



CONSULTATION REPORT

Redevelopment of the Lake Macquarie Yacht Club

Ada Street, Belmont

PREPARED FOR: LAKE MACQUARIE YACHT CLUB



JUNE 2009



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REPORT ON CONSULTATION PROCESS FOR THE REDEVELOPMENT OF THE LAKE MACQUARIE YACHT CLUB

Introduction

This report has been prepared to provide a summary and outline of consultations undertaken with regard to the redevelopment of the Lake Macquarie Yacht Club.

Consultations have been required as part of the preparation of the various specialist reports and undertaken in accordance with the Guidelines for Major Project Community Consultation (Department of Planning October 2007). The purpose of undertaking consultations in accordance with the Departments guidelines is to:

- ☞ Ensure that factual information about the proposal is widely available to people with an interest.
- ☞ Allow the community and relevant stakeholders to have their say in the assessment process.
- ☞ Bring new information and ideas to a project.
- ☞ Avoid unnecessary delays by addressing stakeholder concerns prior to lodgement.
- ☞ Provide an opportunity for the negotiation of outcomes acceptable to both the proponent and community.
- ☞ Build long term relationships in the local community.
- ☞ Enhance a proponent's reputation in the community.

In the preparation of the submission consultations have been undertaken by the following:

Company	Role / Purpose
De Witt Consulting.	Project manager.
Bio Analysis.	Undertaking aquatic ecological assessments, specifically relating to impacts on the marine environment including sea grass.
Insite Heritage.	Aboriginal heritage assessment.
Northrop Consultant Engineers	Review of servicing to site and assessment of adequacy of services.
Insite Social and Economic Planning.	Social, economic impact assessment and crime risk assessment.





Consultations have generally been positive with all stakeholders and issues raised have been incorporated into the design of the facility and surrounds, or will be assessed as part of the development application. In this report, consultations are presented as either meeting minutes or as a summary sheet of the various consultations and discussions undertaken as part of the development process.

Furthermore, a number of letters of support and other correspondence have been received as part of the consultations undertaken. These letters are also included in this report.

Background

The LMYC's clubhouse was opened on 28 April 1934. Due to its age and location, and as a result of exposure to the harsh saltwater environment, the timber building is in a state of poor repair. The building is built over water on timber piles on timber joists and bearers and many of these are rotted out and propped up in a make shift way.

For some years the Board of LMYC has debated the most appropriate means to address the issue of the Clubhouse and in June 2006 a development committee was formed. It was then agreed to proceed with a Development Application to replace the existing clubhouse facility and extend the marina. The redevelopment of the site therefore addresses the physical state of the building and associated infrastructure and the increased demand for marina berths.

The development and financial strategy, developed by the Club's board, was finalised and agreed to in July 2006. Stage 1 of the development entails the expansion of the marina. This is based on the existing 100% occupancy rate of the marina and the extensive waiting list and perceived high demand for additional marina berths. Stage 2 entails the redevelopment of the LMYC Clubhouse. It is expected to be completed within five (5) years. The redevelopment is as follows:

1. Increase the wet marina berths from 83 to 141 berths. This represents an increase of 58 berths which will extend to the west of the existing marina.
2. Increase car parking from 94 spaces to 151 spaces. This represents an increase of 57 spaces which will be achieved via improved layout of the existing car park and also formalisation of the car park located on the crown reserve located at the eastern end of Alma Street, adjacent to the entry to the yacht club.
3. Demolition of the existing club and construction of a new two story building.

Plans for the proposed development are shown below.





Figure 1: Plan of the overall redevelopment showing the marina extension, footprint of the proposed redeveloped club house and car park area.





de Witt Consulting – Project Manager

As the designated project manager for the redevelopment of the LMYC, de Witt Consulting has undertaken a broad range of consultations and engagement strategies. Listed in the table below are the consultations undertaken and in the following pages are the minutes or notes that were recorded as a result of the meeting.

Meeting	Summary
26 March 2007	Brief the State Government Agencies: - Dept of Lands; NSW Maritime Authority; Dept of Primary Industries as to the scope of the proposal and receive initial comments.
26 April 2007	Brief the ward councillors as to the scope of the proposal and receive initial comments
18 Feb 2008	Meeting with Dept of Lands to provide overview of the project as well as Public Interest Test and Business Case.
11 March 2008	Brief the surrounding neighbours and residents of the proposal and receive any initial comments.
12 May 2008	Stakeholder consultation with Dept of Primary Industries; DECC; LMCC; Dept of Planning to discuss progress to date and provide opportunity for further input into the design.
10 July 2008	Meeting with the Dept of Lands and LMCC to discuss specific issues relating to car parking.
4 February 2009	Meeting with Lake Macquarie Estuary and Coastal Management Committee to discuss scope of the development and outline amendments made as well as the ecological issues.
17 March 2009	To brief the Department of Environment and Climate Change about the project and to ensure the project meets the requirements set out by DECC.
18 March 2009	To brief the Lake Macquarie Aquatic Services Committee about the project and ensure that issues raised were incorporated into the design development process and specialist reports.





26 March 2007 – State Government Agency Meeting



NOTES FROM MEETING

PROPOSED MARINA EXTENSION AND CLUB REDEVELOPMENT, LAKE MACQUARIE YACHT CLUB, ADA STREET, BELMONT

10.00AM TO 12.00PM – MONDAY, 26 MARCH 2007

PRESENT:

David Humphris (DH)	de Witt Consulting
Peter Johnson (PJ)	EJE Architecture and Immediate Past Commodore (LMYC)
Ken McLeod (KM)	General Manager (LMYC)
Terence Robertson (TR)	Rear Commodore (LMYC)
Graeme Hall (GH)	Commodore (LMYC)
Stephen Jones (SJ)	Club Captain (LMYC)
Ian Harper (IH)	Geodata and Lake Macquarie Yacht Club
Stewart Veitch (SV)	Department of Lands – Regional Program Manager Commercial
Gary Wood (GW)	Department of Lands – Team Leader Commercial
Peter Browne (PB)	NSW Maritime Authority
Scott Carter (SC)	Department of Primary Industries – Conservation Manager

Item	Issue/Discussion	Action Required
1.	GH – Welcomed all parties and provided an overview of the history of LMYC and the current proposal.	Noted.
2.	<p>PJ – LMYC is 75 years old and the premier sailing club in the region (if not NSW). The aim is to keep LMYC going for the next 75 years. There are currently 3 main problems (photos distributed to the meeting):</p> <ol style="list-style-type: none"> 1. The water depth of the marina is not sufficient to get boats in and out of marina, particularly when a high pressure cell affects the site. There is the slow silting up of the lake bed over time and the draft of yachts is increasing. LMYC investigated the option of dredging the marina, however, following a seagrass study LMYC was advised that dredging is not an option. It is also a costly exercise to just retain the existing income generated by the marina. This option does not solve the present demand for marina berths, as per the LMYC waiting list. A marina extension solves the problem of draft depth, the demand for marina berths and provides extra income. 2. The foundations and structure of the Club is deteriorating as shown 	Noted.





