

Appendix E

Leichardt Council consultation letter

2 March 2016

Clare Harley
Director Environment and Community
Leichardt City Council
PO Box 45
Leichardt NSW 2040

Re: White Bay 6 Marine Park - proposed all weather cover and boat storage - Modification 5 to MP06_0037

Dear Clare,

1 Introduction

White Bay 6 Pty Ltd (the applicant) is seeking to modify major project approval MP06_0037 under Section 75W of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) to provide all weather cover to support existing tenancies and approved activities as well as providing for additional boat storage (the proposed modification) at the White Bay 6 Marine Park in Balmain, NSW (the site).

EMM Consulting Pty Limited (EMM) has been engaged by the applicant to prepare an environmental assessment (EA) to accompany the proposed modification.

The applicant recognises Leichardt Council as a key stakeholder in the planning approval process and provides the following briefing of the proposed modification. The applicant would also appreciate the opportunity to meet with yourself and any other relevant Council staff to answer any questions you may have and ensure that any comments are addressed in the EA.

2 Project status

2.1 Major project approval

On 12 June 2009 the Minister for Planning approved MP06_0037 under Part 3A of the EP&A Act. MP06_0037 allowed for:

- marine refuelling facilities consisting of a tank farm, eight fuel dispensers and associated pipe work;
- two buildings, one (Building 1) for commercial maritime tenancies and warehousing supported by a small number of offices and the other (Building 2) for bulk indoor storage of boats and associated marine equipment, and a work shed for the refit and repair of boats;
- a roll-on/roll-off (RoRo) ramp for intermodal freight operations to service Sydney Harbour islands;
- a 75-tonne capacity travel lift with associated of dual ramps;
- grey water and sullage pump facilities;
- a supply point for commercial vessels to collect pre-ordered supplies; and

- eight temporary vessel moorings.

2.2 Subsequent approved modifications

Four subsequent modifications to MP06_0037 have been approved, namely:

- Modification 1 (approved September 2009), which allowed for:
 - a change in the definition of 'the proponent'; and
 - the replacement of Condition F1 – Noise Limits with a new noise limits condition.
- Modification 2 (approved November 2009), which allowed for:
 - Condition A4 – Lease Renewal to be replaced with a new Condition A4 – Time Limited Approval.
- Modification 3 (approved August 2012), which allowed for:
 - an increase in the number of temporary moorings;
 - an increase in the allowed mooring period; and
 - the introduction de-fouling and anti-fouling activities to the site operations.
- Modification 4 (approved March 2014), which allowed for:
 - internal changes to Building 1 to provide caretaker's accommodation within the building;
 - internal changes to Building 2 to facilitate the storage of up to 50 boat storage berths;
 - four new single storey buildings to be used as offices for amenities;
 - an increase in car parking spaces from 30 to 42 with changes to location and layout of parking; and
 - new floating pontoons.

3 Description of the proposed modification

White Bay 6 Pty Ltd is seeking approval to modify MP06_0037 under Section 75W of the EP&A Act to allow for:

- the reorientation and reduction in scale of approved Building 1;
- the provision of an all weather covered structure from the existing gantry, to support existing activities, provide additional dry boat storage for up to 80 boats on portable racks and provide areas to conduct light works on vessels;
- up to 70 boats on portable racks on the site's hardstand area for maintenance and storage (note: this component of the proposed modification has been included to enable the cumulative impacts of current and future storage activities to be assessed);
- a new floating 'finger' pontoon and pile attached to the existing marina;
- an increase in the number of car parking spaces from 45 to 75;

- identification signage; and
- the removal of the existing sunset clause (Condition A4).

The proposed site master plan which identifies the key components of the proposed modification is provided in Attachment A.

4 Justification

The primary purpose of the proposed modification is to provide all weather cover to support existing tenancies and approved activities as well as providing additional boat storage.

