

# ANNEXURE 5

## RESPONSE TO MATTERS RAISED DURING PUBLIC SUBMISSION – RECONFIGURATION OF CRONULLA MARINA

ISSUES RAISED DURING PUBLIC EXHIBITION	RESPONSE
<p><b>Wash from vessels will affect private jettys on northern shoreline</b></p>	<p>In relation to the potential of the project to result in modification of waves at neighbouring structures and shorelines, page 29 and page 30 of the <b>Environmental Assessment for the Reconfiguration of Cronulla Marina - Coastal Maritime Engineering Aspects (Coastal/Maritime Report)</b> prepared by <b>Gary Blumberg and Associates (2008)</b> state:</p> <p><i>“The incident wind and boat waves would be attenuated as they propagate through the extended marina. Wave energy is lost to turbulence and reflections.</i></p> <p><i>The shoreline adjacent to Tonkin Park extending westward to the private berthing structure protruding from Excelsior Road, would experience a reduction in wave energy. This would have the effect of reducing the wave loads at the shoreline structures, and also reducing any propensity for wave induced transport of sediments along the shoreline.</i></p> <p><i>The reduction in wave loads at the shoreline structures would be beneficial, reducing the maintenance requirement at these structures. The affected shoreline structures would include the public boat ramp, the Tonkin Park seawall and its stormwater outlets, and the private shoreline and berthing structures extending to Excelsior Road.”</i></p> <p>Thus the <b>Coastal/Maritime Report</b> confirms that there will be a reduction in wave loads at the shoreline. Consequently, this in turn will reduce the maintenance requirement at these structures.</p>
<p><b>Width of the proposed facility</b></p>	<p>NSW Maritime in their submission dated 5<sup>th</sup> November 2008, state:</p> <p><i>“Provision needs to be made to allow greater width in the navigation channel accessing Tonkin Park Public Boat Ramp whilst maintaining the same footprint on the alternate (Gunnamatta Wharf) side of the proposal.</i></p> <p><i>To accommodate this requirement it is envisaged that five berths within the proposed marina extension will need to be deleted. These include berths 21, 26, 48, 49 and 66.”</i></p> <p>NSW Maritime suggests the removal of 5 berths as it deems the <i>“overall width of the proposed facility...to pose a hazard to navigation.”</i> NSW Maritime bases its request on the following <i>“to allow greater width in the navigation channel accessing Tonkin Park whilst maintaining the same footprint on the alternate (Gunnamatta Wharf) side of the proposal....”</i></p> <p>NSW Maritime nominates berths 26, 48, 49 and 66 for removal, which lie on the southern side of the marina. These berths have no impact on (or relationship to) the navigation channel from the public boat ramp, located on the northern side of the</p>

	<p>marina. Further, all access to these berths is gained from the south and in no conflict with the navigation access channel to the public boat ramp (accessed via the north).</p> <p>There appears to be no other basis provided in the submission to support the removal of the abovementioned berths.</p> <p>In addition to the above points, the navigation channel between the floating marina structure and the closest fore-and-aft moorings (MB5 and MB4) increases under the proposed reconfiguration and improves the access to and from the public boat ramp (<b>See Response to Public Submissions - Public Boat ramp-Access Comparison -Figure 1 and 2</b>).</p> <p>Notwithstanding the above, our proposal includes a detailed Coastal Engineering Assessment (including consultations with NSW Maritime).</p>
<b>Loss of public access to an extensive area of public waterway</b>	<p><b>There will not be any change to the existing public access to the public waterway.</b></p> <p>Opportunities to improve public access to Cronulla Marina and the adjoining foreshore were addressed under the redevelopment of the land based facility (DA06/0923). The Notice of Determination (Development Consent) included Conditions of Consent imposed by Sutherland Shire Council, which required enhanced road frontage works, installation of a disabled parking space at the upper level and an internal stair climber to allow persons with a disability access to the lower level of the land based Cronulla Marina facility.</p> <p>In addition, under Condition 11 of DA06/0923 required <b>Crown Reserve- Works</b> including:</p> <ul style="list-style-type: none"> <li>• improved and safer pedestrian and disabled access to the marina and the adjacent Cronulla- Bundeena public ferry wharf;</li> <li>• road works;</li> <li>• paths, steps, handrails; and</li> <li>• landscape works.</li> </ul>
<b>Loss of public land and parkland</b>	<p>The proposed relocated loading bay is to be sited on Crown Land, registered as Tonkin Street Reserve (part of Lot 7053 in DP 1060600). The Crown Land provides both vehicular and pedestrian access to the wharf site and the adjacent public ferry wharf. The Objective of the Tonkin Street Reserve is <i>"to provide access to the wharf site"</i>.</p> <p>Discussions with Department of Lands seek to have included the area marked <i>"proposed lease boundary extension"</i> on Dwg.001 in the new lease area.</p> <p>It has been assumed that in the granting of Land Owners Consent, the Department of Lands, as land owner, has satisfied itself</p>

