effect when the DA is lodged. GBM wanted to maximise the opportunity to engage with the community providing transparency around the concept proposal, and capturing and addressing issues raised by the local community to enable adaptation where possible to the marina upgrade. This non-statutory consultation has led to some changes as outlined at Sections 2.3.2 and 2.4.3.

Responses in favour of the proposal: a small number of stakeholders have indicated they were in favour of the project during Phase 1 and 2. Industry stakeholders have also provided support.

3.3 Issues raised during Phase 2 of the non-statutory engagement

Two of the Phase 2 activities, door-knocking on 28 May and 28 June 2019 and the CIS on 6 September 2019 provided the main numbers of feedback during this phase, either directly or as follow up emails or phone calls to the community line and email.

The delivery of the Feedback Summary in late May 2019 also led to a small number of phone and email contacts. These contacts did not raise any issues that are not covered as part of Phase 1 as described above. One stakeholder was disappointed to hear that the project had not been withdrawn as they thought the project was "dead in the water".

The team also engaged with a small number (less than 10) of bay-facing residents who decided to have photos taken from their properties for the photomontage, or those residents who were seeking information about the photomontage process. The issues raised are also detailed in Section 3.1 and relate to the visual impact from their private properties.

The below summarises issues raised during Phase 2 door-knocking and the CIS.

3.3.1 Summary and issues raised during door-knocking on 28 May and 28 June 2019.

Only a small number of occupants were at home on the two days and just over 80% of properties were not accessible. Moreover, the activities on 28 May 2019 had to be curtailed before door-knocking in Drummoyne could be completed, due to a safety incident that occurred at one of the properties.

Overall 16 residents provided feedback and all except one had heard of the project. The sources of information for the residents had been the Community information newsletter (October 2018) and Feedback Summary (May 2019), social media, and neighbours. Not many of the residents attended the CIS in October 2018, and they indicated they were not likely to attend a future CIS.

The summary of feedback from the door-knocking responses is:

- Three residents said they were in favour of the project (one of these residents was a boater who stated that more boat storage was required)
- Two residents in Huntleys Point stated they had no concerns with the project as they were across the water
- Four residents expressed concerns with the project and the impact it would have on traffic and parking, noting some of this feedback was collected from residents on Wrights Rd Drummoyne, opposite medium sized apartment complexes
- Two of the four residents who expressed concerns with the project stated they did not want to see the marina increase its boat storage.
- Other residents did not express an opinion for or against the project and provided very minimal response to questioning.
- When asked about the amenity residents would like to see at the marina, one resident said public toilets and a fuel stop for boats; the resident was then informed there are toilets available at the marina.

3.3.2 Summary and issues raised during the CIS on 6 September 2019 and in the period following the CIS to 30 September 2019.

Twenty-three (23) stakeholders attended the CIS. Of these, 12 had previously engaged with the project during Phase 1.

Three issues were identified that had not previously been raised or where stakeholders still sought an answer (accessible parking). These were:

- Accessible parking
- Fire brigade access in the event of a fire
- Difficulty for barges to access a property

The planning and consent process, previously raised, was again discussed at the CIS and clarification is provided below.

Responses to issues raised during or after the CIS on 6 September 2019

Accessible Parking

Following feedback about parking, including accessible spaces, the parking team since clarified a number of issues including accessible parking. The proposed development will meet the relevant accessibility provisions of the BSW, AS 1428.1-2009, the Disability Discrimination Act

1992 and the Disability (Access to Premises — Buildings) Standards 2010. As noted at 3.2.2, the requirement for the site is to provide one (1) accessible parking space for every 50 (or part thereof) parking spaces.

Fire brigade access in the event of a fire

GBM takes the threat of fire on the marina seriously.

The manager and staff meet regularly with Fire and Rescue NSW (FRNSW). The most recent visit was the last week of August 2019. On each visit GBM goes through their fire plan together. GBM also goes through the location of stored flammables and fire-fighting equipment. As well, the manager had a brief on-site discussion with FRNSW on 7 October 2019.

The plan, should the marina be faced with a fire on a vessel on the marina, is to safely evacuate all persons from the marina to a designated meeting point. The work boats are used to ferry anyone who may be on the other side of the fire and take them to safety.

Boats either side of the burning vessels are removed, and the burning vessel(s) is secured to the dock with flameproof cables. This prevents the spread of fire to other vessels. The marina system is made of concrete floats with some rubber and timber components. Whilst not 'Fireproof' it is able to withstand and prevent the spread of fire.

FRNSW will use hoses to cool down the surrounding area. It is unlikely that FRNSW will attempt to put the fire out once it has taken hold. FRNSW have advised that a burning fibreglass boat is almost impossible to put out once it is alight. Their plan is usually to secure the area with a bund to prevent pollution, and let the vessel burn to the waterline.

The subject of marina fires was recently presented at the National Marina Conference with a recent marina fire discussed, and dissected, to provide marina operators with the very latest in firefighting and prevention techniques.

The marina manager has also completed a specialised Marina Fire Fighting course.

The navigation specialist also followed up the stakeholder concerns with Sydney Ports. It was confirmed that FRNSW are the principal combat agency for vessel fires however, Ports work alongside FRNSW in cases where vessels might be at a mooring or in a marina, and access is problematic for road based appliances.

Ports have some fast response vessels which can get into very tight spots to fight a vessel fire however, by the time these vessels are crewed and respond, it is likely that any vessel on fire, is well alight and is being dealt with by the FRNSW.