Item	Issue/Discussion	Action Required
	<p>on the photos. LMYC was built on a rock outcrop 75 years ago but the sub floor timber structure has deflected and the foundations are deteriorating. The Club is slowly sinking into the lake. The current position of the Club is the optimal position and therefore a replacement facility is required.</p> <p>3. There is a car parking shortage which is limited to peak times on Saturday afternoons and special regattas. During the rest of the time, there is abundant parking. It is impossible to provide enough parking on site during the peak periods. The options to address this include extending the existing car parking area to the lease boundary and reconfiguring this area to provide an extra 25 – 30 spaces. There is also an agreement with Belmont TAFE on the opposite side of the Pacific Highway for LMYC to use their car park on weekends. This is a written agreement and includes a rental payment. LMYC also operates a courtesy bus service where members can park external to the club and are then shuttled to club.</p>	
3.	<p>PJ – Described the aerial photo of the LMYC and described the current impact that swing moorings have on the seagrasses. This is compared to the abundance of seagrasses within and around the marina. Any extension to the marina would include removal of some swing moorings and have the same positive impact on seagrasses.</p>	Noted.
4.	<p>PJ – Stage 1 of the project would be to build the extended marina and get a rental return for the Club to fund Stage 2. The Club has money in the bank for Stage 1. Stage 2 would be to demolish and rebuild the Club. LMYC is presently preparing concept DA documents and consulting with interest groups (Government Agencies, Councillors, Council Officers, etc).</p>	Noted.
5.	<p>PJ – Presented the concept plans for the marina extension and new Club. The new Club will have a similar floor space, building envelope and height as the existing building. Before concepts are progressed too far, the Club needs to understand the concerns of all interest groups.</p>	Noted.
6.	<p>DH – The first step is to meet with the landowner (DOL) and other relevant government agencies (NSW Maritime and Department of Primary Industries) to ensure their preliminary needs and concerns are understood and addressed. The concepts will then be taken to Councillors and Council Officers for further discussion and refinement. Following this process of consultation, specialist reports and DA documentation can commence. Further meetings will then be held with all parties before applications are lodged. The Club is aiming for DA lodgement in mid- 2007.</p>	Noted.
7.	<p>SV – DOL would like to see the first draft of our application and Business Case for comment and review. Once lodged as a final document, it will be forwarded to an Independent Control Group to do the assessment on behalf of the DOL. DOL will then undertake a final assessment. This process takes around 6 weeks. DOL can then deal with the Club, prepare leases, etc after this assessment.</p> <p>The Business Case should have a strong public interest focus and deal with the triple bottom line criteria (social, economic and environmental). The social commentary should be strong. DOL will refer the application to other</p>	Noted.





Item	Issue/Discussion	Action Required
	agencies for input.	
8.	PJ – The gravel foreshore area immediately to the south of the entrance road to LMYC is community land zoned for Public Open Space and under the care and control of Council. It is presently used by the Club for parking on peak demand days. This area is not maintained by Council and is not being managed by Council for community purposes.	Noted.
9.	SV – There could be an agreement with Council for use of this area for parking during peak periods, with it reverting to community use at other times. The DOL would support taking control of this land if the Council is not managing and maintaining it as a community reserve – which is its intended purpose. This would need to be based on surveys of use.	Noted.
10.	SV – There are other clubs around the lake buying freehold properties nearby and using them for parking. This is another option to consider. Council may see the TAFE parking agreement as not being a permanent arrangement that can be relied upon (eg. What if the TAFE closes down or Saturday afternoon TAFE classes start?).	Noted.
11.	SV – Anthony Signor at DOL (Manager of Community Services) will also be involved in the DOL land assessment process. His section will be concerned with environmental issues, such as seagrass impacts.	Noted.
12.	SC – The main concern of DPI is the impact on seagrasses. A previous Seagrass Assessment was done for the Club by Danny Roberts. SC was involved in the survey work with Danny Roberts. In this assessment, it was agreed that the seagrasses further out (ie. to the west of the marina) are not healthy and may be impacted by the wave bounce from the existing marina. However, the seagrass within and along the northern and southern sides of the marina are very healthy. SC stated DPI would not support the proposed marina extension to the northern side (seagrasses to the side and under the marina are too healthy). There are also no guarantees that regeneration will occur when swing moorings are removed (there is no research to support this).	Noted.
13.	SV – What if the Club can prove that regeneration will work?	Noted.
14.	SC – Danny Roberts is looking at this regeneration issue at the moment and therefore he would need to be involved in any research. However, the regeneration issue is an extremely grey area and there is no proven research.	
15.	SC – DPI would potentially support a new marina arm link to a new marina to the south (in the area of existing swing moorings). The arm link would bridge over the area of healthy seagrasses and the actual marina will be in the area of current swing moorings (poor seagrass cover). The club cannot just extend south as there are good seagrass along southern edge – need to step out. The DPI would also support any extension further out into the lake (to the west).	Noted.
16.	PB – Extending to the south into existing moorings would pose a logistical problem for NSW Maritime in terms of re-allocating moorings. NSW Maritime would have no problem with extension west further into the lake.	Noted.





Item	Issue/Discussion	Action Required
17.	SV – Why can't NSW Maritime just relocate these private moorings?	Noted.
18.	PB – It can be done if required, but is a logistical exercise that NSW Maritime would like to avoid.	Noted.
19.	SJ – For the club, extending the marina to the west is the best option due to the deeper water.	Noted.
20.	PB – If an extension to the west is the preferred option, Club should make sure the entrance to the new marina does not impact on existing moorings in terms of navigation into and out of the marina.	Noted.
21.	SC – The DPI would require new marine ecology studies to be done to justify new areas of extension. The Club should also look at how they can manage the existing seagrasses in and around the marina (eg. using seagrass sensitive moorings).	Noted.
22.	SV – Any marina extension to the south or north would impact upon the line of sight residences presently have over the lake. This has potential problems, whereas extending west will avoid this issue.	Noted.
23.	PB – NSW Maritime have no objection to a marina extension to the west. This will have the least impact on navigation and removal of swing moorings.	Noted.
24.	SV – DOL presently preparing Plan of Management for this waterway and others. This will limit mooring numbers, control areas of development etc. Government agencies will be involved. However, this will not impact on our proposal in terms of timing. The Plan of Management is mainly in response to the problems being experienced in the Sydney Waterways.	Noted.
25.	SV – Has the Club looked at extending the parking area to the south through the reclamation of land? DOL would not be opposed to this in principle, provided it stacks up environmentally.	Noted.
26.	PB – New studies would need to be done if this was proposed to assess environmental impacts. This should include details of materials to be used, construction techniques etc. This is a very shallow area and may be OK in terms of marine ecology impacts.	Noted.
27.	SV – Any proposal should look at flushing the water beneath the bridge to the car park. This is of concern to DOL and must be addressed in the Business Case. This area needs a proper flushing system (eg piping under bridge or under the car park).	Noted.
28.	SCI – DPI would support getting water to flush out under the car park and club in the new scheme (eg pipes under buildings and car park). This was done at Corlette. If not under the bridge then under the car park.	Noted.
29.	SV – If the Club can get extra parking on site (eg. through reclaiming land), then the Club may not need to use the gravel community land for parking. The Club could regenerate this area as a community reserve (which would satisfy social obligations in the Business Case). The Club could also include in their Business Case an education program for club members which addresses protecting seagrasses and the environment for fish.	Noted.
30.	SV – There are presently various marina extension proposals around the lake (eg. Trinity Marina and a new dry boat storage rack and stack system). The	Noted.





Item	Issue/Discussion	Action Required
	Club needs to ensure there is sufficient demand for the new berths to be provided.	
31.	KM – LMYC offers more than just a marina. The Club facility means all services, including entertainment, are provided. There is also increasing demand for marina berths (including demand from Sydney and other clubs on the lake) due to the better services provided by the Club.	Noted.
32.	DH – In the Business Case, does our Cost Benefit Analysis and Risk Assessment have to include all feasible options being considered, or just the final option being put forward for assessment?	Noted.
33.	SV – The Business Case should only do these assessments for the final option but should identify all the options that were considered and give reasons why they were discounted.	Noted.
34.	SV – The terms of the lease will be based on the financials of the club, return on investment and amortisation. It will also be a combined lease with separate land and water components. This will tie the Club to a development timeframe. The Business Case must accurately forecast the development timeframe. It will be a whole new lease to replace all existing leases. The Club must be conservative on timeframes and financials as the lease will bind the Club to the information provided. The DOL needs to be confident that the proposal can be achieved. The Club should take into account all future economic circumstances – eg. changes in interest rates, demand, etc).	Noted.
35.	SV – Any proposed development outside the lease areas can be built into the lease. For example, the cost of physical improvements to the community land to the south of the road entrance to the club, can be linked into the lease and taken into account when calculating the financial benefit to the Club. This would also go some way to satisfying the social benefit criteria of the Business Case.	Noted.
36.	SV – Will the DA come under Part 3A of the Environmental Planning & Assessment Act with the Minister for Planning being the consent authority?	Noted.
37.	DH – No. This has been investigated and the matter will comprise local development to be determined by Council. As part of the due diligence, we will write to the Minister to get this confirmed pursuant to Clause 6 of SEPP (Major Projects).	Noted.
38.	SV – LMYC should arrange further briefing meetings with agencies etc down the track.	Noted.
39.	SV – LMYC should talk to Council at this stage to flesh out their issues.	Noted.
40.	SV – The rent will cover the land and water components. The lease must reflect loss of income when the club is redeveloped after the marina is built (and vice versa). The rental will get reduced based on the component that is not productive (eg rent reduction on land component whilst club is being redeveloped). This must be presented in the Business Case. The Club must identify the reduction required – DOL will not offer it.	Noted.