	<p>as to the compliance of the proposed development with all relevant legislative and statutory obligations relevant to the granting of Land Owners Consent.</p> <p>We have been advised by the Department of Lands that the Department has consulted with NTS Corp (Native Title Services) pursuant to Subdivision M of the <i>Native Title Act 1993 (C'th)</i>. The consultation addressed the proposed extension of leased water area and the proposed extension of the dry land area to accommodate the modified slipway, within the proposed new lease area. The Department advised us that no submission was received from NTS.</p>
<b>Extension of the slipway will result in the removal of large, established trees</b>	<p>Tree removal was assessed by Sutherland Shire Council in the land based redevelopment DA(DA06/0923). In determining that DA, the Council as Consent Authority, consented to the removal of the trees to accommodate the Crown Reserve public open space improvements (access, pathways, road works etc) – see Condition 11 of Development Consent DA 06/0923.</p> <p>No tree removal is proposed as part of this DA.</p>
<p><b>Impact on the operation of the public boat ramp</b></p> <p><b>Proposal significantly reduces the usage of the boat ramp at low water/tide intervals</b></p> <p><b>Boat users will have to negotiate fore and aft moorings</b></p> <p><b>The navigation of boats from the boat ramp to the open deep water channel will be impacted by proposal</b></p>	<p>Currently, 4 houseboat moorings are located to the north of the existing marina structure, as swing moorings (HB1, HB2, HB3 and HB4) (<b>See Response to Public Submissions - Public Boat ramp-Access Comparison -Figure 1</b>).</p> <p>The width of the navigation channel between the existing marina structure and HB1 (the closest swing mooring to the marina structure) is 24m. It is noted that if there was a north-westerly wind, this channel width would be reduced.</p> <p>Under the proposed development, the 4 existing houseboat moorings will be relocated <b>30 m north of the reconfigured marina</b> as fore-and-aft moorings. The reconfiguration of the houseboat swing moorings as fore-and-aft moorings will assist navigation to and from the public boat ramp. <b>The width of the navigable channel will be increased to 30m. (See Response to Public Submissions - Public Boat ramp-Access Comparison -Figure 1 and 2).</b></p> <p>The <b>Coastal / Maritime Report</b> assessed in detail, the likely impact of the proposed development on the waterway in relation to <b>estuary and coastal processes, safe navigation, and shoreline structures</b>.</p> <p>In respect to the public boat ramp, navigation arrangements, including vessel access to and from the public boat ramp, were considered and assessed. The <b>Coastal / Maritime Report</b> states:</p> <p><i>“GBA discussed the original proposal with NSW Maritime (Appendix A). Maritime expressed a concern that the western walkways of the proposed marina may be too close to the private property shorelines on the western side of the head of the bay, potentially impacting on safe navigation to and from the public boat ramp. It was suggested that 60 m between the marina and private property shoreline on the western shoreline should provide a suitable corridor for safe navigation (60 m allows for twice the standard 30 m distance-off that Maritime generally applies in respect of passing distances between navigating vessels and structures). The current proposal addresses this requirement, truncating the T-</i></p>