In summary both FRNSW and Ports will respond and Ports has confirmed it has shallow water and tight access capability.

Difficulty for barges to access a property

In addition to information in Section 3.2.1, Navigation, the proposed marina structure has been designed to have a minimum of 30 metres between boats on the E arm and private structures on the southern shore, and in consideration of permissible boat lengths.

Barges will be able to safely navigate through this area. In relation to marina customers entering or leaving the marina, the SOPs noted in Section 3.2.1 have been developed for inclusion in the draft Navigation Assessment Report as part of the EIS.

Assessment and consent process

A standard flow chart for Designated Development was made available by the project planners at the CIS, and they have provided the following information to respond to a stakeholder question on how the proposal will be assessed and determined:

- The Canada Bay Council (professional planning staff) is the assessing authority for the application. The process includes lodging the DA with Council. Council notifies adjoining residents, Council staff then prepare a written assessment report with recommendation for approval or refusal.
- That assessment report and draft conditions is sent to the Sydney Eastern City Planning Panel who is the consent authority for the application.

The assessing authority and consent authority are different.

A marina is a form of Designated Development under the Environmental Planning and Assessment Act. Under this determination process the flowchart that was handed out showed two options which cover the full range of different types of Designated Developments.

The planners also clarified that the Gladesville Bridge Marina application will follow determination by the Planning Panel, and not the other option in the flowchart, which is shown as being Council or the Independent Hearing and Assessment Panel (IHAP).

3.4 Consultation Summary – Phase 1 and 2

Early in the project development, ENARES Pty Ltd trading as Gladesville Bridge Marina (GBM), resolved to undertake consultation with stakeholders. In particular consulting early with the immediately adjacent local residential community would assist identifying issues so the project team could consider and adapt the concept design in response to this consultation and prior to formal lodgement.

GBM knew that there had been limited community consultation during the 1999 development where 40 moorings were converted to permanent berths in addition to the original 10 permanent berths. The local bay-facing residents had been dissatisfied with the limited consultation available, and had only been made aware of the application to upgrade the marina following the lodgement of the DA with the former Drummoyne Council.

GBM's intent for this marina upgrade has been to consult with the community early, to provide transparency about the project, to provide information and seek community feedback. Section 2.1 has described in detail the level of consultation undertaken in a genuine effort to capture local community issues, and respond to those issues by adapting the design where possible.

This consultation outcomes report provides detailed account of the non-statutory consultation with stakeholders, issues raised, and where the concept design has been adapted in response to those issues, and how the marina will remain compliant with regard to noise and environmental issues.

Adaptation of the design in direct response to the community feedback has included adjustments to three key areas of concern including navigation (berthing reconfiguration, SOPs and gangway for small paddle craft), traffic and parking (removal of the slipway and accommodating accessible and standard parking), and visual impact (photomontages to assist with new view corridors, reducing assessable height, and boat sizes at (E50 and E51) to ensure visual impacts remain low).

GBM has implemented a comprehensive consultation program with the local community. It acknowledges that some residents still remain concerned, and GBM remains committed to ensuring that any impacts from this project remain low.

4. Scope and limitations

This report: has been prepared by GHD for Gladesville Bridge Marina Pty Ltd and may only be used and relied on by Gladesville Bridge Marina Pty Ltd for the purpose agreed between GHD and the Gladesville Bridge Marina Pty Ltd as set out in Section 1 of this report.

GHD otherwise disclaims responsibility to any person other than Gladesville Bridge Marina Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report.

GHD has prepared this report on the basis of information provided by Gladesville Bridge Marina Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

5. Appendices Table of contents

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Appendix A - Consultation issues summary table

Appendix A - Consultation issues summary table

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Appendix A - Consultation issues summary table

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Appendix A - Consultation issues summary table

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Appendix A - Consultation issues summary table

