

Project Application

Volume 10



Inner West Marina

Parramatta River, Sydney

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**DESKTOP ASSESSMENT OF THE POTENTIAL IMPACT OF THE
PROPOSED KENDALL BAY MARINA ON AVIAN FAUNA**

**INNER WEST MARINA DEVELOPMENT PROPOSAL,
KENDALL BAY, SYDNEY, NSW**

Prepared by Aquenal Pty Ltd
Marine, Estuarine and Coastal Analysts



FOR

Breakfast Point Pty Ltd

August 2009

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OPERATIONAL SUMMARY

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EXECUTIVE SUMMARY

Breakfast Point Pty Ltd. has proposed that a commercial marina consisting of up to 177 berths be developed at Kendall Bay Parramatta River, Sydney, NSW. This report, prepared by Aquenal Pty Ltd., presents the findings of a desktop review to:

- document whether any species of birds listed on the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) or on the *New South Wales Threatened Species Conservation Act 1995* (NSW TSC Act) are likely to occur at or near the proposed development site;
- assess the potential impact of the proposed development on any avian species listed on the EPBC Act or on the NSW TSC Act; and
- evaluate whether a more detailed assessment of the potential impact to birds is required.

The desktop assessment entailed searches of birds potentially using the development site by accessing a range of databases and online tools and accessing bird survey data for the Kendall Bay area. The searches indicated that 13 Commonwealth listed and two State listed species could occur at or near the proposed development site. However, for each of these 15 species, a more specific search of survey location data (Birds Australia 2005-2007) showed that none had been recorded within 1 km of the proposed development site and that the closest recorded location for most of them was at Homebush Bay. The desktop assessment produced no evidence that Kendall Bay is an important habitat for these bird species.

Although the proposed development site does not appear to support important populations of listed species, it was considered worthwhile to assess the potential impact of the proposed development on listed birds in the area. Potential impacts could arise from direct impacts (habitat loss or modification), or indirect impacts (increase in vessel movements and noise, increase in collision risk with vessels, reduction in the quality of foraging habitat, increase in the risk of fuel spills or sewerage contamination). The proposed development is in an area which does not appear to have any significant habitat for birds, there is little infrastructure planned for the proposed development, and dredging is not required to construct the facility. Therefore, it is anticipated that there will not be any significant loss of bird habitat due to the proposed development. The Kendall Bay area has a substantial amount of existing vessel movements and infrastructure and the proposed development is very unlikely to contribute to a significant increase in noise or collision risk to birds in the area. It is recommended that the implementation of management prescriptions to lessen the likelihood of a fuel and/or sewerage spills and an action plan if one occurs, will minimise any potential impacts to avian species from such an event.

The lack of data or information on bird species or habitat at Kendall Bay indicates that the immediate area of the proposed Inner West Marina development does not represent important

bird habitat or support significant numbers of listed species. Therefore, there does not appear to be any grounds to justify dedicated avian surveys in this area.

This desktop assessment found that there is unlikely to be a significant impact from the proposed development to any avian species listed under the EPBC Act or the NSW TSC Act.

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1 INTRODUCTION AND PROJECT BRIEF

Breakfast Point Pty Ltd. has proposed that a commercial marina be developed at Kendall Bay on the eastern side of Breakfast Point on the Parramatta River, Sydney, NSW (TLB Engineers 2007). The proposed marina development, known as the Inner West Marina, consists of:

- a) up to 177 berths;
- b) a low level jetty;
- c) a small kiosk at the end of the proposed jetty;
- d) a manager's office and small amenity area; and
- e) a new timber skid for access to the waterway for kayaks, small sailing vessels and other small watercraft (TLB Engineers 2007) (Figure 1).

There will be no maintenance facilities or boat lift as part of the proposed marina development (TLB Engineers 2007). The sizes of vessels and the berths range from 8 – 25 metres and it is envisaged that most vessels will be motor vessels with relatively shallow draft and above water profiles generally not more than 4 m high (TLB Engineers 2007). Sewage pump out facilities will be provided and will be accessible to the general public including day tripper destination berths (TLB Engineers 2007).

This report, prepared by Aquenal Pty Ltd., presents the findings of a desktop review to:

- document whether any species of birds listed on the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) are likely to occur at or near the proposed development site;
- document whether any species of birds listed on the *New South Wales Threatened Species Conservation Act 1995* (NSW TSC Act) are likely to occur at or near the proposed development site;
- assess the potential impact of the proposed development on any avian species listed on the EPBC Act;
- assess the potential impact of the proposed development on any avian species listed on the NSW TSC Act; and
- evaluate whether a more detailed assessment of the potential impact to birds is required.

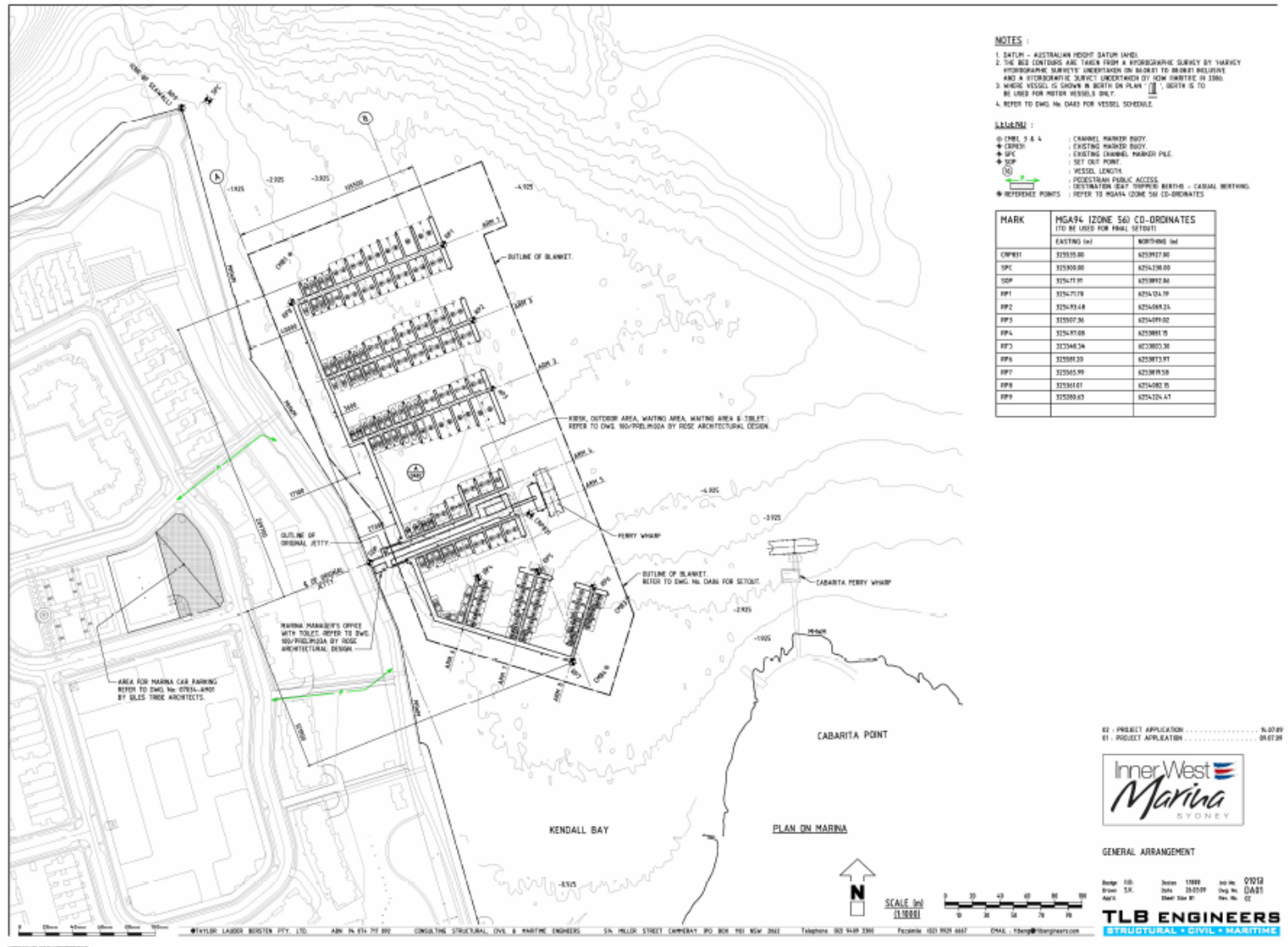


Figure 1 Site Plan for the proposed Inner West Marina development, Kendall Bay, Sydney (from TLB Engineers).

2 DESKTOP ASSESSMENT

The desktop assessment entailed searches of birds potentially using the development site by accessing a range of databases and online tools and accessing bird survey data for the Kendall Bay area.

2.1 METHODS - SEARCHES UNDERTAKEN

A number of tools were used to determine the species of birds that may be using the proposed development site. This included:

- The EPBC Act Protected Matters Tool (DEWHA 2008), searches were undertaken based on two areas:
 - a) the Canada Bay Local Government Area (LGA) which lies to the south of the Parramatta River (a larger area of 75 km² was initially searched but it generated the same list as the Canada Bay LGA); and
 - b) Kendall Bay only.
- The Atlas of Australian Birds (Birds Australia 1998-2007) database. This database documents the location and other relevant information of bird sightings and surveys. Since the current Atlas's inception in 1998, it contains over 420,000 surveys comprising over 7.1 million bird records (Birds Australia 2009). A search of these data (Birds Australia 1998-2007) was undertaken based on a 10 minute square centred on Kendall Bay. This was the smallest search region available online.
- A search of the Atlas of NSW Wildlife. This was conducted for the Canada Bay LGA (NSW National Parks and Wildlife Service 2009).
- A search of the bird species listed on the TSC Act. This was conducted for the Sydney Metro marine zone Catchment Management Authority (CMA) sub-region (Department of Environment and Conservation NSW 2005). This was the smallest search region available online.
- Once all the above searches had been undertaken, and a list of Commonwealth and State listed birds that may be occurring at the proposed development site had been generated, the Birds Australia's Atlas Distribution Maps (Birds Australia 2005-2007) were accessed to ascertain the location of survey records for each species in the Parramatta River area. This search is based on all survey records from the Atlas of Australian Birds (see the second bullet-point above).

In addition to these online searches, the following groups/individuals were consulted for information on birds at the proposed development site:

- The Southern NSW and ACT branch of Birds Australia; and
- Dr Lisa O'Neill, Consultant, NSW.

2.2 RESULTS

2.2.1 Commonwealth (EPBC Act) listed species

The EPBC Act Protected Matters Tool (DEWHA 2008) indicated that three bird species listed as Vulnerable or Endangered on the Threatened Species list and a further 28 species listed as Migratory or Marine may occur or their habitat may occur in the Canada Bay LGA (Table 1).

The Protected Matters Tool search on Kendall Bay indicated three bird species listed as Vulnerable or Endangered on the Threatened Species list and a further 20 species listed as Migratory or Marine may occur or their habitat may occur in the Kendall Bay area (Table 1). Of these 23 species, 13 were recorded within a 10 minute square around Kendall Bay (Table 1) based on the Atlas of Australian Birds (Birds Australia 1998-2007). Given that the Birds Australia data are based on comprehensive surveys, these data are viewed as the most accurate indicators of species in the area.

Table 1 Bird species potentially occurring within a) the Canada Bay LGA or b) Kendall Bay only, derived from the EPBC Protected Matters Tool (DEWHA 2008), and whether these species were also recorded during the Atlas of Australian Birds in a 10 minute square centred on Kendall Bay (Birds Australia 1998-2007).

Common Name	Scientific Name	EPBC Act List	Canada Bay LGA	Kendall Bay only	Bird Atlas 1998-2007
Great Egret	<i>Ardea alba</i>	Migratory, Marine	√	√	No
Cattle Egret	<i>Ardea ibis</i>	Migratory, Marine	√	√	Yes
White-bellied Sea Eagle	<i>Haliaeetus leucogaster</i>	Migratory, Marine	√	√	Yes
Painted Snipe	<i>Rostratula benghalensis s. lat.</i>	Migratory, Marine	√	√	No
Australian Painted Snipe	<i>Rostratula australis</i>	Threatened Species (Vulnerable)	√	√	Yes
Black-winged Stilt	<i>Himantopus himantopus</i>	Marine	√	√	Yes
Red-necked Avocet	<i>Recurvirostra novaehollandiae</i>	Marine	√	√	Yes
Pacific Golden Plover	<i>Pluvialis fulva</i>	Migratory, Marine	√	√	Yes

Common Name	Scientific Name	EPBC Act List	Canada Bay LGA	Kendall Bay only	Bird Atlas 1998-2007
Little Ringed Plover	<i>Charadrius dubius</i>	Marine	√		No
Red-capped Plover	<i>Charadrius ruficapillus</i>	Marine	√	√	Yes
Hooded Plover	<i>Thinornis rubricollis</i>	Marine	√		No
Latham's Snipe	<i>Gallinago hardwickii</i>	Migratory, Marine	√	√	Yes
Pin-tailed Snipe	<i>Gallinago stenura</i>	Marine	√		No
Black-tailed Godwit	<i>Limosa limosa</i>	Migratory, Marine	√	√	No
Common Redshank	<i>Tringa tetanus</i>	Marine	√		No
Common Greenshank	<i>Tringa nebularia</i>	Migratory, Marine	√	√	Yes
Asian Dowitcher	<i>Limnodromus semipalmatus</i>	Marine	√	√	No
Long-toed Stint	<i>Calidris subminuta</i>	Marine	√		No
Pectoral Sandpiper	<i>Calidris melanotos</i>	Marine	√	√	Yes
Broad-billed Sandpiper	<i>Limicola falcinellus</i>	Migratory, Marine	√		No
Ruff	<i>Philomachus pugnax</i>	Marine	√	√	No
Red-necked Phalarope	<i>Phalaropus lobatus</i>	Marine	√		No
Australian Pratincole	<i>Stiltia Isabella</i>	Marine	√		No
Swift Parrot	<i>Lathamus discolor</i>	Threatened Species (Endangered); Marine	√	√	No
White-throated Needletail	<i>Hirundapus caudacutus</i>	Migratory, Marine	√	√	No
Fork-tailed Swift	<i>Apus pacificus</i>	Migratory, Marine	√	√	No
Rainbow Bee-eater	<i>Merops ornatus</i>	Migratory, Marine	√	√	No
Regent Honeyeater	<i>Xanthomyza phrygia</i>	Threatened Species (Endangered); Migratory	√	√	No
Black-faced Monarch	<i>Monarcha melanopsis</i>	Migratory, Marine	√	√	Yes
Satin Flycatcher	<i>Myiagra cyanoleuca</i>	Migratory, Marine	√	√	Yes
Rufous Fantail	<i>Rhipidura rufifrons</i>	Migratory, Marine	√	√	Yes

2.2.2 State listed species

Two avian species, the Pied Oystercatcher *Haematopus longirostris* and the Terek Sandpiper *Xenus cinereus*, listed on the NSW TSC Act (based on the search of the Sydney Metro marine zone CMA) were recorded in the Atlas of Australian Birds (Birds Australia 1998-2007) for the 10 minute square centred on Kendall Bay. Both the Pied Oystercatcher and Terek Sandpiper are listed as *Vulnerable* under the State legislation.

None of the avian species recorded for the Canada Bay LGA search on the Atlas of NSW Wildlife (NSW National Parks and Wildlife Service 2009) were listed on the NSW TSC Act.

There is a State listed 'Endangered population' of Little Penguins (*Eudyptula minor*) in the Manly Point area, Sydney Harbour. Although there is anecdotal evidence, based on people hearing them, of penguins occurring past Hunters Hill, there is no definitive evidence of them occurring that far up the harbour (Dr Lisa O'Neill, *pers. comm.*). The Atlas Distribution Maps (Birds Australia 2005-2007) confirmed that no Little Penguins had been recorded past Hunters Hill.

2.2.3 Significant bird habitat close to Kendall Bay

Based on the desktop assessment, the closest significant bird habitat to Kendall Bay is at Sydney Olympic Park, Homebush Bay which includes the Bicentennial Park, Badu Mangroves and the Newington Nature Reserve (Sydney Olympic Park Authority 2009) (Appendix 1). These areas are approximately 3 km in a direct line from Kendall Bay. No other important habitat for birds has been identified at or close to the development site.

2.2.4 Survey records of the 15 Commonwealth or State listed species and a description of their breeding and/or foraging habitat

The Birds Australia Atlas data were used to refine the list generated by the Protected Matters Tool (based on the search for Kendall Bay, Table 1) and indicated that 13 species of birds listed under the EPBC Act and two listed under the TSC Act (using the Sydney Metro marine zone CMA search) have also been observed in the 10 minute square encompassing Kendall Bay. This, therefore, indicated that these 15 species could occur at or near the proposed development site. For each of the 15 species, the more specific search of survey location data (Birds Australia 2005-2007) showed that none had been recorded within 1 km of the proposed development site and that the closest recorded location for most of them was at Homebush Bay.

Each of the 15 species is listed below and an assessment of the likelihood of suitable habitat occurring at the development site is discussed (information sourced from Australian Museum 2008) as well as the closest recorded survey location to Kendall Bay (using Birds Australia 2005-2007).

Cattle Egret: The Cattle Egret is found in grasslands, woodlands and wetlands. It is partially migratory, moving during the winter. It eats invertebrates, amphibians and some small mammals. The Cattle Egret breeds in colonies usually with other waterbirds and it nests in wetland areas in trees and bushes. There is unlikely to be suitable breeding or foraging habitat

for the Cattle Egret at the proposed development site. The closest records for the Cattle Egret are at Homebush Bay (Birds Australia 2005-2007).

White-bellied Sea Eagle: This raptor is a common sight in coastal or near-coastal areas where it is normally seen perched high in a tree or soaring over waterways or adjacent land searching for food. The White-bellied Sea Eagle mainly feeds on aquatic animals such as fish, turtles and sea snakes but will also eat small birds and mammals. It usually nests in a tree up to 30 m off the ground but can nest on the ground or on rocks. There is unlikely to be suitable breeding or foraging habitat for the White-bellied Sea Eagle at the proposed development site. The closest records for the White-bellied Sea Eagle are at Homebush Bay (Birds Australia 2005-2007).

Australian Painted Snipe: It inhabits inland and coastal shallow freshwater wetlands. It forages at night on mudflats and in shallow water and eats invertebrates such as worms, snail and water beetles and plant material such as seeds. The Australian Painted Snipe nests on the ground amongst tall vegetation such as grass tussocks and reeds. There is unlikely to be suitable breeding or foraging habitat for the Australian Painted Snipe at the proposed development site. There are no records for the Australian Painted Snipe in the Parramatta River area (Birds Australia 2005-2007).

Pied Oystercatcher: It prefers mudflats, sandflats and sandy ocean beaches. It is rarely recorded far from the coast but can be found on estuarine mudflats and short pasture. It mainly feeds on bivalve molluscs. The Pied Oystercatcher is territorial when breeding. It nests on sand, shell grit or shingle just above the high water mark on beaches, sandbars, and the margins of estuaries and lagoons. There is unlikely to be suitable breeding or foraging habitat for the Pied Oystercatcher at the proposed development site. There are no records of Pied Oystercatcher in the Parramatta River area (Birds Australia 2005-2007).

Black-winged Stilt: It prefers freshwater and saltwater marshes, mudflats and the shallow edges of lakes and rivers. It mainly feeds on aquatic insects but will also take molluscs and crustaceans. The Black-winged Stilt nests in small colonies with the nest being anything from a shallow scrape on the ground to a mound of vegetation placed in or near the water. There is unlikely to be suitable breeding or foraging habitat for the Black-winged Stilt at the proposed development site. The closest records for the Black-winged Stilt are in the southern most part of Canada Bay (Birds Australia 2005-2007).

Red-necked Avocet: It is found throughout Australia but breeds mainly in the south-western interior in loose colonies. It prefers large freshwater or saltwater wetlands and estuarine mudflats. It feeds on aquatic insects and their larvae, crustaceans and seeds. There is unlikely to be suitable breeding or foraging habitat for the Red-necked Avocet at the proposed development site. The closest records for the Red-necked Avocet are at Homebush Bay (Birds Australia 2005-2007).

Pacific Golden Plover: A migratory species that breeds in western Alaska during the austral winter. During the austral summer, it is widespread along the Australian coastline and is found on muddy, rocky and sandy wetlands, shores, paddocks, saltmarsh, coastal golf courses, estuaries and lagoons. It feeds on molluscs, insects, worms, crustaceans, lizards and occasionally birds' eggs and small fish. There is unlikely to be suitable foraging habitat for the Pacific Golden

Plover at the proposed development site. The closest records for the Pacific Golden Plover are at Homebush Bay (Birds Australia 2005-2007).

Red-capped Plover: It is widespread throughout Australia and is resident year-round. It is found in wetlands, especially in arid areas, and prefers saline and brackish waters. It feeds on mudflats, sandy beaches and salt-marsh and eats molluscs, small crustaceans and some vegetation. It nests in a shallow scrape on a beach or stony area, nearly always close to water. There is unlikely to be suitable breeding or foraging habitat for the Red-capped Plover at the proposed development site. The closest records for the Red-capped Plover are at Homebush Bay (Birds Australia 2005-2007).

Latham's Snipe: A migratory species that breeds in Japan and on the east Asian mainland during the austral winter. It is found in freshwater wetlands on or near the coast, generally among dense cover. It feeds on soft mudflats or in shallow water and eat seeds and plant material, worms, spiders and insects, some molluscs, isopods and centipedes. There is unlikely to be suitable foraging habitat for the Latham's Snipe at the proposed development site. The closest records for the Latham's Snipe are at Homebush Bay (Birds Australia 2005-2007).

Common Greenshank: A migratory species that breeds in the Palaearctic regions during the austral winter. In Australia during the austral summer, it is found both on the coast and inland, in estuaries and mudflats, mangrove swamps and lagoons, and in billabongs, swamps, sewage farms and flooded crops. It feeds on insects, worms, molluscs, small fish and crustaceans. There is unlikely to be suitable foraging habitat for the Common Greenshank at the proposed development site. The closest records for the Common Greenshank are at Homebush Bay (Birds Australia 2005-2007).

Terek Sandpiper: A migratory species that breeds mainly in Russia and Finland during the austral winter. It is found in Australia from August to March or April. It forages in shallow water on soft, wet intertidal mudflats and feeds on crustaceans and insects. There is unlikely to be suitable foraging habitat for the Terek Sandpiper at the proposed development site. The closest records for the Terek Sandpiper are in the southern most part of Canada Bay (Birds Australia 2005-2007).

Pectoral Sandpiper: A migratory species that breeds in northeast Asia during the austral winter. It forages on grasslands and mudflats mainly eating arthropods and other invertebrates. There is unlikely to be suitable foraging habitat for the Pectoral Sandpiper at the proposed development site. The closest records for the Pectoral Sandpiper are at Homebush Bay (Birds Australia 2005-2007).

Black-faced Monarch: It is a forest and woodland-dwelling, small insect-eating bird and is strictly arboreal (i.e. found in trees). The Black-faced Monarch is found along the coast of eastern Australia in rainforests, eucalypt woodlands, coastal scrub and damp gullies and forages for insects. It is a summer breeding migrant to coastal south-eastern Australia and it builds a nest of casuarina needles, bark, roots, moss and spider webs in the fork of a tree about 3 – 6 m above ground. There is unlikely to be suitable breeding or foraging habitat for the Black-faced Monarch at the proposed development site. The closest records for the Black-faced Monarch are at Homebush Bay (Birds Australia 2005-2007).

Satin Flycatcher: It migrates northwards in winter to northern Queensland and Papua New Guinea. It is found in tall forests, and prefers wetter habitats such as heavily forested gullies where it feeds on insects. It builds a broad-based, cup-shaped nest on a branch about 3 – 25 m above ground. There is unlikely to be suitable breeding or foraging habitat for the Satin Flycatcher at the proposed development site. There are no records of Satin Flycatcher in the Parramatta River area (Birds Australia 2005-2007).

Rufous Fantail: It is found in northern and eastern coastal Australia and migrates northwards in winter. It is found in rainforest, dense wet forests, swamp woodlands and mangroves where it feeds on insects. It builds a small, compact cup nest suspended from a tree fork about 5 m above ground. There is unlikely to be suitable foraging habitat for the Rufous Fantail at the proposed development site. The closest records for the Rufous Fantail are at Homebush Bay (Birds Australia 2005-2007).

3 POTENTIAL IMPACTS

The Protected Matters Tool search indicated that 23 species of birds listed on the EPBC Act 1999 may fly over, may occur, or suitable habitat for those species may occur in the Kendall Bay area, but as indicated earlier, the Protected Matters Tool is indicative only. Hence, comparisons to other data were made. The desktop review of all data provided no indication that Kendall Bay itself is an important habitat for bird species. Additionally, based on consultation with local experts, no specific bird lists from Breakfast Point or Kendall Bay have been collated (Peter Marsh, Southern NSW and ACT branch of Birds Australia, *pers. comm.*), indicating that Kendall Bay is not an area that is deemed of high importance for surveys to be conducted.

The above desktop assessment reveals that it is unlikely that there is suitable breeding or foraging habitat for any of the 15 species of Commonwealth or State listed birds that may occur at or near the proposed development site. It is also very unlikely that there are significant populations of these species present at the development site. Although the immediate proposed development site does not appear to support important populations of listed species, it is still worthwhile to consider the potential impact of this proposed development on listed birds in the area. Potential impacts could arise from direct impacts (habitat loss or modification), or indirect impacts (increase in vessel movements and noise, increase in collision risk with moored vessels or vessels moving through the area, reduction in the quality of foraging habitat, increase in the risk of fuel spills or sewerage contamination).

3.1 POTENTIAL DIRECT IMPACTS

3.1.1 Loss of habitat

The location of the proposed marina development is west of the commuter ferry at Cabarita (TLB Engineers 2007). The proposed development is comprised of a floating structure restrained laterally by piles and a fixed jetty which is supported on piles with the deck being no higher than 0.6m above the highest tide (Howard Bersten, TLB Engineers *pers. comm.*). Given that there is very little infrastructure, and dredging is not required to construct this facility, it is not anticipated that there will be any significant loss of habitat to birds using the proposed development area.

It is also not anticipated that the proposed development will significantly impact any avian habitats through changes in wave action. The existing Rivercat ferry waves affect the whole bay (TLB Engineers 2007). The proposed site is exposed to weather conditions from the north through to the east-southeast and is affected by waves caused by wind and vessels (TLB Engineers 2007).

3.2 POTENTIAL INDIRECT IMPACTS

3.2.1 Increase in vessel movements and noise

There already exists a smaller marina, the Westport Marina, on the eastern side of Cabarita Park. Given that the area is currently extensively used by both pleasure craft and commuter ferries, it is not anticipated that any increase in vessel movements and/or noise from the proposed development will result in a significant increase in impacts on the local avian fauna.

3.2.2 Increased risk of collisions

Collisions could potentially occur between flying birds and vessels moored at the proposed marina or moving vessels. They could also potentially occur between birds that are foraging, resting or moving on the river and moving vessels.

The Kendall Bay area has a substantial amount of existing development and the proposed development is very unlikely to contribute to a significant increase in collision risk to birds in the area. The risk of collision with moored vessels is unlikely to be significantly increased because there is a substantial number of existing structures in this area. Of most relevance is the area of medium density residential building behind the proposed development site (to the west of this open space there is an area of medium density residential buildings that are two to four storeys high and further west of these buildings there is more open space and higher rise medium density

residential buildings, TLB Engineers 2007). These would provide a backdrop to the proposed development and, as collisions with infrastructure often occur when structures cannot be seen (and hence avoided by birds, see for example APLIC 1994), the backdrop of buildings will require that birds fly above any boat masts to overfly the buildings.

There is also a large amount of existing boat traffic in the Kendall Bay area and, hence, the proposed development is unlikely to significantly increase the collision risk to any individuals foraging in the water. There is currently no restriction on vessel movements into and around Kendall Bay and the Rivercat commuter ferry has a jetty west at Cabarita (TLB Engineers 2007). Due to the amount of existing vessel movement in and around Kendall Bay, it is not anticipated that there will be any significant increased risk of water-based bird collisions with vessels.

In addition, given the extensive amount of existing infrastructure and boat activity, it could reasonably be assumed that any individuals in this area are habituated to the presence of human activity.

3.2.3 Reduction in quality of foraging habitat

As indicated above, the Kendall Bay area has undergone substantial modification to the natural environment. The proposed marina development is in an area which does not appear to have any significant habitat for birds, and is very unlikely to increase the risk of a significant reduction of foraging habitat for any species.

3.2.4 Increased risk of sewerage and/or fuel contamination

While the risk of sewerage and/or fuel spill is unlikely, the implementation of management prescriptions to lessen the likelihood of a spill and an action plan if one occurs, will minimise any potential impacts to avian species from such an event.