A study completed in 2010 by the former NSW Maritime titled NSW Boat Ownership and Storage: Growth Forecasts to 2026 (NSW Maritime, 2010) outlines the significant boat storage shortage that will be faced in the future if facilities do not cater for expected projections of growth in boat ownership in NSW. Overall, the former NSW Maritime predicted that boat growth in NSW is expected to rise to approximately 351,113 by 2026, which is an increase of 117,000 from ownership levels predicted for 2012. By 2026 Sydney Harbour is expected to boast a cumulative growth of 19% from current levels. The subsequent Maritime Policy Agenda (Transport for NSW, 2012) identifies the need to 'encourage development of dry-stack storage facilities on Sydney Harbour'.

To meet the requirement of the Maritime Policy Agenda, the NSW Government prepared the Sydney Harbour Boat Storage Strategy (Transport for NSW, April 2013). This strategy sets a target for the provision of 1,000 to 1,200 new dry stack spaces on Sydney Harbour by 2021, but also notes that there are limited potential sites on the Harbour. The proposed modification will assist in meeting these targets by providing for an additional 150 (ie 80 additional dry boat storage berths and 70 additional outdoor berths) boat storage berths on Sydney Harbour.

The need for dry boat storage is consistent with the operations on the site where there has been increasing demand for boat storage, especially since the commencement of anti-fouling operations.

The Sydney Harbour Boat Storage Strategy also notes that the provision of dry-stack storage is likely to result in additional benefits including the reduced storage of boats on residential streets, which has become an increasing problem for communities living near the water and in coastal areas. In 2014 the NSW Government issued a media release committing to invest \$5 million to build dedicated off street boat trailer parking facilities and bring in measures such as the introduction of a three month parking limit on local streets and the issuing of fines for unregistered boat trailers left on the street. In line with this policy, additional boat storage at the site will provide an opportunity to decrease the number of vessels stored on the street.

In its report, the former NSW Maritime states that 'development of strategies for better integrated planning, management and satisfaction of demand are needed' including the need for 'identification of new sites and funding sources for moorings and other options such as dry stack storage for smaller boats such as dinghies'.

The proposed modification will provide an essential supply of boat storage in a high demand region, particularly considering expected future growth of the Sydney Harbour boating community.

5 Assessment

The EA will include an assessment of the potential environmental impacts of the proposed modification, including detailed assessments of traffic, noise and visual amenity aspects. An overview and outcomes of the assessments are provided below and the full assessments will be included as appendices to and summarised in the EA.

5.1 Traffic and parking

The major roads in the vicinity of the site comprise Victoria Road and Robert Street. The Victoria Road and Robert Street intersection is the primary access point to the major road network which is proposed to be used by all site traffic on both 'cruise ship' and 'non cruise ship' traffic days.

To quantify the existing traffic on the local road network, traffic counts were undertaken for the Victoria Road/Robert Street intersection on both a 'cruise ship' and 'non cruise ship' days. The results of these traffic counts are provided in Table 5.1.

Table 5.1 Summary of peak hourly traffic surveys

Intersection	Time	Total intersection traffic volume in the peak hour	Two way traffic volume on Victoria Road	Two way traffic volume on Victoria Road	Two way traffic volume on Robert Street
Surveyed traffic – with no cruise ship visiting					
Victoria Road/ Robert Street	Morning Peak Hour (7.15 to 8.15 am)	5,913 vehicles per hour	4,277 vehicles, north of the intersection	5,862 vehicles, south of the intersection	1,687 vehicles, east of the intersection
Victoria Road/ Robert Street	Afternoon Peak Hour (5.00 to 6.00 pm)	7,293 vehicles per hour	5,271 vehicles, north of the intersection	7,199 vehicles, south of the intersection	2,116 vehicles, east of the intersection
Surveyed traffic – with a cruise ship visiting					
Victoria Road/ Robert Street	Morning Peak Hour (7.15 to 8.15 am)	5,528 vehicles per hour	3,822 vehicles, north of the intersection	5,482 vehicles, south of the intersection	1,752 vehicles, east of the intersection
Victoria Road/ Robert Street	Afternoon Peak Hour (4.15 to 5.15 pm)	5,672 vehicles per hour	3,965 vehicles, north of the intersection	5,561 vehicles, south of the intersection	1,818 vehicles, east of the intersection

The results of the traffic surveys show that there is minimal additional traffic using Robert Street on a cruise ship day as there was only a slight increase of 65 vehicles in the morning peak hour traffic using Robert Street.