RESPONSE SUMMARY TO ISSUES RAISED	
Traffic and Parking	<p>Traffic: In relation to traffic generation, the Traffic and Transport (Colston Budd Rogers & Kafes Pty Ltd) report finds that there would be a very small increase in traffic in Victoria Place of less than five vehicles per hour (two-way) during peak periods and is within the existing variation in traffic flows in Victoria Place.</p> <p>Parking: The assessment of parking requirements in the Traffic and Transport (Colston Budd Rogers & Kafes Pty Ltd) report, included results from two surveys (weekend 19-20 January 2019 and Long weekend June 2019). The surveys indicate a parking demand of up to 0.15 spaces per berth. With the proposed 31 additional spaces overall, the parking requirement is five (based on surveys of the existing facility) to eight (based on the draft standard) spaces. An additional eight (8) car spaces will be provided within the slipway area, with a valet system proposed.</p> <p>Accessible parking: The proposed development will meet the relevant accessibility provisions, and the requirement for the site is to provide one (1) accessible parking space for every 50 (or part thereof) parking spaces.</p>
Visual Impact (VIA)	<p>Photos and photomontages: Photos have been taken from a number of locations, and photomontages that provide an indicative representation, of what the structure might look like, with boats of the sizes that are proposed in the berth spaces from public spaces, around the marina and foreshore, have been developed. Some local residents accepted the GBM offer to have photos taken from their properties, to visualise the proposal and assist GBM in appreciating any potential for adverse impact upon amenity arising from the proposal upon any outlook they have to the Harbour.</p> <p>Changes to the concept design: The VIA specialist notes in his report that “extensive modifications have been made to the proposal from its infancy in response to ongoing assessment”. A number of changes have been made to the concept since engagement commenced in October 2018. This includes changes to berths E50 and E51: E50 is now an 8-metre boat and E51 which was a 25-metre boat is now two smaller (12-metre) and lower boats.</p> <p>Revisions to assessable boat heights: Revisions to assessable boat heights were made, prior to finalising the design in November 2019. In total, the assessable heights of 22 boats have been changed.</p> <p>Assessment by the VIA specialist: The assessment is Low Impact against the <i>Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor [2013] NSWLEC 1046</i> (<i>‘Rose Bay Marina’</i>), and Below Medium against the <i>Sydney Harbour Foreshores and Waterways Area Development Control Plan for Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</i> from the public domain, and from the private residential properties. The EIS and Visual Impact Assessment provide full details.</p>
Navigation (accessibility, including access to private moorings, and safety)	<p>Safe boating: Safety is a priority for GBM. The navigation specialist has developed a set of Safe Operating Procedures (SOPs) so that marina customers, staff and contractors can support safe boating in the bay. The provisions of the Marine Safety Act and Collision regulations (Col Regs) as amended, apply to all waterway users.</p> <p>Access for passive craft: Passive craft will be able to paddle around on the shoreline and across the face of the marina. Additionally following feedback, provision has been made in the design, to include a gangway that will allow kayakers and other small non-motorised craft to navigate close to the shore near the marina as an access option. In relation to rowers in the main channel, the design preserves the rowing single file course and the current channel.</p> <p>Access to private moorings: There will be some impact on private and commercial mooring holders. GBM’s navigation specialist is continuing to work with GBM and Roads and Maritime, to explore solutions and ideas to resolve relocation issues. GBM will pay for any relocations.</p>
Noise Impact	<p>GBM knows that having a business close to residential properties can present challenges around noise. Any offensive noise is unacceptable, and management at GBM is responsible for controlling noise from boats berthed or moored at the marina, and other users of the marina. The marina manager is available to respond to noise issues at any time. Pulse Acoustics has prepared a Noise and Vibration Impact Assessment report and has identified impacts and mitigation measures where required. The report notes the following:</p> <p>Noise from any increased traffic: The report notes that “increase in road traffic noise along Victoria Place would be of a negligible level, not warranting further noise controls”.</p> <p>Noise generating scenarios, including boat start up and patrons on boats with raised voices: The report notes these scenarios are considered, and as noise levels comply with relevant noise criteria, further noise controls are not recommended.</p> <p>The report notes that a Construction Noise and Vibration Management Plan is recommended to mitigate potential impacts at the nearest receivers during the construction.</p>
Slipway removal	<p>Some work on the current 99 boats is undertaken by staff, contractors and owners and this type of work will continue in the proposed marina. Work as is currently carried out on the slipway, will be referred to other nearby facilities. While the loss of this direct service may change the way services are delivered, GBM sees this as an opportunity to improve amenity for the local community with the cessation of a number of industrial activities. The ecological report by Marine Pollution Research notes that this is “considered the most beneficial impact arising from the proposal in regard to the protection of the aquatic ecology of the locality.”</p>
Boat storage demand (size and number of vessels)	<p>A marina berth Demand Assessment and a Strategic Review of boat storage on Sydney Harbour were completed as part of the reports for the EIS. The Strategic Review notes that Queensland had the most marina boat storage spaces with an average of approximately 272 vessels per marina. The report indicated that the average marina in NSW has a relatively small boat carrying capacity and has the highest percentage of marinas with a waiting list for boat storage during part or all of summer. Also noted is that the “review indicates that the proposal strongly aligns with the strategic vision of the NSW state government in improving boat storage on Sydney Harbour and facilitating efficient and safe public access”.</p> <p>The Demand Assessment concludes that the proposed additional berths at Gladesville Bridge Marina will be able to satisfy some of the existing unfulfilled demand for modern berthing of recreational vessels in Sydney Harbour. In addition, the proposed new berths for larger sized vessels at Gladesville Bridge Marina are in line with the demand patterns evidenced in this study.”</p>
Environmental impact (ecology, water quality and pollution)	<p>Pollution and other environmental impacts from boats and marina users is unacceptable. The marina manager is available to respond to environment related issues at any time. He is actively involved in informing staff, contractors and customers of their responsibilities and checking activities and practices regularly. GBM recognises that a healthy marine environment is important to the enjoyment of recreational boating. The marina is a voluntary participant in two environmental programs. It has a Level 3 Accreditation as a “Fish Friendly” marina, one of the first in Australia, and has held Clean Marina accreditation for over a decade.</p> <p>The report from Marine Pollution Research Pty Ltd (MPR), notes that there will be no direct losses of fish or reef habitats, there are no terrestrial habitats or bat roosting areas, and that there are no threatened species present.</p> <p>Contamination and remediation: MPR highlights that with the termination of the slipway activities, and retention of the concrete slipways base, contaminated sediments in the immediate surrounds of the marina will not be disturbed, and that this is “considered the most beneficial impact arising from the proposal in regard to the protection of the aquatic ecology of the locality.” MPR has also provided a report that recommends management actions in relation to the slipway and notes that “as the risk to human health and the risk of adverse impacts on local marine biota is minimised there is no requirement for a RAP.” (Remediation Action Plan).</p>
Consultation process	<p>Stakeholder engagement has been underway since October 2018 and in advance of the statutory requirements which are triggered by the public exhibition process that come into effect when the DA is lodged. GBM’s intent for this marina upgrade has been to consult with the community early, to provide transparency about the project, to provide information and seek community feedback. This non-statutory consultation has led to some changes as outlined in the Consultation Report.</p> <p>GBM has implemented a comprehensive consultation program with the local community. It acknowledges that some residents still remain concerned, and GBM remains committed to ensuring that any impacts from this project remain low.</p>
Fire response	<p>GBM takes the threat of fire on the marina seriously. The plan, should the marina be faced with a fire on a vessel on the marina, is to safely evacuate all persons from the marina to a designated meeting point. The work boats are used to ferry anyone who may be on the other side of the fire and take them to safety. The navigation specialist also followed up the stakeholder concerns with Sydney Ports. While Fire and Rescue NSW (FRNSW) are the principal combat agency for vessel fires, both FRNSW and Ports will respond to a vessel fire, and Ports has confirmed it has shallow water and tight access capability.</p>
Other (e.g. benefit to local community, inclusion of café, loss of fishing area)	<p>A number of issues were raised by single or a few respondents, and could not be categorised, and are shown as other. The Consultation Report provides details about these issues, as well as responses.</p> <p>The Social Impact Assessment identifies a number of potential social benefits from the proposal that include health and well-being outcomes, opportunities for social interaction, equitable access, improved navigation, and improvements and changes to amenity.</p>