26 April 2007 - LMCC Elected Councillors



NOTES FROM MEETING WITH COUNCILLORS

PROPOSED MARINA EXTENSION AND CLUB REDEVELOPMENT, LAKE MACQUARIE YACHT CLUB, ADA STREET, BELMONT

5.30PM TO 6.30PM – THURSDAY, 26 APRIL 2007

PRESENT:

Greg Piper (GP)	State Member for Lake Macquarie and Mayor Lake Macquarie City Council (West Ward)
Rob O'Brien (ROB)	Deputy Mayor (East Ward)
Laurie Coghlan (LC)	Councillor (East Ward)
Kay Fraser (KF)	Councillor (East Ward)
Wendy Harrison (WH)	Councillor (West Ward)
John Jenkins (JJ)	Councillor (East Ward)
Barry Johnston (BJ)	Councillor (North Ward)
Ken Paxinos (KP)	Councillor (West Ward)
Graeme Hall (GH)	Commodore (LMYC)
Terence Robertson (TR)	Rear Commodore (LMYC)
Stephen Jones (SJ)	Club Captain (LMYC)
Peter Johnson (PJ)	EJE Architecture and Immediate Past Commodore (LMYC)
David Humphris (DH)	de Witt Consulting
Bernie de Witt (BdW)	de Witt Consulting
Ian Harper (IH)	Geodata and Lake Macquarie Yacht Club

Item	Issue/Discussion	Action Required
1.	GH – Welcomed all parties and provided an overview of the history of LMYC and the current proposal.	Noted.
2.	PJ – LMYC is 75 years old and the premier sailing club in the region (if not NSW). The aim is to keep LMYC going for the next 75 years. There are currently 3 main problems (photos distributed to the meeting): 1. The water depth of the marina is not sufficient to get boats in and	Noted.





Item	Issue/Discussion	Action Required
	<p>out of marina, particularly when a high pressure cell affects the site. There is the slow silting up of the lake bed over time and the draft of yachts is increasing. LMYC investigated the option of dredging the marina, however, following a seagrass study LMYC was advised that dredging is not an option. It is also a costly exercise to just retain the existing income generated by the marina. This option does not solve the present demand for marina berths. A marina extension solves the problem of draft depth, the demand for marina berths and provides extra income.</p> <p>2. The foundations and structure of the Club is deteriorating as shown on the photos. The sub floor timber structure has deflected and the foundations are deteriorating. The Club is slowly sinking into the lake. The current position of the Club is the optimal position and therefore a replacement facility is required.</p> <p>3. There is a car parking shortage which is limited to peak times on Saturday afternoons and special regattas. During the rest of the time, there is sufficient parking. The options to address this include extending the existing car parking area to the lease boundary and reconfiguring this area to provide an extra 25 – 30 spaces. There is also a draft agreement with Belmont TAFE on the opposite side of the Pacific Highway for LMYC to use their car park on weekends. LMYC also operates a courtesy bus service where members can park external to the club and are then shuttled to the club.</p>	
3.	<p>PJ – A meeting has been held with all relevant government agencies (Department of Lands, NSW Maritime and Department of Primary Industries). The scheme presented to agencies included a marina extension to the north of the existing marina, but this was not supported by DPI due to potential impact on seagrasses. All agencies stated that they would have no objection to a marina extension to the west (ie. further into the lake) up to the point of the existing swing moorings. As a result of this meeting, the proposal has been amended.</p>	Noted.
4.	<p>PJ – Presented the concept plans for the marina extension and new Club. The new Club will have a similar floor space, building envelope and height as the existing building. Stage 1 of the project would be to build the extended marina and get a rental return for the Club to fund Stage 2.</p>	Noted.
5.	<p>ROB – The scheme seems to increase the floor space of the club and includes an auditorium for around 260 seated people (which could be around 400 people standing). This would indicate that substantially more parking would need to be provided.</p>	Noted.
6.	<p>PJ – The proposal includes the reconfiguration of the existing car park to provide an additional 28 car spaces. In addition, there is the new agreement with the TAFE to use their car park on the weekends. LMYC has a courtesy bus which shuttles people from the TAFE car park to the club on weekends.</p>	Noted.
7.	<p>WH – This is a draft agreement with the TAFE that is being finalised.</p>	Noted.
8.	<p>LC – What is the term of the draft agreement?</p>	Noted.
9.	<p>WH – This is likely to be an ongoing agreement that will remain in place while</p>	Noted.





Item	Issue/Discussion	Action Required
	the TAFE is still there. There are no plans to sell the TAFE site, however, this may change in the future	
10.	KF – How many car spaces will be made available at the TAFE.	Noted.
11.	SJ – There will be at least 50 spaces available, probably more.	Noted.
12.	PJ – There is also the option of using the gravel area at the entrance to the club for formal car parking in peak periods. This land is owned by DOL but under the care and control of Council. It is zoned as public open space but is not maintained for this purpose. The Club did try to get a lease over this land a while ago for parking purposes, however, there was no political support from Council and it did not happen.	Noted.
13.	GP – This seems to be an area that is presently used illegally for car parking.	Noted.
14.	PJ – That is presently the case, however, it is an area that could be upgraded and improved for all users.	Noted.
15.	PJ – The meeting with government agencies was very positive and there was general agreement to the amended proposal. At this meeting it was suggested that the Club explore the option of extending the car park to the south (ie. into the lake on reclaimed land). The agencies stated that they would not oppose this extension provided there were no significant environmental impacts (eg. impacts on seagrasses).	Noted.
16.	ROB – Car parking is the major issue and the Club cannot assume that there will only be a peak demand on Saturdays. A function room space is proposed (250 seats) as well as a substantial extension to the marina.	Noted.
17.	LC – On the weekends, there are more than 50 cars parked on the gravel area at the entrance to the club. As a result, the TAFE parking area may not be enough to cater for demand.	Noted.
18.	PJ – Functions are presently held at the club and are held downstairs due to the limited room upstairs. These functions are cramped and impact on the general use of the club by other members, including sailors. The new proposal will ensure these functions can occur upstairs in a purpose built space. This will mean that the members can continue to enjoy the use of the downstairs facilities whilst a function takes place. It will mean a better use of space, rather than a huge increase in the number of people using the space.	Noted.
19.	JJ – Why is so much space required upstairs and downstairs?	Noted.
20.	PJ – Separate areas are required for different uses and functions. The footprints of the new and proposed buildings are not substantially different as shown on the plans. The only increase in areas is the area upstairs and an area out the front near the marina.	Noted.
21.	JJ – Has consideration been given to providing a 2 level car park?	Noted.
22.	GH – The aesthetics of such a structure would be a major problem, as well as the cost.	Noted.
23.	LC – What about a parking area beneath the Council reserve (the gravel area at the entrance to the Club), with a grassed area above (such as the Domain car park in Sydney)?	Noted.