The adjacent White Bay Cruise Ship Terminal has public access restrictions for the traffic travelling via Robert Street on cruise ship days, which do not currently apply to the site operations. The access arrangements for the site will continue to allow vehicular access via Robert Street on all days via authorised access identification cards and provision of visitor lists to the Port Authority of NSW gatehouse, including on the days when a cruise ship is visiting the White Bay Cruise Terminal.

5.1.1 Impact on local road network

A comparative summary of the likely additional daily and peak hour traffic movements which would be generated by the proposed modification, in comparison to the existing site traffic usage, is provided in Table 5.2.

Table 5.2 Summary of peak daily and peak hourly traffic volumes generated by the proposed modification

Traffic period	Type of traffic	As originally approved	With approved operations (50 dry boat storage berths)	With potential maximum site utilisation (150 additional boat storage berths)
Daily Traffic	Staff trips	60	54	54
	Fuel deliveries	6	6	6
	Ro-Ro ramp/Boat deliveries	64	4	4
	Storage berths	0	70	280
	All traffic	130	134	344
Additional traffic				210
Peak Hour Traffic	Staff trips	30	27	27
	Fuel deliveries	3	3	3
	Ro-Ro Ramp/Boat deliveries	0	0	0
	Storage berths	0	14	56
	All traffic	33	44	86
Additional traffic				42

The proposed additional boat storage capacity (+150 boats) at the site will generate up to 210 additional daily vehicle movements.

On Robert Street, there will be approximately +2.2 to 2.4% peak hourly traffic increases on either the days with or without a cruise ship visiting. The likely project generated traffic increases from the additional site traffic using Robert Street, (up to 35 additional hourly vehicle movements for +150 additional boats storage berths) are unlikely to have any noticeable road or intersection traffic queuing impacts to the route.

There will be generally less than 0.7% increases in the peak hourly traffic in any direction on the major road network (Victoria Road) to the north-west and south-east of Robert Street, which will have no noticeable effects on the peak hourly traffic flow conditions on the route.

Overall, the traffic safety conditions on the local road access to the site via Robert Street and the major road access intersection where this road meets Victoria Road are acceptable currently and will not be adversely affected by the proposed modification during either construction or operations.

5.1.2 Impact on parking

Additional car parking required for the proposed modification has been calculated in accordance with the former Roads and Traffic Authority (RTA) *Guide to Traffic Generating Developments* (RTA 2012). This car parking standard recommends 0.2 car parking spaces per berth for car parking at a dry boat storage marina.

The total site car parking capacity will need to be increased as follows:

- a total of 45 car parking spaces are required currently, representing 35 spaces for the site employees and visitors and 10 car parking spaces for the existing approved dry boat storage (50 boats) for customers and their guests;
- the proposed additional dry boat storage capacity for 80 more boats will require a further 16 car parking spaces; and
- the additional outdoor boat storage capacity for 70 boats will require a further 14 car parking spaces.

Overall, the requirement for 30 additional car parking spaces results in a future maximum site car parking requirement of 75 car parking spaces. All 75 car parking spaces will be provided on site, as shown on the proposed site master plan (Attachment A).

5.2 Noise

Noise impacts from the proposed modification have been assessed as being largely the same as those predicted for the approved construction and operations on the site.

A noise assessment was undertaken for Modification 4 which included an assessment of operational noise, assuming a maximum storage capacity of 150 dry berths. Modification 4 was revised following public exhibition, which also included a reduction in the storage capacity from 150 to 50 dry berths and limited boat storage within Building 2. However, the noise assessment conservatively assessed the greater number of berths that were originally proposed for both buildings.

The proposed modification will not introduce additional operating plant and equipment from that assessed in the Modification 4 noise assessment. Building 1, where alterations are proposed to facilitate the additional dry berths, is positioned furthest from the nearest residential properties in Grafton Street, Balmain, and is separated and acoustically shielded to a degree by the approved Building 2. On this basis, given that the Modification 4 noise assessment considered 150 dry boat storage berths, it is likely that noise from the proposed modification would be representative of noise levels presented in that assessment which demonstrate that relevant operational noise criteria can be satisfied.