4 CONCLUSIONS AND RECOMMENDATIONS

The desktop assessment of the proposed Kendall Bay marina development found that 23 species listed under the Commonwealth EPBC Act could potentially occur at the Kendall Bay site. As the EPBC Protected Matters Tool, from which these data were derived, is indicative only, a review of the Birds Australia data was required. This revealed that only 13 of the 23 EPBC listed species were documented in a 10 minute square encompassing Kendall Bay. A further two species listed at the State level could potentially occur in the Kendall Bay area. Based on the more specific search of survey location data (Birds Australia 2005-2007), none of the 15 Commonwealth listed or State listed species had been recorded within 1 km of the proposed

development site and the closest recorded location for most of them was at Homebush Bay. Overall the desktop assessment suggests that Kendall Bay does not contain important habitat for any listed species. The closest significant bird habitat to Kendall Bay is at Sydney Olympic Park, Homebush Bay (see Appendix 1), but this is unlikely to have important ecological connections to the development site. Therefore, it is not thought that any individuals of listed species which may occur on the site would constitute a significant proportion of the population of these species. Further, the modifications to this environment as a result of the proposed development are unlikely to result in a significant increase in any endangering processes to listed species.

Due to the lack of data or information on bird species or habitat at Kendall Bay, it would appear that the immediate area of the proposed Inner West Marina development does not represent important bird habitat or support significant numbers of listed species. Given this, there does not appear to be any grounds to justify dedicated avian surveys in this area. However, if an important habitat or population of a listed species does occur that was not documented in the desktop data used for this report, dedicated surveys should be undertaken.

This desktop assessment found that there is unlikely to be a significant impact from the proposed development to any avian species listed under the EPBC Act or the NSW TSC Act.

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Appendix 1 Additional bird lists for the area surrounding Kendall Bay.

EREMAEA BIRDS

The Eremaea Birds is a bird atlas to which anyone can contribute. The bird list for Bicentennial Park, Homebush Bay for the period 9/8/1089 to 9/8/2009 can be found at:

<http://www.ereamaea.com/SiteSpeciesList.aspx?Site=4017&From=19890809&To=20090809&MonthStart=1&MonthEnd=12>.

SYDNEY OLYMPIC PARK

Information on the birds of Sydney Olympic Park can be found at:

http://www.sydneyolympicpark.com.au/education_and_learning/environment/biodiversity/birds

APPENDIX 15:
▪ **MARINA MANAGEMENT
PLAN**



Marina Management Plan



Inner West Marina

Sydney

Date of Issue: 10th October, 2009
Status: Project Application Submission

Marina Management Plan for Breakfast Point Marina

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3. **Lighting**
4. **Parking and Loading**
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5. **Emergency and Essential Services**
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Appendix

- i) Marina Management Plan – MMP1
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1. General

1.1 Description

Inner West Marina Sydney is located in Kendall Bay on the Parramatta River in Sydney, Australia. The street address is 16 Peninsular Drive, Breakfast point.

The Marina has the following facilities:

1. 172 wet berths for vessels ranging in sizes from 8m to 25m in length including five destination berths;
2. Kiosk / cafe;
3. Car parking;
4. Sewage pump out;
5. Ice and minor chandlery items for vessels moored in the Marina;
6. Public pick up and drop off pontoon;

The Marina layout and berth details are shown on the Marina Management Plan Drawing (MMP01).

1.2 Hours of Operation

The marina berths will be accessible to vessel owners 24 hours per day.

The Marina office will operate during the following hours:

Office	Summer	8.00 am to 6.00 pm	7 days per week
	Winter	9.00 am to 5.00 pm	7 days per week
Kiosk	All Year	7.00 am to 6.00 pm	7 days per week

There are security gates at the tops of the ramps down to the floating structures. The gates will be fitted with a magnetic key/security card controlled access system. Outside Marina office hours these gates will be closed. Nonetheless, vessel owners will gain access by using a unique security key allocated to each vessel owner.

1.3 Responsibility

1.3.1 Operator

The operator is responsible for ensuring the Marina operations comply with the Conditions of Consent and other applicable Authority requirements.

1.3.2 Manager

The Manager is responsible for ensuring that the day to day operations of the Marina comply with the Marina Management Plan and for making Marina users aware of their obligations when using the Marina facilities, and for ensuring Marina users comply with the Marina rules.

1.3.3 Owners and Lessees

The owners of vessels and the lessees of berths are responsible for ensuring that they comply with the rules of the Marina.

1.3.4 Contact person (phone number)

Marina Manager – telephone number to be advised.

2. Noise

2.1 Rigging

Marina berth users are to observe the Marina Rules requiring them to secure all lines, rigging and halyards so as to minimise the risk of noise from rigging slap and the like.

In the event of rigging and halyard noise occurring upon an unattended vessel, Marina staff may board the offending vessel for the purpose of attenuating the cause of the noise.

2.2 Engines, Power Tools and Equipment

While vessels are moored in the Marina, the use of generators, or the running of engines, will not be permissible for purposes other than preparing the vessels for departure and checking that boat equipment is functioning.

The running of generators and engines for checking boat equipment, are only permitted between 7.00am and 6.00pm.

The use of power tools by boat owners will be permitted only between 9.00am and 6.00pm Monday to Friday and 9.00am and 12.00pm on Saturdays.

Unless required for safe navigation, “bow thrusters” are not to be used in the Marina or the approaches between 10.00pm and 7.00am.

2.3 Neighbourhood Amenity

Marina users will be directed to preserve the amenity of the Marina and surrounding area. Signs will be erected to remind Marina users to consider the neighbours, in particular when moving between the car parking area and the Marina.

The following activities are not permitted on vessels mooring in the marina:

1. No loud music.
2. No drinking on vessels.
3. No overnight stays on vessels.
4. No parties on vessels.

3. Lighting

The lighting for the Marina will be low voltage marina POD lighting that will turn on at night, and motion activated spot lights.

All lighting will be shielded such that light is directed downwards onto the walking surfaces and boats.

Bollard lights on the floating structure will turn on at dusk and turn off in the mornings.

It will be a requirement for mooring vessels in the Marina that, once berthed, all navigation lights are turned off.

With the exception of bollard lights and navigation lights on the Marina, all lights on the Marina will be turned off outside Marina operating hours.

4. Parking and Loading

4.1 Parking

A public parking area for Marina users is located near the Marina. The walking distance from the carpark to the Marina entry point on the designated pedestrian path is 250m.

Access to the carpark will be controlled by a boom gate, activated by a card key or similar provided to vessel owners, and designated delivery organisations. Small trolleys will be provided at the carpark for the transfer of goods to and from the Marina.

4.2 Deliveries to Marina

The Marina will arrange for deliveries to the Marina by vehicle to be in light commercial vehicles or smaller.

The Marina will direct that all delivery vehicles to park in the marina car park (Lot 53 in DP 270347) in spaces dedicated to delivery vehicles and couriers.

No delivery vehicles will be permitted to access the waterfront walk.

Small trolleys will be provided at the carpark for the transfer of goods to and from the Marina.

These trolleys will be available for use by vessel owners and others making deliveries to the Marina.

5. Emergency and Essential Services

5.1 Fire

Vessel owners, staff and other users are to attend education and induction sessions in fire fighting techniques and the use of fire fighting equipment. Training and induction sessions shall be arranged by the Marina.

There will be audible and visible alarms at the “shore end” of the Marina arms and at the access points to the Marina on the fixed jetty. The alarms will be activated by breaking a glass covered button located immediately outside the Marina office. The alarms will be sufficiently loud and bright that they will be clearly discernible by people at all berths and arms of the Marina.

It is a requirement for mooring vessels in the Marina that there is a CO₂ or dry chemical hand held fire extinguisher on each vessel, as is required by NSW Maritime for the registration of a vessel.

Selected Marina staff will attend a marine fire fighting course.

Maintenance procedures for the Marina include scheduled testing of fire fighting equipment and systems.

Each vessel owner will be provided with an emergency evacuation plan showing the locations of all emergency equipment.

Personal floatation devices will be located on the floating structure for use in the event of a fire or other emergency evacuation.

All vessels will be inspected for fuel, vapour and gas leaks. Inspections shall include bilges, for fuel system leaks, gas equipment and lines, for integrity.

Regular inspection of fuel storage tanks, lines and mobile fuel unit for damage, loose connections or leaks.

In the event of fire and/or explosion, appropriate emergency control procedures will be activated. These include:

- a) Notify Management, fire authorities and emergency services immediately.
- b) Quickly evacuate all persons to an Evacuation Meeting Point at which a "muster" can be taken if required.
- c) Ensure all power is cut off and fuel lines isolated.
- d) Commence fire fighting activity in accordance with training instructions.
- e) Where necessary, remove all surrounding mobile property, vessels and other portable items to a safe location. DO NOT cut loose or release a burning vessel, as such action may cause further damage or fire to other vessels in its vicinity.
- f) Prevent the spread of fire water and fire water run-off by deployment of the booms onto the water to contain fire water area.

5.2 Evacuation

Should a situation develop where emergency evacuation of people from the Marina is required, the Marina Manager will activate a sound alarm.

Where a safe path off the Marina is available, all people on the Marina will be directed to go directly to the Emergency Meeting Point near the entry to the Marina on the foreshore.

In the event that a safe path off the Marina is not available, then all people on the Marina will be directed to go to the Emergency Evacuation Points at the ends of the arms (refer to drawing MMP02).

5.3 Spills

Sinking of Vessel

It will be a requirement of the Berth Agreement that the owners of the vessels supply Management with an access key to the vessel, which is stored in the lock up box located in the office.

Marina staff will inspect berthed vessels regularly for correct waterline position. In the event of any vessel appearing lower than its designated water line, Marina staff will contact the owner.

Any vessel found to be taking water and having potential to sink will be reported to Marina Management. If necessary it will be removed by Marina staff to shallow water where pumps will be activated and remedial action taken to prevent sinking.

In the event of a vessel sinking, Marina staff will deploy the floating boom to ensure containment of any fuel and oil released. Salvage operations will be overviewed by Marina management to ensure proper containment of any fuel/oil spillage or other solid/liquid pollutants.

Marina staff will report to Management immediately any sinking of a vessel, or any vessel in danger thereof.

Discharge of Sewage, Bilge Water and Toxic Waste

No sewage or bilge pump-out shall be permitted to be activated in the Parramatta River.

In the event of a leak or line rupture during sewage pump-out activities, the pump will be stopped immediately and any spillage cleaned up by or under supervision of Marina staff.

In the event of a sewage spill staff will deploy the floating boom in order to contain the spread of the discharge during managed clean-up operations.

Staff will ensure that a floating boom of adequate size, together with approved fuel and oil absorbent material in ready condition, is stored in an appropriate location and readily deployable.

Staff will undergo training in the deployment and utilisation of the floating boom.

Staff will regularly inspect the waterway for evidence of pollution and report their findings to Management.

Staff will ensure that an adequate supply of oil absorbent material is available for the use in vessel bilges and during sewage pump out operations to prevent oil pollution into the harbour in the event of spillage of bilge water.

6. Vessel Management and Navigation

6.1 Berth Allocation

The Manager shall be responsible for allocating berths for all vessels. This shall be recorded in the Marina office showing:

- Berth Number
- Owner's / Vessels Name

Owners of vessels moored in the Marina will be required to complete and sign a Berth Agreement Form, which sets out the requirements for mooring a vessel in the Marina.

6.2 Mooring

A recommended mooring line and fendering arrangement will be provided to all vessel owners. The mooring line arrangement will be designed to allow vessels

movements to accommodate the wave climate within the Marina, while minimising risk of damage to the vessels.

It will be a requirement of the Rules of the Marina that vessel owners moor their vessels in accordance with the recommended mooring line arrangement.

In the event of extreme wind and wave conditions (storms), Marina staff will check the mooring lines and, where considered necessary, add storm mooring lines.

Marina staff shall conduct regular inspections of mooring lines to check for chafing and damage.

The use of anchors in and around the marina will not be permitted.

6.3 Navigation

All vessel owners will be given a plan of the Marina setting out the navigation channels to and from the Marina.

All vessels will be required to depart from the Marina by remaining close to the marina before turning east in the zone of deep water between arms 3 and 4.

Conversely, all vessels will be required to approach the Marina from the north north west on a line close to the ends of the Marina arms.

It will be a requirement for mooring a vessel in the Marina that the maximum vessel speed, when approaching, departing or manoeuvring in the Marina, shall be 4 knots, unless adverse weather conditions arise which necessitate higher speeds for vessel masters to maintain control over the vessel.

In adverse weather conditions, only one vessel will be permitted in the fairway between berths at any one time.

For the purposes of this Management Plan, adverse weather conditions are defined as situations where the 10 minute average wind speed is greater than 20 knots.

Predicted weather conditions as provided by the Bureau of Meteorology will be posted on the notice board at the Marina.

7. Security and CCTV

There are eight security cameras placed on small masts at the ends of each arm. These security cameras will monitor the arms 24 hours a day / 365 days a year and recorded on a hard drive computer.

The Security cameras will assist in monitoring vessel movements, weather and patrons activities.

During normal Marina hours, there will be at least one Marina staff member on site.

8. Waste and Rubbish

8.1 Solid Waste

Clearly identifiable garbage disposal bins will be provided in the precincts of the Marina and the buildings on the jetty.

A garbage collection service will be provided by a licensed garbage contractor for the regular removal of the content of the garbage bins.

Bins will be moved by Marina personnel to the carpark area for garbage collection.

All bins will be closed in position.

On a daily basis staff will collect all visible garbage or other materials discharged or blown into the Marina waters and dispose of such in the appropriate receptacles.

Cleaning of fish within the Marina or on the Marina walkways and berth fingers will not be in accordance with the Regulations for Marina Usage.

8.2 Liquid Waste – including Oils, Bilge, Fluids

All vessels shall be inspected on arrival by Marina staff to ensure that all vessel toilets conform with Australian Standards.

Marina staff will undertake regular inspections of the waterway for detection of waste, debris, oil slicks, coloured dye and other matter. They will trace the source thereof where possible and report to management.

Marina staff will observe all washdown activities. It will be a requirement that the washing down of vessels is undertaken using water only or water with an approved standard of bio-degradable detergent.

Staff will ensure that all waste oil is collected in approved containers and disposed of at the designated onshore collection point.

Painting of vessels berthed at the Marina will be prohibited.

9. Public Benefits

9.1 Public Access

Public access is allowed through and around the Marina during hours of operation. This access can be through the access gates on the western side of the jetty.

During normal hours of operation uninterrupted access is granted to the Marina subject to the public adhering to safe and sensible behaviour as seen fit by the management. General public access is denied outside the hours of operation.

9.2 Toilets

There are four toilets which are available for users of the Marina, three in the Kiosk building and one in the Manager's Office. One of the toilets is tailored for and accessible to disabled persons. This disabled toilet satisfies the requirements of the relevant Australian Standards

9.3 Access for Disabled and Mobility Impaired Persons

One of the features of the Marina is that there is access along a level foreshore path to the Marina, which will satisfy the requirements for access for the mobility impaired down to the floating structure, where again there will be a level access to vessels.

There are “destination berths” on the southern side of the jetty which will have the facility for transferring people with specific disabilities, by special personal davit crane, onto a vessel, as may be required from time to time, such access being similar to the davit crane used by Sailability Australia.

9.4 Emergency Access Point

In the event of an emergency on Parramatta River which requires the transfer of personnel or equipment to or from a vessel, there are emergency access points for vessels at the ends of Arms 1, 2, 3 and 7. There is an emergency access point for vehicles at the foreshore access to the Marina.

10. Complaints

10.1 Register

The manager will make him/herself available to the public for feedback and discussion about the Marina access, operations and functions during business hours. A suggestions box is located on the Marina office door entrance for the Marina to collect feedback from the public.

Outside normal operating hours, complainants will be able to call a designated number to advise of their matter. An on site manager will deal with all complaints and in particular, but not limited to, out of hours noise complaints.

All complaints will be recorded in a register which will include a record of the action taken to resolve the matters raised.

11. Enforcement

11.1 Marina Rules

Marina users will be given a copy of the Marina Rules. It will be a condition of the use of the Marina that users comply with the Marina Rules.

The Marina rules will set out:

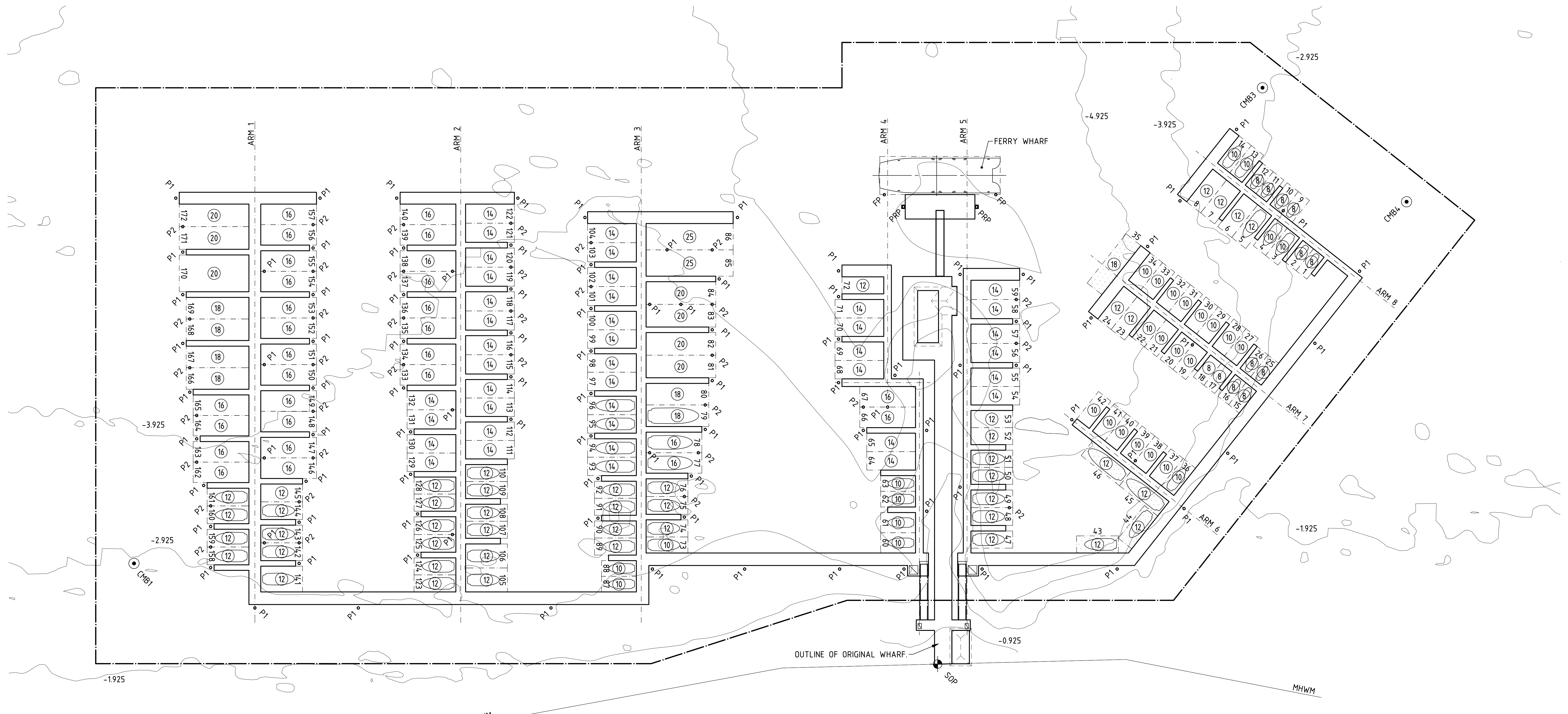
1. Accepted mooring arrangements for each vessel;
2. Navigation requirements when approaching, manoeuvring within, and departing the Marina;
3. Noise limitations on vessels and when moving around the Marina, foreshore and, to and from the carpark;
4. Prohibited activities;
5. Acceptable and prohibited behaviour;
6. Parking requirements;
7. Rubbish disposal requirements.

11.2 Breach of Rules

Marina users will be served with a formal letter informing them on their infringements. This letter will act as a formal warning to rectify the infringement within 30 days notice of the letter issue date. Failure to comply with this letter will prompt a second and final letter/notice.

11.3 Three strikes and You're Out

Marina users that do not comply with the second warning letter will have their lease terminated and they will be required to leave the Marina. A notice will be posted on the Marina notice board and a final letter will be served to the user.



PLAN ON MARINA

NOTES : 1. DATUM FOR LEVELS ON THIS DRAWING IS AUSTRALIAN HEIGHT DATUM (AHD).
 2. WHERE VESSEL IS SHOWN IN BERTH ON PLAN '111', BERTH IS TO BE USED FOR MOTOR VESSELS ONLY.

- ⊙ MAXIMUM LENGTH OF VESSEL FOR BERTH.
- 1 BERTH NUMBER

VESSEL LENGTH (m)	No. OF BERTHS		TOTAL	PERCENTAGE OF TOTAL (%)
	TEMPORARY BERTHS	PERMANENT BERTHS		
8	-	12	12	7
10	-	30	30	18
12	4	42	46	27
14	-	40	40	23
16	-	28	28	16
18	1	6	7	4
20	-	7	7	4
>20 - 25	-	2	2	1
TOTAL	5	167	172	100

LEGEND :

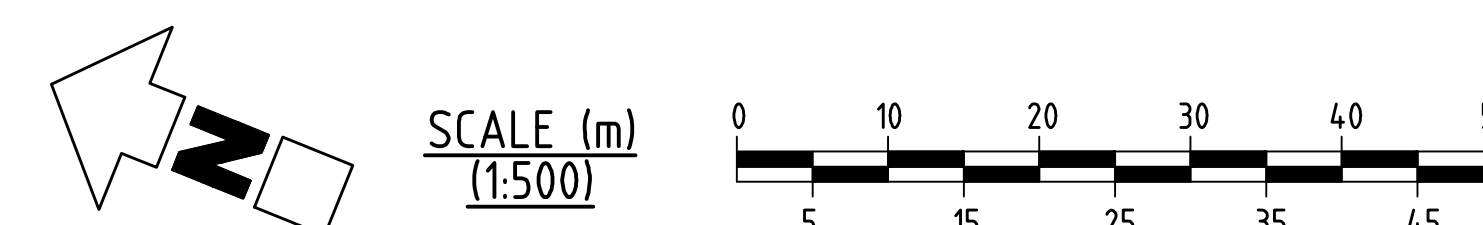
- ⊙ CMB1, 3 & 4 : MARKER BUOY.
- ⊕ SOP : SET OUT POINT.
- ⊙ 16 : VESSEL LENGTH.
- P1 & P2 : PILES.

03 : PROJECT APPLICATION 09.10.09
 02 : PROJECT APPLICATION 14.07.09
 01 : PROJECT APPLICATION 09.07.09

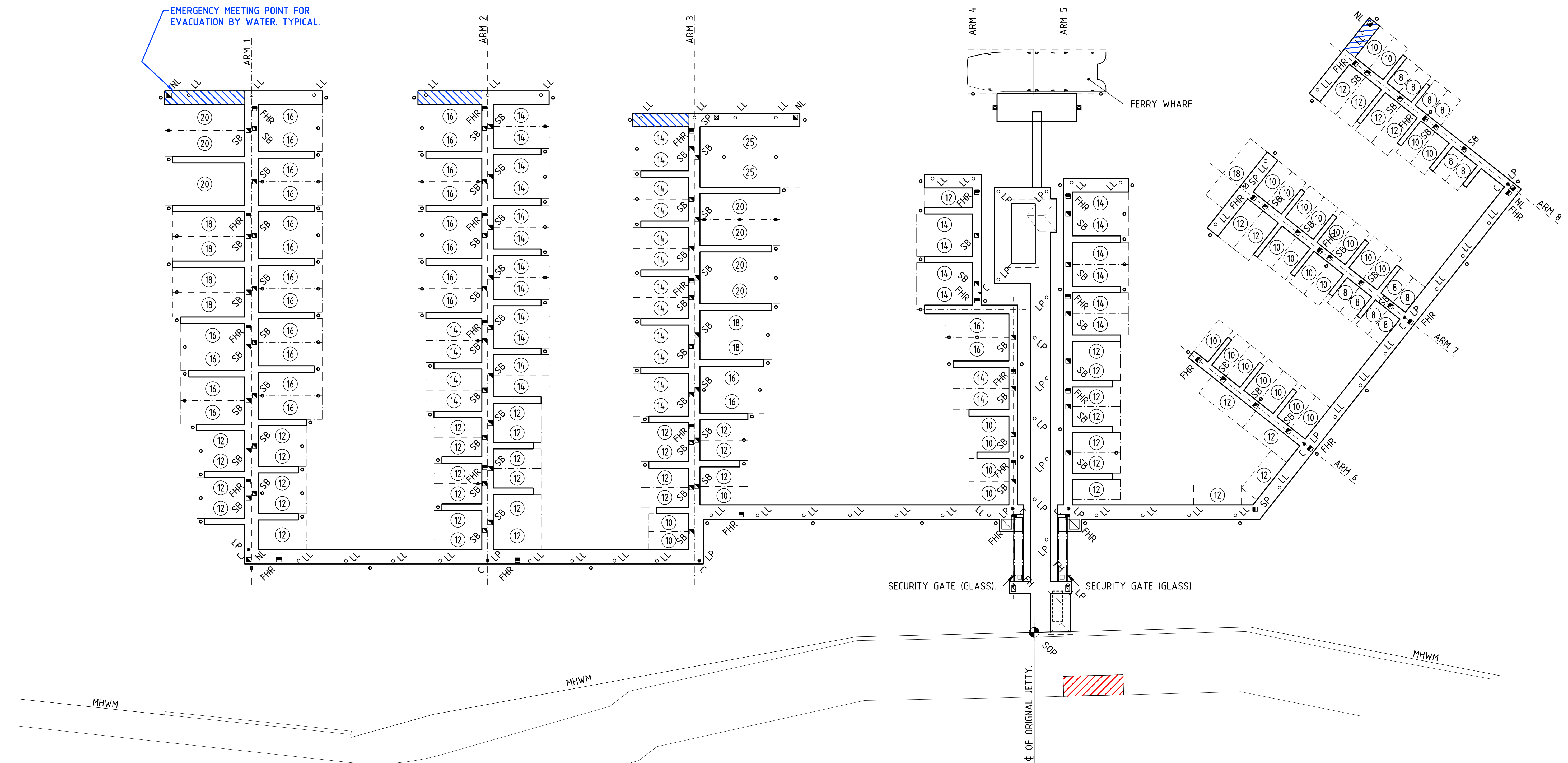


MARINA MANAGEMENT PLAN

Design H.B. Scales 1:500 Job No. 01013
 Drawn S.K. Date 09.07.09 Dwg. No. MMP01
 App'd. Sheet Size B1 Rev. No. 03



EMERGENCY MEETING POINT FOR EVACUATION BY WATER. TYPICAL.



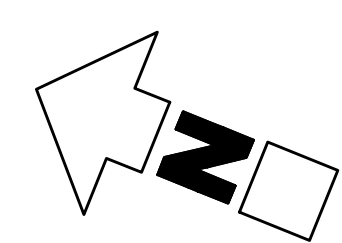
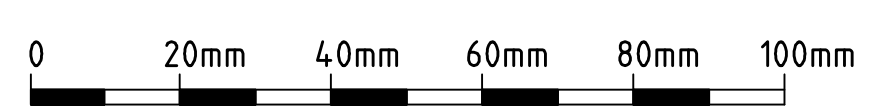
- PLAN**
- 14 MAXIMUM LENGTH OF VESSEL FOR BERTH
 - C : SECURITY CAMERA.
 - L : LIGHTS ONLY (LOW LEVEL - 1200 HIGH BOLLARD WITH DOWN LIGHT).
 - NL : NAVIGATION LIGHT.
 - SB : SERVICES BOLLARD WITH LIGH, WATER AND POWER.
 - SP : SEWAGE PUMP.
 - SERVICES BOLLARDS.
 - FHR : FIRE HOSE REEL.
 - FH : FIRE HYDRANT.
 - EMERGENCY MEETING AREA.
 - EMERGENCY MEETING POINT FOR EVACUATION BY WATER.

03 : PROJECT APPLICATION 09.10.09
 02 : PROJECT APPLICATION 14.07.09
 01 : PROJECT APPLICATION 09.07.09

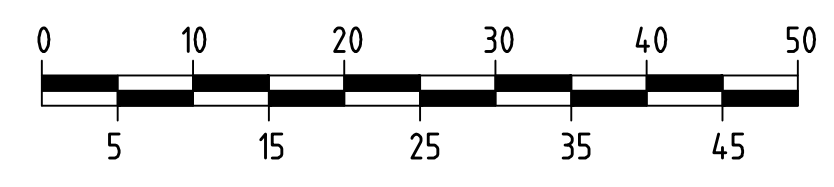


EVACUATION PLAN

Design H.B. Scales 1:500 Job No. 01013
 Drawn S.K. Date 09.07.09 Dwg. No. MMP02
 App'd. Sheet Size B1 Rev. No. 03



SCALE (m)
(1:500)



07/2009 12/14/09 P/L TAYLOR LAUDER BERSTEN PTY LTD

APPENDIX 16:
▪ **COMMUNITY CONSULTATION
REPORT**

Community Consultation

Inner West Marina Sydney

Project Application No: 07_0006

24 July 2009



Prepared by
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Executive Summary

During the preparation of this Environmental Assessment, local residents and affected landowners were consulted in accordance with the Director-General's requirements. A community consultation website was set up at www.innerwestmarinasydney.com.au as the focal point of the consultation process.

After extensive notification through a variety of communication channels (including letter-box drops, advertising and publicity) to almost 340,000 residents (ABS 2006) the consultation website attracted 487 unique visitors, with 31 taking the opportunity to register, and 15 of these electing to participate in the on-line forum and survey, to express their views on which issues should be examined in the Environmental Assessment of the proposal.