Item	Issue/Discussion	Action Required
24.	GP – There would be potential planning and permissibility issues with such a proposal. There may also be objections.	Noted.
25.	KF – How will the Club address noise and parking concerns of residents, such as parking in front of their driveways?	Noted.
26.	GH – The Club does not generally have any issues with neighbouring residents. There are some noise complaints when the wind is blowing in a certain direction.	Noted.
27.	PJ – The Club does not get complaints from residents when members park cars in the streets.	Noted.
28.	KP – Is the Club looking at extended trading hours as part of the DA?	Noted.
29.	GH – No.	Noted.
30.	GP – It seems that the general consensus is that Councillors are not opposed to the proposal in principle. When are we going to meet with Council Officers and what are the main planning issues?	Noted.
31.	DH – The first step was to meet with Government Agencies, particularly the landowner (DOL) to determine their requirements. This has occurred and was positive and has resulted in changes to the concept plan. We will be meeting with Officers once the preliminary traffic and marine ecology studies (for the revised development) have been completed. The main planning issues will be visual impact, parking and marine ecology.	Noted.
32.	JJ – The Club must look at all parking options, including a 2 nd parking level.	Noted.
33.	ROB – What are the parking numbers required for the new scheme?	Noted.
34.	DH – We do not have the exact numbers to hand. The shortfall is not significant and the use of the TAFE site would solve the problem from a numbers point of view. This could be included as a condition in the DA. If the TAFE gets sold and cannot be used, then this condition would ensure that the Club has to make an alternative arrangement on another site.	Noted.
35.	GP – The use of the TAFE does not seem to be a viable long term option. The Club must find an alternative solution or land closer to the Club.	Noted.
36.	LC – There is general concern regarding using the TAFE site as a long term option.	Noted.
37.	LC – What depth will the extended marina be?	Noted.
38.	GH – The depth will be around 4.5m or so. It is the Club's understanding that seagrasses do not grow in water of this depth.	Noted.
39.	PJ – It is relevant to note that the proposed auditorium will also be used as a function centre. This use will take place during the week when parking is available on site. It will not overlap with weekend activities.	Noted.
40.	IH – Would Council consider looking at the use of the public reserve by the Club for parking?	Noted.
41.	GP – The Club should explore the use of the reserve as well as other options, including 2 levels of parking, expansion of the existing car park to the south, etc.	Noted.





Item	Issue/Discussion	Action Required
42.	GP – The main issues for Councillors are the car parking, public access along the foreshore and the environmental impacts (marine ecology). The proposed architecture and visual impact looks good.	Noted.



18 February 2008 - Department of Lands



NOTES FROM MEETING WITH DEPARTMENT OF LANDS

**PROPOSED MARINA EXTENSION AND CLUB REDEVELOPMENT, LAKE MACQUARIE
YACHT CLUB, ADA STREET, BELMONT**

MONDAY, 18 FEBRUARY 2008

PRESENT:

Graeme Hall (GH)	Commodore (LMYC)
Terence Robertson (TR)	Rear Commodore (LMYC)
Peter Johnson (PJ)	LMYC and EJE Architecture
Stephen Jones (SJ)	Club Captain (LMYC)
Kirsty Porteous (KP)	Crosbie Warren Sinclair
Michael Chapman (MC)	
David Humphris (DH)	de Witt Consulting
Stewart Veitch (SV)	Department of Lands (DOL)
Gary Wood (GW)	Department of Lands (DOL)
Mark Grace (MG)	Department of Lands (DOL)

Item	Issue/Discussion	Action Required
PJ	Recapped on what has happened since the last meeting with DOL. This has included meeting with Councillors, additional seagrass studies, preparation of amended plans and preparation of draft Business Case, Public Interest Test and Accountants report.	Noted.
PJ	Described the amended plans showing the extension of the car park to the south and the extension of the marina to the west.	Noted.
PJ	Stated that letters of support have been obtained from Lake Macquarie City Council (Tourism Officer), Belmont Chamber of Commerce, Royal Prince Alfred Yacht Club in Sydney, NSW Rural Fire Service, NSW Water Police, NSW Waterways, the SES and Council's Emergency Services Department.	Noted. SJ to chase outstanding letters and provide to group.
MC	Presented the draft Business Case and the draft Public Interest Test. Suggested that DOL take these away and review the draft documents prior to formal submission.	Noted.





Item	Issue/Discussion	Action Required
MC	The Club will be providing 1 day a year for emergency services to do a training run. This is a logical location to do such training given its location.	Noted.
SV	The DOL need to review these draft documents and will get back to LMYC with feedback. Feedback will be provided to SJ and then the documents can be finalised.	Noted.
KP	Presented the draft Accountant's Report. Cashflows have been projected for 30 years with various assumptions. A discounted cashflow analysis has then been undertaken. The report estimates the period of amortisation of the investment in capital improvements proposed by the Club to be around 30 years.	Noted.
SV	Amortisation of 30 years sounds about right.	Noted.
SV	What is the likely demand for berths from outside of the Club (ie non member/community berths).	
KP	Around 15% of the additional revenue will be related to community berths.	Noted.
SV	Trinity Point will have similar facilities and a 300 berth marina. Need to make sure there is sufficient demand for the facilities proposed and more information may be required. The Club's marina waiting list details set out in the draft Business Case may be sufficient at this stage.	Noted.
TR	The role of LMYC as a competitive club with good facilities will also attract demand from Sydney when compared to other marina proposals.	Noted.
GH	However, the club is not relying on non-member boats to be viable when the new marina is built.	Noted.
MC	There will be room for about 20 visiting boats around the marina when required (eg visiting yachts and emergency uses).	Noted.
MC	What will be the timetable and process for land assessment? Should there be a Memorandum of Understanding and Draft Lease? Is this to be submitted when the DA is lodged?	Noted.
SV	There will not be a full land assessment. A full land assessment will be waived under Part 3 due to the public interest matters.	Noted.
SV	DOL will grant a Licence for Exploration/Investigation purposes (similar to a public/private partnership). A Part 3 land assessment will be done by DOL, which also deals with native title. Instead of a draft lease, a Deed of Agreement to Lease will be entered into. This is a less formal arrangement and no rent is payable. It is an agreement to lease once a DA is approved (ie no commitment until you get a DA). This can be entered into now at DA stage and also later to cover the construction period (no rent paid during construction). SV will provide a few draft Deeds to MC to review to ensure one with the best fit is used.	Noted.
SV	Following this, a draft lease will be prepared. This will only be finalised once the DA is approved (to ensure any conditions of consent are understood and may be included into the lease). The construction timetable will be included into the draft lease. There will be a 2 stage construction process.	Noted.
SV	A consolidated lease may be possible and this will be investigated. The	Noted.





Item	Issue/Discussion	Action Required
	current lease expires in 2038 but there are also various licences which can be consolidated.	
SV	The process is likely to be as follows: 1. DOL review the draft Accountant's Report, Public Interest Test and Business Case. 2. DOL sign off on the above documents. 3. A Licence for Investigation and a Developers Deed of Agreement is finalised. This will take months to negotiate between the solicitors. 4. LMYC provide final DA documents and subconsultant reports to DOL. 5. DOL provide formal landowners consent to lodge the DA with Council.	Noted.
SV	What about venting under the car park?	Noted.
TR	NSW Fisheries have stated they did not want any venting.	Noted.
SV	Venting may still be investigated by DOL and DOL may ask for further studies.	Noted.
SV	DOL will take around 4-6 weeks to review draft documents and provide feedback to the Club. The Licence for Investigation takes about 2 days.	Noted.
DH	DH explained that at this stage, a Statement of Environmental Effects had not been prepared. Only a Preliminary Town Planning Report, a Seagrass Assessment, Traffic Impact Assessment and DA drawings have been prepared. Additional studies will be commissioned in due course (Visual Impact, Social Impact, Civil Engineering Design, Landscaping, Acoustic Assessment, etc).	Noted.
SV	We should provide DOL with the existing documents in the next few weeks to assist with their application to waive the full land assessment.	DH to arrange.
SV	The Club should do some community consultation prior to DA lodgement.	Noted.
MC	The Club should consider having a professional facilitator to do the meeting with community. This may include a letter box drop, invitations to the press, etc. This meeting can only be held when the Club has prepared a Visual Impact assessment, acoustic assessment, etc.	PJ to get fee proposal from Key Insights to undertake this consultation as well as the Social Impact Assessment required for the DA.
SV	The Club should not have government agencies involved with this consultation. It should be a consultation with the community by an independent facilitator.	Noted.
DH	Should we meet with Council Planners at this stage?	Noted.
SV	Yes, no problem with meeting with Council. Need to have the DA	DH to arrange





Item	Issue/Discussion	Action Required
	documentation lodged with DOL to get landowners consent prior to lodging the DA. But the Club can provide final subconsultant reports to the DOL as they become available. If this is done then owners consent will only take around 5 days after we lodge the entire DA package with DOL.	pre-DA meeting. PJ to engage subconsultants.
GW	It is most likely that the Club will end up with a consolidated lease.	Noted.