Appendix B - Distribution area (for all communication activities)



Appendix C- Community update newsletter October 2018

gladesville bridge

M A R I N A

COME AND MEET THE TEAM

Where

Gladesville Bridge Marina
380 Victoria Place, Drummoyne

When

Friday 19 October 2018
from 5.00pm to 7.00pm

Saturday 20 October,
from 9.00am to 11.00am

**Please note that the visual
impact consultant will only
be available on Saturday
20 October 2018*

Abbreviations

- GBM** – Gladesville Bridge Marina
- EIS** – Environmental Impact Statement
- SEARs** – Secretary's Environmental Assessment Requirements
- PTL** – Permission to Lodge development application
- DA** – Development application

PROJECT STAGES

Preliminary Planning



Preliminary Design



Project information
& preliminary design



We are here

SEARs
PTL



EIS Drafting



Formal DA consultation
process



Determination



Marina Construction



Marina Operational



Project progress

Ongoing community engagement and feedback

1965



2020

Preliminary design

WE WANT TO HEAR FROM YOU

Contact details:

✉ communityinput@gbmarina.com.au

☎ 1800 810 680

You can get information about our proposed
changes on our website www.gbmarina.com.au

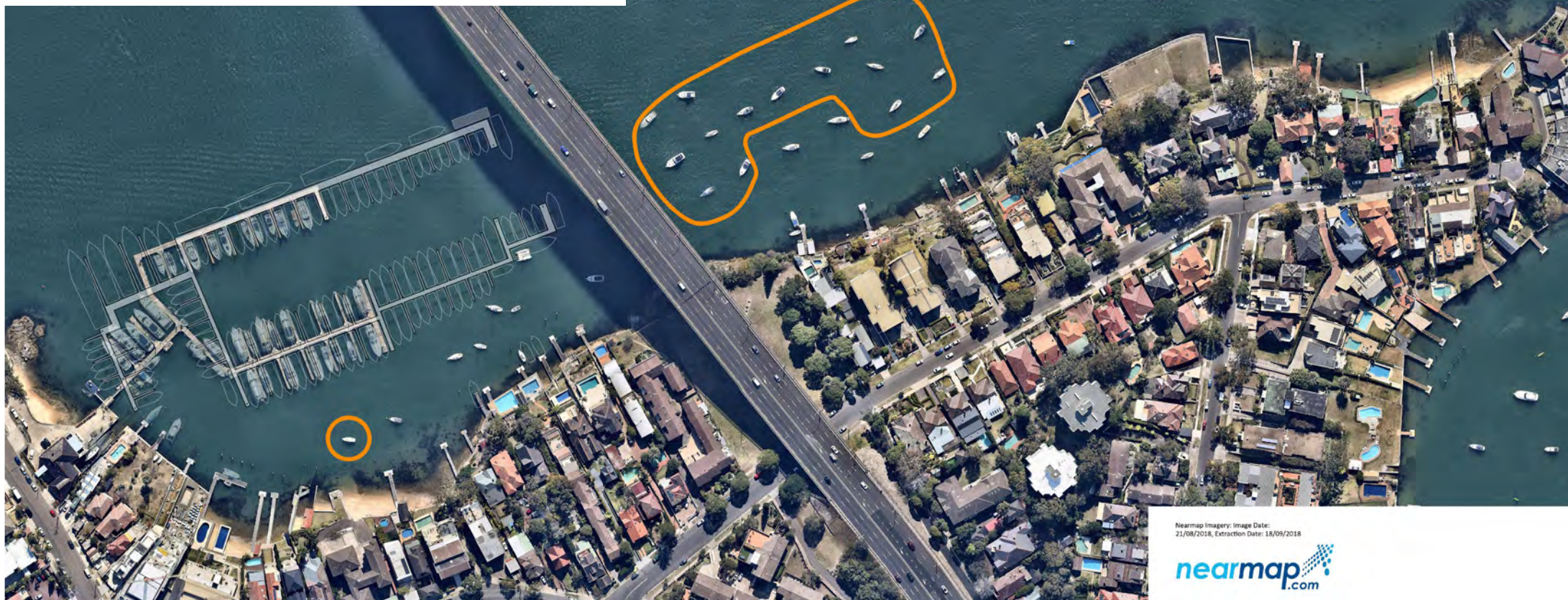
INFORMATION FOR THE COMMUNITY

Our marina shares a proud 100-year history as part of Sydney's 'working harbour', and we continue to provide employment and commercial activities as part of the broader network of marinas in NSW.