<p>The width of the navigable channel from Gunnamatta Bay around vessels berthed at the proposed marina into the public boat ramp is less than 15m</p>	<p><i>head at the NW corner of the original proposal and reorganising the northern end of C-Arm.</i></p> <p><i>Further discussions between Cronulla Marina and NSW Maritime have canvassed the preferred locations for the 4 fore-and-aft moorings. GBA understands that positioning the five mooring blocks at least 30 m from the floating marina would be considered acceptable to Maritime. The proposed alignment of the fore-and-aft moorings, parallel to the navigation channel, would serve as a guide for vessels navigating to and from the public boat ramp."</i></p>
<p><b>Proposal pushes marine traffic from the public boat ramp to the northern shore of the bay where it is directed across sea grass beds</b></p>	<p>As discussed above, the 4 existing houseboat moorings will be relocated 30 m north of the reconfigured marina, as fore and aft moorings, to assist navigation to and from the public boat ramp.</p> <p>A clearly defined 30m wide unobstructed channel will direct marine traffic from the public boat ramp into the deeper water away from the sea grass beds along the north-western shoreline.</p>
<p><b>Proximity of moorings to residential properties on the northern foreshore</b></p>	<p>Currently swing moorings are located on the northern side of the bay as close as 20m from the northern foreshore (<b>See Response to Public Submissions - Public Boat ramp-Access Comparison -Figure 1</b>).</p> <p>The <b>Coastal / Maritime Report</b> states:</p> <p><i>"NSW Maritime implements a mooring free zone within 30 m of the shoreline to facilitate passive uses of the waterway. This 'passive zone' is implemented where practicable and by a process of attrition as moorings are relinquished or the location of a mooring changes (Nelson Consulting, 2004)."</i></p> <p>The relocated houseboat moorings will be a minimum of 30m from the northern shoreline (<b>See Response to Public Submissions - Public Boat ramp-Access Comparison -Figure 2</b>).</p> <p>The extended floating marina structure will be a minimum of 60m from the shoreline of both public and private lands (<b>See Response to Public Submissions - Public Boat ramp-Access Comparison -Figure 2</b>).</p>
<p><b>Proposed size of the marina development would impact on an already difficult navigable area of this end of Gunnamatta Bay.</b></p>	<p>In relation to the waterway area, the existing floating marina structure occupies a waterway area of approximately 3,800m<sup>2</sup>. From mooring plans provided by NSW Maritime, the <b>Coastal / Maritime Report</b> concludes:</p> <p><i>"the existing total waterway areas occupied by the 42 swing moorings measures approximately 16,000m<sup>2</sup> for the eastern moorings and 12,000m<sup>2</sup> for the western moorings.</i></p> <p><i>The reconfigured marina incorporating its 66 floating berths, walkways and internal fairways occupies a waterway area of approximately 12,300m<sup>2</sup>.</i></p>

	<p><i>The increase in waterway area of 8,500m<sup>2</sup> (12,300 – 3,800) may be compared with the total area to be relinquished of swing moorings of approximately 28,000m<sup>2</sup> (disregards area for 4 fore-and –aft moorings which would occupy approximately 250m<sup>2</sup> and is therefore small in relation to this comparative assessment). It follows that the marina would have the effect of concentrating the boat storage at the head of Gunnamatta Bay, “freeing up” a net waterway area of approximately 19,500m<sup>2</sup> (28,000 – 8,500).”</i></p> <p>The removal of the swing moorings has the advantage of compressing the boat storage use and facilitating the use of a larger area of water for public use.</p> <p>Navigation arrangements resulting from the relinquishment of the 42 swing moorings and expansion of the floating marina structure have been assessed including:</p> <ul style="list-style-type: none"> <li>• vessel access to and from Cronulla Marina;</li> <li>• vessel access to and from the public Cronulla Wharf;</li> <li>• vessel access to and from the public boat ramp;</li> <li>• access of water craft to and from Cronulla Sailing Club and its sailing activities;</li> <li>• use of adjacent private property berthing facilities.</li> </ul> <p>The <b>Coastal / Maritime Report</b> states:</p> <p><i>“According to the Gunnamatta Bay Estuary Management Plan (EMP), there are approximately 350 registered moorings in the bay which significantly reduce open water expanses for other uses. The EMP observes that congestion on the bay can arise due to the number of moored vessels and the transiting of commercial and recreational craft during peak usage times. Community surveys enunciated and supported through the EMP called for a cap on the number of moorings and some extension in marina facilities to reduce the number of swing moorings (Nelson Consulting, 2004).”</i></p> <p>Further, the <b>Coastal / Maritime Report</b> states:</p> <p><i>“NSW Maritime has indicated that the opportunity for informal sailing by the Juniors would improve with a reorganization of the moorings at the head of the bay as part of the Cronulla Marina proposal (Mr R O’Hara and Mr G Dunlavy, NSW Maritime, 29/2/08 pers comm).</i></p> <p><i>The relinquishment of Cronulla Marina’s 21 swing moorings from the southern side of the bay should open up the area of the bay in front of the Sailing Club for junior and disabled sailors.”</i></p>
Navigation impacts on Cronulla Public Ferry Wharf	<p>Considerable assessment of the vessel turning paths of all vessels operating from Cronulla Public Ferry Wharf was undertaken as part of the <b>Coastal / Maritime Report</b> under various weather conditions. The Report includes the methodology, assumptions</p>