11 March 2008 - Meeting with Residents and Neighbours of LMYC



NOTES FROM MEETING WITH NEIGHBOURING LANDOWNERS AT THE LAKE MACQUARIE YACHT CLUB ("LMYC")

TO DISCUSS THE PROPOSED MARINA EXTENSION AND CLUB REDEVELOPMENT, LAKE MACQUARIE YACHT CLUB, ADA STREET, BELMONT

TUESDAY, 11 MARCH 2008

PRESENT:

Peter Johnson (PJ) EJE Architecture and Immediate Past Commodore (LMYC)
Stephen Jones (SJ) Club Captain and Chairman of the Development Committee (LMYC)
Ken McCleod (KM) General Manager (LMYC)

Various neighbours (as per attached attendance sheet)

Note: LMYC provided written invitations to 16 landowners who presently live in the locality and have direct views of the Club. This included landowners who reside along Pacific Highway, Walter Street & Ada Street, Belmont)

ITEM	PRESENTATION BY LAKE MACQUARIE YACHT CLUB	COMMENTS
1	KM welcomed everyone and introduced the various parties. Invited PJ to make a presentation.	Noted.
2	PJ detailed the proposed development and described the concept plans which showed the extension of the car park to the south, the extension of the marina to the west and the development of a new 2 storey clubhouse with a similar footprint and building envelope to the existing clubhouse.	Noted.
3	PJ explained the various concept development options that had been investigated, as well as the consultation that had occurred with NSW Department of Lands, NSW Maritime, NSW Department of Primary Industries (Fisheries), Lake Macquarie City Councillors and others. Rebuilding of the Club is the only viable option given that it is nearly 80 years old and is beyond sustainable maintenance, to the point that within 10 years the Club could be condemned. If nothing is done, the Club could be lost to the community. This is not a viable option given the benefits of having the Club in the community, the increasing interest in boating and the waiting list for marina berths. PJ explained the marina was not serving the needs of the existing	Noted.





ITEM	PRESENTATION BY LAKE MACQUARIE YACHT CLUB	COMMENTS
	moored boats due to siltation and boats were often stuck when getting in and out. The Club had looked at dredging the marina to improve the depths for boats with larger drafts, but this was not a good environmental outcome and was opposed in principle by Council and the NSW Department of Primary Industries.	
4	PJ explained that LMYC would remain a sailing club first and foremost. It would not be like the Belmont 16 Footers with a large amount of Poker machines, etc.	Noted.
5	PJ explained that the marina extension was required as a first stage to fund the remaining part of the development.	Noted.
6	PJ stated that support had been obtained from Lake Macquarie City Council (Tourism Officer), Belmont Chamber of Commerce, Royal Prince Alfred Yacht Club in Sydney, NSW Rural Fire Service, NSW Water Police, NSW Waterways, NSW Department of Lands, NSW Department of Primary Industries, the SES and Council's Emergency Services Department.	Noted.
7	PJ explained that the gravel area adjacent to the main entry road was Crown land under the care and control of Council. It was zoned for public open space purposes and cannot be used to cater for the parking needs of the Club. As a result, the Club has to cater for its own increased parking needs. This was made quite clear by Lake Macquarie City Councillors when they were briefed about the Club's proposals. The Department of Lands and Department of Primary Industries support in principle the reclamation of land to provide additional parking, provided there is no adverse environmental outcome. Seagrass studies have been completed which show the car park extension to the south is a good environmental outcome. The new car park will ensure enough spaces are provided for both the existing and proposed land uses to comply with Australian Standards and Council requirements.	Noted.
8	PJ explained the internal layout of the new clubhouse and pointed out that the 1 st floor would be used for functions.	Noted.
9	PJ explained that the marina extension and car park would be built first. Around 5 years after this when enough revenue has been received, the new Club would be built.	Noted.

ITEM	ISSUES RAISED BY RESIDENTS	COMMENTS
10	Clarification was sought as to how far south the car park would go.	This was explained by reference to the concept plans.
11	Clarification was sought as to whether the gravel area at the bottom of the park (near the entrance to the Club) could be used for parking.	(see Item 7)
12	Concern regarding why some boats were taking up potential parking spaces.	Some smaller boats (ie. the Etchel fleet)





ITEM	ISSUES RAISED BY RESIDENTS	COMMENTS
		cannot be moored in the marina) and therefore occupy part of the hardstand. This has always been the case and is an essential component of the Clubs sailing activities.
13	Clarification was sought as to how far west, south and north the marina would be extended.	This was explained by reference to the concept plans.
14	Concern was expressed that the Department of Planning and not the Council was the consent authority.	The Part 3A approval process was explained.
15	Questions were asked about the speed limit in Ada Street.	This is a local road with a 50km/h speed limit and no changes are proposed in this regard.
16	Clarification was sought regarding how much larger the new Clubhouse would be.	The existing Club has a GFA of around 738 square metres. The new Club will have a GFA of around 1,200 square metres, mainly due to an increase in area of the 2 nd storey (ground footprint remains largely the same).
17	Clarification was sought as to how high the new Club building would be.	The height of the new Club would be almost the same as the existing Club.
18	Residents wanted to know when the development application documentation could be viewed.	The DA is many months away from being lodged and would be placed on public exhibition within about 28 days of lodgement.
19	Residents concerned with the flushing of water at the causeway (ie. at the road entrance to the Club). This should be done more often.	This matter will be addressed in the DA and assessed by the Department of Planning. Conditions





ITEM	ISSUES RAISED BY RESIDENTS	COMMENTS
		are likely to be placed on any DA consent to address these issues.

ITEM	EMAIL RECEIVED FROM RESIDENT	COMMENTS
20	<p>Following the meeting, the residents of No. 53 Walter Street, Belmont sent an email to the Club. They could not attend the briefing at the Club but raised concerns with the flushing of water at the causeway (ie. at the road entrance to the Club). The concerns expressed included the following:</p> <ul style="list-style-type: none"> ➤ A requirement of the Club's lease is to keep the water way under the bridge clear and flowing at all times. This requirement was subject to a depth and other minimum requirements. This has only been done once in the past 15 years. ➤ Another requirement of the lease was to keep an area around the marina clear and free by dredging. This has not been done. The excuse given is the presence of seagrass beds, but these are all dead and dredging should be done. ➤ The Department of Lands has confirmed that the Club lease requires clearing the waterway under the bridge every 3 months. ➤ Not opposed to progress or development but not at any price. The Club should comply with their lease conditions. 	<p>This matter will be addressed in the DA and assessed by the Department of Planning. Conditions are likely to be placed on any DA consent to address these issues.</p> <p>In relation to dredging, refer to item 3.</p>



12 May 2008 State Government and LMCC Agency Meeting



NSW GOVERNMENT
Department of Planning

Preliminary PA Meeting (Lake Macquarie Yacht Club)

10.30pm-12.30pm

Meeting Details	
Date:	Lake Macquarie Yacht Club
Location	Lake Macquarie Yacht Club – Ada St Belmont
Subject:	MP 08_0045 Lake Macquarie Yacht Club Marina Redevelopment
Proponent:	De Witt Consulting & Lake Macquarie Yacht Club (LMYC)
Agency Attendees:	Department of Planning Necola Hoare (Environmental Planner) - NH Peter Nelson (Coastal Consultant) - PN
	Lake Macquarie Shire Council Peter Hodge (P Hodge) Greg Weir (GW) Greg Giles (GG)
	DECC Peter Hughes (P Hughes)
	DPI Scott Carter (SC)
Proponent attendees	Bio Analysis Danny Roberts (DR)
	EJE Architecture Peter Johnson (PJ)
	Coffey Geotechnics Jason Lee (JL)
	Northrop Engineering Andrew Brown (AB)
	LMYC Stephen James (SJ)
	De Witt Consulting David Humphris (DH)
Item	Discussion and Comments
1.	Introductions
2.	Proposal Background and information <ul style="list-style-type: none"> - Site history - Posidonia seagrass beds to the north and south of the site - Marina extended to the west.
3.	General discussion: GG - Questioned whether the parking strategy was pivotal on the marina development Yes this was agreed by the proponent that parking is pivotal to the marina redevelopment. Boat storage to continue Dinghy storage to be looked at: <ul style="list-style-type: none"> - Cleanup old and damaged dinghies from the car park edge - There is a non-member dinghy storage issue Club house to be demolished - new plans will have an increase in floor space for the ground and first levels. Car parking Suggestion there is an underground parking under the park <ul style="list-style-type: none"> - This would have less environmental impact - The grades are good for the site - No loss of views GG - Questioned the use of the car park for one day (Saturday) of the week, therefore there should be other alternative instead of filling in the lake for one day's use. DH responded - from an environmental point of view, the studies the