5.3 Visual

A visual impact assessment has been undertaken for the proposed modification utilising three key viewpoints identified as having the most unobstructed views to the site from publicly accessible areas and comprise:

- Viewpoint 1: Public walkway at Balmain East.
- Viewpoint 2: Pirrama Road Park at Pyrmont.
- Viewpoint 3: Northern point of Pirrama Park at Pyrmont.

Photomontages of the site from these viewpoints showing the approved development (and the proposed modification) have been prepared and are provided in Attachment B.

The proposed modification will not result in any significant impacts upon the visual amenity from key public viewpoints. The elements of the proposed modification are not substantial in scale and height and will not impact the views from the adjacent Balmain residential area or White Bay towards Anzac Bridge and the Pyrmont skyline. Overall, the proposed modification is in keeping with the visual landscape of the foreshore and the working harbour character of the locality.

6 Conclusion

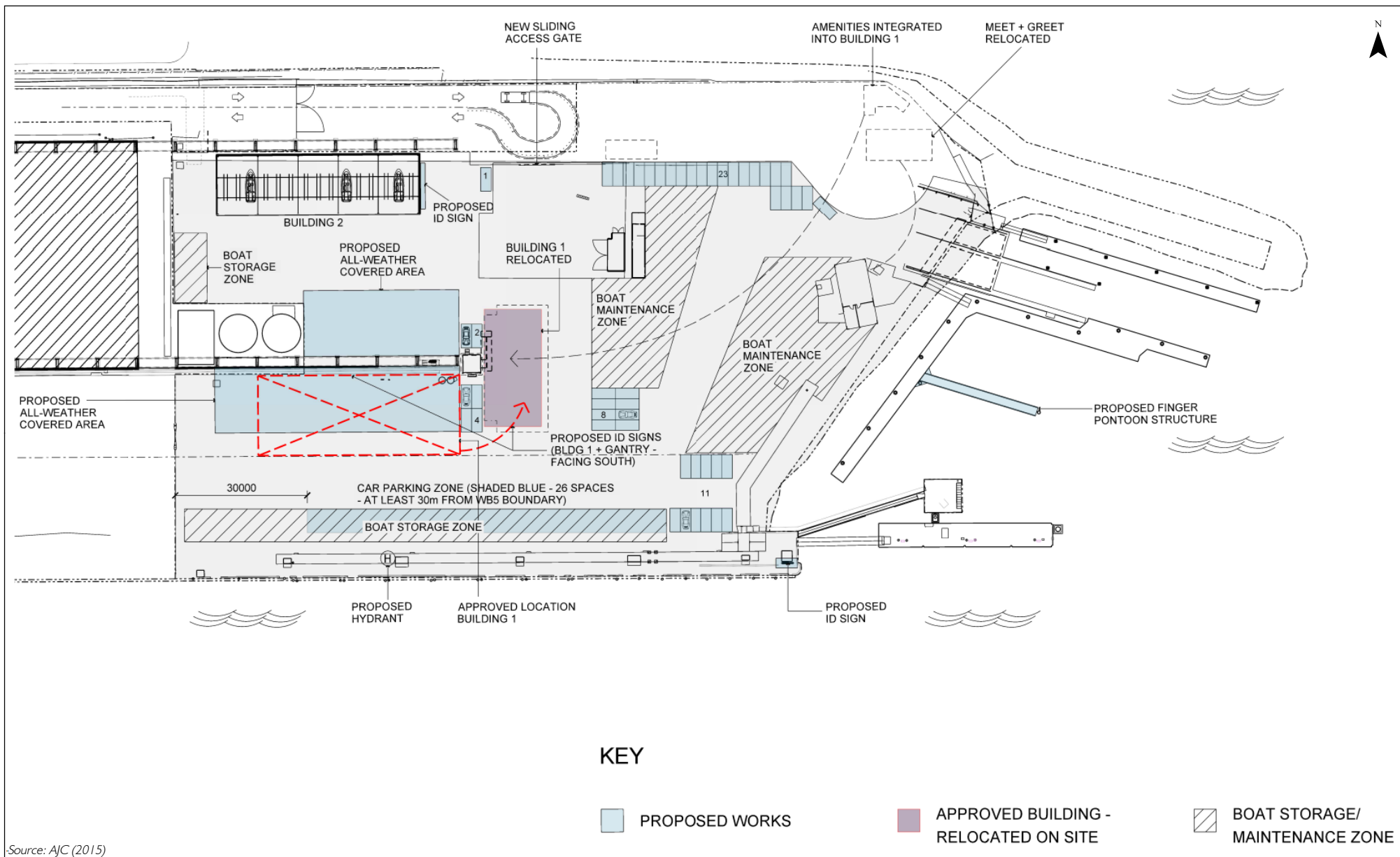
We hope that this briefing provides an adequate overview of the proposed modification and look forward to the opportunity of discussing it with you further. We will be in contact shortly to arrange a convenient time for a meeting. If in the meantime you have any queries in relation to any of the matters raised in this letter then please don't hesitate to contact the undersigned on 2 9493 9542 or via the email below.