We are proposing improvements to create a contemporary and sustainable marina that reflects 21st century trends, and meets the growing needs of Sydney's boating community.



Aerial showing original structure and mooring area.



Aerial showing preliminary design and 15 moorings to be retained.



Before view facing north-west from under Gladesville Bridge.



After view showing increased berthing spaces to 114.



Improving Gladesville Bridge Marina

We are planning to upgrade our marina, to a contemporary and sustainable marina. Some of the key features of these improvements include:

- Realigning the structure to reflect earlier sight lines of the marina, and maximise view corridors.
- Increasing capacity by 30 boats, (from 99 boats to 129), to accommodate greater numbers of smaller boats, as well as some larger boats.
- Proposing 114 boats on floating pontoons.
- Relocating 30 boat spaces from swing moorings to the floating pontoons for the total of 114 boats.
- Maintaining 15 boats on swing moorings.

What do we know and what are we proposing?

We know from previous consultation with the community that there are areas of potential impact that concern you. The preliminary design considers the potential impacts from the proposed improvements to our marina.



Parking

We know that parking has previously been a concern for local residents and for our marina. We will be:

- Doubling existing parking capacity at the marina.



Visual

During the preliminary design and visualisations we considered potential impacts, and:

- Realigned the structure to reflect earlier sight lines.
- Stored smaller boats closer to foreshore and larger boats more distant.



Amenity

- Enhancing mobility access by relocating swing moorings to floating pontoons.
- Reducing the spread of the moorings to free up parts of the bay.
- Beautifying the waste storage area adjacent to the driveway.



Noise

- Ceasing slipway operations, meaning a reduction in industrial noise.
- Ongoing repair and maintenance work only on boats on pontoons.
- Ongoing noise compliance management plan to meet regulations.



Navigational corridors

- Changing the navigational corridor so that larger boats are less prominent at the marina.
- Freeing up space currently used by some of the swing moorings.



Meet the project team

Come and meet the specialist consultants to help refine the preliminary design and ensure your ideas and / or comments are considered. See details on the back of this community newsletter.

Appendix D- 'Have your say' (www.gbmarina.com.au)

If you have any enquiries or would like to get in touch with a member of the team please fill out the form below:

YOUR NAME (REQUIRED)

YOUR EMAIL

YOUR PHONE

YOUR COMMENTS

SEND

Appendix E- Feedback summary May 2019

gladesville bridge

M A R I N A

Feedback Summary

October to December 2018

Our consultation with the local community, to inform the community about the proposal and our preliminary design, started in early October 2018. This non-statutory consultation provided an opportunity for the team to hear from stakeholders. We are in the early stages of this assessment and our aim is to provide genuine opportunity for community and stakeholder input.

GBM is proposing to expand the existing structure to meet demand for differing boat sizes. The preliminary layout has been revised and we have replaced a 25 metre boat that was closer to the foreshore near the Gladesville Bridge, with two smaller boats. We have also reduced the size of another boat from 12 to 8 metres.

We currently have permission for 99 boats and would increase this to a total of 130 boats. The proposal would increase storage from 50 to 115 boats as marina floating berths and maintain 15 commercial mooring spaces. This would mean 31 additional storage spaces overall.

We took feedback on the preliminary design from early October 2018 until 10 December 2018, and have continued talking with the community since December 2018. Our activities included:

- A letterbox drop to over 800 residences in Drummoyne and Huntley's Cove
- Two community information sessions attended by 40 stakeholders
- Meetings with individual stakeholders
- Setting up a community information phone line and email address with 53 contacts from stakeholders up to 10 December 2018

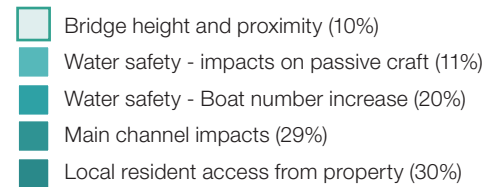
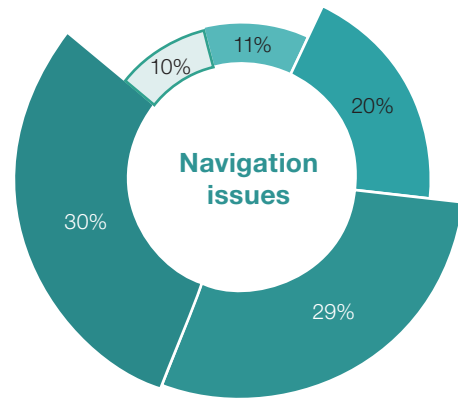
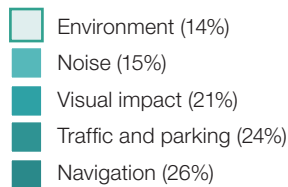
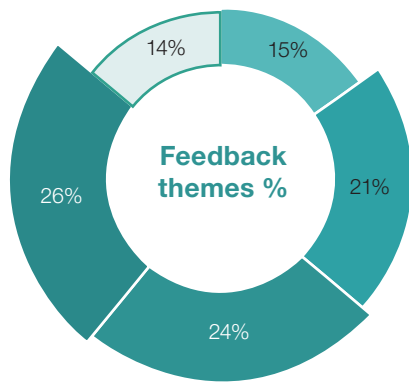
Community Information Session 2019

The marina will host another community information session during the development of the reports for the Environmental Impact Statement. We expect that this will be in mid-2019 and it is an opportunity to meet with some of the specialist consultants, and provide the community with feedback on how their inputs have been considered in the design. We will let the community know two weeks prior to the proposed session.