NSW GOVERNMENT

Department of Planning

	<p>proponent has undertaken, their studies show there is not a significant impact to this part of the lake. P Hodge - suggested there should be a more 'sustainable' design.</p>
	<p>GW – mentioned that the causeway still causes a blockage, especially after a storm event. This should be taken into consideration.</p>
	<p>P Hughes – advised the following issues for the reclamation of land:</p> <ul style="list-style-type: none"> - water quality and sedimentation (especially during construction) - Loss of sea grasses - There will be changes in currents that could potentially impact and increase erosion in other areas of the lake.
	<p>GG advised there needs to be more arguments and justification for reclamation, as to why the club can not go down the road for more car parking. There needs to be demonstrated improvements to the land, clear public benefits and offsets.</p>
	<p>PN recommended that sea grass moorings should be upgraded to seagrass friendly moorings. SC responded, advising that have been some off set options discussed, however, getting boat owners on board with this can be problematic.</p>
	<p>Environmental Protection Licence (EPL) P Hughes – asked if the existing marina has an EPL with the DECC. Meeting was advised that it does have an existing EPL. DECC would therefore have a role in the Part 3A process for extensions to the existing Marina & water quality issues.</p> <ul style="list-style-type: none"> - If reclaiming the land, the LMYC may wish to apply to DECC for an EPL (Water Licence). This will protect them if a pollution incident occurs during construction. - DECC will advise during the Pt 3A application stage if they can will amend the current licence under s58 of the POEO Act for additions to the Marina. - If LMYC also wants a Water EPL they should include a request in the final EA and this could be included in the existing licence.
	<p>Other comments There is no public fuel wharf. There is a sewerage discharge pump for members use only. The new plans and designs will need to factor in sea level rise Floor heights on the new club will need to be looked at.</p>



10 July 2008 - Department of Lands



NOTES FROM MEETING AT LAKE MACQUARIE YACHT CLUB WITH DEPARTMENT OF LANDS ("DOL") AND LAKE MACQUARIE CITY COUNCIL ("LMCC") TO DISCUSS CAR PARKING OPTIONS

PROPOSED MARINA EXTENSION AND CLUB REDEVELOPMENT, LAKE MACQUARIE YACHT CLUB, ADA STREET, BELMONT

THURSDAY, 10 JULY 2008

PRESENT:

Morven Cameron (MC)	LMCC – Director Community Development
Symon Walpole (SW)	LMCC – Catchment Management Officer
Greg Weir (GW)	LMCC – Co-ordinator Recreation and Land Planning
Peter Hodge (PH)	LMCC – Manager Development Assessment & Compliance
Stewart Veitch (SV)	DOL – Program Manager Commercial (Hunter/Central Coast)
Gary Wood (GW)	DOL – Team Leader Commercial (Hunter/Central Coast)
Simorie Collins (SC)	DOL – Commercial Leasing Officer
Stephen Jones (SJ)	LMYC
Peter Johnson (PJ)	LMYC and EJE Architecture
David Humphris (DH)	de Witt Consulting

Item	Issue/Discussion
PJ	Presented car parking options (see attached plans).
SW	Would prefer a cantilever option for any extension of the car park to the north (not a new sea wall).
SJ	The Department of Fisheries has already stated they would require a cantilever option for any extension of the car park to the north. This car park will not extend beyond our existing lease boundary and will be cantilevered above the existing rocks.
SV	Carpark Option 1 is supported by the DOL (ie. the full reclamation of land to the south), subject to environmental impacts being managed. If this is not a preferred option then it is probably best to avoid reclamation altogether. The DOL does not view reclamation of the Lake as setting a precedent that can automatically be followed in other areas – it is a case by case and merits based assessment. The underground car parking option (Cullen Park Option 1) is not supported by DOL. This car park won't be utilised for the majority of the week or at night. There will be anti-social behaviour and it is not economically viable for the Club. As landowner, the DOL is not prepared to enter into any agreement that is not commercially viable. The DOL cannot support an option that places a financial burden on the Club which





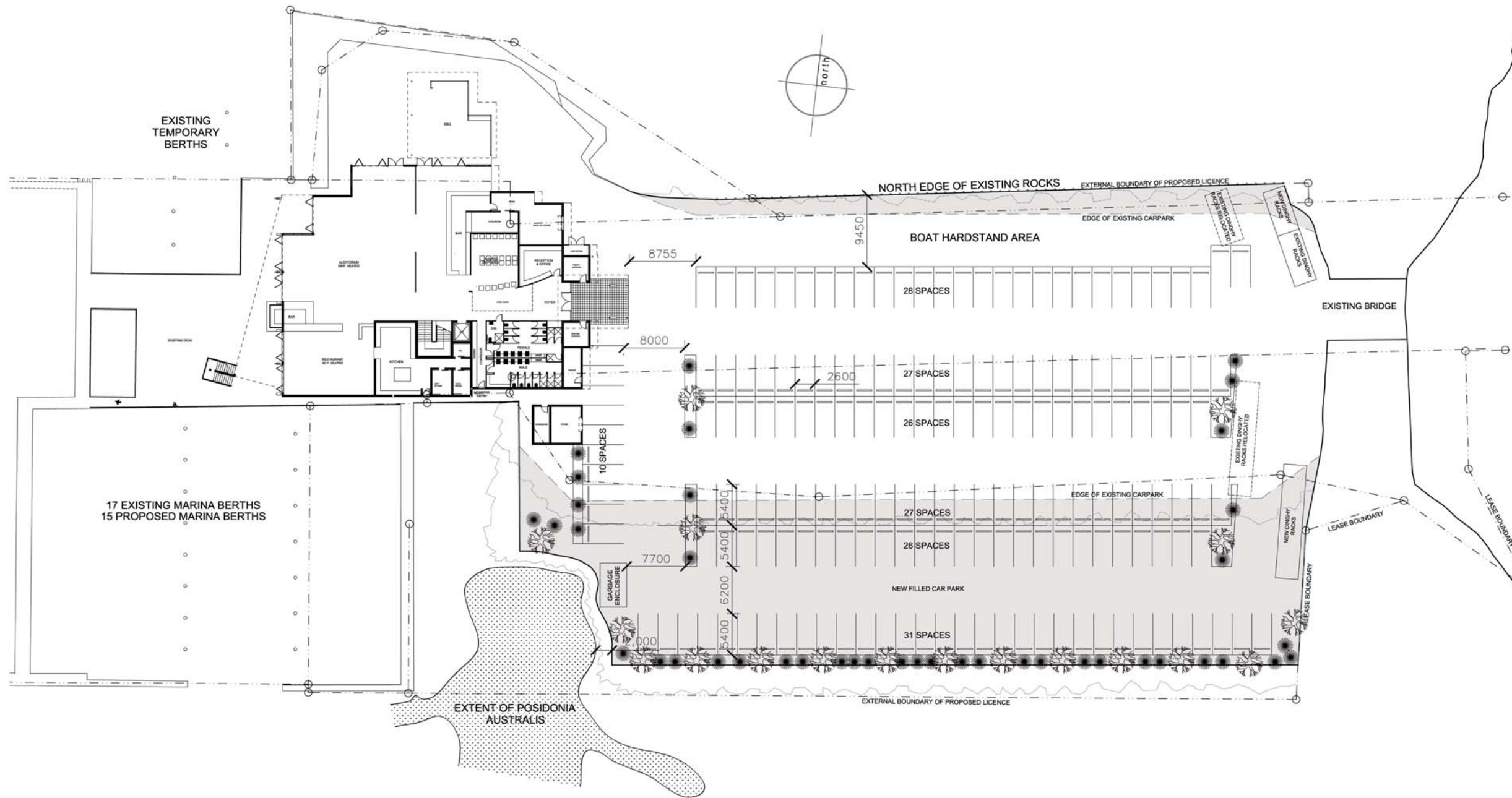
Item	Issue/Discussion
	means the project is unviable. The Club cannot afford to manage this car park. If the Club is to go outside its lease boundaries then it should improve Cullen Park and use part of this area for surface parking. The community will get some benefit as Cullen Park is underutilised, degraded and not being managed/maintained effectively. The park can be improved and the car parking design and layout can be determined by Council.
PH	Filling of the lake is not an option that will be supported by Council Officers. The Cullen Park options are the way forward and the relevant detail can be determined in due course. Although this part of Cullen Park is presently not in the lease area, the lake reclamation is also not within the existing lease boundary. Cullen Park Option 2 is probably better as there will be no reversing of cars into the public/landscaped area. The new extended Club is likely to create greater demand for parking over different days.
GW	PJ did a previous sketch for car parking in Cullen Park. This had a landscaped verge along the edge of the water, with car parking further east into Cullen Park. This comprised a similar layout to the Cullen Park Option 2 now proposed.
SV	The Club could provide a walkway along this part of the foreshore with associated landscape (hard and soft) works. This would be a community benefit.
MC	The lease conditions could include public access provision along the foreshore.
GW	There is good access along the foreshore to the south of the Club from Ada Street. The improvements to Cullen Park would be a community benefit in terms of improving this access and providing a designated starting point. There is no public access to the foreshore to the north of Cullen Park.
MC	There is not a high level of car park use in Cullen Park. As a result, the design of this parking area could include softer car parking treatments (eg. permeable paving) rather than bitumen.
SV	Is reclamation of the Lake for car parking totally out of the question from Council's point of view?
PH & MC	Yes, this is the Council Officer position.
SV	The car parking and landscaping works at Cullen Park would be under a commercial lease with the Club with the money going back to DOL. The money can then go back towards maintenance etc of Cullen Park via a grant/loan to Council. We need to determine how do we manage these parking spaces when LMYC needs the parking for certain sailing days? Would the parking spaces need to be blocked off to allow them to be used by LMYC rather than the public on such days? After all, the Club will be paying to lease/use this area.
MC	This would be hard to enforce and sell to the community. The design may need to section off a part of the parking space at Cullen Park for use by the Club (e.g. some spaces would always be available for public use and some spaces would be only for Club use via a locked gate). This has been done at some sporting ovals.
DH	When the project application is lodged with the Department of Planning, we would be meeting our shortfall of parking spaces by using community land. Will there be support from Council when the DA is lodged for such an approach?
PM	Council does support this option as long as there will be a community benefit through improvements to Cullen Park. Even if some trees are lost and replaced, there will need to be physical improvements to Cullen Park as well as improved public access (ie. public benefit).