	<p>and turning plates.</p> <p>In relation to navigation implications at the Cronulla Public Ferry Wharf, the <b>Coastal / Maritime Report</b> concludes:</p> <p><i>“GBA is of the opinion that Cronulla Marina and its current swing moorings can be reconfigured as proposed with small and manageable net impacts on the operation of the ferry wharf, for the following reasons:</i></p> <p><i>I. For all ferry arrivals, no change is required to the existing operation.</i></p> <p><i>II. For ferry departures for all wind directions when the average wind speed is less than approximately 25 knots (97% of the time), no change is required to the existing ferry operation [refer Item (vii) above and Figure 7].</i></p> <p><i>...the proposal would have the affect of constraining the existing ferry departure operations, the impact is limited to no more than 2 to 3% of the time. This assessment neglects the shutdown of Bundeena Wharf when waves exceed 900 mm, events which are likely to coincide with the 2 to 3% recurrence conditions. Based on the manoeuvring arrangements examined above, it would be our assessment that the ferry would be quite capable of safely negotiating the changed conditions. While it is likely that the new manoeuvres may take a slightly longer time, in terms of the 30 minute passage to Bundeena we would not expect this to be significant.”</i></p> <p>The <b>Ministry of Transport</b> has reviewed the Environmental Assessment and confirmed in a letter from the Director of Transport Planning to the Department of Planning that:</p> <p><i>“The Ministry has no objection to the matter proceeding.”</i></p>
<b>Poor notification and public consultation</b>	<p>Notification of a Public Meeting regarding the “Reconfiguration of Cronulla Marina” was advertised in the St George and Sutherland Shire Leader (local newspaper) <u>2 weeks prior to the Public Meeting</u>: - on <b>Tuesday, 27 May 2008</b> and <b>Thursday, 5 June 2008</b>.</p> <p>In addition to the above, a <b>letterbox drop of approximately 200 residences</b> was undertaken along the following streets <u>1 week prior to the Public Meeting</u>:</p> <ul style="list-style-type: none"> <li>• Part of Nicholson Parade (houses on corner of Nicholson and Tonkin)</li> <li>• Tonkin Street</li> <li>• Buraneer Bay Road</li> <li>• Cranbrook Lane</li> <li>• Deeban Walk</li> </ul>