Community newsletters and updates





What the community told us and what we are doing

During this phase of early engagement, 72 stakeholders provided feedback on the proposed marina development in approximately 99 interactions. The five main themes that emerged were Navigation, Traffic and Parking, Visual Impact, Noise, and Environment.

Navigation

From community feedback from 46 stakeholders, we know that boating safety and access are important matters for the local boating community, and other boating stakeholders. We have heard from our neighbours and other users of the bay, that they are worried about the potential for incidents to occur with our proposed marina structure expansion and that they want to be able to get to the main channel. As a boating facility, GBM aims to enable its customers, neighbours and the boating community to enjoy safe boating use of the bay.

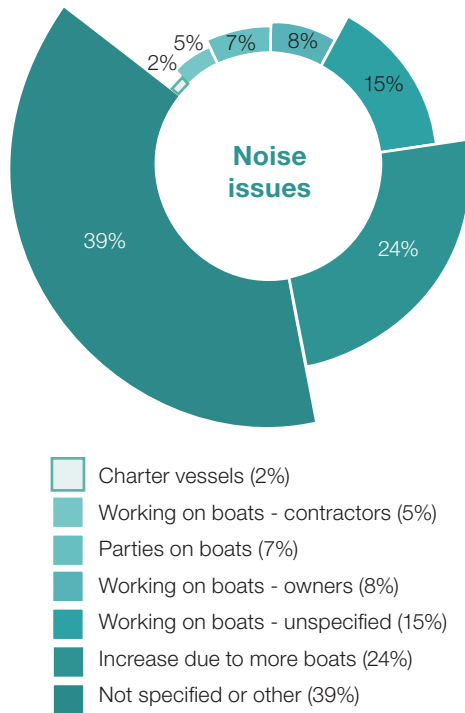
We have revised the design to ensure we maintain the yellow rowing line on the aquatic licence chart, on the northern side of the marina, to preserve the rowing single file course and the current channel. GBM is developing a boating plan in consultation with the marina management team, customers, Roads and Maritime Services, and community users, to support safe boating by marina customers in the bay.

The marina concept has been designed to allow access to private berths for both power and air draft vessels and we have made some revisions in response to navigation issues raised by stakeholders. The design has been revised and we have replaced a 25 metre boat that was closer to the foreshore near the Gladesville Bridge, with two smaller boats. Figures 02 and 03 on the back page highlight the changes. We are also seeking to modify our gangway design to allow kayakers and other small passive craft to navigate close to the shore near the marina as an access option.

Noise

We heard from 27 stakeholders about noise issues. Local residents are worried about more noise due to our proposal having more boats on the marina. We know that having a business close to residential properties can present challenges around noise. Any offensive noise is unacceptable, and marina patrons must comply with relevant legislation and regulations. Management at GBM is responsible for controlling noise from boats berthed or moored at the marina, and other users of the marina, and our marina manager is available to respond to noise issues at any time.

Users are advised they must not play loud music, must enter and leave the marina quietly late at night or early in the mornings, and that noise must be kept to a minimum at all times. The slipway operations are ceasing and noise from slipway activities will cease. For any work undertaken at the marina, including on berthed and moored vessels, GBM will continue requiring that staff, contractors and customers keep noise to a minimum at all times.



Other issues raised by stakeholders:

Demand Seawall boatshed damage
 That is progress RMS as decision maker
 The structure Overdevelopment
 Howley Park Property values
 Compliance Use of public space 1999 development Amenity fishing

Visual

We know that people are worried about over-development in Sydney Harbour. We heard from 37 stakeholders that they are concerned about visual impacts from private properties.

Our design, while increasing the number of boats stored, is using space more efficiently to do so. For example, the realignment of the existing marina arms, and their spatial separation in the concept proposal, has opened up the marina, providing new aspects from the public domain to the waters of the Harbour and the bridge.

GBM offered marina neighbours who overlook the bay, with an opportunity for the visual assessment consultant to take some photos from vantage points to the Harbour and marina within their property. The photo montage from participating properties will assist those neighbours to visualise the proposal, and to assist us in appreciating any potential for impact arising from the development from any outlook they have to the Harbour.

Environment

We have heard from a number of stakeholders that they are concerned that the proposed increase in the number of boats and size of the structure will impact on the environment.

Pollution and other environmental impacts from boats and marina users is unacceptable.

GBM consultants for the proposal will be considering / assessing impacts and mitigation measures in relation to:

- Biodiversity
- Soil and water
- Contamination
- Noise and vibration, and
- Waste management

Traffic and parking

We heard from 42 stakeholders about parking issues. We know that local residents are worried about on-street parking in Victoria Place, the number of marina parking spaces, and potential impact from our proposal to develop additional boat storage spaces. In order to provide appropriate parking on site to cater for the additional parking demands of the proposed redeveloped marina, our Environmental Impact Statement will include an assessment of:

- details of road transport routes and access to the site;
- road traffic predictions for the development during construction and operation;
- an assessment of impacts to the safety and function of the road network; a description of carpark arrangement for the development

The on-site parking will be designed to be attractive and accessible, so that it is fully utilised at all times.