Item	Issue/Discussion
	The determination of the application will be up to the Department of Planning, however, Council will provide comments in this regard.
SW	The Cullen Park option should include the retention of the Angophora trees and improve this space ecologically.
DH	Are there likely to be any Aboriginal issues with proposed works in Cullen Park?
SV	From the DOL's land assessment perspective, there will be no native title issues. Surface car parking and landscaping is not a structure. The land will be capped and there will be no major excavation, meaning any potential relics would not be disturbed.
SV	Need to look at which part of Cullen Park will be for public use and which part will be for use by LMYC (ie. part of the extended Club lease area). The Club would probably pay for the entire upgrade of this part of Cullen Park (ie. both the public and Club space). This would be part of the public/community benefit.
GW	The Club would be responsible for maintenance of the Club lease area. The Council will only be responsible for the maintenance of the public areas.
MC	To simplify things, the Club lease area should be along the foreshore (the western part of Cullen Park) and the public area should be to the east of this. The Club lease area should make provision for a public right of way along the foreshore.
DH	The next step will be to finalise the Preliminary Environmental Assessment ("PEA") and lodge this with the Department of Planning. This will then trigger the issuing of the Director-General Requirements. The PEA will include a discussion of all the parking options discussed today, but will outline the preferred Cullen Park Option 2. The PEA will be sent to all parties by the DOP.
GW	Need to rationalise dinghy storage and separate members and general dinghy storage.
SW	There are likely to be various issues regarding the Marina proposal that Council will raise, which are likely to be included in the DG Requirements: <ul style="list-style-type: none">• Impact on seagrasses and ecology.• Cumulative impact of increased boating use (ecological and recreational use impacts).• Sea level rises (refer to Council's draft policy).• Consultation with Council's Coastal and Estuaries Committee.• Consultation with Council's Aquatic Services Committee.





SUMMARY

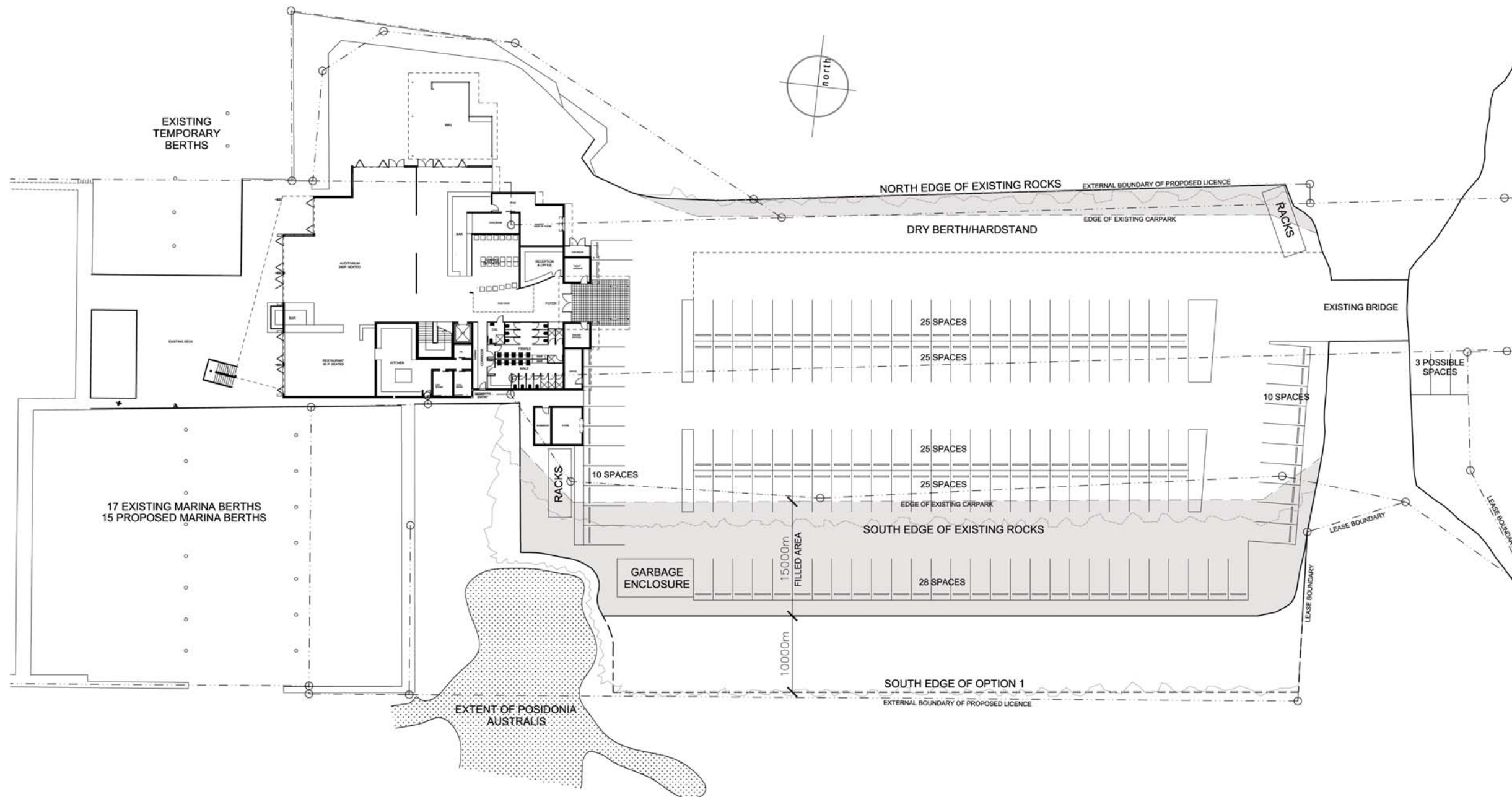
- THIS OPTION SEEKS TO PROVIDE ALL CAR PARKING SPACES REQUIRED ON THE WESTERN SIDE OF THE EXISTING BRIDGE AND DOES NOT TAKE INTO ACCOUNT THE CAR PARKING 'HISTORICAL DEFICIENCY'.
- NUMBER OF CAR SPACES REQUIRED (WITHOUT ACCOUNTING FOR THE 'HISTORICAL DEFICIENCY') IS 163.
- NUMBER OF CAR SPACES PROVIDED IS 175.
- NUMBER OF EXISTING CAR SPACES PROVIDED IS 93.
- 12 CAR PACES IN EXCESS OF REQUIREMENTS (WITHOUT ACCOUNTING FOR THE 'HISTORICAL DEFICIENCY').
- NO ALLOWANCE FOR LANDSCAPED BAYS.
- WET BERTH GENERATION RATE USED IS 0.45 CAR SPACES PER BERTH (AUSTRALIAN STANDARD GENERATION RANGE IS 0.3 TO 0.6 CAR SPACES PER BERTH).