Yours sincerely

John Arnold
Associate | Manager of Planning, Sydney
jarnold@emmconsulting.com.au

Attachment A

Proposed site master plan



Source: A/C (2015)

Proposed site plan (alternate configuration)

White Bay 6
Environmental Assessment

Figure 2.4



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Attachment B

Photomontages

ORIGINAL 2012



CURRENT APPROVED AND BUILT



PROPOSED



CERTIFIED PHOTOMONTAGE
No : PMCO99202- Refer to attached Certificate.

Certifier: Cameron McFadzean B Arch BA (Arch) IES ABSA AAAI

NOTE:

Photomontage perspective based on camera data, Laser Survey position and survey photomatch.

SURVEY: Hard & Forester Ref 115500503, 9.07.12

Camera Data: Daylight: 18.04.13 3pm (35mm efl)

- P 01 PUBLIC WALKWAY (East Balmain)
 - P01.1 120 mm lens (frame2)
 - P01.2 24 mm lens
- P 02 Pirrama Road Park
 - P02.1 32 mm lens (frame5)
- P 03 Pirrawma Park - NE Point (Sculptures)
 - P03.1 32mm lens (frame6)

AUGUST 2015 VERSION

EXISTING PHOTO - Original Photographed conditions 07.2012

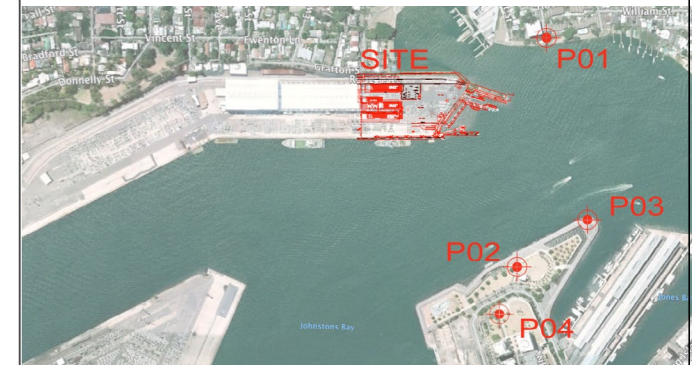
DA CONDITIONS - IMAGE representing DA DESIGN CONDITIONS

PROPOSED - IMAGE showing proposed 2015 design conditions

DECEMBER 2015 VERSION

PROPOSED - As above PLUS added Fuel Caltex Sign, 9m high

CAMERA LOCATION MAP



P01.1 POSITION

TITLE
PROPOSED PHOTOMONTAGE
as viewed from PUBLIC SPACE

PROJECT
White Bay 6 Marine Park
ROZELLE

CLIENT
CLIENT: Mr B McMullen
WHITE BAY 6 MARINE PARK

DESIGN / DATA

AJ+C
ALLEN JACK+COTTER
79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
ph +61 2 9311 8222 fx +61 2 9311 8200 ABN 53 003 782 250