Issues raised by participants included:

- **Disclosure:** Some participants questioned the previous disclosure of the marina plan to purchasers of property in Breakfast Point Estate, including the suggestion that the original plan was for a "private" marina not a "commercial" marina.
- **Imposition of Costs:** Some residents of Breakfast Point raised the issue of possible imposition of marina costs on the Breakfast Point Estate for such things as maintenance of roads, footpaths and gardens.
- **Potential pollution:** Some participants expressed their concern over potential fuel pollution from boats, sewage from boats, and fumes from boat engines.
- **Noise:** Participants questioned the noise generated by the proposed marina.
- **Other Options:** Alternative sites for additional marina berths were suggested, including Majors Bay, River Quays and the Cabarita Marina.
- **Overdevelopment of waterfront:** Some participants supported the establishment of a marina, while others claimed such a development would spoil one of the last bays on the river free of marina and moorings.
- **Public Access:** Some participants also expressed concern about public access and alienation from Kendall Bay, maintaining that any marina developed should be accessible by the general public. Several participants supported the establishment of a marina kiosk/café.
- **Public Transport:** Several participants supported the establishment of a ferry stop at the proposed marina.
- **Remediation of Kendall Bay:** Those who participated in the discussion, for or against the marina, agreed that the bay requires urgent remediation.
- **Traffic and Parking:** The additional traffic and demand for parking was raised, particularly by some Breakfast Point residents.
- **Views:** The visual impact of the marina was welcomed by some and opposed by others.
- **Water Access:** Some participants claimed broken promises in relation to provision of public access to the waterways.
- **Water Safety:** Some participants expressed fear for safety of rowers on the river with increased marine traffic.

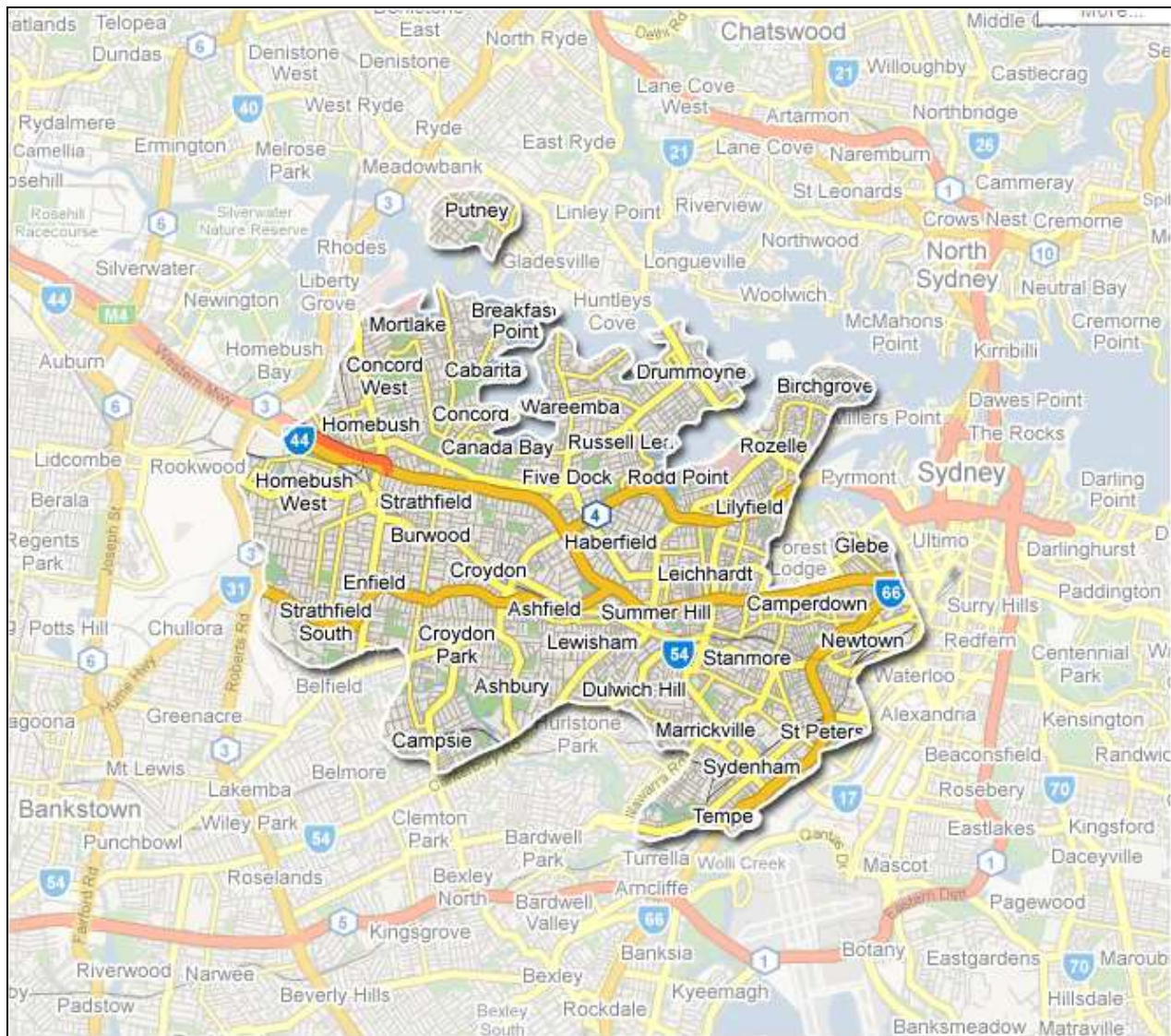
Consultation Report

The Director-General's Requirements included consultation with affected landowners and community groups. This report outlines the consultation process and the issues raised.

Introduction

The proponent has taken a wide view of this Requirement, undertaking a consultation program with community groups and affected landowners in the areas of:

Abbotsford, Annandale, Ashbury, Ashfield, Balmain, Birchgrove, Birkenhead Point, Breakfast Point, Burwood, Burwood Heights, Cabarita, Camperdown, Campsie, Canada Bay, Chiswick, Concord, Concord West, Croydon, Croydon Park, Dobroyd Point, Drummoyne, Dulwich Hill, Enfield, Enfield South, Enmore, Erskineville, Five Dock, Glebe, Haberfield, Homebush, Homebush West, Leichhardt, Lewisham, Lilyfield, Marrickville, Mortlake, Newtown, North Strathfield, Petersham, Putney, Rhodes, Rodd Point, Rozelle, Russell Lea, Stanmore, Strathfield, Strathfield South, Strathfield West, St Peters, Summer Hill, Sydenham, Tempe, Tennyson Point and Wareemba.



Total reach of consultation

Community and stakeholder consultation is part of working openly with the community and other stakeholders and providing opportunities for their views and preferences to have input into the assessment process and decision making. It's an important component of environmental assessment and ensures that all relevant issues are considered.

Consultation Methodology

An online community consultation website was the key communication channel employed for the community consultation process. This online consultation tool:

- allows more people into the conversation, reflecting a range of views,
- identifies more issues of concern to the community as early in the lifecycle of the project as possible so that they can be addressed by the project team expeditiously; and
- contributes to building community ownership of the outcomes.

Online consultation is an effective tool because it reaches many more people than most other methods of engagement and is accessible to the community at any time. It's easy, safe, respectful and well-liked by the community. The aim of this pre-application consultation process was to make information about the proposal available to as many people as possible, inviting interested members of the community to have their say on the issues that should be considered in this Environmental Assessment.

The community consultation website was set up at www.innerwestmarinasydney.com.au, opening on Wednesday 17 June and ending on Friday 10 July 2009. This website provided information on the proposal and a forum through which the community and affected landowners could submit topics that they believe should be addressed in the Environmental Assessment and participate in the discussion with fellow community members and landowners, effectively giving those individuals and organisations likely to have an interest in the proposal ample opportunity to express their views surrounding the proposal.

The site was independently moderated by Dr Crispin Butteris, Co-director of Bang the Table Pty Ltd, a specialist provider of online stakeholder engagement services. All moderation was carried out according to Bang the Table rules outlined in its 'Community Contract' and was done so to ensure that the site remained a safe and relevant environment to discuss the issues surrounding the proposal.

See 'Attachment 1: Bang the Table Company Profile & Product Specification Document' and

'Attachment 2: Bang the Table Community Contract'.

Visit www.innerwestmarinasydney.com.au.

Notification

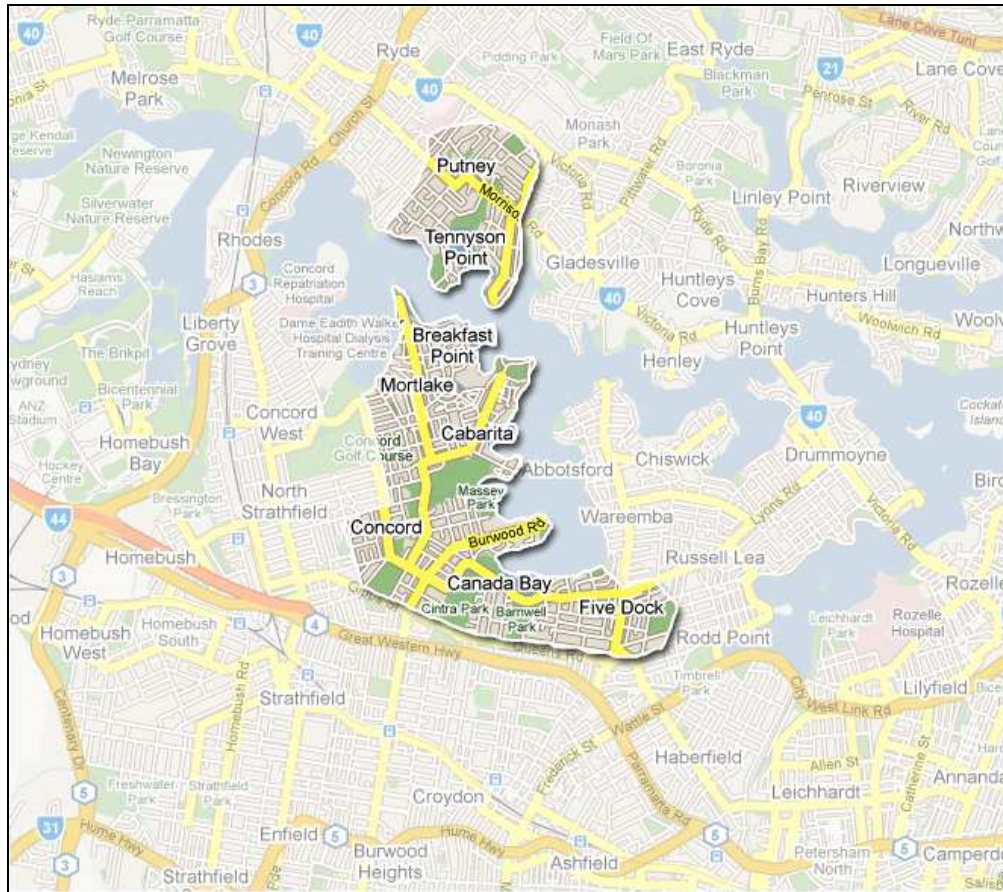
Notification of the consultation process to the community and affected landowners was given by unaddressed mail delivery, advertising in local press, and publicity. Notification was given by various methods to a total more than 339,250 residents (ABS 2006).

Unaddressed Mail Delivery

An unaddressed mass DL flyer letterbox drop was commissioned through Australia Post to all private delivery points in areas surrounding Kendall Bay, including: Breakfast Point, Cabarita, Canada Bay, Concord, Five Dock, Mortlake, Putney and Tennyson Point, totalling 12,835 delivery points and a total reach of approximately 30,973 residents (ABS 2006). The double-sided flyer notified the community that an Environmental Assessment was being prepared for the marina proposal and their input was valued. They were directed to the website and given the opening and closing dates of the forum.



Flyer that was distributed through Australia Post



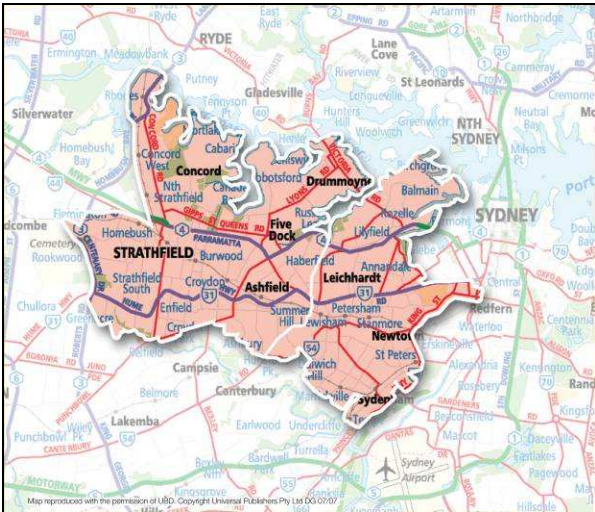
Distribution Map for Unaddressed Mail Delivery

See 'Attachment 3: Australia Post Unaddressed Mail Receipt'.

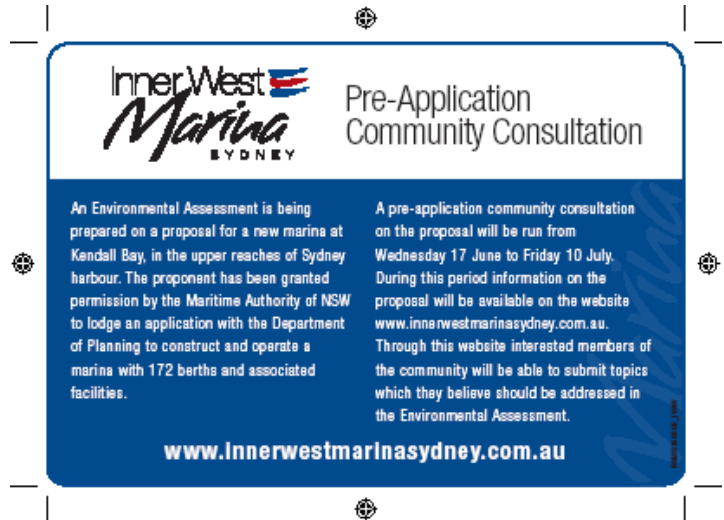
Advertising

The website forum was also advertised in the *Inner West Weekly*, *Inner West Courier* and *Village Voice Drummoyne* newspapers, again directing interested members of the public to 'have their say' on the website.

The Inner West Weekly, a weekly newsprint with a circulation of 52,978, is distributed to Ashbury, Ashfield, Birkenhead Point, Burwood, Burwood Heights, Cabarita, Canada Bay, Chiswick, Concord, Concord West, Croydon, Croydon Park, Dobroyd Point, Drummoyne, Enfield, Enfield South, Five Dock, Haberfield, Homebush, Homebush West, Mortlake, North Strathfield, Rhodes, Rodd Point, Russell Lea, Strathfield, Strathfield South, Strathfield West, Summer Hill and Wareemba. Advertisements were placed on the 18th of June and the 2nd of July 2009.

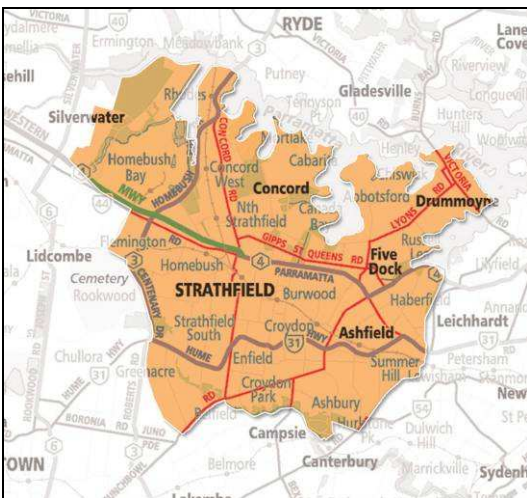


Distribution Map for The Inner West Weekly



One of the advertisements placed in The Inner West Weekly

The Inner West Courier, a glossy weekly with a circulation of 76, 986, is distributed to Abbotsford, Annandale, Ashfield, Balmain, Birchgrove, Burwood, Cabarita, Camperdown, Campsie, Canada Bay, Chiswick, Concord, Concord West, Croydon, Croydon Park, Dobroyd Point, Drummoyne, Dulwich hill, Enfield, Enmore, Erskineville, Five Dock, Glebe, Haberfield, Homebush, Leichhardt, Lewisham, Lilyfield, Marrickville, Newtown, North Strathfield, Petersham, Rodd Point, Rozelle, Russell Lea, Stanmore, Strathfield, St Peters, Summer Hill, Sydenham and Tempe. Advertisements were placed on the 16th and 30th of June 2009.



Distribution Map for The Inner West Courier



One of the advertisements placed in The Inner West Courier

The Village Voice Drummoyne, a monthly gloss magazine with a circulation of 20,000, is distributed to Abbotsford, Breakfast Point, Cabarita, Canada Bay, Chiswick, Concord, Drummoyne, Five Dock, Mortlake, North Strathfield, Russell Lea and Waremba. An advertisement was placed on the 19th of June 2009.



Distribution Map for The Village Voice Drummoyne



Advertisement placed in The Village Voice Drummoyne

See 'Attachment 4: Press Advertising Tear Sheets' for all press advertisement placements.

Publicity

News and editorial coverage was proactively sought in local media, including radio and local press The Inner West Weekly, Inner West Courier and Village Voice Drummoyne. A spokesperson was made available around the clock to answer any questions posed by the media.



Media Release

Inner West Marina : Community Consultation

17 June 2009

Residents of Sydney's inner west have been invited to participate in a pre-application consultation for a new marina proposed for Kendall Bay on the Parramatta River.

The proponent has been granted permission by the Maritime Authority of NSW to lodge an application with the Department of Planning to construct and operate a marina with 172 berths and associated facilities.

The pre-application forum will allow all members of the community to have their say on the issues to be addressed in the Environmental Assessment.

The on-line consultation begins on Wednesday 17 June and will continue until to Friday 10 July. Further information on the proposal and the forum is available on www.innerwestmarina.com.au.

The proposal is in response to increasing demand for berthing of vessels in Sydney, and west of the Harbour Bridge in particular.

The construction of the marina will provide the general and boating public with enhanced access to the waterway through the provision of pick up and drop off berths, destination berths for day tripper vessels, a kiosk/café, sewage and waste water pump-out, parking and toilets.

The proposed marina will also provide vessel access for those with a disability and the mobility impaired, improving access to Sydney's waterways for all members of the public.

The vessels which will be accommodated in the proposed marina will range in size from less than 8 metres up to 25 metres, with the majority of the vessels being in the range 10 to 16 metres in overall length.

When completed the Environmental Assessment will be submitted to the Department of Planning and put on display for community comment.

Further information? Call Chris Ford on

(02) 4929 2063 or 0411 423272.

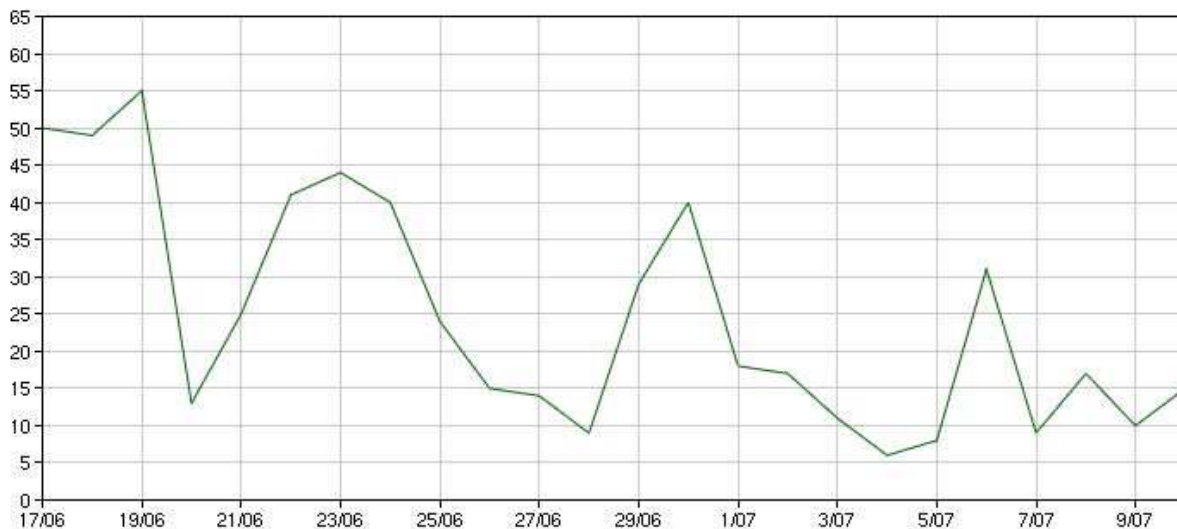
Following extensive notification via Australia post, advertising and publicity, the community consultation website went live on Wednesday 17 June and interested members of the community were invited to participate in the consultation until Friday 10 June for consideration in this Environmental Assessment. (This site will continue to operate, however, to enable the community discussion on this proposal to continue.)

On-Line Consultation: Activity and Issues

487 unique users visited the website home page during the consultation period. Of these visitors, 31 registered to be able to leave a comment, or participate in the on-line forum. 15 went on to participate in the on-line discussion.

Number of page views	4,248
Number of visits	593
Number of unique visitors	487
Number of registered visitors	31
Number of people dis/agreeing with comments	0
Number of dis/agrees with comments	0
Average number of unique visitors per day	20.3
Average stay time	6.07 minutes
Visitors who viewed documents	124
Visitors who viewed FAQs	9
Visitors who undertook surveys	16

The number of on-line visits to the home page peaked at 55 on 19 June 2009.



A variety of information about the proposed marina was included on the consultation website (and available from the home page) including location maps, proposed marina layout and photo montages. The following table records the documents downloaded from the website.

Proposed Marina Layout	88
Location Map	70
Proposed Marina Plan	26
Proposed Plan of Marina & Location of Carpark	23

The home page also included a survey question, which asked:

An Environmental Assessment is being prepared on the proposed Inner West Marina on the Parramatta River in Sydney. Which issues do you think should be examined as part of the Environmental Assessment?

A total of 17 participants responded to the survey during the consultation period, as follows

Other	29%	5
Remediation	23%	4
Public Access	23%	4
Economic Impact	11%	2
Views	11%	2
Water Safety	0%	0

186 unique visitors entered the website to access other information or have their say, an average 7.8 per day.

Number of page views	3,596
Number of visits	282
Number of unique visitors	186
Number of registered visitors	23
Number of people dis/agreeing with comments	14
Number of dis/agrees with comments	333
Average stay time	8.93 minutes
Average number of topics read per visit	5.70
Most popular entry point	Views
Visitors who viewed documents	0
Visitors who viewed FAQs	0
Visitors who undertook surveys	0

Of the 186 unique visitors, 15 left a total of 74 comments.

Topic Title: Views

Page views	313
New votes for topic	0
New comments added	13
New agrees/disagrees on comments	55
Number of unique visitors participating in this topic	8

Topic Title: Remediation

Number of page views	176
New votes for topic	0
New comments added	5
New agrees/disagrees on comments	27
Number of unique visitors participating in this topic	3

Topic Title: Public Access

Number of page views	337
New votes for topic	0
New comments added	20
New agrees/disagrees on comments	78
Number of unique visitors participating in this topic	7

Topic Title: Water Safety

Number of page views	93
New votes for topic	0
New comments added	4
New agrees/disagrees on comments	6
Number of unique visitors participating in this topic	3

Topic Title: Other issues

Number of page views	410
New votes for topic	0
New comments added	22
New agrees/disagrees on comments	109
Number of unique visitors participating in this topic	9

Topic Title: Economic Impact

Number of page views	279
New votes for topic	0
New comments added	10
New agrees/disagrees on comments	58
Number of unique visitors participating in this topic	9

Following pages are the discussion 'threads' for each of the individual topics... Views, Remediation, Public Access, Economic Impact, Water Safety and Other Issues:

Topic Title: Views

Page views	313
New votes for topic	0
New comments added	13
New agrees/disagrees on comments	55
Number of unique visitors participating in this topic	8

Are there specific issues relating to the visual impact of the proposal you would like considered in the Environmental Assessment of the Inner West Marina?

On: 18 Jun 2009 ID 22

Kendall Bay in its current undeveloped state is one of the major features of living in and around Breakfast Point as it provides an opportunity to walk in a tranquil and very peaceful foreshore area with beautiful water views. In my opinion it should not be given over to a large noise producing activity as proposed by the development of a 172 berth marina. Leave it in its current state; get the pollution remediated so that current and future generation can continue to enjoy this area and its water views.

On: 19 Jun 2009 ID 28

In Response To: 22

A marina is not a 'large noise producing activity'. It is not a repair yard for boats. By all means though, get the polluted sediments properly remediated before commencing the marina.

On: 21 Jun 2009 ID 29

I think the marina will add interest to the walk and also, I hope, a place to stop and get a snack and a coffee. When in Europe recently on a walking tour we would stop at many waterfront cafes at marinas and it was by no means smelly and noisy. Quite the opposite.

On: 21 Jun 2009 ID 30

In Response To: 29

This is exactly my point David. With careful planning and proper public access, marinas are lovely places to visit. I think the only delay to its commencement must be the finalising of any necessary remediation of the polluted sediment. At low tide, the exposed mud is obviously highly polluted.

On: 24 Jun 2009 ID 36

In Response To: 30

Certainly the bay requires remediation. The sediment from the previous industry needs to be cleaned up. We do not need another polluter to take its place! The people living at Breakfast Point do not want to look out their windows and see sails parked directly in front of their homes. They do not want the additional 50 - 100 cars parked in their streets. They do not want the additional noise of an extra 170+ boats coming and going at all hours. It is fine to say that while on walks marinas were not smelly or noisy - just try living near one! Even when the boats are simply moored there is constant noise. To place 170+ boats on the beautiful, calm waters of Kendall Bay detracts from the natural environment - it needs to be left as it is (cleaned of pollution) with a clear view of water and birdlife, trees and parks, open sky and city views!

On: 26 Jun 2009 ID 42

In Response To: 36

1/ Yes, the polluted sediment should be remediated prior to marina construction.

2/ No, the view of the bay is not dictated by the new residents of Breakfast Point Estate - the broader community of Concord, Mortlake and Cabarita are also entitled to an opinion.

3/ A dedicated car park is planned and so what if a few extra cars overflow into the other streets of Breakfast Point from time to time - this is normal to those of us who live near sporting fields, churches, shops, etc.

4/ Marinas without repair yards are NOT noisy or smelly places. eg. Akuna Bay, even with extensive repair facilities, is NOT a noisy or smelly place.

5/ It seems to me that some would prefer to exclude outsiders and traffic from the Estate all together. Hence, the ONLY children's playground is built OFFSITE in Kendall Park and Estate boat owners park their trailer-boats OFFSITE in Emily St Mortlake!

On: 06 Jul 2009 ID 79

In Response To: 42

Although the residents of Breakfast Point (I'm not one) can't dictate the view, it's they who have to look at it, so their views should be given substantial weight. To think a confused mass of masts and rigging and all the other visual pollution that will come with the marina is a more pleasant outlook than what is there would be unusual, to say the least. The marinas I see, like Akuna Bay and Elizabeth Bay, obviously degraded their surroundings and it would be arguing black is white to refuse to see it.

On: 07 Jul 2009 ID 82

In Response To: 79

I agree that the Breakfast Point residents have the most to gain or loose from this development and any resultant impacts, however, I honestly don't think one can assume that a marina is considered visual pollution by most people. Some people will consider all of the built environment to be less desirable than the natural environment but I refer such people to beautiful and inspiring examples of the built environment such as the Sydney Opera house or any piece of fine architecture. I personally find marinas (without repair facilities) to be lovely places to view and inhabit. But then, I like Akuna Bay and I love the scene of the CYC on Boxing day and no, I am not a yachty or boat owner.

On: 27 Jun 2009 ID 44

In Response To: 29

There are certainly many pros and cons to a marina development so adjacent to residences and the problem assuming such a large 24/7 public marina does go ahead will be how to ensure that adverse effects and extra costs are minimised to Breakfast Point residents and that wave disturbance to existing river bed contaminants and further diesel/oil runoffs do not aggravate the harbour foreshore pollution issues.

On: 30 Jun 2009 ID 64

Kendall Bay is one of only two bays, and the only one west of the Harbour Bridge in the entire harbour without moorings. It should stay like that. If a new marina is required then River Quays should be developed and the existing moorings in the river in the vicinity of River Quays converted to a marina. It would also be easy to extend Cabarita marina. Leave Kendall Bay free of moorings and a marina.

On: 06 Jul 2009 ID 78 Kendall Bay is a small and beautiful area enjoyed by the hundreds of people living there. The marina will dominate it and be an eyesore to all who currently enjoy it. Who does it benefit; a relatively small number of boat owners, most of whom probably won't live in the area. It also benefits the developer, who makes a profit and leaves it for everyone else to suffer. I've spoken to the owners of Gunnamatta Bay marina. They tell me most boats are seldom used. They sit at their moorings for months. Some never leave because the people who buy large boats frequently aren't capable of driving them. They sit on them at weekends and have lunch and that's the limit of their use. Why spoil an environment enjoyed by many for the sake of a few over-indulged individuals? Why sacrifice forever a long

term pleasure for the short term profit of the developer? If this goes ahead it will be because money and influence overpower community wellbeing.

On: 07 Jul 2009 ID 83

In Response To: 78

Kendall Bay should be enjoyed by more than just 'the hundreds of people living there'. One mans 'eyesore' is another mans picture postcard.