Figure 01 – revised marina layout May 2019



Figure 02 – 15 metre rowing course clearance (yellow line)

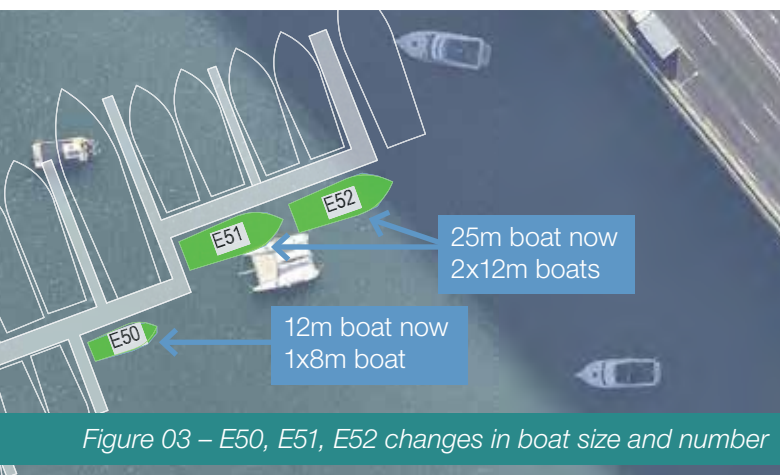


Figure 03 – E50, E51, E52 changes in boat size and number

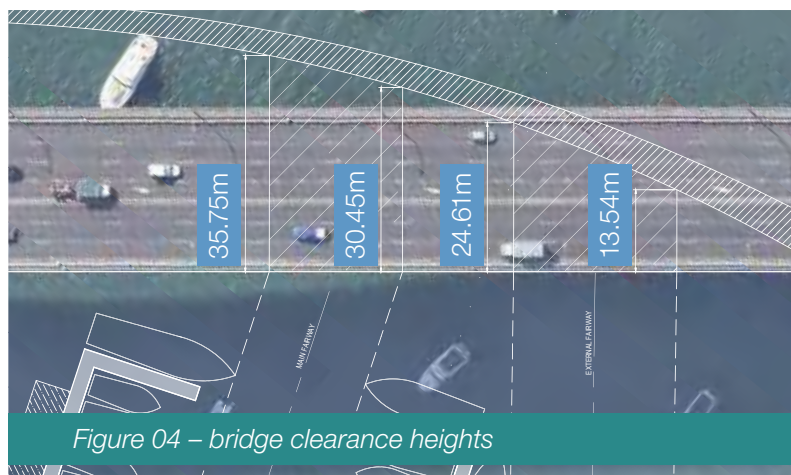


Figure 04 – bridge clearance heights

Figures 01-04: Design changes and bridge clearance details

(digital versions of Figures 01-04 are available at: www.gbmarina.com.au/facilities)

Impact on private and commercial moorings

There will be some impact on private and commercial mooring holders. To address this GBM met with Roads and Maritime Services to determine how the mooring field adjacent to the marina could be relocated within the current boundaries, to maintain a number of commercial (15) and all the private moorings without causing too much dislocation.

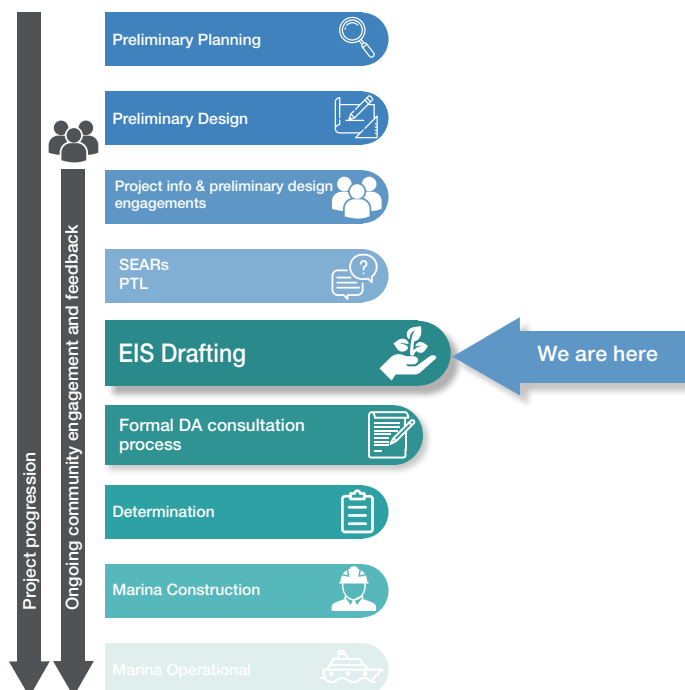
GBM will develop a draft mooring plan and consult with affected mooring holders and Roads and Maritime Services, to explore solutions and ideas to resolve relocation issues. GBM will consult with local residents to help explain the proposed plan and its intent.

Amenity

We have heard from stakeholders that they would like GBM to provide some amenity and will be talking to the community about some of their ideas about how we can make some improvements.

Stakeholders have asked about Howley Park East. GBM is in the process of seeking approval to undertake landscaping improvements and to provide a waste bin enclosure. This process is underway and is separate to the proposed GBM facilities improvements and increased boat storage spaces.

Project stages



WE WANT TO HEAR FROM YOU

Contact details:

✉ communityinput@gbmarina.com.au

☎ 1800 810 680

You can get information about our proposed changes on our website www.gbmarina.com.au

Appendix F- Community update letter February 2019

gladesville bridge

M A R I N A

COMMUNITY UPDATE

February 2019

Since our community information session in October 2018 we have received feedback on the preliminary concept design for the proposed upgrade of our marina. We are currently preparing a summary of this initial feedback that will be considered in our various assessments and published to our website in the coming weeks.