REVISED DESIGN:
AJ+C ARCHITECTS -
3D File Aug 2015

DEC 2015 ISSUE :
Added Caltex Sign 9m High

PAGE No : P02
DATE : Dec. 15
VERSION : 02-Dec 15
REF : 0992

VISUALISATION / 3D
DENEb DESIGN
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Ph 02 9997 7480 Fx 9940 0772
info@denebdesign.com.au
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ORIGINAL 2012



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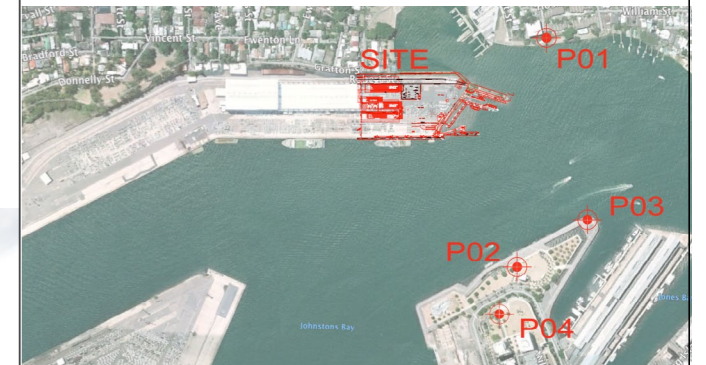
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PROPOSED - IMAGE showing proposed 2015 design conditions

DECEMBER 2015 VERSION

PROPOSED - As above PLUS added Fuel Caltex Sign, 9m high

CAMERA LOCATION MAP



PROPOSED



LOCATION



P02.1 POSITION

TITLE
PROPOSED PHOTOMONTAGE
as viewed from PUBLIC SPACE

PROJECT
White Bay 6 Marine Park
ROZELLE

CLIENT
CLIENT: Mr B McMullen
WHITE BAY 6 MARINE PARK

DESIGN / DATA

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REVISED DESIGN:
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PAGE No : P03
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ORIGINAL 2012



CURRENT APPROVED AND BUILT



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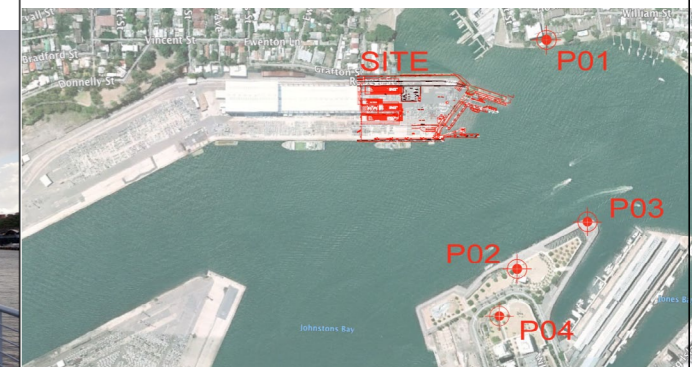
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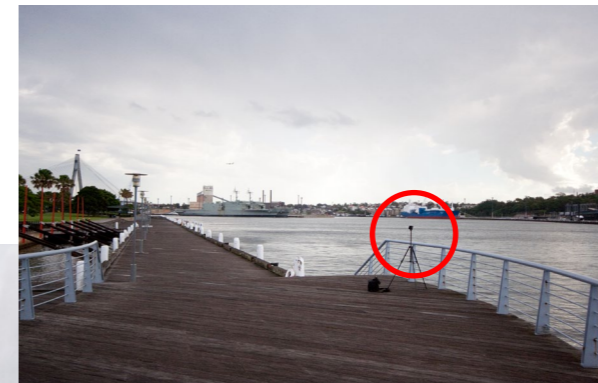
DECEMBER 2015 VERSION

PROPOSED - As above PLUS added Fuel Caltex Sign, 9m high

CAMERA LOCATION MAP



LOCATION



PROPOSED



P03.1 POSITION

TITLE
PROPOSED PHOTOMONTAGE
as viewed from PUBLIC SPACE

PROJECT
White Bay 6 Marine Park
ROZELLE

CLIENT
CLIENT: Mr B McMullen
WHITE BAY 6 MARINE PARK

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