On: 08 Jul 2009 ID 84

Some time last year the Director of NSW Maritime , on radio 2KY fishing program stated: "There are no plans for a marina to be built at Kendall Bay" So now we will have yet another "floating cement football field" added to our struggling river. I am also sure this structure will be for the exclusive use of Breakfast Point residents eventually.

Topic Title: Remediation

Number of page views	176
New votes for topic	0
New comments added	5
New agrees/disagrees on comments	27
Number of unique visitors participating in this topic	3

Are there specific issues relating to remediation you would like considered in the Environmental Assessment of the Inner West Marina proposal?

On: 18 Jun 2009 ID 20

There are many good reasons why this proposal should not be approved by our NSW Government:

- The remediation of the pollution made in Kendall Bay in the past by industrial activity needs to be carried out immediately and such remediation will not be done effectively if a marina is constructed, may be never.
- The impact of this pollution on my health and the quality of my life is unsure, except that we have been told by the EPA that close contact with the water should be avoided.
- Given these circumstances the thought of the NSW Government approving this proposal is in my view not acting in the best interests of our community.
- The pollution of Kendall Bay needs to be cleaned up now for my future and that of generations to come. We have a chance to address this issue now and we should take it. After it is clean up, Kendall Bay should be kept as it is and not turned over to commercial purposes for use by a privileged few.

On: 19 Jun 2009 ID 27

In Response To: 20

Why should the remediation be a reason to not allow the marina? Surely the marina could follow the proper remediation of the bay.

On: 29 Jun 2009 ID 51

The proposed remediation of part of the Bay by AGL is yet to be approved or agreed. The AGL proposal does not answer some fundamental questions concerning the pollution in the bay and this particularly relates to the area to be remediated being far too small, how a marina will impact on the area that is remediated and therefore the effectiveness of the remediation over time, how will the marina development deal with the residual pollution located beneath the marina and in the vessel paths from and to the marina.

I understand the developer proposes some form of matting be placed on the sub sea floor, how is this effective in stabilising the pollution in the bay, how will large vessels affect the long term viability of the matting (noting that the bay is relatively shallow). The bay is relatively active as is evidenced by the large amount of coal pieces that are deposited around the edge during storm and rain periods. How will the proposals affect this pollution? How does the developer intend to maintain the marina over the years as each time a pylon needs replacing pollution escapes into the surrounding water.

No development or approval of the marina should take place until the AGL remediation has been completed and the results known.

On: 30 Jun 2009 ID 56

In Response To: 51

I agree that no construction should commence until the bay is properly remediated.

On: 30 Jun 2009 ID 60

When the old AGL wharf was removed, all that was removed were the parts of the wharf that could be seen. Old timbers and coal have been left on the footprint of the old wharf in the bay and no effort was made to remove any of this pollution.

No coal that was lost off the wharf or from vessels over the period of the gas works has ever been removed from the sea floor of Kendall Bay. This coal is regularly deposited along the shore of Kendall Bay during storms or periods of the river in flood. I invite anyone interested to walk beneath the mangroves to see the amount of coal that moves back and forwards beneath the mangroves and back into the bay. There are no current proposals to clean up this pollution. This coal combines with residual tar from the gas works and leaves aromatic hydrocarbons which can be smelt regularly in the vicinity of the sea wall in front of the Waterfront Park. This is unacceptable.

Topic Title: Public Access

Number of page views	337
New votes for topic	0
New comments added	20
New agrees/disagrees on comments	78
Number of unique visitors participating in this topic	7

On: 17 Jun 2009 ID 6

Full public access must be available to ALL wharves of the marina complex. Such access ensures that the development becomes a local asset instead of an exclusive club.

On: 18 Jun 2009 ID 21

In Response To: 16

Construction of a marina will impact existing and future residents significantly by creating a great big parking lot for boats that will generate excessive noise (24x7), create pollution by dumping raw sewage into the harbor, interfere with local rowing club activities and create excessive traffic movements in and around the marina in an area which has not been designed for a large commercial 172 berth marina.

On: 24 Jun 2009 ID 35

In Response To: 21

Strongly agree with Strobe. The streets in Breakfast Point are private roads. The upkeep is paid for by the residents. If a carpark for 58 vehicles is built and anyone and everyone can use the roads to access the 170+ berth marina (and ferry stop)- how much damage is going to be done to the local roads. Will 58 car spaces be sufficient for the size of the marina – how many visitors will park on the surrounding roads causing traffic/parking congestion? Won't this add to the pollution in the local area - noise, petrol fumes, garbage... The area was designed for residential use only! A marina will spoil the natural beauty and serenity of the area.

On: 27 Jun 2009 ID 43

In Response To: 16

Since this proposed marina is adjacent and so close to existing Breakfast Point residents, it is not appropriate for any large commercial marina BUT if it does go ahead the wharves should NOT be locked off and be made exclusive to berth lessees so that residents are prevented from walking out on them.

On: 30 Jun 2009 ID 67

In Response To: 16

I think the proposed ferry wharf as part of the marina is a great idea. It will be a great asset for locals as a public transport point to the city and hopefully other locations.

On: 01 Jul 2009 ID 69

In Response To: 67

This was part of an earlier plan but the developer resisted the logical step of designing to include busses to loop through the site via the ferry stop. Maybe it's still possible though.

On: 29 Jun 2009 ID 47

In Response To: 12

This public marina will be the only public marina attached to private land in NSW. The private land owners receive no benefit except the costs of maintaining their private land for the benefit of the public. There should no public access as this should be a private marina.

If any part of the marina is to provide public access it must be fully maintained by the owners of the marina and not the Breakfast Point Community. However all members of the public who access any part of the marina that is required to provide public access they must first use land and facilities the property (or responsibility of in the case of the walkway) of the Breakfast Point Community which are paid for solely by the Breakfast Point Community. This is completely unfair and inappropriate.

On: 30 Jun 2009 ID 53

In Response To: 47

Sarah, don't you realise that this marina will be accessible via a PUBLIC waterfront and roads that are open to the public? Local residents fought for a development that was not 'gated' but part of the local community. Your attitudes run counter to this. You are quite happy to have a marina, as long as it is PRIVATE and exclusive. Such marinas are merely clubs for rich kids and their toys. Kendall Bay is larger than the newly created estate of Breakfast Point. It is a special place for those of us from Cabarita, Mortlake and Concord as well.

On: 30 Jun 2009 ID 63

In Response To: 53

I suggest you have completely misunderstood what a marina is and does. It will not matter whether the marina is public or private in relation to access to parts of the marina by the public. Any marina will have a public access arm which may or may not have a kiosk. Most other arms will be secured and only pen owners will have access. The current suggestion is that one arm will have some overnight pens and will not be secured which infers you may be able to walk along beside vessels attached to these positions. This could equally apply to a private marina. There is no substantial difference in the look of a private or public marina, but a private marina, is simply a marina restricted to resident owners of the Breakfast Point Community. This will more effectively allow the Breakfast Point Community to manage problems arising from the use of the marina, noise, out of hours access, rubbish, servicing, rattling halyards, parking etc. All these issues are much more difficult if not impossible to manage if the marina is a public marina with non resident boat owners. I suggest to you that all marinas by their very nature are exclusive. Other than the provision of some public access the proposed Kendall Bay marina will be the same as the Cabarita marina, which is an exclusive public marina with very little public access. Cabarita marina has the great advantage that it is not directly attached or next to any private land including the Edgewood development. Indeed it is a significant distance from the nearest residence. Cabarita marina could easily be extended and not further impact on Edgewood. I have not called for, nor have I heard any other residents of Breakfast Point call for the community to be gated. We all value being part of postcode 2137. Everyone is welcome to use our public access assets and the waterfront walkway at our cost. It seems to me you are seeking to erect walls between the rest of postcode 2137 and Breakfast Point where no walls exist.

On: 04 Jul 2009 ID 73

In Response To: 53

Marina are you employed by or do you or will you receive any direct financial benefit from Rose Corp or any of its associated entities? Let lay our cards on the table here. The point that was made, which you seem to continually skirt around is that while the BP community roads, nature strips and open spaces are open to the public, and that's great, they are maintained at the sole expense of the BP community association (i.e. BP owners). Canada Bay council and outside visitors pay no money maintaining the roads etc. With such a large commercial marina there of course will be a significant impact on this BP maintained infrastructure due to increased traffic, and the costs of maintaining the BP community maintained roads etc will rise for the BP community. This increased cost will be borne solely by the BP community. Is that reasonable? If suddenly your property was opened up as a public thoroughfare how would you feel having to pay to maintain it? As for your point about 'doing research' before purchasing, I did. I read thoroughly the revised 2005 BP concept plan before I purchased, and NO mention is made of the marina. I also was told the proposal was for a small marina by sales staff.

On: 06 Jul 2009 ID 77

In Response To: 73

Greg, do you assume that anyone in favour of the marina is directly linked to the developers who will profit from this marina? I'm a long standing local resident who attended all the meetings to enable approval of your estate. Unfortunately, forums like this are dominated by new residents who are against the marina and, through no fault of their own, are unaware of the history of the design and the proposed marina. Most existing locals don't know and don't care. You will also note in some of my other comments that I make some rather unfavourable comments about the developer as well. When the original masterplans were being drawn up, the locals would have preferred that the site was developed with normal free standing houses in normal streets such as those built on the northern side of Bishop St. This would have avoided the community title that you struggle with even though, by your own admission, you knew how such systems work and that there would be a marina as part of the plan prior to purchasing. Outsiders also miss the additional shops that were originally planned along the foreshore adjacent to the marina. The foreshore can be a more vibrant place to visit for the broader community than it is currently. Let's not settle for the ambience of an exclusive over 55's development.

On: 08 Jul 2009 ID 85

In Response To: 77

Marina. For a start I am NOT over 55 at all, or anything like it. If you took an interest in Breakfast Point as a community you would realise that it consists of people from all ages and backgrounds. I am a regular working person with a mortgage and bills the same as lots of other residents here. I am not rich or 'elite' by any stretch of the imagination. I pay rates the same as you, and pay BP community levies for the upkeep of BP community infrastructure, which, and I emphasize this point, you do not. I do not begrudge you access to BP community maintained infrastructure at all. As I said previously, NO mention of a marina is made in the 2005 master plan at all. If anything the sales staff mentioned a small private marina was planned and brushed of concerns. If I had known that a major commercial marina was planned I might well have decided not to purchase. Please do not twist my words. I strongly object to levies which I and my fellow BP residents pay being used to pay for increased maintenance of BP community infrastructure from increased traffic from the marina. Tell me Mr Marina, would you agree to an increase of your rates to pay the increased costs to upkeep BP community roads and other infrastructure due to significantly increased traffic flows in Breakfast Point if the marina goes ahead. You seem very keen for it to be built so I presume you must be happy to take on a share of the increased upkeep costs.

On: 09 Jul 2009 ID 86

In Response To: 85

Greg, thank you for not 'begrudging' me access. I apologise, during such access, for mistakenly observing the average appearance and age of the residents as over 55. If you were misled by sales staff, you would have a legal right to challenge the marina plan. Honestly, why don't you, as a group, exercise this right? Such a challenge is conspicuous by its absence from the protester's actions and I suspect that it is because anyone who did their due diligence already knew of the plans. As well, BP residents should be able to insist that some of the considerable income from this commercial enterprise be directed to covering maintenance costs of BP infrastructure. I suspect this is already the plan. It will probably be cost neutral to BP residents. As far as your costs of living where you choose, do you realise that your council rates for your dwelling would be a fraction of those existing residents surrounding you?. In fact I'd bet that your combined council and community title rates are far less than my council rates alone. New purchasers at BP need to accept that they are responsible for their costs and stop resenting it. Can you guarantee me that, once built, you will never partake of the wonderful amenity of this facility? I bet you beat me to it!

On: 26 Jun 2009 ID 40

In Response To: 35

Alarmist exaggerations designed to exclude the enjoyment of spaces that are, and should remain, open to the general public. Such attitudes only serve to create a divide between those new residents within the Breakfast Point Estate and the existing residents of surrounding suburbs who attended all the early Council meetings to approve a new development with PUBLIC access. Some respondents could do with a local history lesson.

On: 24 Jun 2009 ID 37

In Response To: 21

Strobe you obviously have no interest in boats or Sydney Harbour. It has been illegal for over 9 years to dump raw sewage from boats into Sydney harbour. I do think though that noise after 10pm and before 6am should be controlled.

On: 28 Jun 2009 ID 46

In Response To: 37

I am aware of the law concerning sewage from boats however having the law does not stop this terrible practice by some.

I understand that the proposed marina will not have pump-out sewage facilities and therefore it is reasonable to assume that sewage will be dumped in Kendall Bay by some of the 172 boats.

On: 30 Jun 2009 ID 52

In Response To: 46

Strobe, you would do well to read the background information regarding this proposal. Under FAQ's it clearly states that a sewage pump out facility is part of the plan or are you intentionally trying to mislead?

I am also aware that sewage release into the harbour is very uncommon as it is actually very difficult to conceal in calm waterways such as Kendall Bay.

On: 29 Jun 2009 ID 48

In Response To: 37

If there is to be a marina (private or public) it should have a sewage pump out facility and only vessels with holding tanks should be permitted to be moored in the pens. The pump out facility should also not have any cost and be part of the general costs of maintaining the services to ensure as best any manager can that vessels use the pump out. It may be illegal to pump sewage into the harbour but there is no enforcement of the law. The rules of operation of the marina should provide that owners who dump rubbish in the bay or do not use the pump out can be penalised.

It may well be the developer intends to place such restrictions on vessel owners using the proposed facility but of course the developer has completely failed to consult with the residents so we do not know.

Topic Title: Water Safety

Number of page views	93
New votes for topic	0
New comments added	4
New agrees/disagrees on comments	6
Number of unique visitors participating in this topic	3

The safety of all water users is important to us and we've given consideration to this issue, but if you are a water user, we want to hear from you about any specific safety issues that you believe need to be addressed.

On: 30 Jun 2009 ID 59

The use of recreational vessels on Sydney Harbour is now almost its primary purpose. The developer has made it clear for many years the water and Kendall Bay were major assets for the use of all residents of Breakfast Point (and other

members of the public granted access to Breakfast Point Community assets) yet the developer has done nothing to encourage or assist residents to use the waters of Kendall Bay. 5 years ago we were told by the developer and its sales staff that the old AGL wharf was to be reduced in height and access to be available to all residents including steps to the water. Without consultation or discussion the wharf was removed (or at least that part of the wharf that was above mean high water mark).

Nothing other than a large commercial marina is now proposed to replace the wharf. There is no safe way to access Kendall Bay from Breakfast Point other than across the highly polluted mud flats from the beach in front of Kendall Inlet. The boat shed and ramp are but figments of the imagination of the developer (although supported by representations over many years) which may or may not ever materialise.

There are no public wharves (except at Pelican Point) in this area which anyone can load and unload people safely from vessels. Large commercial ferries can use (between rivercat services) Cabarita wharf but the wharf has no safe facilities for leisure vessels.

The developer always indicated that it intended that the wharf and subsequently when the old AGL wharf was no longer a possibility that it would construct a wharf similar to that at Cape Cabarita to allow people to use the water. Nothing has ever taken place and there is no safe place to tie up a vessel at Breakfast Point or in the immediate vicinity.

I note that about 12 months ago the Cape Cabarita Community installed security gates on their "public" wharf so it is also no longer available for use.

On: 10 Jul 2009 ID 88

In Response To: 59

Public access is covered in the marina plan as per the following excerpt:

- Enhanced access to the waterway through the provision of pick up and drop off berths
- Enhanced waterway experiences through the provision of day tripper berths
- Enhanced experience of the foreshore and enhanced community experience through the provisions of the jetty and kiosk for informal get togethers
- Access for people with disabilities to vessels at public berths

Uninformed generalisations do not assist the debate.

On: 10 Jul 2009 ID 87

This section of the Parramatta River is used for rowing training by a large number of school and adult rowers. The addition of 172 powered vessels moored in Kendall inlet will make the river less safe.

Large powered vessels can swamp rowing shells even if they are travelling within speed limits.

The cumulative effect of developments west of the Harbour Bridge on the sport of rowing need to be taken into account. Developments in Glebe Bay, and the Iron Cove Bridge duplication have cut into traditional rowing courses. This development will mar the last of the river's low impact recreational areas.

On: 10 Jul 2009 ID 89

In Response To: 87

Rowing routes will be considered in the approval process.

Topic Title: Other issues

Number of page views	410
New votes for topic	0
New comments added	22
New agrees/disagrees on comments	109
Number of unique visitors participating in this topic	9

We believe we've identified the main issues, however, if you would like to raise any other matter, please do so here.

On: 17 Jun 2009 ID 17

To many locals who understand that the marina was part of the original master-plan, its presence will be welcome because of the interest and vibrancy that it will add to this area of the site. Indeed, such assets were amongst the inducements to persuade locals to approve the original development. We have tolerated many years of dust and odours waiting for this site to complete the features that appeal to the broader community.

My only concern is that the site is possibly slightly oversized towards the eastern encroachment into Kendall Bay. Otherwise, I say bring it on!

On: 18 Jun 2009 ID 19

In Response To: 17

Construction of a 172 berth marina was never put forward by the developers of Breakfast Point. Construction of a marina of this size will impact existing and future residents significantly by creating a great big parking lot for boats that will generate excessive noise (24x7), create pollution by dumping raw sewage into the harbor, interfere with local rowing club activities and create excessive traffic movements in and around the marina in an area which has not been designed for a large commercial marina.

On: 19 Jun 2009 ID 25

In Response To: 19

New residents may not be aware that the marina has always been part of the plan. A vocal minority of residents will raise all sorts of concerns to retain their exclusive use of the area but suggesting that 'raw sewage' will be released into the harbour smacks of desperation.

On: 19 Jun 2009 ID 26

In Response To: 25

No one at present has "exclusive use" of the foreshore and pathways of Kendall Bay as this area is public asset and as such provides public access to this area. In my view it should remain so and not leased by the NSW Government to a commercial enterprise which will operate a 24hour x 7day 172 berth marina.

On: 06 Jul 2009 ID 75

In Response To: 25

I can only assume that this person is directly linked to the developers who will profit from this marina as I have yet to meet a local who holds similar views to this person.

On: 06 Jul 2009 ID 76

In Response To: 75

Well you'd be wrong. Do you assume that anyone in favour of the marina is 'directly linked to the developers who will profit from this marina'? I'm a long standing local resident who attended all the meetings to enable approval of your estate. Unfortunately, forums like this are dominated by new residents who are against the marina and, through no fault of their own, are unaware of the history of the design and the proposed marina.

You will also note in some of my other comments that I make some rather unfavourable comments about the developer as well.

On: 06 Jul 2009 ID 80

In Response To: 76

It doesn't matter whether the forum attracts new or old residents. Whatever considerations there were in the initial stages are irrelevant to the question of what is the best way forward at this point, a marina or no marina?

On: 07 Jul 2009 ID 81

In Response To: 80

The past is not irrelevant because the past included plans for a marina. It is not a new proposal. It is a part of the overall development that gave something back to the broader community and something that I have personally looked forward to from day one. It suits some to ignore the fact that a marina has always been part of the development.

On: 29 Jun 2009 ID 49

In Response To: 17

All original plans and submissions for the Breakfast Point development (e.g. the 1999 plan and 2002 master plan) included a small marina. At no time was any indication given by the developer, or the Council that the marina would be a massive public marina. All indications from the developer and its sales staff was that it would be a larger version (commensurate with the size of the development) of the marina and wharf located at Cape Cabarita, which is of course a private marina. Only when the current government moved the goal posts in 2005 did the opportunity present itself to the developer to change the marina into a public marina. This will be only public marina attached to private land in NSW. All the costs of maintaining the surrounding public access areas to the marina are to the account of the Breakfast Point Community, not to the marina owner(s) and not to the general community. If you require a public marina why not expand the existing public marina at Cabarita, or connect the new Kendall Bay marina to Cabarita Park along the new walkway. It is unfair to connect a large public marina to the private land of the Breakfast Point Community.

On: 30 Jun 2009 ID 54

In Response To: 49

All residents of Breakfast Point bought in the knowledge of the current plans for the Bay.

Your greatest concern appears to be that it is to be public and not private.

I think we should just add security gates to all access points for the Breakfast Point Estate.

On: 30 Jun 2009 ID 61

In Response To: 54

Clearly you have no concept of what constitutes the Breakfast Point Community and its obligations to provide public access to its assets. No owner of Breakfast Point purchased their property with the knowledge that there would be a large commercial marina constructed in Kendall Bay and connected to their land. Breakfast Point has never been nor intended to be a gated community. I have never heard any calls by owners to make it a gated community. The opening of the waterfront throughout Canada Bay Council and indeed throughout the rest of the city is fully supported by Breakfast Point residents but like so many other things the privilege of its use needs to be understood by all users, in the same way I appreciate other communities providing me access to their waterfront. I do not support any commercial marina attached to the Breakfast Point Community.

On: 30 Jun 2009 ID 66

In Response To: 49

If the marina has been on the drawing boards since 1999 and then 2002 and you knew about it at that point, then I figure you are in favour of it . Like you I am in favour of a private marina like the one at Cape Cabarita and I would suggest the same proportion of boats to houses as Cape Cabarita would be fair.

On: 01 Jul 2009 ID 70

In Response To: 66

There is no more justification of using Kendall Bay as a private marina for use only by residents of the Breakfast Point Estate as there is of having a private marina in Kendall Bay for the exclusive use of, say, Mortlake residents. PUBLIC OR NOTHING!

On: 24 Jun 2009 ID 32

There was a totally different indication of a marina given to me by sales people. It was going to be a smaller private marina. I thought I could put up with that. Not a 24/7 commercial enterprise, kiosks and the like. The Developers have made a good enough killing, let it go at that.

On: 24 Jun 2009 ID 33

In Response To: 32

Existing residents of Cabarita, Mortlake and Concord would have fought tooth and nail against a private marina. The public marina is an aspect of the development that many 'outsiders' have been looking forward to as well. I do not expect the kiosk to be allowed to open 24/7. However, I don't believe the marina should be constructed if its presence will impede the pollution remediation.

On: 29 Jun 2009 ID 50

In Response To: 33

What do you understand is a private marina? I understand it to be a marina that would be restricted to existing owners of property in Breakfast Point.

This does not mean that the marina could or would not have a public jetty, with or without a kiosk. If the costs and problems of amenities (noise, parking, serving of boats, access to boats 24/7) of a marina fall only on the residents of Breakfast Point why should not we object to the location and attachment of a large public marina?

As residents of the postcode 2137 we are part of the whole community. I do not wish to see a gated community but everyone needs to recognise that the benefits all residents of postcode 2137 receive by accessing the assets of the Breakfast Point Community are only paid for by the owners of property in the Breakfast Point Community.

On: 30 Jun 2009 ID 55

In Response To: 50

Sarah, I would genuinely like to know if such costs are to be imposed on the Breakfast Point Estate or are to be covered by the income of the marina itself? If anyone could shed (informed) light on this, it would be most welcome.

As far as 2137 residents enjoying the 'assets' of your estate, this is a 2-way street as your new residents enjoy all existing assets outside of the estate.

Indeed, why is there not one children's play area WITHIN the site? Why do your residents park their boats in Emily St instead of onsite? Why does the estate impose fishing restrictions on the public waterfront? Why does the estate not permit local sporting codes to use the oval? Why do some of your people resent a public marina? Such actions are seen as exclusive and elitist.

On: 30 Jun 2009 ID 62

In Response To: 55

The residents of the Breakfast Point Community are residents of Canada Bay and pay their rates and have the same rights as all other residents of the municipality. Other than Breakfast Point community residents no other members or

residents of Canada Bay pay to maintain the sea wall, or the waterfront park, or the waterfront walkway, or the gardens or the oval. I wish that we did not have to put up signs requesting people not fish from our property. Unfortunately the mess that is left by fishermen is our problem and our cost. If people had been responsible and not caused any problems the issue would not have arisen.

The residents of Breakfast Point would like to make their oval available to local clubs, however all the costs of maintaining the oval fall entirely to the residents of the Breakfast Point Community. How do you balance the interests of all local residents against those that must pay for the maintenance of the asset?

If the Breakfast Point Community installs a children's playground it must bear the liability of the playground. Councils unfortunately are much able to buy this insurance for the benefit of all residents of postcode 2137. I welcome the new playground in Kendall Park and I thank Bryan Rose for the generous contribution the developer made to the equipment. It is not elitist for the Breakfast Point Community to support the Kendall Park play area rather than a similar area on Breakfast Point Community land, it is just a matter of sensible risk management.

It is also not elitist not to support a public marina connected to Breakfast Point Community land. This is not a matter of "not in my backyard". It is simply unfair to impose all the problems of the management and the costs of a public marina on the Breakfast Point Community. I would prefer to see Kendall Bay remain mooring and marina free. I suggest that if a public marina is justified or required in our area that other alternatives are better, such as River Quays and the area of the moorings next to River Quays.

River Quays has the advantage that it already has infrastructure in place.

The other obvious alternative is extending the existing Cabarita marina which also has existing infrastructure. If a greenfield site is required I suggest Majors Bay which is surrounded by large tracts of public land that could easily and economically support the on shore requirements of a marina.

There is simply no necessity to locate a public marina from the existing Breakfast Point Community.

On: 30 Jun 2009 ID 65

In Response To: 62

What research did any new Breakfast Point resident conduct prior to purchase if they did not know about the marina, or the scale thereof? If as a group they feel misled, they would have the right to legally challenge this proposal. All the 'No Marina' participants should test the validity of their claims in court, or accept their lot.

Surely the Breakfast Point community would not be expected to cover the running costs of the marina. Surely this must be well and truly covered by the income of the enterprise.

I look forward to the injection of some activity and life to this area. Such assets avoid the place appearing as a retirement village or over 55's development. Do the new residents know that apart from a marina, there were plans for several shops along the foreshore? This would have been lovely as well.

On: 02 Jul 2009 ID 72

In Response To: 62

I fully support this well articulated response from Sarah, which I believe sums up the many problems which will come with any form of Marina.

The only other issue of concern which is not fully covered is the one of the contaminated riverbed which I imagine will become disturbed with the movement of boats and the like.

I have purchased in the area because it is a beautiful area, reasonably quiet, peaceful and with access to major shopping areas without them being at the back door. It upsets me to think of the significant traffic increase which will occur in the area, and for what, to provide more money in the pockets of developers who have changed the goal posts every step of the way.

This marina, public or private, is simply another example of Rose Group operating with its usual lack of regards for anyone other than their hip pocket. I am totally opposed to any form of marina.

On: 24 Jun 2009 ID 38

I often do the waterfront walk to Cabarita Ferry and feel it would be a great amenity for the local residents if it was possible to have a coffee shop incorporated into the marina so on those beautiful Sydney mornings we could enjoy breakfast by the water rather than just walking by it.

On: 30 Jun 2009 ID 57

When I look at the plans and photos it appears they have been designed to minimise the impact of this marina proposal. Count the pens in the plan, there's not 170. Take a walk and have a look at D'Albora's marina at Cabarita. Its not 170 boats and look how big it is.

This proposed marina will dominate Kendall Bay and take away one of the last clear bays on the river.

Topic Title: Economic Impact

Number of page views	279
New votes for topic	0
New comments added	10
New agrees/disagrees on comments	58
Number of unique visitors participating in this topic	9

There is a high demand for suitable berths in Sydney Harbour, especially west of the Harbour Bridge. Please identify any issues relating to the economic impact of the proposal here.

On: 18 Jun 2009 ID 18

The pollution needs to be cleaned up now for my future and that of generations to come. We have a chance to address this issue now and we should take it. After it is clean up, Kendall Bay should be kept as it is and not turned over to commercial purposes for use by a privileged few.

On: 18 Jun 2009 ID 23

In Response To: 18

Strongly agree with strobe's statement

On: 30 Jun 2009 ID 68

In Response To: 23

The inner west is very under represented in available berths and any competition to Cabarita Marina would be a good thing. I would also think that part of the rent generated by the marina could be used to fix any issues in the bay.

On: 01 Jul 2009 ID 71

In Response To: 68

Yes, I agree. Surely the new marinas considerable income could cover its own running costs and not impose on the Breakfast Point Community.

On: 19 Jun 2009 ID 24

In Response To: 18

Breakfast Point does not own Kendall Bay and some of its residents would like the 'privilege' of not having to share the foreshore and bay with the broader community.

On: 27 Jun 2009 ID 45

In Response To: 24

Breakfast Point residents are well aware that they do NOT own Kendall Bay and as such the community areas and harbour foreshores are open to members of the general public. However the general public should appreciate that it is the residents who pay to maintain the roads, footpaths and gardens and therefore they should have a considerable say

in any adjacent developments that impact on the costs to maintain as well as the visual amenities they paid for in buying into Breakfast Point.

On: 04 Jul 2009 ID 74

In Response To: 24

Rose Corp does not own Kendal Bay either

On: 24 Jun 2009 ID 31

In Response To: 18

I also strongly agree with 'Strobe'.

On: 24 Jun 2009 ID 34

In Response To: 18

Care needs to be taken with the clean up of the bay so that no pollutants are disturbed. The bay should be kept as a natural marine environment without an array of vessels polluting the environment. The movement, noise, fumes, garbage and sheer volume of traffic can only harm the natural environment!