	<ul style="list-style-type: none"> <li>• Excelsior Road</li> <li>• Dodson Ave</li> <li>• Kurramatta Place</li> <li>• Gunnamatta Road (eastern side)</li> <li>• Grosvenor Crescent</li> </ul> <p>The Public Meeting was held on Wednesday, 11 June 2008 between 7:00 pm – 8:30 pm at Gunnamatta Pavilion, Activity Room 2, Nicholson Parade, Cronulla. A presentation of the proposed Project was given. This was followed by questions and discussion. The meeting was attended by 12 persons comprising the following stakeholders:</p> <ul style="list-style-type: none"> <li>• Marina customers (swing moorings and berths);</li> <li>• Residents whose property is in close proximity to Cronulla Marina;</li> <li>• Residents of the general area;</li> <li>• Private swing mooring holders in Gunnamatta Bay;</li> <li>• A representative of NSW Maritime; and</li> <li>• Other stakeholders.</li> </ul>
<p><b>The Fore and Aft Moorings will be directly in the path of the boats launched from the boat ramp</b></p>	<p>Currently, 4 houseboat moorings are located to the north of the existing marina structure, as swing moorings (HB1, HB2, HB3 and HB4). <b>See Figure 3 of the Visual Impact Assessment.</b></p> <p>As discussed previously, the width of the navigation channel between the existing marina structure and HB1 (the closest swing mooring to the marina structure) is 24m. It is noted that if there was a north-westerly wind, this channel width would be reduced.</p> <p>The development proposes HB1, HB2, HB3 and HB4 be converted from swing moorings to fore and aft moorings and relocated in a curved line to improve the navigation channel from the public boat ramp to the deeper water. The minimum width of the navigation channel between the moorings and the extended marina structure is 30m (measured from MB5) <b>See Figure 4 of the Coastal Engineering Assessment.</b></p> <p><b>An illustrative plan (to scale) shows a comparison of the existing and proposed access from the boat ramp (See “Response to Public Submissions - Public Boat ramp-Access Comparison -Figure 1 and 2.”)</b></p>
<p><b>The proposed palisade fence around slipway will create a fortress like effect around the slipway. The significant height and structure (masonry wall</b></p>	<p>The slipways are currently enclosed by a mesh fence.</p> <p>The proposed slipway awning has been carefully designed using similar architectural language to that of the adjoining Cronulla Marina land based facility. It is within the same form and scale. The awning is proposed to provide an appropriate work environment in all weather conditions and quite importantly, to improve the environmental management of the slipways, thus</p>



<p><b>and palisade) is not in keeping with the local area</b></p>	<p>further reducing impacts on the marine environment.</p> <p>The proposed replacement fence is predominately palisade with masonry columns and is more durable than the existing fence. The height (1.8m) addresses security matters.</p>
<p><b>The marina lighting will have an appearance of a fair ground</b></p>	<p>AS indicated in the Environmental Assessment, “down lighting” will be provided along the walkways and to the piles, using the “M-Tech Pedestal type model with a 15w compact fluoro globe.</p>
<p><b>No community benefit</b></p>	<p>Significant community benefits will flow from the proposed development. In addition to the <b>Conditions of Consent</b> (DA06/0923) imposed by Sutherland Shire Council which required:</p> <ul style="list-style-type: none"> <li>• enhanced road frontage works;</li> <li>• installation of a disabled parking space at the upper level;</li> <li>• an internal stair climber to allow persons with a disability access to the lower level of the land based Cronulla Marina facility and access to the adjoining Public Ferry Wharf</li> </ul> <p>and the Crown Reserve Works which required:</p> <ul style="list-style-type: none"> <li>• improved and safer pedestrian and disabled access to the marina and the adjacent Public Ferry Wharf;</li> <li>• road works;</li> <li>• paths, steps, handrails; and</li> <li>• landscape works,</li> </ul> <p>the following major community benefits public benefits will be created by the proposed development:</p> <ul style="list-style-type: none"> <li>• It will create safe and secure access to vessels for all persons including children, the aged and disable members of the local community and visitors to the area.</li> <li>• This differs from the majority of existing marina berths in Port Hacking which are of the older fixed wharf structure which, in waterways with a seasonal tidal variation of some 2 metres rise and fall, makes these berths unsuitable as they do not allow safe access to and from vessels by children, the aged or disabled members of the community. The proposal addresses this local issue by proposing a floating berth marina complex;</li> <li>• The proposal removes six piles and six fingers either side of ‘A’ arm to reconfigure this arm for public, water taxi service and houseboat access;</li> <li>• Publicly accessible facilities including new fuel facility, marine servicing, sewerage pumpout facilities and toilets;</li> <li>• The proposal satisfies some of the growing local community demand for modern serviced marina berths from which they can pursue recreational boating activities with their family and friends.</li> </ul>