As a reminder, our upgrade includes a proposal to:

- Remove 29 existing swing-moorings
- Reconfigure the marina berth layout
- Construct 64 fixed floating berths of varying sizes
- Demolish the slipway
- Partial demolition of covered workshop area;
- Construct a car-stacker to accommodate additional on-site car parking spaces
- Enhance local surrounding amenity

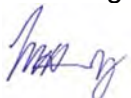
In the feedback to date, we know that some members of the community are worried about the upgrade. We'd like to reinforce that we are in the early stages of this assessment and our aim is to provide genuine opportunity for community and stakeholder input. Further community input will be gathered and considered during the preparation of the various draft reports commencing in the coming weeks.

In mid-November we received the *Secretary's Environmental Assessment Requirements* (SEARs) from the Department of Planning, outlining the matters for assessment as part of this proposal. Roads and Maritime Services provided us with a *Permission to Lodge* (PTL) a development application with the City of Canada Bay Council in February 2019. The PTL means that we can progress to the next stage and can begin undertaking comprehensive studies that will accompany the development application for the proposed upgrade. The various assessments we will complete are listed on the next page.

While the SEARs have not identified the need for a Social Impact Assessment, the marina owners have committed to undertaking this to ensure that social impacts are fairly and properly assessed as part of the overall application.

The marina will host another community information session during the development of these reports. We expect that this will be in the second quarter of 2019, and will advertise the confirmed date two weeks in advance. Please do not hesitate to contact our team on the details provided at the bottom of this page, if you would like to discuss any of these matters.

Kind Regards,



Matt Hundleby
Marina Manager

Contact details:

✉ communityinput@gbmarina.com.au

☎ 1800 810 680

You can get information about our proposed changes on our website www.gbmarina.com.au

LIST of ASSESSMENT / REPORTS to be prepared

/2

- Accessibility / DDA compliance
- Air Quality Assessment and Management Plan
- Civil Infrastructure & Storm Water Plans
- Community & Stakeholder Engagement & Report
- Construction Management Plan
- Contamination Report / Remediation Action Plan
- Demand Study
- Flood, Hydrology, Water Resources
- Flora and Fauna Assessment
- Geotechnical Report
- Greenhouse Gas Assessment
- Heritage Impact Statement
- Hydrographic Survey
- Lighting Assessment and Concept Plan
- Marine Ecology Report
- Navigation Report
- Noise and Vibration Impact Assessment
- Sediment Management Plan
- SEPP33 Hazardous and Offensive Development Report
- Social Impact Assessment
- Traffic and Transport Assessment
- Visual Impact Assessment
- Waste Management Plan
- Wave Climate Report

Appendix G- Local resident cover letter February 2019

gladesville bridge

M A R I N A

February 2019

Dear neighbour,

Please find attached the latest community update being distributed to the local community.

As your neighbour we write to re-state our previous offer to prepare a photo-montage of the proposal from vantage points to the harbour and marina within your property. The montage will assist you to visualise the proposal. It will also assist us in appreciating any potential for impact arising from the development upon any outlook you have to the harbour.

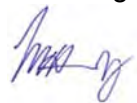
The process will require our visual assessment consultant to visit your property to take photographs from vantage points with an aspect to the harbour. We invite you to make contact with our team (on the details provided at the bottom of this page) by **11 March 2019** to enable us to prepare a schedule of visits to properties requesting preparation of a photo-montage.

You will also note the list of reports that we are preparing for the assessment to the proposal. As you may recall, we completed early engagement in late 2018. This early engagement identified some of the community's key issues and these will be considered in the specialist reports, and as part of the Environmental Impact Assessment. As noted in the attached community update, we will be hosting another community information session during the development of these reports.

As part of the Social Impact Assessment, adjacent neighbours may be contacted by the specialist consultants undertaking this report.

Please do not hesitate to contact our team on the details provided at the bottom of this page, if you would like to discuss any of these matters.

Kind Regards,



Matt Hundleby
Marina Manager

Contact details:

✉ communityinput@gbmarina.com.au

☎ 1800 810 680

You can get information about our proposed changes on our website www.gbmarina.com.au

Appendix H- Letter (23 August 2019) inviting community to CIS on 6 September 2019

gladesville bridge

M A R I N A

23 August 2019

Dear Resident,

We are in the final stages of drafting specialist reports for the Environmental Impact Statement required for the proposed improvements to the Gladesville Bridge Marina.

Before we lodge the proposal, we would like to invite you to meet with several of the specialists from the project to discuss some of the changes that have been made since the first design. It is also an opportunity to provide further comments on the design before lodgement with the City of Canada Bay Council.

The details of our community (drop-in) information session are below. This information session is a part of our commitment to almost 12 months of non-statutory consultation.

Gladesville Bridge Marina Community Information Session:

- Friday 6th September
- 5pm – 7pm
- Location: Gladesville Bridge Marina, 380 Victoria Pl, Drummoyne NSW 2047

At lodgment, the statutory consultation will commence, and the community will have the opportunity to provide formal submissions as part of the statutory consultation process.

Thank you to those who have provided feedback on the project to date. We look forward to seeing you at our community information session. For further information please see our website at www.gbmarina.com.au, or contact us on 1800 810 680 or communityinput@gbmarina.com.au.

Sincerely



Matt Hundleby
Marina Manager

Contact details:

✉ communityinput@gbmarina.com.au

☎ 1800 810 680

You can get information about our proposed changes on our website www.gbmarina.com.au

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