On: 30 Jun 2009 ID 58

No one owns Sydney Harbour. The residents of Breakfast Point do not own Kendall Bay, nor do potential boat owners. The construction of a further marina in the western harbour if required can be constructed anywhere the NSW Maritime determines. The best economic model for a marina is extending the existing Cabarita marina which already has the infrastructure to support a marina. The owners of River Quays sought and obtained a DA to re-develop their marina but the requirements of NSW Maritime were such that the development was uneconomic. In my opinion this is the best location for a new marina in the area and has the best economics as again there is already infrastructure in place. The re-organisation of the moorings and the connection of the marina to land outside of the Breakfast Point Community would not impact on the costs of the Community. There are already boats on moorings in this vicinity. This would allow the preservation of Kendall Bay as the only bay west of the Harbour Bridge free of moored boats. Why not develop a marina in Majors Bay which has adequate public land surrounding the bay to provide the required parking and other shore based facilities? Why not develop Kendall Bay marina from the western side of Cabarita Park if Kendall Bay is the best site? This location would require a parking and shore based facilities located in the park. There are many opportunities to develop a marina (if it is required) other than connecting a marina to the Breakfast Point Community.

Topic Title: Website Feedback

24 Jun 2009

Suggestion:

Any environmental assessment must include the impact of cross-contamination of toxic residues from construction and operation of such a large marina to other parts of the river (particularly if the Jemena clean-up of Kendall Bay predates construction of the marina). It must also address the social and visual amenity impacts on the surrounding residents of Breakfast Point and Kendall Inlet and it must assess the degree to which these residents who will be most affected are in agreement or not with construction and 24/7 operation of a 177 berth public marina. It is these residents who will have to bear the brunt of the increased traffic, wear & tear on access roads, noise from 24/7 use of the facilities and reduced visual amenity. There is also the impact on other users of the river such as rowers, sailors, etc.

Certainly very few if any of the surrounding residents will want to look out on hundreds of diesel driven power boats as opposed to the river water itself.

On-Line Consultation: Conclusion

After extensive notification the consultation website attracted 487 unique visitors, with 31 taking the opportunity to register, 15 of these electing to participate in the on-line forum and survey, to express their views on which issues should be included in the Environmental Assessment of the proposal.

Issues raised by participants included:

- Disclosure: Some participants questioned the previous disclosure of the marina plan to purchasers of property in Breakfast Point Estate, including the suggestion that the original plan was for a “private” marina not a “commercial” marina.
- Imposition of Costs: Some residents of Breakfast Point raised the issue of possible imposition of marina costs on the Breakfast Point Estate for such things as maintenance of roads, footpaths and gardens.
- Potential pollution: Some participants expressed their concern over potential fuel pollution from boats, sewage from boats, and fumes from boat engines.
- Noise: Participants questioned the noise generated by the proposed marina.
- Other Options: Alternative sites for additional marina berths were suggested, including Majors Bay, River Quays and the Cabarita Marina.
- Overdevelopment of waterfront: Some participants supported the establishment of a marina, while others claimed such a development would spoil one of the last bays on the river free of marina and moorings.
- Public Access: Some participants also expressed concern about public access and alienation from Kendall Bay, maintaining that any marina developed should be accessible by the general public. Several participants supported the establishment of a marina kiosk/café.
- Public Transport: Several participants supported the establishment of a ferry stop at the proposed marina.
- Remediation of Kendall Bay: Those who participated in the discussion, for or against the marina, agreed that the bay requires urgent remediation.
- Traffic and Parking: The additional traffic and demand for parking was raised, particularly by some Breakfast Point residents.
- Views: The visual impact of the marina was welcomed by some and opposed by others.
- Water Access: Some participants claimed broken promises in relation to provision of public access to the waterways
- Water safety: Some participants expressed fear for safety of rowers on the river with increased marine traffic.

Visit www.innerwestmarinasydney.com.au to review continuing discussion.

See ‘Attachment 5: Online Community Consultation Report’ from Bang the Table.

Attachments

Attachment 1: Bang the Table Company Profile & Product Specification

Attachment 2: Bang the Table Community Contract

Attachment 3: Australia Post Unaddressed Mail Receipt

Attachment 4: Press Advertising Tear Sheets

Attachment 5: Online Community Consultation Report

Engage your stakeholders online

Bang the Table Pty Ltd is a specialist provider of online stakeholder engagement services. We work at the intersection of the latest web technologies and best practice stakeholder engagement to deliver interactive communications solutions that can be hosted on our website or branded with our client's identity.

Our webpage template features:

- A sophisticated interactive forum linking discussion topics to library items, project team members, key dates, surveys and external websites.
- A feedback form that captures all incoming comments, questions and ideas in a database and forwards the comments to your nominated communications manager.
- A newsfeed blog that enables you manage the conversation and provide regular updates to your community.
- Video, photo and document libraries to ensure your community receives information in a variety of forms thereby improving accessibility.
- An area for frequently asked questions.
- A list of key dates for your project or program.
- A quick survey.
- Sophisticated reporting of site usage patterns and a database of community views, including the ability to "dump" data into qualitative analysis software.
- Independently moderated forums backed with systems that allow us to identify and block multiple logins
- Permission notification systems to help spread your message and keep up to date.

Online stakeholder engagement:

- Makes the engagement process work 24/7 rather than "6.30 'til 8 on Thursday night at the community hall".
- Makes the information more accessible by providing "content" in a variety of forms for people with different learning styles.
- Brings hard to reach target groups (working parents, younger people, mobility impaired people, etc.) into engagement processes.
- Allows you stakeholders time to reflect and respond rather than reacting in the heat of the moment.
- Widens the range of views, ideas and questions; leading to improved decision making, better communications planning, and a more well rounded notion of community opinion.
- Demonstrates a clear commitment to governance transparency.
- Can be password protected for internal projects or closed "reference group" style engagement.
- Dramatically reduces the cost of engaging your stakeholders.

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Our Directors

Vivien Twyford, Chairperson & Non-Executive Director

BA, Dip.Com.

Vivien was the founding Chairperson of the Australasian Chapter of the International Association for Public Participation (IAP2) from 1998-2002 and the Chairperson of IAP2 internationally in 2004. As the founding Director of Twyford, specialists in engaging people in the public and private sectors, Vivien has over 35 years experience in communications and community engagement. Vivien is a Master Trainer for the IAP2 and has lectured on personal and organisational communication as well as consultation and participation to undergraduate and post-graduate students. Vivien was made a fellow of the University of Wollongong in 2002.

Dr Crispin Butteriss, Co-Founder & Director

B. Nat. Res. Hons I, Ph.D.

Crispin was a founding member of the Australasian Chapter of the International Association for Public Participation (IAP2) and is its current Victorian coordinator. As a specialist in community engagement, Crispin has extensive experience working with community and government stakeholders to develop public policy, particularly in the planning, economic development, natural resources and environmental management fields. His doctorate developed a community engagement framework based on the lessons from adult and organisational learning. As a co-founder of Bang the Table, Crispin's primary role is to keep on top of developments in the fast paced world of web 2.0, and to work out how those developments can be applied to community engagement for our clients and partners.

Matthew Crozier, Co-Founder & Director

BA (Econ) Hons I, MSc (Env. Econ.), MSc (Trans.)

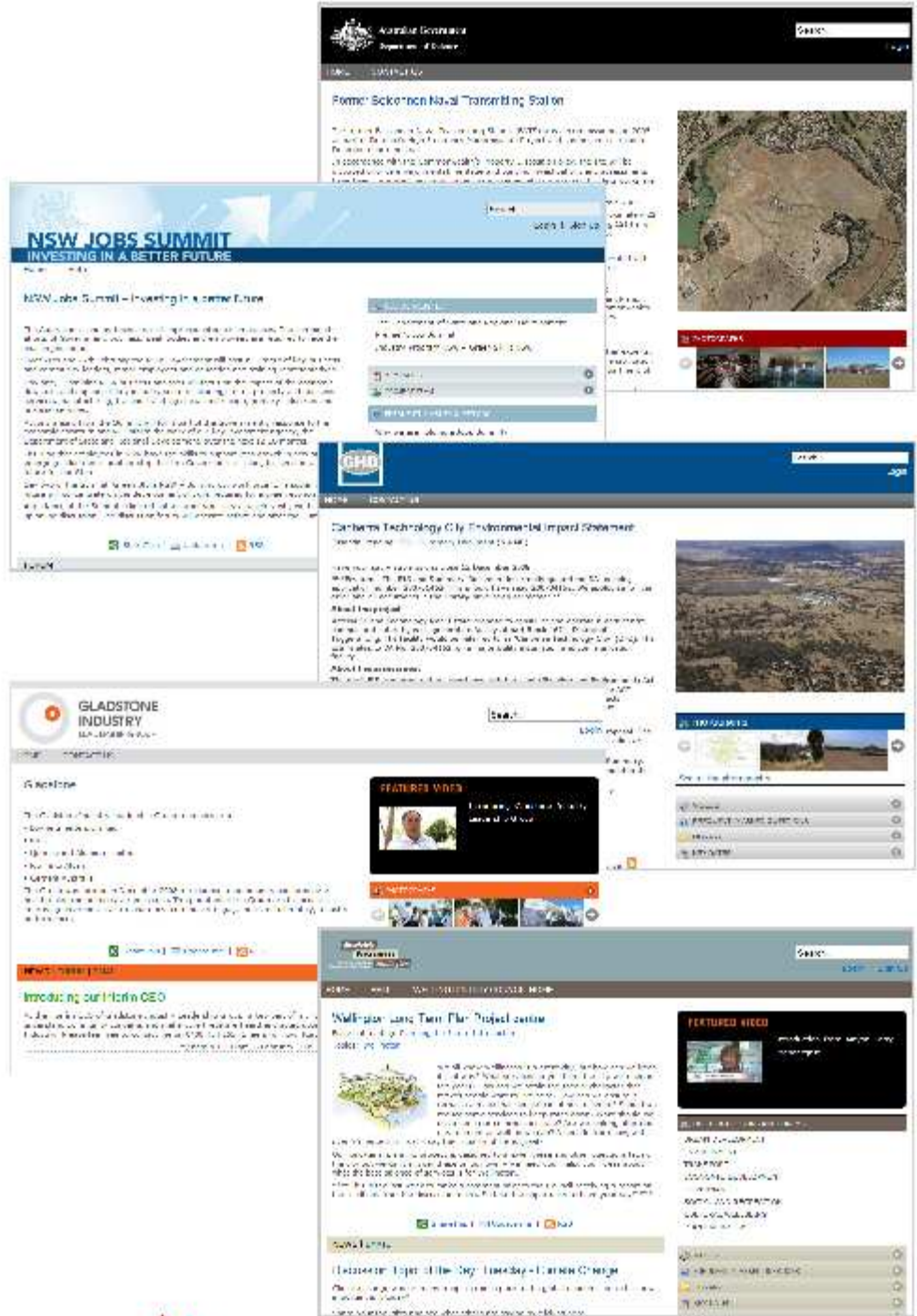
Matthew has a long history in public policy and community advocacy. His career, spanning 15 years in the UK and Australian public sectors, included roles as diverse as the Head of Rural Economy for the Rural Development Commission, Director of Conservation for the NSW Farmer's Association, as well as leadership positions in environmental management and land use planning. He is the current Chairperson of the non-profit community housing provider, Compass Housing. Matthew has a strong background in managing complex issues in multi-stakeholder environments; singling out risks and looking for opportunities within the complexity and then developing creative and collaborative solutions. As a co-founding of Bang the Table, Matthew's primary role is to think about and work with clients and partners on how to get the best out of web 2.0 tools to ensure the success of their projects.



Project List

- ✓ Belconnen Naval Transmission Station; Department of Defence
- ✓ Bicycle Strategy; Wingecarribee Shire Council
- ✓ Building Better Government Engagement; Office for the Community & Voluntary Sector (NZ)
- ✓ Canberra Technology Centre BIS; GHD
- ✓ CCTV; Orange City Council
- ✓ Cherrybrook Sportsground; Hornsby Shire Council
- ✓ Clarence River Way; Clarence Valley Council
- ✓ Climate Action Plan; Willoughby Council
- ✓ Corporate Management Plan; Penrith City Council
- ✓ Corporate Management Plan; Port Stephens Council
- ✓ Cultural Plan; Wollondilly Shire Council
- ✓ Cultural Policy; Willoughby City Council
- ✓ Federal Funding for Orange; Orange City Council
- ✓ Foreshore Management Plan; Port Stephens Council
- ✓ Governance Officers Network Management; NSW Local Government Managers Association
- ✓ Let's get Clarence Moving; Clarence Valley Council
- ✓ Local Environmental Plan; Wingecarribee Shire Council
- ✓ Main Street Renewal; Singleton Council
- ✓ Meadowie Settlement Strategy; Port Stephens Council
- ✓ Newcastle Bus Route Review; Minister for the Hunter - Jodi MacKay MP
- ✓ Newcastle City Corporate Management Plan; Newcastle City Council
- ✓ Nobby's Beach Lighthouse Redevelopment; Minister for the Hunter - Jodi MacKay MP
- ✓ NSW Jobs Summit; NSW Premier & Cabinet
- ✓ Performing Arts; Willoughby Council
- ✓ Quarry Rehabilitation; Hornsby Shire Council
- ✓ Regional Coordinators Network Management – Food & Beverage Classification System; NZ Health
- ✓ Removal of Heavy Rail in Newcastle CBD; Minister for the Hunter - Jodi MacKay MP
- ✓ Safety & Crime Prevention Strategy; Wollondilly Shire Council
- ✓ Stormwater Recycling Strategy; Orange City Council
- ✓ Strategic Plan; Wollondilly Shire Council
- ✓ Swimming Pool; Broken Hill City Council
- ✓ Technical Advisory Group Network Management – Food & Beverage Classification System; NZ Health
- ✓ Tree Preservation Order; Wollondilly Shire Council
- ✓ Tree Preservation Policy; Port Stephens Council
- ✓ Watermark Coalmine; Shenhua Watermark Coal Pty Ltd
- ✓ Wellington Long Term Plan; Wellington City Council (NZ)

Rebranded Sites built on the Bang the Table platform



Summary of Functionality

Homepage Features



Organisation Page Features

This screenshot illustrates the features of an organisation page on the Bang:Table platform. The page is for the Orange City Council. The features are highlighted with red callout boxes and numbered 1 through 7:

- 1 Search Function:** Located in the top right header area.
- 2 Login | Sign Up:** Located in the top right header area, next to the search function.
- 3 Sign Up Advertisement:** A banner at the top right with the text "SIGN UP to have your say to local council organisations".
- 4 Featured Video:** A video player titled "FEATURED VIDEO" showing a person speaking.
- 5 Video Library:** A list of video thumbnails below the featured video.
- 6 Related Projects:** A list of project titles and descriptions below the video library.
- 7 TAG Cloud:** A cloud of tags at the bottom right of the page.

This screenshot provides a more detailed view of the organisation page features, with callout boxes pointing to specific elements:

- 1 Clickable Logo:** Points to the Bang:Table logo in the top left.
- 2 Navigation Bar:** Points to the top navigation bar containing "Home", "About Us", and "Contact Us".
- 3 About You:** Points to the "Orange City Council" header and its associated logo and introductory text.
- 4 Social Marketing:** Points to social media icons for Facebook and Twitter.
- 5 RSS Feeds:** Points to the "RSS" icon and the "Click to feed back on this page" link.
- 6 Current & Past Projects:** Points to the "CCTV Cameras in the Orange CBD" project title and its description.
- 7 Project Description:** Points to the "Have your say on Federal Funding for Orange" project title and its description.
- 8 Project Activity:** Points to the "Hot Day - hot day" project title and its description.



Project Page Features

The screenshot shows a project page for Bang@Table. The page layout includes a header with a 'SIGN UP' button, a featured video, a photo gallery, a video gallery, a list of documents, a list of key dates, a project team section, and a quick survey. The main content area contains a 'Golden Rules of Online Participation' section and a '20 Ways to Promote your Consultation' section.

- Unique Featured Video
- Photo Gallery
- Video Gallery
- FAQs
- Document Library
- Key Dates
- Project Team
- Related Projects
- Quick Survey

Newsfeed blog

The screenshot shows a newsfeed blog for Bang@Table. The page layout includes a header with a 'SIGN UP' button, a featured video, a photo gallery, a list of documents, a list of key dates, a project team section, and a quick survey. The main content area contains a 'Golden Rules of Online Participation' section and a '20 Ways to Promote your Consultation' section.

- Essential Reading
- Descriptive Tags
- Project Description
- Social Marketing
- RSS Feeds
- Project newsfeed blog
- Project forum
- Project form email



The Forum

Legend:

- Discussion Topic
- Date loaded & by whom
- Topic Description
- Link to Library Document
- Importance Votes
- Primary Comment
- Secondary Comment
- Authorized Comment by Project Team Member
- Agree & Disagree Votes

Forum Post Details:

- Title:** Laid Rancangan Lingkungan P...
- Author:** i janson
- Date:** 18 May 2012
- Description:** [Detailed text about environmental planning and development]
- Importance Votes:** 24 (Agree), 13 (Disagree)

Comments:

- Primary Comment:** [Comment by user 'Toby' regarding development and environmental impact]
- Secondary Comment:** [Comment by user 'Park Dharma' regarding the project's impact on the environment]
- Authorized Comment by Project Team Member:** [Comment by user 'Combinators' regarding the project's impact on the environment]



Reporting Functionality

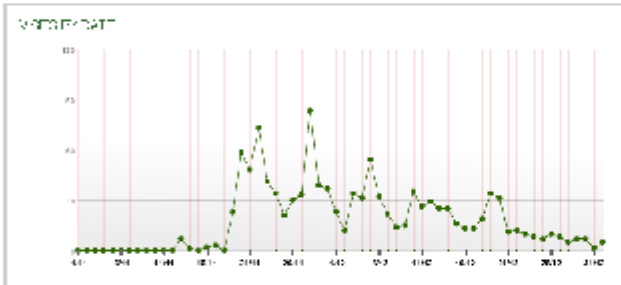
Journal of the CS/PCP-ELC/CP-FCM (March-July 2000) To: Journal of the CS/PCP-ELC/CP-FCM (March-July 2000)

Print Table

Printed Page: 1 of 1

Table of Contents

number of pages	214
Number of articles	113
Number of references	228
Number of authors	5
Number of titles	7
Average number of unique authors per article	2.21
Average page size	1.91 pages
Average number of references per article	2.0
Number of references	228 references (includes references to references)
Number of authors	5
Number of titles	7
Number of references	228

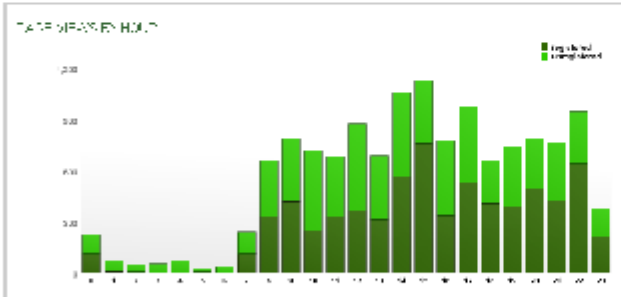


DOCUMENTS (44)

Journal of the CS/PCP-ELC/CP-FCM	4
Journal of the CS/PCP-ELC/CP-FCM	21
Journal of the CS/PCP-ELC/CP-FCM	2
Journal of the CS/PCP-ELC/CP-FCM	1
Journal of the CS/PCP-ELC/CP-FCM	1
Journal of the CS/PCP-ELC/CP-FCM	1
TOTAL	30

DOCUMENTS (44)

Journal of the CS/PCP-ELC/CP-FCM	4
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Journal of the CS/PCP-ELC/CP-FCM	1
TOTAL	30

Journal of the CS/PCP-ELC/CP-FCM (March-July 2000)

Author	Title	Page	References
Author 1	Title 1	Page 1	References 1
Author 2	Title 2	Page 2	References 2
Author 3	Title 3	Page 3	References 3
Author 4	Title 4	Page 4	References 4
Author 5	Title 5	Page 5	References 5

Journal of the CS/PCP-ELC/CP-FCM (March-July 2000)

Author	Title	Page	References
Author 1	Title 1	Page 1	References 1
Author 2	Title 2	Page 2	References 2
Author 3	Title 3	Page 3	References 3
Author 4	Title 4	Page 4	References 4
Author 5	Title 5	Page 5	References 5



Community Contract

Bang the Table is a company that specialises in hosting online community engagement for its clients.

It is important to note before joining our online conversations that the decision making authorities we work with - whether government, private sector, or community based - are duty bound to take a wide range of matters into consideration when making public policy. This means that the views, ideas and issues that you raise through our forums will be one of a number of views and issues that the authority will consider.

We are paid by these clients to host discussions with their communities and stakeholders and we moderate these discussions.

Moderation takes place independently of our clients. The only payment we receive is for use of our site and software and for hosting conversations and occasionally for providing staff training and consultancy support about how to best engage communities online. Bang the Table and its staff have no financial interest in the results of any of the consultations we host.

No matter what the branding on the site if you see that Bang the Table is providing moderation services you can be assured that moderation is carried out independently and by our rules.

Moderators work to ensure that our sites remain a safe and relevant environment to discuss the issues. Comments will be removed if they contain:

1. Defamatory material against any business or individual.
2. Comments that name or could potentially identify any individual.
3. Name calling, and unsupported derogatory remarks about individuals or organisations.
4. Comments that disrespect other users.
5. Comments that are posted multiple times will be removed leaving just one on the site.
6. Abusive or offensive language.
7. Heated arguments that become personal or off topic.
8. Issues that are not relevant to the consultation will be removed - for example, on a site hosted for a council to talk about child care we would not allow people to discuss council roads.
9. Links to other websites that are not relevant to the discussion or breach the above site rules.
10. Comments regarding the site moderation should be forwarded directly to admin@bangthetable.com rather than made on the site.

All our moderators are independent and operate only according to the rules above.

Whenever Bang the Table is moderating a forum you can be assured that the moderator is not influenced in their decision making by the client. Our contract with our clients explicitly states that the site will be moderated according to the site terms of use.

Contributions that meet site rules will not be removed. When a comment is removed from the site a message remains in its place stating that the comment has been removed and why. An email is also sent to the person posting the comment explaining what has happened. Removed comments are stored so they can be restored to the site if it is later deemed an error has been made by a moderator.

Bang the Table will not identify users or provide their email details to our clients. Our privacy statement states this clearly as does our contract with clients.

**UM Customer Advice for
Inner West Marina Sydney**



Inner West Marina Sydney
through FordComm Consulting
Level 1, 45 Hunter Street
NEWCASTLE NSW 2300

Field Here

Booking Advice Code: INNE-458549

Delivery Start Date: 15/06/2009

Delivery End Date: 19/06/2009

Publication: Inner West Marina Sydney

Lodgement Date: 05/05/2009

Container: Newsl
Tray

Article Type: _S/L up to 50g Regular

UM Co-ordinator: Danielle Larson

Phone Number: 02 9202 6777

<u>Charge Category</u>	<u>No of Articles</u>	<u>Rate per Article</u>	<u>Total</u>
IntraState	11453	\$0.1300	\$1488.89
Totals:	11453		\$1488.89

Lodgement Office(s): NEWCASTLE POST SHOP

Deliver	Private			Business			Restricted
	Street	Boxes	Counter Roadside	Street	Boxes	Counter Roadside	
2137 - CONCORD POST SHOP (263)							
2137 - Concord PO Boxes		259	4				X
2046 - FIVE DOCK POST SHOP (307)							
2046 - Five Dock PO Boxes		307					X
2112 - PUTNEY LPO (114)							
2112 - Putney LPO Boxes		114					X
2065 - ST LEONARDS DF (394)							
2111 - Tennyson Point		394					X

Generated On: 29/05/2009

Page 1 Of 2

Deliver To	Private				Business				Restricted
	Street	Boxes	Counter	Roadside	Street	Boxes	Counter	Roadside	
2135 - STRATHFIELD DC (10375)									
2046 - Canada Bay	490								X
2137 - Concord	4546								X
2046 - Five Dock	3472								X
2137 - Mortlake	375								X
2137 - Cabarita	679								X
2137 - Breakfast Point	813								X

UM Customer Advice for
Inner West Marina Sydney



Inner West Marina Sydney
through FordComm Consulting
Level 1, 45 Hunter Street
NEWCASTLE NSW 2300

Field Data

Booking Advice Code: INNE-458788
 Delivery Start Date: 22/06/2009 Delivery End Date: 26/06/2009
 Publication: Inner West Marina Sydney Lodgement Date: 15/06/2009
 Container: News/Tray Article Type: _S/L up to 50g Regular
 UM Co-ordinator: Danielle Larson Phone Number: 02 9202 6777

<u>Charge Category</u>	<u>No of Articles</u>	<u>Rate per Article</u>	<u>Total</u>
IntraState	1382	\$0.1300	\$179.66
<u>Totals:</u>	1382		\$179.66

Lodgement Office(s): NEWCASTLE POST SHOP

<u>Deliver</u>	<u>Private</u>			<u>Business</u>			<u>Restricted</u>	
	<u>Street</u>	<u>Boxes</u>	<u>Counter</u>	<u>Roadside</u>	<u>Street</u>	<u>Boxes</u>		<u>Counter</u>
2113 - NORTH RYDE DC (1382)								
2112 - Putney		1382						X

Generated On: 29/05/2009

Page 1 Of 1



Pre-Application Community Consultation

An Environmental Assessment is being prepared on a proposal for a new marina at Kendall Bay, on the Parramatta River in Sydney. The proponent has been granted permission by the Maritime Authority of NSW to lodge an application with the Department of Planning to construct and operate a marina with 172 berths and associated facilities.

A pre-application community consultation on the proposal will be run from Wednesday 17 June to Friday 10 July. During this period information on the proposal will be available on the website www.innerwestmarinasydney.com.au. Through this website interested members of the community will be able to submit topics which they believe should be addressed in the Environmental Assessment.

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NEWS

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Friends of Callan Park members picketing the office of Balmain MP Verity Firth.

Callan Park protest

BALMAIN MP Verity Firth has called for calm in relation to the NSW Ambulance Service request that it be granted use of 10 buildings at Callan Park, saying it is just one of many proposals for the site. "No agreement or determination has been made," she said. "NSW Health, through Sydney Harbour Foreshore Authority, has asked for this request be considered as part of the ongoing negotiations." Denounced by Leichhardt mayor Jamie Parker as a "land grab", the issue has since raised the ire of Friends of Callan Park, which last week picketed Ms Firth's office demanding she rule out the move. "We are concerned this will block the re-

turn of major mental health facilities to Callan Park," spokesperson Hall Greenland said. Mr Greenland said he did not support the Ambulance Service using the buildings even temporarily. Ms Firth said the master planning process would decide the future direction of Callan Park, while supporting health uses: "Health services generally provides low-impact use for the buildings, one that provides a benefit to the whole community".

Tell us what you think online at innerwestcourier.com.au

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LIFESTYLE

PET OF THE WEEK

Cheerful Chip just loves a cuddle

NAME: Chip
 AGE: 3 years
 BREED: Maltese-cross
 NATURE: Chip just loves to be picked up and cuddled and is very social with other dogs. He came from the pound in a matted state and now has a short hair cut which is hidden under a warm jumper. Chip tends to be on the quiet side and has a very accommodating nature. He weighs 4.7kg and has a non-shedding coat. He comes desexed, C5 vaccinated, heartworm-free and microchipped. His adoption costs \$300. To find out more about Chip call 9486 3183 or email Monika@DoggieRescue.com.au or visit www.DoggieRescue.com.au



Chip needs a good home.

TODAY'S SUDOKU PUZZLE

Level: Medium

8	6		7			1		
	2	3						4
				4			2	
			4			6		
4			3		9			1
		8			7			
	8		3					
1						7	4	
		2			8		9	5

su do ku

© Puzzle by Pasopart

To complete, fill in all squares so each row, column and each of the nine 3x3 squares contain all digits from one to nine. That means that no number is repeated in any row, column or box. This is how to complete SUDOKU can be found at www.sudoku.com.

SOLUTION

5	4	8	2	7	1	9	6	3
8	7	4	9	6	5	3	1	2
9	1	2	6	3	4	8	5	7
6	5	1	3	9	2	7	8	4
1	9	3	8	5	7	4	6	2
2	2	9	1	8	7	9	8	6
2	2	9	6	9	1	1	8	8
7	6	5	1	4	3	2	7	7
8	1	6	8	2	9	9	9	9

Inner West Marina SYDNEY Pre-Application Community Consultation

An Environmental Assessment is being prepared on a proposal for a new marina at Kendall Bay, in the upper reaches of Sydney harbour. The proponent has been granted permission by the Maritime Authority of NSW to lodge an application with the Department of Planning to construct and operate a marina with 172 berths and associated facilities.

A pre-application community consultation on the proposal will be run from Wednesday 17 June to Friday 10 July. During this period information on the proposal will be available on the website www.innerwestmarinasydny.com.au. Through this website interested members of the community will be able to submit topics which they believe should be addressed in the Environmental Assessment.

www.Innerwestmarinasydny.com.au

cross city tunnel

Notification of Quarterly Toll Adjustment from 1 July 2009
 A quarterly toll adjustment on the Cross City Tunnel (CCT) will take effect 1 July 2009.

Main tunnel:

- for cars the toll will change \$4.16 to \$4.20.
- for Class 4 vehicles (eg trucks and buses) the toll will change from \$8.31 to \$8.39.