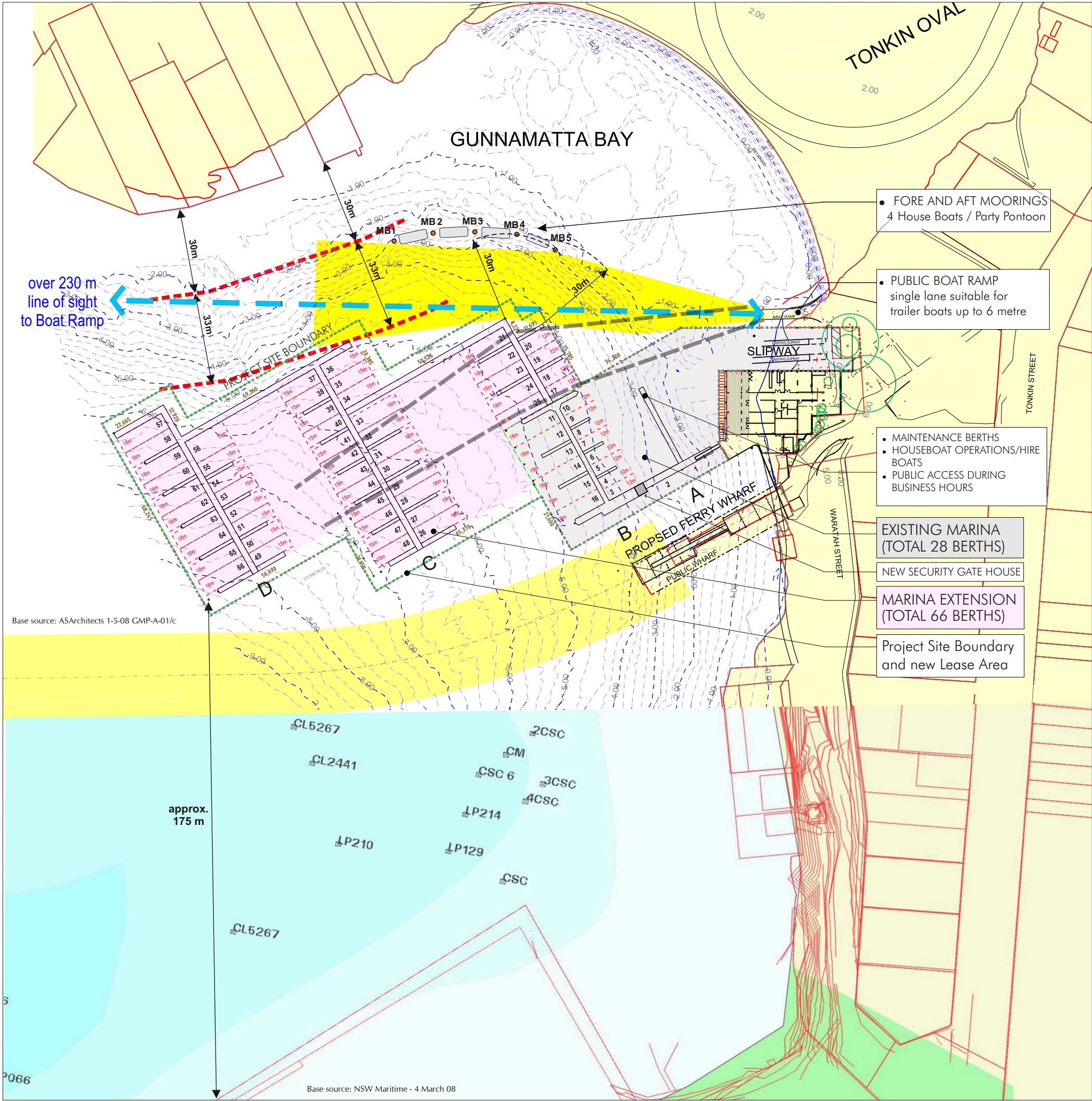




Aerial source: Google, 2003

EXISTING





PROPOSED