Sir John Young Crescent exit:

- for cars the toll will change from \$1.96 to \$1.98.
- for Class 4 vehicles (eg trucks and buses) the toll will change from \$3.92 to \$3.96.

The adjustment is in accordance with the Project Deed signed between the NSW Roads & Traffic Authority in 2002. All prices are GST Inclusive.

www.crosscity.com.au

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all you need



INNER-WEST WEEKLY, Thursday, June 18, 2009 15

ED: MB PUB: IWW DATE: 18/6/09 PAGE: 15 COLOUR: CMYK

ished over the years producing state, national and world class archers. Visitors are welcome and the club meets on Saturday from 10.30am to 6pm. Beginner's lessons are available from coaches throughout the year. For details call club secretary Elizabeth Waight on 9743 0151. 193 Queen St, Concord West.

6 It's fresh fruit at its best. The North Strathfield Fruit Market at 135 Concord Rd is on every Saturday morning. You will get to enjoy the camaraderie as the fruiterers who try to out-yell each other, flogging their specials to all the pedestrians. You will also find many unusual foods including Chinese gooseberries from the Greek fruit man, but don't let on to your mates that they're otherwise known as kiwifruit.

7 Five Dock Park is now home to one of Australia's biggest skate bowls after benefiting from a major revamp in 2006. The world-class facility consists of three huge bowls, each set at varying heights and suitable for differing skill levels. Outer areas are angled for beginners, while the central bowl challenges more accomplished riders. Both BMX and skateboarders are welcome to ride the bowl.



So for kids looking to get out of the house, get down there and give it a go. After all, it is heaps of fun and costs absolutely nothing. Corner of First Ave and Ingham Ave, Five Dock.

8 Fishing along the Parramatta River may have been tainted by the warning of contamination, but that shouldn't stop you throwing in a line just for the fun of it. There are parks, foreshore walks and general access areas that offer countless areas to fish. It is possible to catch most of the saltwater estuary species including the humble bream, flathead, kingfish, jewfish and even shark. A few prized fishing spots include Putney Park, Werrell Reserve, Cabarita Park and Ryde Bridge for shore-based fishing. If you're looking to rent a boat then try casting a lure and dropping some burley while drifting around Exile and Morrison's Bay.

9 If the kids are driving you crazy and they're looking to blow off some steam then it's time to visit Corner Cubbyhouse in Five Dock. It is an indoor play centre where the kids can go nuts. They will be able to bounce around on a giant trampoline, slide down the three-lane slippery dip and tire



themselves out on the bouncy castle and Spider's Web. They can even enjoy exercising their brains with language classes and Hey Dee Ho Music, after-school Homework Club and Cubbyhouse Gardening. For the parents there is an airconditioned lounge with free internet, Foxtel, magazines and newspapers. Looking after the kids has never been so relaxing. Corner Cubbyhouse, Level 2, 97 Queens Rd, Five Dock. Call 1300 883 819 or visit www.cornercubbyhouse.com.au

10 Those looking for a little action over the holidays, check out M9 Laser Skirmish. There is no pain (unlike paintball) and you can play on a rainy day. M9 Laser Skirmish, 11 George St, Bakehouse Quarter, North Strathfield. Call 9746 0700. Open weekdays from 10am till late and weekends from 9am till late.



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Inner West Marina SYDNEY

Pre-Application Community Consultation

An Environmental Assessment is being prepared on a proposal for a new marina at Kendall Bay, on the Parramatta River in Sydney. The proponent has been granted permission by the Maritime Authority of NSW to lodge an application with the Department of Planning to construct and operate a marina with 172 berths and associated facilities.

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Your guide

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T: 921 8330

CAB AUDIT: 76,985 **READERSHIP:** 132,000 (Roy Morgan, October, 2008)

STYLE DIARIES

Colour on a budget



Page 16

YOUR LOCAL



Every week we meet a local business owner. To learn more about local business, go to www.truelocal.com.au.

RUSSELL IRVING, T-Life, Leichhardt

Q What made you decide to open up T-Life?

A I decided after many years in the corporate world I wanted to spend more time with my dear, lovely wife here in Sydney.

Q What are some of the new technological developments you are seeing?

A The biggest single difference with Telstra is the Next G network with faster data transfer.



YEARS OF SERVICE: Concord psychiatrist Jeff Snars has been helping people who suffer from mental illness for more than two decades. Photo: SIMON CHILLINGWORTH

Dedication rewarded

Rashell Habib

FOR more than 20 years psychiatrist Jeff Snars has treated patients and attempted to find new ways to ease the pain of mental illness on sufferers, while helping local facilities to deal with an influx of mental health patients over the years.

Dr Snars was rewarded for his decades of service and dedication with the prestigious Ian Simpson Award from the Royal Australian and New Zealand College of Psychiatrists. The award acknowledges the most outstanding contributions to clinical psychiatry and has not been handed out since 2004. "I am extremely humbled," Dr Snars said. "To be so recognised for just doing my job, there is more work to be

SUPPORT AT HAND

The Newtown Neighbourhood Centre is currently sourcing opinions from people with mental health problems, their families/carers and their service providers as to what support they need. To be part of the solution go to the website www.newtowncentre.org or phone Lisa on 9516 4755.

ple recover from mental illness and to integrate them back into the community. "We have a number of innovations occurring at Concord, one of those is to improve the quality of life for people with psychoses." He said the stigma that comes with mental disease has decreased in recent times, especially when it comes to depression and anxiety disorders which he said had increased the amount of people seeking treatment and in turn increased a need for more facilities to deal with these the growing numbers. "Services are really stretched, increasing awareness in the community that mental health problems are common and can be and need to be treated."

WATER Stage 3 restrictions apply

61.4% Fine apply for water misuse, \$20 for individuals and \$200 for corporations. See www.water.com.au for water-saving tips.

The dam level rose by 0.1% **Last week: 61.3% Last year: 66.7%**

5-DAY FORECAST

WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Max 21	Max 19	Max 17	Max 18	Max 16
Min 11	Min 10	Min 9	Min 9	Min 8
Fine, cloudy	Fine	Chance showers	Fine	Mostly fine

The Inner West Courier is published by Courier Newspapers, a division of Eastern Suburbs Newspaper Partnership which is owned by General Newspapers Pty Ltd, Double Bay Newspapers Pty Ltd and Suburban Publications Pty Ltd. Responsibility for election content is taken by 507er in Chief Bob O'Brien, 342 Macquarie Street, Parramatta NSW, 2150.

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Inner West Marina
SYDNEY

Pre-Application
Community Consultation

CLOSING SOON

An Environmental Assessment is being prepared on a proposal for a new marina at Kendall Bay, on the Parramatta River in Sydney. The proponent has been granted permission by the Maritime Authority of NSW to lodge an application with the Department of Planning to construct and operate a marina with 172 berths and associated facilities.

The opportunity to have your say on the issues to be considered in the Environmental Assessment is running out. Visit the website www.innerwestmarinasydney.com.au for information on the proposal and to submit topics which you believe should be addressed in the Environmental Assessment. This community forum will close on Friday 10 July... so log in today!

PLEASE VISIT: www.innerwestmarinasydney.com.au

BRIEFLY

Meet author

AUTHOR Peter Corris (pictured) is coming to Concord library at 1.30pm on July 16 to speak about his latest book in the Cliff Hardy detective stories, *Deep Water*. The \$9 booking fee (\$6 for concessions and pensioners) includes refreshments. Prepaid booking is essential. Book online at www.canadabay.nsw.gov.au or in person at Concord library. Inquiries: 9911 6210.



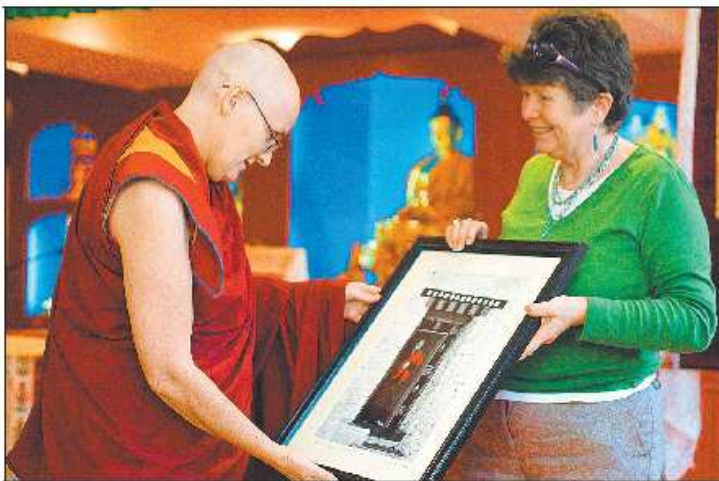
Better care

THE burns unit at Concord Hospital has been allocated \$83,000 by the State Government for two patient monitors. "This equipment will ensure patients are able to receive direct care from the specialised burns staff at all times during their surgery instead of having to be transferred to other areas of the hospital," said Drummoyne State Labor MP Angela D'Amore. Concord's burns unit treats about 350 inpatients every year.

Perkins on show

ANTAR Inner West is showing a free documentary about Aboriginal activist Charlie Perkins at Greater Union Theatre, Burwood Westfield, at 6.30pm on Monday. Registrations: 9719 8773 or email brennan@pip.com.au

Happiness a national goal



Venerable Chokyi Thubten with Julie Martin at the Vajrayana Institute.

Picture: PHIL BLATCH

FIONA BRADY

LOOKING for the secret to happiness?

You're not the only one, according to Venerable Chokyi Thubten from Ashfield's Vajrayana Institute.

"The whole notion of happiness and what makes you happy is

something people seem incredibly interested in in Sydney, I have to say," she said.

Venerable Chokyi Thubten is a nun at the Vajrayana Institute – a meditation centre dedicated to Buddhism in the Tibetan tradition.

On July 13, the institute is holding a free talk and photographic exhibition entitled *Bhutan: The Happy Country*.

Bhutan is a tiny, remote kingdom in the Himalayas which follows the philosophy of GNH (gross national happiness).

Renate Ogilvie, a senior teacher at the institute, will give a talk about her journey to Bhutan in May this year. It's accompanied by a photographic exhibition about Bhutan and Cambodia by Blue Mountains photographer Julie Martin.

Art of meditation

THE Vajrayana Institute's free talk and photographic exhibition entitled *Bhutan: The Happy Country* opens on Monday, July 13.

The show then opens on weekdays from 10am to 5pm until August 22.

The institute also has courses and events for people of all ages.

"We run a whole range of courses from drop-in meditation sessions, introductory learning about Buddhism to advanced Buddhist studies and then we have special events like art workshops and animal blessings," Venerable Chokyi Thubten said.

"Part of it is having somewhere where people can come and take time out of their busy lives."

The Vajrayana Institute is at 9 Victoria Square, Ashfield.

Phone 8916 7412 or visit www.vajrayana.com.au

Martin said she was struck by the "peacefulness within the people" despite their poverty.

The photographer, who describes herself as "not a practising Buddhist but on a learning curve", said her trip was unforgettable and challenging.

"It was the most fantastic experience – visually and emotionally," she said.

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Activity Report for Pre-Application Community Consultation

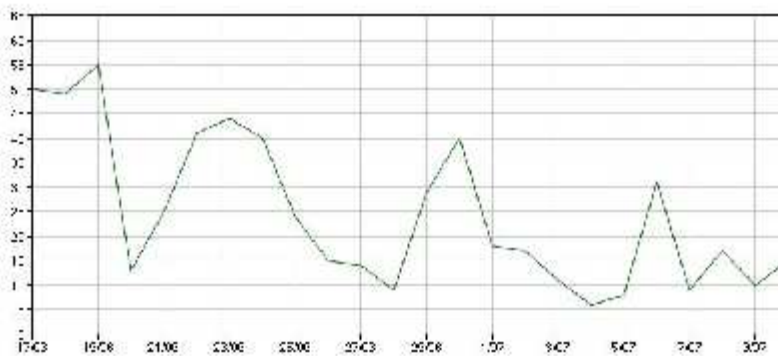
Usage statistics for period from June 17, 2009 to July 10, 2009

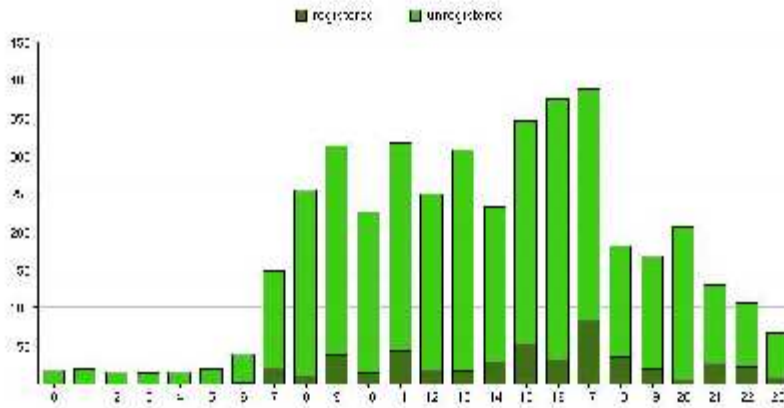
ACTIVITY OVERVIEW

Number of page views	4248
Number of visits	593
Number of unique visitors	487
Number of registered visitors	31
Number of people disagreeing with comments	0
Number of disagrees with comments	0
Average number of unique visitors per day	20.3
Average stay time	6.07 minutes
Average number of topics read per visit	0.00
Most popular entry point	None found
Visitors who viewed documents	124
Visitors who viewed FAQs	9
Visitors who undertook surveys	18

VISITORS BY SUBURB

HENLEY	1
BROSSANE	1
GLADESVILLE	1
Not specified/registered user access	498





TOPIC SUMMARY

Number of unique visitors	487
Number of visitors leaving comments	0
Number of comments posted	0
Number of new topics	0.0
Average number of topics read per visitor	0.00

TOPIC BREAKDOWN (8)

Views	
Number of page views	0
New votes for topic	0 (0)
New comments added	0 (0)
New agrees/disagrees on comments	0 (0)
Number of unique visitors participating in this topic	0

Contamination	
Number of page views	0
New votes for topic	0 (0)
New comments added	0 (0)
New agrees/disagrees on comments	0 (0)
Number of unique visitors participating in this topic	0

Economic Impact	
Number of page views	0
New votes for topic	0 (0)
New comments added	0 (0)
New agrees/disagrees on comments	0 (0)
Number of unique visitors participating in this topic	0

Public Access	
Number of page views	0
New votes for topic	0 (0)
New comments added	0 (0)
New agrees/disagrees on comments	0 (0)
Number of unique visitors participating in this topic	0

Water Safety	
Number of page views	0

New votes for topic	0 (0)
New comments added	0 (0)
New agrees/disagrees on comments	0 (0)
Number of unique visitors participating in this topic	0

Other issues relating to the proposed Inner West Marina	
Number of page views	0
New votes for topic	0 (0)
New comments added	0 (0)
New agrees/disagrees on comments	0 (0)
Number of unique visitors participating in this topic	0

Note: Numbers in brackets indicate Marina totals

DOCUMENT DOWNLOAD ACTIVITY

Proposed Marina Layout	88
Location Map	70
Proposed Marina Plan	28
Proposed Plan of Marina & Location of Carpark	23

VOTES AGAINST SURVEY

An Environmental Assessment is being prepared on the proposed Inner West Marina on the Parramatta River in Sydney. Which issues do you think should be examined as part of the Environmental Assessment? (17)	
Other	23% (5)
Remediation	23% (4)
Public Access	23% (4)
Economic Impact	11% (2)
Views	11% (2)
Water Safety	0% (0)

Activity Report for Pre-Application Consultation

Usage statistics for period from June 17, 2009 to July 10, 2009

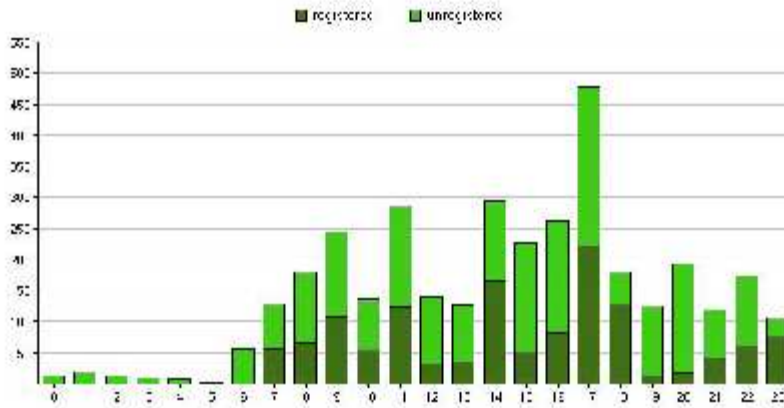
ACTIVITY OVERVIEW

Number of page views	3596
Number of visits	282
Number of unique visitors	188
Number of registered visitors	23
Number of people disagreeing with comments	54
Number of disagrees with comments	333
Average number of unique visitors per day	7.8
Average stay time	0.93 minutes
Average number of topics read per visit	6.70
Most popular entry point	Views
Visitors who viewed documents	0
Visitors who viewed FAQs	0
Visitors who undertook surveys	0

VISITORS BY SUBURB

GLASSVILLE	1
Not specified/Unregistered user access	183





TOPIC SUMMARY

Number of unique visitors	188
Number of visitors leaving comments	55
Number of comments posted	74
Number of new topics	0.0
Average number of topics read per visitor	0.78

TOPIC BREAKDOWN (8)

Views	
Number of page views	313
New votes for topic	0 (0)
New comments added	13 (13)
New agrees/disagrees on comments	55 (55)
Number of unique visitors participating in this topic	8

Remediation	
Number of page views	178
New votes for topic	0 (0)
New comments added	5 (5)
New agrees/disagrees on comments	27 (24)
Number of unique visitors participating in this topic	3

Public Access	
Number of page views	337
New votes for topic	0 (0)
New comments added	20 (20)
New agrees/disagrees on comments	78 (78)
Number of unique visitors participating in this topic	7

Water Safety	
Number of page views	93
New votes for topic	0 (0)
New comments added	4 (4)
New agrees/disagrees on comments	6 (5)
Number of unique visitors participating in this topic	3

Other issues relating to the Inner West Marina Sydney	
Number of page views	410

Printed on 13 Jul 2009

New votes for topic	0 (0)
New comments added	22 (22)
New agrees/disagrees on comments	109 (107)
Number of unique visitors participating in this topic	9

Economic Impact	
Number of page views	279
New votes for topic	0 (0)
New comments added	10 (10)
New agrees/disagrees on comments	58 (56)
Number of unique visitors participating in this topic	9

Note: Numbers in brackets indicate lifetime totals

CLIENT: Inner West Marina

PROJECT: Pre-Application Consultation

PROJECT SUMMARY

ID	TOPIC	BY	ADDED ON	COMMENTS	VOTES	AGREE/ DISAGREE
1	Views	Project Coordinator	15 Jun 2009	13	0	55
2	Remediation	Project Coordinator	15 Jun 2009	5	0	24
3	Public Access	Project Coordinator	16 Jun 2009	20	0	78
4	Water Safety	Project Coordinator	16 Jun 2009	4	0	5
5	Other issues relating to the Inner West Marina Sydney	Project Coordinator	16 Jun 2009	22	0	107
6	Economic Impact	Project Coordinator	16 Jun 2009	10	0	58

CLIENT: Inner West Marina
 PROJECT: Pre-Application Consultation

VIEWS

Are there specific issues relating to the visual impact of the proposal you would like considered in the Environmental Assessment of the Inner West Marina?

ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
22	By: strobe On: 18 Jun 2009	Kendall Bay in its current undeveloped state is one of the major features of living in and around Breakfast Point as it provides an opportunity to walk in a tranquil and very peaceful foreshore area with beautiful water views. In my opinion it should not be given over to a large noise producing activity as proposed by the development of a 172 berth marina. Leave it in its current state; get the pollution remediated so that current and future generation can continue to enjoy this area and its water views.	8	2
28	By: marina = vibrancy On: 19 Jun 2009 In Response To: 22	A marina is not a 'large noise producing activity'. It is not a repair yard for boats. By all means though, get the polluted sediments properly remediated before commencing the marina.	1	5
29	By: David On: 21 Jun 2009	I think the marina will add interest to the walk and also, I hope, a place to stop and get a snack and a coffee. When in Europe recently on a walking tour we would stop at many waterfront cafes at marinas and it was by no means smelly and noisy. Quite the opposite.	1	6
30	By: marina = vibrancy On: 21 Jun 2009 In Response To: 29	This is exactly my point David. With careful planning and proper public access, marinas are lovely places to visit. I think the only delay to its commencement must be the finalising of any necessary remediation of the polluted sediment. At low tide, the exposed mud is obviously highly polluted.	1	5
36	By: Debhaz On: 24 Jun 2009 In Response To: 30	Certainly the bay requires remediation. The sediment from the previous industry needs to be cleaned up. We do not need another polluter to take its place! The people living at Breakfast Point do not want to look out their windows and see sails parked directly in front of their homes. They do not want the additional 50 - 100 cars parked in their streets. They do not want the additional noise of an extra 170+ boats coming and going at all hours. It is fine to say that while on walks marinas were not smelly or noisy - just try living near one! Even when the boats are simply moored there is constant noise. To place 170+ boats on the beautiful, calm waters of Kendall Bay detracts from the natural environment - it needs to be left as it is (cleaned of pollution) with a clear view of water and birdlife, trees and parks, open sky and city views!	5	2
42	By: marina = vibrancy On: 26 Jun 2009 In Response To: 36	1/ Yes, the polluted sediment should be remediated prior to marina construction. 2/ No, the view of the bay is not dictated by the new residents of Breakfast Point Estate - the broader community of Concord, Mortlake and Cabarita are also entitled to an opinion. 3/ A dedicated car park is planned and so what if a few extra cars overflow into the other streets of Breakfast Point from time to time - this is normal to those of us who live near sporting fields, churches, shops, etc. 4/ Marinas without repair yards are NOT noisy or smelly places. eg. Akuna Bay, even with extensive repair facilities, is NOT a noisy or smelly place. 5/ It seems to me that some would prefer to exclude outsiders and traffic from the Estate all together. Hence, the ONLY childrens playground is built OFFSITE in Kendall Park and Estate boat owners park their trailer-boats OFFSITE in Emily St Mortlake!	1	4
79	By: Cabarita On: 06 Jul 2009 In Response To: 42	Although the residents of Breakfast Point (I'm not one) can't dictate the view, it's they who have to look at it, so their views should be given substantial weight. To think a confused mass of masts and rigging and all the other visual pollution that will come with the marina is a more pleasant outlook than what is there would be unusual, to say the least. The marinas I see, like Akuna Bay and Elizabeth Bay, obviously degraded their surroundings and it would be arguing black is white to refuse to see it.	0	1

CLIENT: Inner West Marina

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ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
82	By: marina = vibrancy On: 07 Jul 2009 In Response To: 79	I agree that the Breakfast Point residents have the most to gain or loose from this development and any resultant impacts, however, I honestly don't think one can assume that a marina is considered visual pollution by most people. Some people will consider all of the built environment to be less desirable than the natural environment but I refer such people to beautiful and inspiring examples of the built environment such as the Sydney Opera house or any piece of fine architecture. I personally find marinas (without repair facilities) to be lovely places to view and inhabit. But then, I like Akuna Bay and I love the scene of the CYC on Boxing day and no, I am not a yacht or boat owner.	0	0
44	By: Paul Nix On: 27 Jun 2009 In Response To: 29	There are certainly many pros and cons to a marina development so adjacent to residences and the problem assuming such a large 24/7 public marina does go ahead will be how to ensure that adverse effects and extra costs are minimised to Breakfast Point residents and that wave disturbance to existing river bed contaminants and further diesel/oil runoffs do not aggravate the harbour foreshore pollution issues.	4	1
64	By: Sarah On: 30 Jun 2009	Kendall Bay is one of only two bays, and the only one west of the Harbour Bridge in the entire harbour without moorings. It should stay like that. If a new marina is required then River Quays should be developed and the existing moorings in the river in the vicinity of River Quays converted to a marina. It would also be easy to extend Cabarita marina. Leave Kendall Bay free of moorings and a marina.	4	1
78	By: Cabarita On: 06 Jul 2009	Kendall Bay is a small and beautiful area enjoyed by the hundreds of people living there. The marina will dominate it and be an eyesore to all who currently enjoy it. Who does it benefit, a relatively small number of boat owners, most of whom probably won't live in the area. It also benefits the developer, who makes a profit and leaves it for everyone else to suffer. I've spoken to the owners of Gunnamatta Bay marina. They tell me most boats are seldom used. They sit at their moorings for months. Some never leave because the people who buy large boats frequently aren't capable of driving them. They sit on them at weekends and have lunch and that's the limit of their use. Why spoil an environment enjoyed by many for the sake of a few over-indulged individuals? Why sacrifice forever a long term pleasure for the short term profit of the developer? If this goes ahead it will be because money and influence overpower community wellbeing.	1	1
63	By: marina = vibrancy On: 07 Jul 2009 In Response To: 78	Kendall Bay should be enjoyed by more than just 'the hundreds of people living there'. One mans 'eyesore' is another mans picture postcard.	0	0
84	By: goobernie On: 08 Jul 2009	Some time last year the Director of NSW Maritime, on radio 2KY fishing program stated: "There are no plans for a marina to be built at Kendall Bay" So now we will have yet another "floating cement football field" added to our struggling river. I am also sure this structure will be for the exclusive use of Breakfast Point residents eventually.	0	1

CLIENT: Inner West Marina

PROJECT: Pre-Application Consultation

REMEDICATION

Are there specific issues relating to remediation you would like considered in the Environmental Assessment of the Inner West Marina proposal?

ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
20	By: strobe On: 18 Jun 2009	There are many good reasons why this proposal should not be approved by our NSW Government. ¶ The remediation of the pollution made in Kendall Bay in the past by industrial activity needs to be carried out immediately and such remediation will not be done effectively if a marina is constructed, may be never. ¶ The impact of this pollution on my health and the quality of my life is unsure, except that we have been told by the EPA that close contact with the water should be avoided. ¶ Given these circumstances the thought of the NSW Government approving this proposal is in my view not acting in the best interests of our community. ¶ The pollution of Kendall Bay needs to be cleaned up now for my future and that of generations to come. We have a chance to address this issue now and we should take it. After it is clean up, Kendall Bay should be kept as it is and not turned over to commercial purposes for use by a privileged few.	5	2
27	By: marina - vibrancy On: 19 Jun 2009 In Response To: 20	Why should the remediation be a reason to not allow the marina? Surely the marina could follow the proper remediation of the bay.	1	4
51	By: Sarah On: 29 Jun 2009	The proposed remediation of part of the Bay by AGL is yet to be approved or agreed. The AGL proposal does not answer some fundamental questions concerning the pollution in the bay and this particularly relates to the area to be remediated being far too small, how a marina will impact on the area that is remediated and therefore the effectiveness of the remediation over time, how will the marina development deal with the residual pollution located beneath the marina and in the vessel paths from and to the marina. I understand the developer proposes some form of matting be placed on the sub sea floor, how is this effective in stabilising the pollution in the bay, how will large vessels affect the long term viability of the matting (noting that the bay is relatively shallow). The bay is relatively active as is evidenced by the large amount of coal pieces that are deposited around the edge during storm and rain periods. How will the proposals affect this pollution? How does the developer intend to maintain the marina over the years as each time a pylon needs replacing pollution escapes into the surrounding water. No development or approval of the marina should take place until the AGL remediation has been completed and the results known.	4	0
56	By: marina - vibrancy On: 30 Jun 2009 In Response To: 51	I agree that no construction should commence until the bay is properly remediated.	4	0
60	By: Sarah On: 30 Jun 2009	When the old AGL wharf was removed, all that was removed were the parts of the wharf that could be seen. Old timbers and coal have been left on the footprint of the old wharf in the bay and no effort was made to remove any of this pollution. No coal that was lost off the wharf or from vessels over the period of the gas works has ever been removed from the sea floor of Kendall Bay. This coal is regularly deposited along the shore of Kendall Bay during storms or periods of the river in flood. I invite anyone interested to walk beneath the mangroves to see the amount of coal that moves back and forwards beneath the mangroves and back into the bay. There are no current proposal to clean up this pollution. This coal combines with residual tar from the gas works and leaves aromatic hydrocarbons which can be smelt regularly in the vicinity of the sea wall in front of the Waterfront Park. This is unacceptable.	4	0

CLIENT: Inner West Marina

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PUBLIC ACCESS

Access for members of the public to the jetty and foreshore are important. Please raise any access issues here.

ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
16	By: marina - vibrancy On: 17 Jun 2009	Full public access must be available to ALL wharves of the marina complex. Such access ensures that the development becomes a local asset instead of an exclusive club.	1	7
21	By: strobe On: 18 Jun 2009 In Response To: 16	Construction of a marina will impact existing and future residents significantly by creating a great big parking lot for boats that will generate excessive noise (24x7), create pollution by dumping raw sewage into the harbor. Interfere with local rowing club activities and create excessive traffic movements in and around the marina in an area which has not been designed for a large commercial 172 berth marina.	7	2
35	By: Debhaz On: 24 Jun 2009 In Response To: 21	Strongly agree with Strobe. The streets in Breakfast Point are private roads. The upkeep is paid for by the residents. If a carpark for 58 vehicles is built and anyone and everyone can use the roads to access the 170+ berth marina (and ferry stop)- how much damage is going to be done to the local roads. Will 58 car spaces be sufficient for the size of the marina - how many visitors will park on the surrounding roads causing traffic/parking congestion? Won't this add to the pollution in the local area - noise, petrol fumes, garbage... The area was designed for residential use only! A marina will spoil the natural beauty and serenity of the area.	5	2
43	By: Paul Nix On: 27 Jun 2009 In Response To: 16	Since this proposed marina is adjacent and so close to existing Breakfast Point residents, it is not appropriate for any large commercial marina BUT if it does go ahead the wharves should NOT be locked off and be made exclusive to berth lessees so that residents are prevented from walking out on them.	5	0
67	By: David On: 30 Jun 2009 In Response To: 16	I think the proposed ferry wharf as part of the marina is a great idea. It will be a great asset for locals as a public transport point to the city and hopefully other locations.	1	3
69	By: marina - vibrancy On: 01 Jul 2009 In Response To: 67	This was part of an earlier plan but the developer resisted the logical step of designing to include busses to loop through the site via the ferry stop. Maybe it's still possible though.	0	3
47	By: Sarah On: 29 Jun 2009 In Response To: 12	This public marina will be the only public marina attached to private land in NSW. The private land owners receive no benefit except the costs of maintaining their private land for the benefit of the public. There should no public access as this should be a private marina. If any part of the marina is to provide public access it must be fully maintained by the owners of the marina and not the Breakfast Point Community. However all members of the public who access any part of the marina that is required to provide public access they must first use land and facilities the property (or responsibility of in the case of the walkway) of the Breakfast Point Community which are paid for solely by the Breakfast Point Community. This is completely unfair and inappropriate.	4	1
53	By: marina - vibrancy On: 30 Jun 2009 In Response To: 47	Sarah, don't you realise that this marina will be accessible via a PUBLIC waterfront and roads that are open to the public? Local residents fought for a development that was not 'gated' but part of the local community. Your attitudes run counter to this. You are quite happy to have a marina, as long as it is PRIVATE and exclusive. Such marinas are merely clubs for rich kids and their toys. Kendall Bay is larger than the newly created estate of Breakfast Point. It is a special place for those of us from Cabarita, Mortlake and Concord as well.	0	4

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ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
63	By: Sarah On: 30 Jun 2009 In Response To: 53	<p>I suggest you have completely misunderstood what a marina is and does. It will not matter whether the marina is public or private in relation to access to parts of the marina by the public. Any marina will have a public access arm which may or may not have a kiosk. Most other arms will be secured and only pen owners will have access. The current suggestion is that one arm will have some overnight pens and will not be secured which infers you may be able to walk along beside vessels attached to these positions. This could equally apply to a private marina. There is no substantial difference in the look of a private or public marina, but a private marina, is simply a marina restricted to resident owners of the Breakfast Point Community. This will more effectively allow the Breakfast Point Community to manage problems arising from the use of the marina, noise, out of hours access, rubbish, servicing, rattling halyards, parking etc. All these issues are much more difficult if not impossible to manage if the marina is a public marina with non resident boat owners. I suggest to you that all marinas by their very nature are exclusive. Other than the provision of some public access the proposed Kendall Bay marina will be the same as the Cabarita marina, which is an exclusive public marina with very little public access. Cabarita marina has the great advantage that it is not directly attached or next to any private land including the Edgewood development. Indeed it is a significant distance from the nearest residence. Cabarita marina could easily be extended and not further impact on Edgewood.</p> <p>I have not called for, nor have I heard any other residents of Breakfast Point call for the community to be gated. We all value being part of postcode 2137. Everyone is welcome to use our public access assets and the waterfront walkway at our cost.</p> <p>It seems to me you are seeking to erect walls between the rest of postcode 2137 and Breakfast Point where no walls exist.</p>	4	1
73	By: Gregvd On: 04 Jul 2009 In Response To: 53	<p>Marina are you employed by or do you or will you receive any direct financial benefit from Rose Corp or any of its associated entities? Let lay our cards on the table here.</p> <p>The point that was made, which you seem to continually skirt around is that while the BP community roads, nature strips and open spaces are open to the public, and thats great, they are maintained at the sole expense of the BP community association (ie BP owners). Canada Bay council and outside visitors pay no money maintaining the roads etc. With such a large commercial marina there of course will be a significant impact on this BP maintained infrastructure due to increased traffic, and the costs of maintaining the BP community maintained roads etc will rise for the BP community. This increased cost will be borne solely by the BP community. It that reasonable? If suddenly your property was opened up as a public thoroughfare how would you feel having to pay to maintain it?</p> <p>As for your point about 'doing research' before purchasing, I did. I read thoroughly the revised 2005 BP concept plan before I purchased, and NO mention is made of the marina. I also was told the proposal was for a small marina by sales staff.</p>	2	1

CLIENT: Inner West Marina

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ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
77	<p>By: marina - vibrancy On: 06 Jul 2009 In Response To: 73</p>	<p>Greg, do you assume that anyone in favour of the marina is directly linked to the developers who will profit from this marina? I'm a long standing local resident who attended all the meetings to enable approval of your estate.</p> <p>Unfortunately, forums like this are dominated by new residents who are against the marina and, through no fault of their own, are unaware of the history of the design and the proposed marina. Most existing locals don't know and don't care. You will also note in some of my other comments that I make some rather unfavourable comments about the developer as well.</p> <p>When the original masterplans were being drawn up, the locals would have preferred that the site was developed with normal free standing houses in normal streets such as those built on the northern side of Bishop St. This would have avoided the community title that you struggle with even though, by your own admission, you knew how such systems work and that there would be a marina as part of the plan prior to purchasing.</p> <p>Outsiders also miss the additional shops that were originally planned along the foreshore adjacent to the marina. The foreshore can be a more vibrant place to visit for the broader community than it is currently. Let's not settle for the ambience of an exclusive over 55's development.</p>	0	0
85	<p>By: Gregvd On: 08 Jul 2009 In Response To: 77</p>	<p>Marina, For a start I am NOT over 55 at all, or anything like it. If you took an interest in Breakfast Point as a community you would realise that it consists of people from all ages and backgrounds. I am a regular working person with a mortgage and bills the same as lots of other residents here. I am not rich or 'elite' by any stretch of the imagination.</p> <p>I pay rates the same as you, and pay BP community levys for the upkeep of BP community infrastructure, which, and I emphasis this point, you do not. I do not begrudge you access to BP community maintained infrastructure at all. As I said previously, NO mention of a marina is made in the 2005 master plan at all. If anything the sales staff mentioned a small private marina was planned and brushed of concerns. If I had known that a major commercial marina was planned I might well have decided not to purchase. Please do not twist my words.</p> <p>I strongly object to levys which I and my fellow BP residents pay being used to pay for increased maintenance of BP community infrastructure from increased traffic from the marina. Tell me Mr Marina, would you agree to an increase of your rates to pay the increased costs to upkeep BP community roads and other infrastructure due to significantly increased traffic flows in Breakfast Point if the marina goes ahead. You seem very keen for it to be built so I presume you must be happy to take on a share of the increased upkeep costs.</p>	0	1

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ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
86	By: marina - vibrancy On: 09 Jul 2009 In Response To: 85	<p>Greg, thank you for not 'begrudging' me access. I apologise, during such access, for mistakingly observing the average appearance and age of the residents as over 55.</p> <p>If you were misled by sales staff, you would have a legal right to challenge the marina plan. Honestly, why don't you, as a group, exercise this right? Such a challenge is conspicuous by it's absence from the protester's actions and I suspect that it is because anyone who did their due diligence already knew of the plans.</p> <p>As well, BP residents should be able to insist that some of the considerable income from this commercial enterprise be directed to covering maintenance costs of BP Infrastructure. I suspect this is already the plan. It will probably be cost neutral to BP residents.</p> <p>As far as your costs of living where you choose, do you realise that your council rates for your dwelling would be a fraction of those existing residents surrounding you?. In fact I'd bet that your combined council and community title rates are far less than my council rates alone. New purchasers at BP need to accept that they are responsible for their costs and stop resenting it.</p> <p>Can you guarantee me that, once built, you will never partake of the wonderful amenity of this facility? I bet you beat me to it!</p>	0	0
40	By: marina - vibrancy On: 26 Jun 2009 In Response To: 35	Alarmist exaggerations designed to exclude the enjoyment of spaces that are, and should remain, open to the general public. Such attitudes only serve to create a divide between those new residents within the Breakfast Point Estate and the existing residents of surrounding suburbs who attended all the early Council meetings to approve a new development with PUBLIC access. Some respondents could do with a local history lesson.	1	5
37	By: David On: 24 Jun 2009 In Response To: 21	Strobe you obviously have no interest in boats or Sydney Harbour. It has been illegal for over 9 years to dump raw sewage from boats into Sydney harbour. I do think though that noise after 10pm and before 6am should be controlled.	2	1
46	By: strobe On: 26 Jun 2009 In Response To: 37	I am aware of the law concerning sewage from boats however having the law does not stop this terrible practice by some. I understand that the proposed marina will not have pump-out sewage facilities and therefore it is reasonable to assume that sewage will be dumped in Kendall Bay by some of the 172 boats.	3	2
52	By: marina - vibrancy On: 30 Jun 2009 In Response To: 46	Strobe, you would do well to read the background information regarding this proposal. Under FAQ's it clearly states that a sewage pump out facility is part of the plan or are you intentionally trying to mislead? I am also aware that sewage release into the harbour is very uncommon as it is actually very difficult to conceal in calm waterways such as Kendall Bay.	1	3
48	By: Sarah On: 29 Jun 2009 In Response To: 37	<p>If there is to be a marina (private or public) it should have a sewage pump out facility and only vessels with holding tanks should be permitted to be moored in the pens. The pump out facility should also not have any cost and be part of the general costs of maintaining the services to ensure as best any manager can that vessels use the pump out. It may be illegal to pump sewage into the harbour but there is no enforcement of the law. The rules of operation of the marina should provide that owners who dump rubbish in the bay or do not use the pump out can be penalised.</p> <p>It may well be the developer intends to place such restrictions on vessel owners using the proposed facility but of course the developer has completely failed to consult with the residents so we do not know.</p>	3	2

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WATER SAFETY

The safety of all water users is important to us and we've given consideration to this issue, but if you are a water user, we want to hear from you about any specific safety issues that you believe need to be addressed.

ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
59	By: Sarah On: 30 Jun 2009	<p>The use of recreational vessels on Sydney Harbour is now almost its primary purpose. The developer has made it clear for many years the water and Kendall Bay were major assets for the use of all residents of Breakfast Point (and other members of the public granted access to Breakfast Point Community assets) yet the developer has done nothing to encourage or assist residents to use the waters of Kendall Bay. 5 years ago we were told by the developer and its sales staff that the old AGL wharf was to be reduced in height and access to be available to all residents including steps to the water. Without consultation or discussion the wharf was removed (or at least that part of the wharf that was above mean high water mark). Nothing other than a large commercial marina is now proposed to replace the wharf. There is no safe way to access Kendall Bay from Breakfast Point other than across the highly polluted mud flats from the beach in front of Kendall Inlet. The boat shed and ramp are but figments of the imagination of the developer (although supported by representations over many years) which may or may not ever materialise.</p> <p>There are no public wharves (except at Pelican Point) in this area which anyone can load and unload people safely from vessels. Large commercial ferries can use (between rivercat services) Cabarita wharf but the wharf has no safe facilities for leisure vessels.</p> <p>The developer always indicated that it intended that the wharf and subsequently when the old AGL wharf was no longer a possibility that it would construct a wharf similar to that at Cape Cabarita to allow people to use the water. Nothing has ever taken place and there is no safe place to tie up a vessel at Breakfast Point or in the immediate vicinity.</p> <p>I note that about 12 months ago the Cape Cabarita Community installed security gates on their "public" wharf so it is also no longer available for use.</p>	3	1
88	By: marina - vibrancy On: 10 Jul 2009 In Response To: 59	<p>Public access is covered in the marina plan as per the following excerpt:</p> <p>36§ Enhanced access to the waterway through the provision of pick up and drop off berths</p> <p>36§ Enhanced waterway experiences through the provision of day tripper berths</p> <p>36§ Enhanced experience of the foreshore and enhanced community experience through the provisions of the Jetty and kiosk for informal get togethers</p> <p>36§ Access for people with disabilities to vessels at public berths</p> <p>Uninformed generalisations do not assist the debate.</p>	0	0
87	By: mjh On: 10 Jul 2009	<p>This section of the Parramatta River is used for rowing training by a large number of school and adult rowers. The addition of 172 powered vessels moored in Kendall Inlet will make the river less safe.</p> <p>Large powered vessels can swamp rowing shells even if they are travelling within speed limits.</p> <p>The cumulative effect of developments west of the Harbour Bridge on the sport of rowing need to be taken into account. Developments in Glebe Bay, and the Iron Cove Bridge duplication have cut into traditional rowing courses. This development will mar the last of the river's low impact recreational areas.</p>	0	1
89	By: marina - vibrancy On: 10 Jul 2009 In Response To: 87	Rowing routes will be considered in the approval process.	0	0

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OTHER ISSUES RELATING TO THE INNER WEST MARINA SYDNEY

We believe we've identified the main issues, however, if you would like to raise any other matter, please do so here.

ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
17	By: marina - vibrancy On: 17 Jun 2009	To many locals who understand that the marina was part of the original master-plan, its presence will be welcome because of the interest and vibrancy that it will add to this area of the site. Indeed, such assets were amongst the inducements to persuade locals to approve the original development. We have tolerated many years of dust and odours waiting for this site to complete the features that appeal to the broader community. My only concern is that the site is possibly slightly oversized towards the eastern encroachment into Kendall Bay. Otherwise, I say bring it on!	1	9
19	By: strobe On: 18 Jun 2009 In Response To: 17	Construction of a 172 berth marina was never put forward by the developers of Breakfast Point. Construction of a marina of this size will impact existing and future residents significantly by creating a great big parking lot for boats that will generate excessive noise (24x7), create pollution by dumping raw sewage into the harbor, interfere with local rowing club activities and create excessive traffic movements in and around the marina in an area which has not been designed for a large commercial marina.	5	2
25	By: marina - vibrancy On: 19 Jun 2009 In Response To: 19	New residents may not be aware that the marina has always been part of the plan. A vocal minority of residents will raise all sorts of concerns to retain their exclusive use of the area but suggesting that 'raw sewage' will be released into the harbour smacks of desperation.	1	7
26	By: strobe On: 19 Jun 2009 In Response To: 25	No one at present has "exclusive use" of the foreshore and pathways of Kendall Bay as this area is public asset and as such provides public access to this area. In my view it should remain so and not leased by the NSW Government to a commercial enterprise which will operate a 24hour x 7day 172 berth marina.	7	2
75	By: gary On: 06 Jul 2009 In Response To: 25	I can only assume that this person is directly linked to the developers who will profit from this marina as I have yet to meet a local who holds similar views to this person.	2	1
76	By: marina - vibrancy On: 06 Jul 2009 In Response To: 75	Well you'd be wrong. Do you assume that anyone in favour of the marina is 'directly linked to the developers who will profit from this marina'? I'm a long standing local resident who attended all the meetings to enable approval of your estate. Unfortunately, forums like this are dominated by new residents who are against the marina and, through no fault of their own, are unaware of the history of the design and the proposed marina. You will also note in some of my other comments that I make some rather unfavourable comments about the developer as well.	0	0
80	By: Cabarita On: 06 Jul 2009 In Response To: 76	it doesn't matter whether the forum attracts new or old residents. Whatever considerations there were in the initial stages are irrelevant to the question of what is the best way forward at this point, a marina or no marina?	0	1
81	By: marina - vibrancy On: 07 Jul 2009 In Response To: 80	The past is not irrelevant because the past included plans for a marina. It is not a new proposal. It is a part of the overall development that gave something back to the broader community and something that I have personally looked forward to from day one. It suits some to ignore the fact that a marina has always been part of the development.	0	0

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ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
49	By: Sarah On: 29 Jun 2009 In Response To: 17	All original plans and submissions for the Breakfast Point development (eg the 1999 plan and 2002 master plan) included a small marina. At no time was any indication given by the developer, or the Council that the marina would be a massive public marina. All indications from the developer and its sales staff was that it would be a larger version (commensurate with the size of the development) of the marina and wharf located at Cape Cabarita, which is of course a private marina. Only when the current government moved the goal posts in 2005 did the opportunity present itself to the developer to change the marina into a public marina. This will be only public marina attached to private land in NSW. All the costs of maintaining the surrounding public access areas to the marina are to the account of the Breakfast Point Community, not to the marina owner(s) and not to the general community. If you require a public marina why not expand the existing public marina at Cabarita, or connect the new Kendall Bay marina to Cabarita Park along the new walkway. It is unfair to connect a large public marina to the private land of the Breakfast Point Community.	3	2
54	By: marina - vibrancy On: 30 Jun 2009 In Response To: 49	All residents of Breakfast Point bought in the knowledge of the current plans for the Bay. Your greatest concern appears to be that it is to be public and not private. I think we should just add security gates to all access points for the Breakfast Point Estate.	1	5
61	By: Sarah On: 30 Jun 2009 In Response To: 54	Clearly you have no concept of what constitutes the Breakfast Point Community and its obligations to provide public access to its assets. No owner of Breakfast Point purchased their property with the knowledge that there would be a large commercial marina constructed in Kendall Bay and connected to their land. Breakfast Point has never been nor intended to be a gated community. I have never heard any calls by owners to make it a gated community. The opening of the waterfront throughout Canada Bay Council and indeed throughout the rest of the city is fully supported by Breakfast Point residents but like so many other things the privilege of its use needs to be understood by all users. In the same way I appreciate other communities providing me access to their waterfront. I do not support any commercial marina attached to the Breakfast Point Community.	4	1
66	By: David On: 30 Jun 2009 In Response To: 49	If the marina has been on the drawing boards since 1999 and then 2002 and you knew about it at that point, then I figure you are in favour of it. Like you I am in favour of a private marina like the one at Cape Cabarita and I would suggest the same proportion of boats to houses as Cape Cabarita would be fair.	1	3
70	By: marina - vibrancy On: 01 Jul 2009 In Response To: 66	There is no more justification of using Kendall Bay as a private marina for use only by residents of the Breakfast Point Estate as there is of having a private marina in Kendall Bay for the exclusive use of, say, Mortlake residents. PUBLIC OR NOTHING!	1	3
32	By: Peter Marshall On: 24 Jun 2009	There was a totally different indication of a marina given to me by sales people. It was going to be a smaller private marina. I thought I could put up with that. Not a 24/7 commercial enterprise, kiosks and the like. The Developers have made a good enough killing, let it go at that.	5	2
33	By: marina - vibrancy On: 24 Jun 2009 In Response To: 32	Existing residents of Cabarita, Mortlake and Concord would have fought tooth and nail against a private marina. The public marina is an aspect of the development that many 'outsiders' have been looking forward to as well. I do not expect the kiosk to be allowed to open 24/7. However, I don't believe the marina should be constructed if its presence will impede the pollution remediation.	3	2

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ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
65	By: marina = vibrancy On: 30 Jun 2009 In Response To: 62	<p>What research did any new Breakfast Point resident conduct prior to purchase if they did not know about the marina, or the scale thereof? If as a group they feel misled, they would have the right to legally challenge this proposal. All the 'No Marina' participants should test the validity of their claims in court, or accept their lot.</p> <p>Surely the Breakfast Point community would not be expected to cover the running costs of the marina. Surely this must be well and truly covered by the income of the enterprise.</p> <p>I look forward to the injection of some activity and life to this area. Such assets avoid the place appearing as a retirement village or over 55's development. Do the new residents know that apart from a marina, there were plans for several shops along the foreshore? This would have been lovely as well.</p>	0	3
72	By: RoyJ On: 02 Jul 2009 In Response To: 62	<p>I fully support this well articulated response from Sarah, which I believe sums up the many problems which will come with any form of Marina.</p> <p>The only other issue of concern which is not fully covered is the one of the contaminated riverbed which I imagine will become disturbed with the movement of boats and the like.</p> <p>I have purchased in the area because it is a beautiful area, reasonably quiet, peaceful and with access to major shopping areas without them being at the back door. It upsets me to think of the significant traffic increase which will occur in the area, and for what, to provide more money in the pockets of developers who have changed the goal posts every step of the way.</p> <p>This marina, public or private, is simply another example of Rose Group operating with its usual lack of regards for anyone other than their hip pocket.</p> <p>I am totally opposed to any form of marina.</p>	3	1
38	By: David On: 24 Jun 2009	<p>I often do the waterfront walk to Cabarita Ferry and feel it would be a great amenity for the local residents if it was possible to have a coffee shop incorporated into the marina so on those beautiful Sydney mornings we could enjoy breakfast by the water rather than just walking by it.</p>	1	5
57	By: Waterlover On: 30 Jun 2009	<p>When I look at the plans and photo's it appears they have been designed to minimise the impact of this marina proposal. Count the pens in the plan, there's not 170. Take a walk and have a look at D'Aibora's marina at Cabarita. Its not 170 boats and look how big it is.</p> <p>This proposed marina will dominate Kendall Bay and take away one of the last clear bays on the river.</p>	5	1

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ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
50	By: Sarah On: 29 Jun 2009 In Response To: 33	<p>What do you understand is a private marina? I understand it to be a marina that would be restricted to existing owners of property in Breakfast Point. This does not mean that the marina could or would not have a public jetty, with or without a kiosk. If the costs and problems of amenities (noise, parking, serving of boats, access to boats 24/7) of a marina fall only on the residents of Breakfast Point why should not we object to the location and attachment of a large public marina?</p> <p>As residents of the postcode 2137 we are part of the whole community. I do not wish to see a gated community but everyone needs to recognise that the benefits all residents of postcode 2137 receive by accessing the assets of the Breakfast Point Community are only paid for by the owners of property in the Breakfast Point Community.</p>	5	1
55	By: marina = vibrancy On: 30 Jun 2009 In Response To: 50	<p>Sarah, I would genuinely like to know if such costs are to be imposed on the Breakfast Point Estate or are to be covered by the income of the marina itself? If anyone could shed (informed) light on this, it would be most welcome.</p> <p>As far as 2137 residents enjoying the 'assets' of your estate, this is a 2-way street as your new residents enjoy all existing assets outside of the estate. Indeed, why is there not one childrens play area WITHIN the site? Why do your residents park their boats in Emily St instead of onsite? Why does the estate impose fishing restrictions on the public waterfront? Why does the estate not permit local sporting codes to use the oval? Why do some of your people resent a public marina? Such actions are seen as exclusive and elitist.</p>	1	4
62	By: Sarah On: 30 Jun 2009 In Response To: 55	<p>The residents of the Breakfast Point Community are residents of Canada Bay and pay their rates and have the same rights as all other residents of the municipality. Other than Breakfast Point community residents no other members or residents of Canada Bay pay to maintain the sea wall, or the waterfront park, or the waterfront walkway, or the gardens or the oval. I wish that we did not have to put up signs requesting people not fish from our property. Unfortunately the mess that is left by fishermen is our problem and our cost. If people had been responsible and not caused any problems the issue would not have arisen.</p> <p>The residents of Breakfast Point would like to make their oval available to local clubs, however all the costs of maintaining the oval fall entirely to the residents of the Breakfast Point Community. How do you balance the interests of all local residents against those that must pay for the maintenance of the asset?</p> <p>If the Breakfast Point Community installs a childrens playground it must bear the liability of the playground. Councils unfortunately are much able to buy this insurance for the benefit of all residents of postcode 2137. I welcome the new playground in Kendall Park and I thank Bryan Rose for the generous contribution the developer made to the equipment.</p> <p>It is not elitist for the Breakfast Point Community to support the Kendall Park play area rather than a similar area on Breakfast Point Community land. It is just an matter of sensible risk management.</p> <p>It is also not elitist not to support a public marina connected to Breakfast Point Community land. This is not a matter of "not in my backyard". It is simply unfair to impose all the problems of the management and the costs of a public marina on the Breakfast Point Community. I would prefer to see Kendall Bay remain mooring and marina free. I suggest that if a public marina is justified or required in our area that other alternatives are better, such as River Quays and the area of the moorings next to River Quays. River Quays has the advantage that it already has infrastructure in place. The other obvious alternative is extending the existing Cabarita marina which also has existing infrastructure. If a greenfield site is required I suggest Majors Bay which is surrounded by large tracts of public land that could easily and economically support the on shore requirements of a marina.</p> <p>There is simply no necessity to locate a public marina from the existing Breakfast Point Community.</p>	2	1

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ECONOMIC IMPACT

There is a high demand for suitable berths in Sydney Harbour, especially west of the Harbour Bridge. Please identify any issues relating to the economic impact of the proposal here.

ID	COMMENT DETAILS	COMMENT	AGREE	DISAGREE
18	By: strobe On: 18 Jun 2009	The pollution needs to be cleaned up now for my future and that of generations to come. We have a chance to address this issue now and we should take it. After it is clean up, Kendall Bay should be kept as it is and not turned over to commercial purposes for use by a privileged few.	7	2
23	By: Jannilou On: 18 Jun 2009 In Response To: 18	Strongly agree with strobe's statement	5	2
68	By: David On: 30 Jun 2009 In Response To: 23	The inner west is very under represented in available berths and any competition to Cabarita Marina would be a good thing. I would also think that part of the rent generated by the marina could be used to fix any issues in the bay.	1	3
71	By: marina = vibrancy On: 01 Jul 2009 In Response To: 68	Yes, I agree. Surely the new marinas considerable income could cover its own running costs and not impose on the Breakfast Point Community.	0	3
24	By: marina = vibrancy On: 19 Jun 2009 In Response To: 18	Breakfast Point does not own Kendall Bay and some of its residents would like the 'privilege' of not having to share the foreshore and bay with the broader community.	1	8
45	By: Paul Nix On: 27 Jun 2009 In Response To: 24	Breakfast Point residents are well aware that they do NOT own Kendall Bay and as such the community areas and harbour foreshores are open to members of the general public. However the general public should appreciate that it is the residents who pay to maintain the roads, footpaths and gardens and therefore they should have a considerable say in any adjacent developments that impact on the costs to maintain as well as the visual amenities they paid for in buying into Breakfast Point.	5	1
74	By: Gregvd On: 04 Jul 2009 In Response To: 24	Rose Corp does not own Kendall Bay either	3	0
31	By: Peter Marshall On: 24 Jun 2009 In Response To: 18	I also strongly agree with 'Strobe'.	5	2
34	By: Debhaz On: 24 Jun 2009 In Response To: 18	Care needs to be taken with the clean up of the bay so that no pollutants are disturbed. The bay should be kept as a natural marine environment without an array of vessels polluting the environment. The movement, noise, fumes, garbage and sheer volume of traffic can only harm the natural environment!	4	1
58	By: Sarah On: 30 Jun 2009	No one owns Sydney Harbour. The residents of Breakfast Point do not own Kendall Bay, nor do potential boat owners. The construction of a further marina in the western harbour if required can be constructed anywhere the NSW Maritime determines. The best economic model for a marina is extending the existing Cabarita marina which already has the infrastructure to support a marina. The owners of River Quays sought and obtained a DA to re-develop their marina but the requirements of NSW Maritime were such that the development was uneconomic. In my opinion this is the best location for a new marina in the area and has the best economics as again there is already infrastructure in place. The re-organisation of the moorings and the connection of the marina to land outside of the Breakfast Point Community would not impact on the costs of the Community. There are already boats on moorings in this vicinity. This would allow the preservation of Kendall Bay as the only bay west of the Harbour Bridge free of moored boats. Why not develop a marina in Majors Bay which has adequate public land surrounding the bay to provide the required parking and other shore based facilities? Why not develop Kendall Bay marina from the western side of Cabarita Park if Kendall Bay is the best site? This location would require a parking and shore based facilities located in the park. There are many opportunities to develop a marina (if it is required) other than connecting a marina to the Breakfast Point Community.	4	1

Printed on 13 Jul 2009

FEEDBACK

ID	NAME	CONTACT DETAILS	FEEDBACK
1	Paul Nix on 24 Jun 2009 19:54	Email: paulnix@tpg.com.au Phone: 02-8765-9632 Postal: 107/7 Admiralty Drive Breakfast point 2137	<p>Suggestion: Any environmental assessment must include the impact of cross-contamination of toxic residues from construction and operation of such a large marina to other parts of the river(particularly if the Jemena clean-up of Kendall Bay predates construction of the marina).</p> <p>It must also address the social and visual amenity impacts on the the surrounding residents of Breakfast Point and Kendall Inlet and it must assess the degree to which these residents who will be most affected are in agreement or not with construction and 24/7 operation of a 177 berth public marina.</p> <p>It is these residents who will have to bear the brunt of the increased traffic, wear & tear on access roads, noise from 24/7 use of the facilities and reduced visual amenity. There is also the impact on other users of the river such as rowers, sailors, etc. Certainly very few if any of the surrounding residents will want to look out on hundreds of diesel driven power boats as opposed to the river water itself.</p>
2	Paul Nix on 24 Jun 2009 20:01	Email: paulnix@tpg.com.au Phone: 02-8765-9632 Postal: 107/7 Admiralty Drive Breakfast point 2137	<p>Suggestion: Any environmental assessment must include the impact of cross-contamination of toxic residues from construction and operation of such a large marina to other parts of the river(particularly if the Jemena clean-up of Kendall Bay predates construction of the marina).</p> <p>It must also address the social and visual amenity impacts on the the surrounding residents of Breakfast Point and Kendall Inlet and it must assess the degree to which these residents who will be most affected are in agreement or not with construction and 24/7 operation of a 177 berth public marina.</p> <p>It is these residents who will have to bear the brunt of the increased traffic, wear & tear on access roads, noise from 24/7 use of the facilities and reduced visual amenity. There is also the impact on other users of the river such as rowers, sailors, etc. Certainly very few if any of the surrounding residents will want to look out on hundreds of diesel driven power boats as opposed to the river water itself.</p>

ID	NAME	CONTACT DETAILS	FEEDBACK
3	Paul Nix on 24 Jun 2009 20:02	Email: paulnix@tpg.com.au Phone: 02-8765-9632 Postal: 107/7 Admiralty Drive Breakfast point 2137	<p>Suggestion: Any environmental assessment must include the impact of cross-contamination of toxic residues from construction and operation of such a large marina to other parts of the river(particularly if the Jemena clean-up of Kendall Bay predates construction of the marina).</p> <p>It must also address the social and visual amenity impacts on the the surrounding residents of Breakfast Point and Kendall Inlet and It must assess the degree to which these residents who will be most affected are in agreement or not with construction and 24/7 operation of a 177 berth public marina.</p> <p>It is these residents who will have to bear the brunt of the increased traffic, wear & tear on access roads, noise from 24/7 use of the facilities and reduced visual amenity. There is also the impact on other users of the river such as rowers, sailors, etc. Certainly very few if any of the surrounding residents will want to look out on hundreds of diesel driven power boats as opposed to the river water itself.</p>
4	Paul Nix on 24 Jun 2009 20:02	Email: paulnix@tpg.com.au Phone: 02-8765-9632 Postal: 107/7 Admiralty Drive Breakfast point 2137	<p>Suggestion: Any environmental assessment must include the impact of cross-contamination of toxic residues from construction and operation of such a large marina to other parts of the river(particularly if the Jemena clean-up of Kendall Bay predates construction of the marina).</p> <p>It must also address the social and visual amenity impacts on the the surrounding residents of Breakfast Point and Kendall Inlet and It must assess the degree to which these residents who will be most affected are in agreement or not with construction and 24/7 operation of a 177 berth public marina.</p> <p>It is these residents who will have to bear the brunt of the increased traffic, wear & tear on access roads, noise from 24/7 use of the facilities and reduced visual amenity. There is also the impact on other users of the river such as rowers, sailors, etc. Certainly very few if any of the surrounding residents will want to look out on hundreds of diesel driven power boats as opposed to the river water itself.</p>

ID	NAME	CONTACT DETAILS	FEEDBACK
5	Paul Nix on 24 Jun 2009 20:03	Email: paulnix@tbg.com.au Phone: 02-8765-9632 Postal: 107/7 Admiralty Drive Breakfast point 2137	<p>Suggestion: Any environmental assessment must include the impact of cross-contamination of toxic residues from construction and operation of such a large marina to other parts of the river(particularly if the Jemena clean-up of Kendall Bay predates construction of the marina).</p> <p>It must also address the social and visual amenity impacts on the the surrounding residents of Breakfast Point and Kendall Inlet and It must assess the degree to which these residents who will be most affected are in agreement or not with construction and 24/7 operation of a 177 berth public marina.</p> <p>It is these residents who will have to bear the brunt of the increased traffic, wear & tear on access roads, noise from 24/7 use of the facilities and reduced visual amenity. There is also the impact on other users of the river such as rowers, sailors, etc. Certainly very few if any of the surrounding residents will want to look out on hundreds of diesel driven power boats as opposed to the river water itself.</p>
6	Paul Nix on 24 Jun 2009 20:03	Email: paulnix@tbg.com.au Phone: 02-8765-9632 Postal: 107/7 Admiralty Drive Breakfast point 2137	<p>Suggestion: Any environmental assessment must include the impact of cross-contamination of toxic residues from construction and operation of such a large marina to other parts of the river(particularly if the Jemena clean-up of Kendall Bay predates construction of the marina).</p> <p>It must also address the social and visual amenity impacts on the the surrounding residents of Breakfast Point and Kendall Inlet and It must assess the degree to which these residents who will be most affected are in agreement or not with construction and 24/7 operation of a 177 berth public marina.</p> <p>It is these residents who will have to bear the brunt of the increased traffic, wear & tear on access roads, noise from 24/7 use of the facilities and reduced visual amenity. There is also the impact on other users of the river such as rowers, sailors, etc. Certainly very few if any of the surrounding residents will want to look out on hundreds of diesel driven power boats as opposed to the river water itself.</p>

ID	NAME	CONTACT DETAILS	FEEDBACK
7	Paul Nix on 24 Jun 2009 20:04	Email: paulnix@tgg.com.au Phone: 02-8765-9632 Postal: 107/7 Admiralty Drive Breakfast point 2137	<p>Suggestion: Any environmental assessment must include the impact of cross-contamination of toxic residues from construction and operation of such a large marina to other parts of the river(particularly if the Jemena clean-up of Kendall Bay predates construction of the marina).</p> <p>It must also address the social and visual amenity impacts on the the surrounding residents of Breakfast Point and Kendall Inlet and It must assess the degree to which these residents who will be most affected are in agreement or not with construction and 24/7 operation of a 177 berth public marina.</p> <p>It is these residents who will have to bear the brunt of the increased traffic, wear & tear on access roads, noise from 24/7 use of the facilities and reduced visual amenity. There is also the impact on other users of the river such as rowers, sailors, etc. Certainly very few if any of the surrounding residents will want to look out on hundreds of diesel driven power boats as opposed to the river water itself.</p>
8	Paul Nix on 24 Jun 2009 20:05	Email: paulnix@tgg.com.au Phone: 02-8765-9632 Postal: 107/7 Admiralty Drive Breakfast point 2137	<p>Suggestion: Any environmental assessment must include the impact of cross-contamination of toxic residues from construction and operation of such a large marina to other parts of the river(particularly if the Jemena clean-up of Kendall Bay predates construction of the marina).</p> <p>It must also address the social and visual amenity impacts on the the surrounding residents of Breakfast Point and Kendall Inlet and It must assess the degree to which these residents who will be most affected are in agreement or not with construction and 24/7 operation of a 177 berth public marina.</p> <p>It is these residents who will have to bear the brunt of the increased traffic, wear & tear on access roads, noise from 24/7 use of the facilities and reduced visual amenity. There is also the impact on other users of the river such as rowers, sailors, etc. Certainly very few if any of the surrounding residents will want to look out on hundreds of diesel driven power boats as opposed to the river water itself.</p>

CLIENT: Inner West Marina

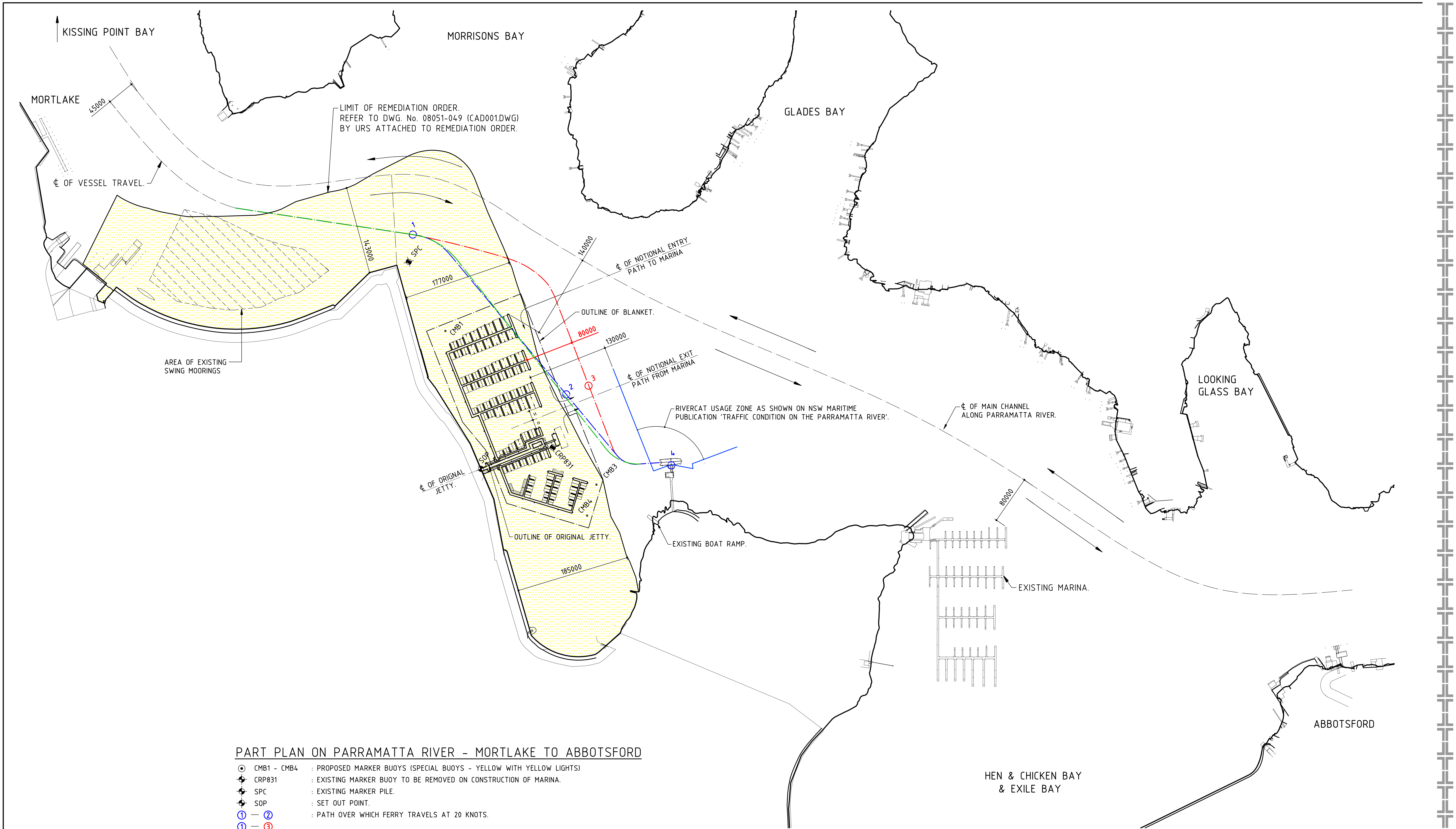
PROJECT: Pre-Application Community Consultation

PROJECT SUMMARY

ID	TOPIC	BY	ADDED ON	COMMENTS	VOTES	AGREE/ DISAGREE
1	Views	Project Coordinator	12 Jun 2009	0	0	0
2	Contamination	Project Coordinator	12 Jun 2009	0	0	0
3	Economic Impact	Project Coordinator	12 Jun 2009	0	0	0
4	Public Access	Project Coordinator	12 Jun 2009	0	0	0
5	Water Safety	Project Coordinator	12 Jun 2009	0	0	0
6	Other Issues relating to the proposed Inner West Marina	Project Coordinator	12 Jun 2009	0	0	0

**APPENDIX 17:
NAVIGATION INFORMATION**

APPENDIX 17:
▪ **DRAWING N01**



PART PLAN ON PARRAMATTA RIVER - MORTLAKE TO ABBOTSFORD

- ⊙ CMB1 - CMB4 : PROPOSED MARKER BUOYS (SPECIAL BUOYS - YELLOW WITH YELLOW LIGHTS)
- ⊕ CRP831 : EXISTING MARKER BUOY TO BE REMOVED ON CONSTRUCTION OF MARINA.
- ⊕ SPC : EXISTING MARKER PILE.
- ⊕ SOP : SET OUT POINT.
- ① - ② : PATH OVER WHICH FERRY TRAVELS AT 20 KNOTS.
- ① - ③
- ② - ④ : PATH OVER WHICH FERRY SLOWS TO BERTH AT WHARF & PATH OVER WHICH FERRY BUILDS UP SPEED WHEN DEPARTING WHARF HEADING UP RIVER.
- ③ - ④
- [Yellow Hatched Area] : AREA OF WHICH REMEDIATION ORDER APPLIES.
- [Red Line] : PROPOSED TRAVEL PATH. (RIVERCAT & SUPERCAT)
- [Blue Line] : CURRENT OPTIMUM TRAVEL PATH. (RIVERCAT)
- [Green Line] : CURRENT OPTIMUM TRAVEL PATH. (SUPERCAT)



NAVIGATION

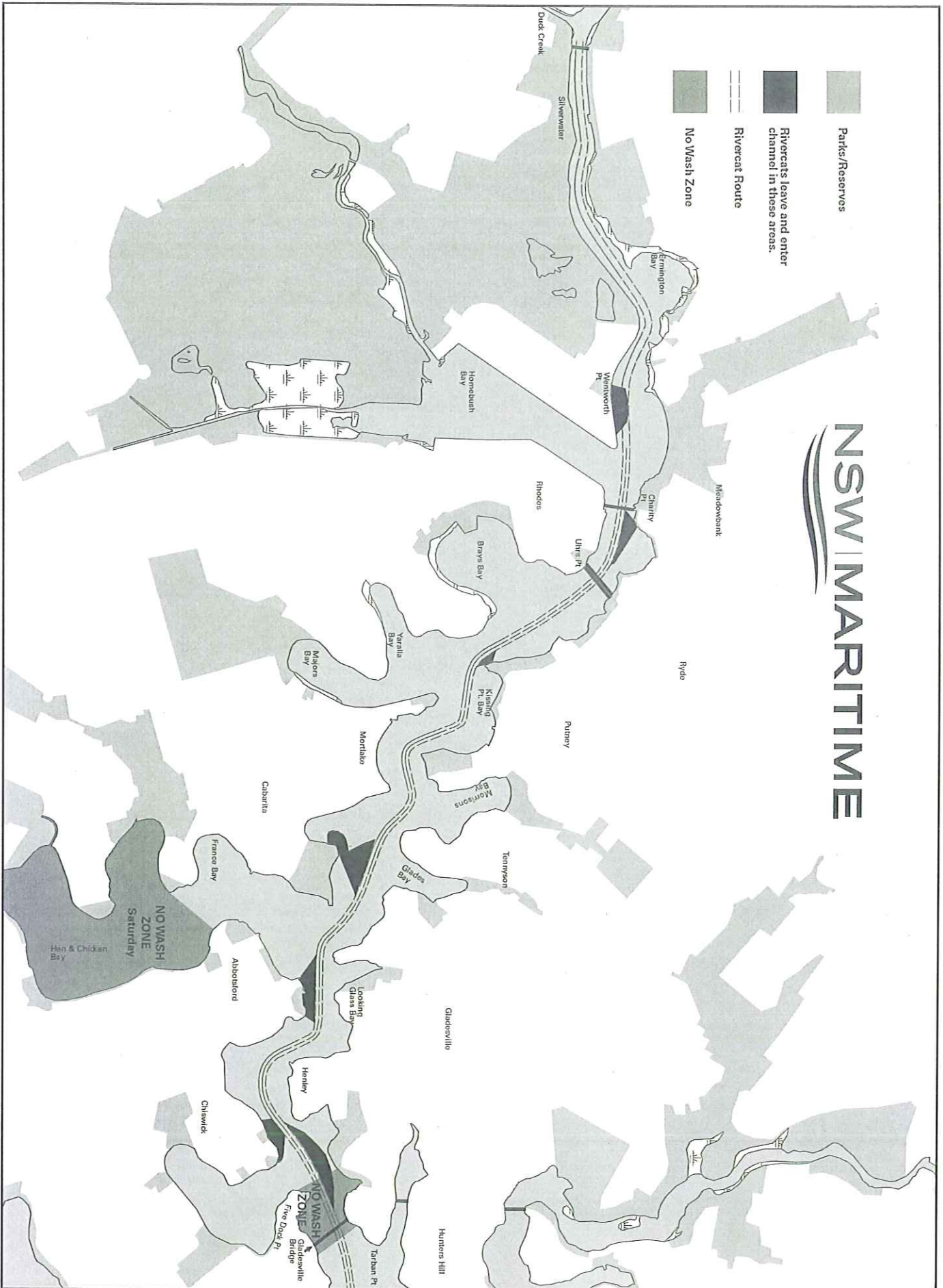
04 : PROJECT APPLICATION	09.10.09
03 : LIMIT OF REMEDIATION ORDER AMENDED	04.09.09
02 : EXISTING MOORING FIELD AT NORTHERN END OF BREAKFAST POINT & SYDNEY FERRIES VESSEL TRAVEL PATHS ADDED	20.08.09
01 : PROJECT APPLICATION	20.07.09

Design H.B.	Scales 1:2500	Job No. 01013
Drawn S.K.	Date 10.07.09	Dwg. No. N01
App'd.	Sheet Size B1	Rev. No. 04



APPENDIX 17:
▪ **NSW MARITIME PLAN:
TRAFFIC COORDINATION OF
THE PARRAMATTA RIVER**

Traffic Coordination on the Parramatta River – Rivercat Route

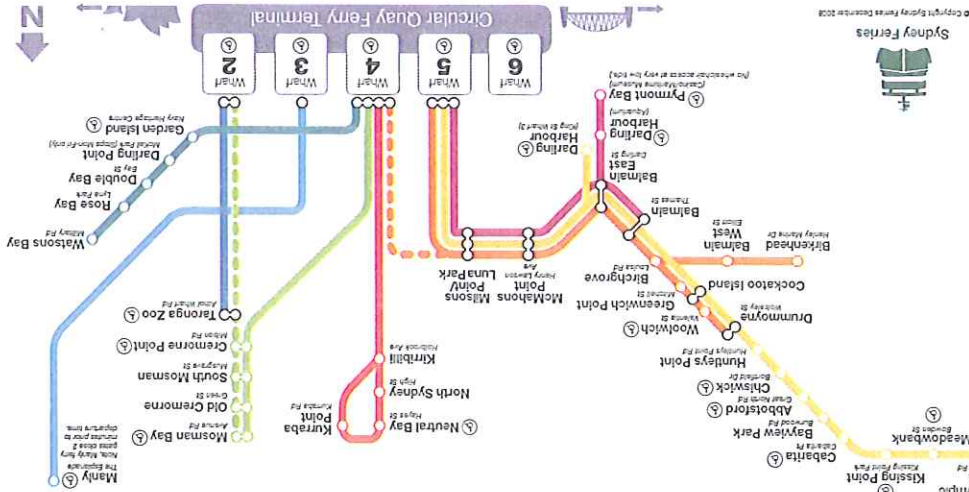


APPENDIX 17:
▪ **FERRY TIMETABLE**



Parramatta River ferry service

Services operate 7 days a week.



1 For more information go to www.sydneyferries.info or visit Sydney Ferries ticket outlets at Circular Quay and Manly.

2 Ferry services

3 Sunday only services

4 Multiple services stop at this wharf (map grade varies depending on tide)

5 Wheelchair access (map grade varies depending on tide)

6 Monday to Friday after 7:30pm All services depart Wharf 4, except the Manly service.

7 Sunday after 7:15pm All services depart Wharf 4, except the Manly service.

8 Sydney Ferries info or visit www.sydneyferries.info

9 Circular Quay and Manly.

10 Sydney Ferries ticket outlets at Circular Quay and Manly.

11 Sydney Ferries services

12 Multiple services stop at this wharf (map grade varies depending on tide)

13 Wheelchair access (map grade varies depending on tide)

Sydney Ferries network



Parramatta River Ferry service

Ferry service

Single		Ferry Ten	
Adult	Parramatta \$7.70	Adult	Parramatta \$54.30
	Rydalmere \$6.40		Rydalmere \$48.10
	Sydney Olympic Park \$6.40		Sydney Olympic Park \$48.10
	Meadowbank \$5.50		Meadowbank \$35.60
	Inner Harbour \$5.20		Inner Harbour \$33.50
Concession		Concession	
	Parramatta \$3.80		Parramatta \$27.10
	Rydalmere \$3.20		Rydalmere \$24.00
	Sydney Olympic Park \$3.20		Sydney Olympic Park \$24.00
	Meadowbank \$2.70		Meadowbank \$17.80
	Inner Harbour \$2.60		Inner Harbour \$16.70

All Sydney Ferries tickets can be purchased from the cashier onboard or ticket outlets at Circular Quay wharves 2, 3, 4 and 5. Prices are correct at the time of printing but may be subject to change.

Fare evasion is a crime - always carry a valid ticket.

Fines of up to \$550 may apply.

Service information

Telephone: Transport Infoline on 131 500
 Online: www.131500.info or www.sydneyferries.info



Special needs

The Transport Infoline offers accessible travel information for people with special needs. Please call 131 500 or visit www.131500.info TTY (teletypewriter service) 1800 637 500 for hearing impaired passengers. For information about accessible wharves and accessible travel needs please visit www.sydneyferries.info

Contact

Head office
 Mailing: PO Box R1799
 Royal Exchange NSW 1225
www.sydneyferries.info

Lost property

Lost property
 Circular Quay Wharf 3
 Telephone: 8113 3002
 Open 8.00am - 4.00pm Monday to Friday

Travel tips

- Plan ahead, allow time for boarding and arrive early if you need to purchase a ticket.
- Stand clear from the edge of the wharf until the crew invites you to board.
- Help us keep Sydney Harbour clean and take your rubbish with you.
- For your safety and security, please don't leave baggage unattended - if you see something suspicious, please report it to staff. If you see something, say something!
- Smoking or drinking alcohol is not permitted on ferries or wharves.
- Contact staff if you need assistance.

- Circular Quay
- Milsons Point / Luna Park
- McMahons Point
- Darling Harbour (King St Wharf 3)
- Cockatoo Island
- Drummoyne
- Huntleys Point
- Chiswick
- Abbotsford
- Bayview Park
- Cabarita
- Kissing Point
- Meadowbank
- Sydney Olympic Park
- Rydalmere
- Parramatta



Timetable effective
 December 2008

APPENDIX 17:
▪ **NSW MARITIME
SCHEDULES OF MOORED
AND REGISTERED VESSELS**

NSW Recreational Vessel Registrations 30/06/08 - Under 8m in Length

Local Govt Areas - Auburn, Blacktown, Burwood, Canterbury, Canada Bay, Holroyd, Hornsby, Parramatta, Penrith, Ryde, Strathfield

Postcode	Under 3m	3 to 3.99m	4 to 4.99m	5 to 5.99m	6 to 6.99m	7 to 7.99m	TOTAL
2046	20	108	145	125	60	40	498
2047	13	48	68	70	33	38	270
2076	12	87	117	96	43	25	380
2077	6	132	224	123	44	30	559
2079	6	48	88	75	15	9	241
2080	1	21	38	28	6	3	97
2081	3	40	84	47	17	7	198
2082	10	77	179	76	27	11	380
2083	2	78	206	75	35	26	422
2111	8	87	114	79	47	57	392
2112	15	109	170	108	37	30	469
2113	7	51	101	64	18	6	247
2114	3	61	88	43	20	16	231
2115	8	28	56	33	10	9	144
2116	4	24	48	35	7	2	120
2117	7	55	101	78	21	10	272
2118	3	68	104	81	23	6	285
2119	1	37	54	39	13	21	165
2120	6	66	122	99	23	16	332
2121	4	62	93	65	22	17	263
2122	4	49	89	58	17	11	228
2124	0	0	3	0	0	0	3
2125	10	77	92	97	49	19	344
2126	4	55	89	71	29	7	255
2127	1	14	15	11	6	2	49
2128	0	4	7	11	6	3	31
2129	0	0	0	0	0	0	0
2130	1	9	11	11	2	2	36
2131	4	23	35	18	8	6	94
2132	3	20	47	13	5	8	96
2133	2	15	38	32	4	5	96
2134	5	14	26	14	5	2	66
2135	9	28	47	40	11	10	145
2136	1	11	32	18	4	2	68
2137	13	84	149	89	36	25	396
2138	7	30	57	37	11	9	151
2140	5	15	20	18	4	3	65
2141	4	28	68	31	9	1	141
2142	10	32	70	48	9	2	171
2143	2	17	25	12	1	1	58
2144	5	50	90	51	8	4	208
2145	31	223	426	237	50	17	984
2146	5	49	153	73	19	4	303
2147	21	147	340	149	34	13	704
2148	32	216	418	209	49	11	935
2150	4	20	28	21	5	3	81

2151	6	54	81	53	16	9	219
2152	8	27	50	32	14	2	133
2153	32	199	369	251	88	29	968
2154	28	139	224	177	91	36	695
2155	24	136	240	264	101	17	782
2156	25	101	143	165	67	18	519
2157	8	34	57	47	16	3	165
2158	12	78	79	96	39	15	319
2159	7	68	90	62	29	4	260
2160	25	72	141	77	23	8	346
2161	18	78	158	89	15	5	363
2162	11	57	93	58	9	2	230
2163	1	20	46	23	3	2	95
2164	20	82	169	83	25	4	383
2192	5	16	35	26	9	0	91
2193	4	24	70	38	9	5	150
2194	1	11	40	26	4	1	83
2195	4	15	41	23	8	0	91
2196	13	63	153	82	15	10	336
2206	9	43	133	60	18	9	272
2207	20	65	159	74	23	10	351
2208	6	28	77	36	10	4	161
2209	8	30	69	26	9	4	146
2740	0	4	6	2	0	0	12
2745	25	136	241	179	84	11	676
2747	28	158	315	172	38	6	717
2748	2	19	37	33	9	4	104
2749	15	85	152	126	32	5	415
2750	30	237	358	222	47	14	908
2751	0	0	0	0	0	1	1
2752	7	46	70	58	18	3	202
2753	14	102	190	124	57	14	501
2754	0	51	61	44	14	1	171
2755	0	4	5	1	2	0	12
2756	46	372	625	536	241	40	1860
2757	2	9	13	12	6	2	44
2758	13	67	124	77	35	9	325
2759	44	137	326	239	57	7	810
2760	13	117	231	113	19	1	494
2761	12	69	165	98	16	5	365
2762	6	27	58	30	9	1	131
2763	19	85	169	124	36	8	441
2764	0	0	0	1	0	0	1
2765	22	151	233	187	88	16	697
	915	5833	10671	7054	2351	894	27718

27/7/08

NSW MARITIME PRIVATE MOORING LICENCES

WEST OF SYDNEY HARBOUR BRIDGE

30TH JUNE 2009

	<u>MOORING LICENCES</u>	<u>WAITING LISTS</u>
SOUTHERN SHORES	933	193
NORTHERN SHORES	1,579	93
TOTAL MOORINGS	<u>2,512</u>	<u>286</u>

NSW MARITIME PRIVATE MOORING LICENCES

WEST OF SYDNEY HARBOUR BRIDGE (SOUTHERN SHORES)

<u>BAY/LOCATION</u>	<u>MOORING LICENCES</u>	<u>WAITING LIST</u>	<u>% of Issued Licences</u>
Johnstons Bay	4	19	475.0
Mort Bay	25	23	92.0
Snails Bay	29	27	93.1
Birchgrove	82	31	37.8
Fig Tree Bay	5	7	140.0
Somerville Point	30	18	60.0
Callan Park Bay	26	7	26.9
Leichhardt Bay	69	13	18.8
Half Moon Bay	64	14	21.9
Drummoyne East	83	16	19.3
Drummoyne Bay	51	2	3.9
Drummoyne West	31	3	9.7
Five Dock Bay North	105	3	2.9
Five Dock Bay South	66	4	6.1
Abbotsford Bay	49	0	0.0
Hen & Chicken Bay	69	2	2.9
Exile bay	18	1	5.6
France Bay	31	1	3.2
Cabarita Point	14	2	14.3
Majors Bay	20	0	0.0
Brays Bay	62	0	0.0
<u>MOORINGS (STH'N SHORES)</u>	933	193	20.7

NSW MARITIME PRIVATE MOORING LICENCES

WEST OF SYDNEY HARBOUR BRIDGE (NORTHERN SHORES)

<u>BAY/LOCATION</u>	<u>MOORING LICENCES</u>	<u>WAITING LIST</u>	<u>% of Issued Licences</u>
Lavender Bay	51	14	27.5
Berrys Bay	74	27	36.5
Wollstonecraft	6	3	50.0
Gore Cove Bay	43	4	9.3
Greenwich Baths	16	3	18.8
Greenwich	66	4	6.1
Gore Creek	49	4	8.2
Woodford Bay	251	5	2.0
Longueville	22	2	9.1
Yacht Bay	34	2	5.9
Yacht Cove	12	1	8.3
Tambourine Bay	47	1	2.1
Burns Bay	75	0	0.0
Linley Point	12	0	0.0
Lane Cove River South	21	0	0.0
Newcombe Point	11	0	0.0
Alexandra Bay	83	3	3.6
Woolwich - Lane Cove River	63	3	4.8
Onion Point	60	2	3.3
Valencia Street	25	1	4.0
Woolwich - P'matta River	12	3	25.0
Hunters Hill - P'matta River	33	0	0.0
Lukes Bay	28	0	0.0
Tarban Creek East	20	0	0.0
Tarban Creek West	67	0	0.0
Huntleys Point	16	0	0.0
Betts Bay	20	1	5.0
Henley Bay	40	0	0.0
Bedlam Bay	39	3	7.7
Looking Glass Bay	27	1	3.7
Gladesville - P'matta River	20	0	0.0
Glades Bay	53	1	1.9
Morrison's Bay	106	1	0.9
Kissing Point Bay	57	0	0.0
Meadowbank	20	4	20.0
MOORINGS (NTH'N SHORES)	1,579	93	5.9