ADVANTAGES

- PROVIDES MORE THAN THE REQUIRED NUMBER OF CAR PARKING SPACES.
- CAR PARK IS CONFINED TO THE WESTERN SIDE OF THE EXISTING BRIDGE WITHOUT IMPACTING ON CULLEN PARK.
- RECLAIMED SECTION OF THE LAKE BED HAS LITTLE ENVIRONMENTAL DIVERSITY AND NO ENDANGERED SEA GRASS BEDS.
- SEGREGATES BOAT HARDSTAND AREA FROM CARS.
- NO LANDSCAPING BAYS ALLOWS UNINTERRUPTED DINGHY RIGGING AREA ALLOWING THE CLUB TO ATTRACT MAJOR REGATTAS.

DISADVANTAGES

- INVOLVES PARTIAL RECLAMATION OF THE LAKE BED.
- MINOR ADDITIONAL VISUAL IMPACT.



SUMMARY

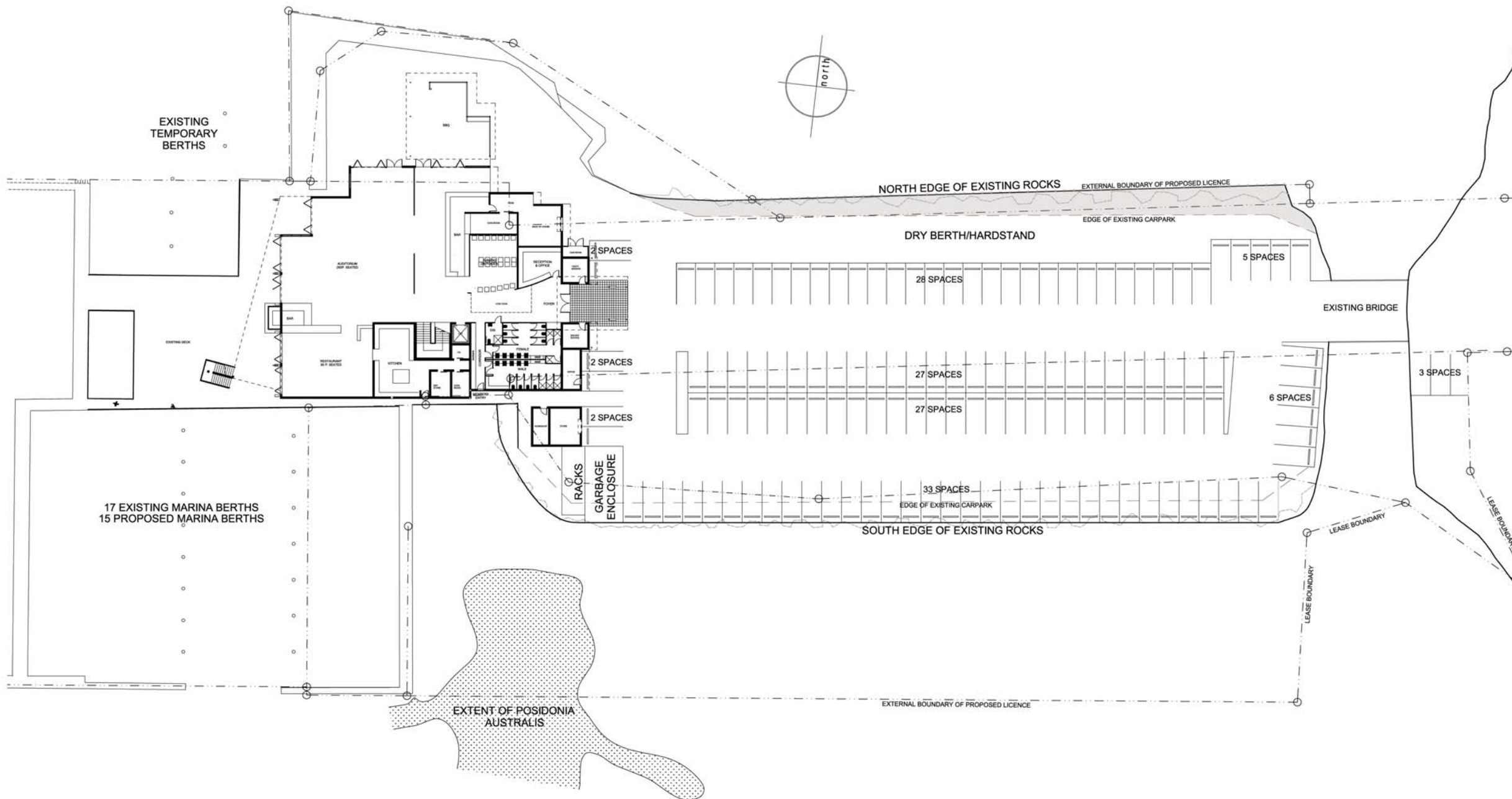
- THIS OPTION SEEKS TO PROVIDE ALL CAR PARKING SPACES REQUIRED ON THE WESTERN SIDE OF THE EXISTING BRIDGE AND TAKES INTO ACCOUNT THE EXISTING 'HISTORICAL DEFICIENCY'.
- THE CARPARKING 'HISTORICAL DEFICIENCY' IS 7 CAR SPACES.
- THE NUMBER OF CAR SPACES REQUIRED IS 148.
- THE NUMBER OF CAR SPACES PROVIDED IS 153.
- 5 CAR SPACES IN EXCESS OF REQUIREMENTS INCLUDING 'HISTORICAL DEFICIENCY'.
- NO ALLOWANCE FOR LANDSCAPED BAYS.
- WET BERTH GENERATION RATE USED IS 0.4 CAR SPACES PER BERTH (AUSTRALIAN STANDARD GENERATION RANGE IS 0.3 TO 0.6 CAR PARKING SPACES PER BERTH).

ADVANTAGES

- PROVIDES MORE THAN THE REQUIRED NUMBER OF CAR PARKING SPACES.
- CAR PARKING IS CONFINED TO THE WESTERN SIDE OF THE EXISTING BRIDGE WITHOUT IMPACTING ON CULLEN PARK.
- RECLAIMED SECTION OF THE LAKE BED HAS LITTLE ENVIRONMENTAL DIVERSITY AND NO ENDANGERED SEA GRASS BEDS.
- EXTENT OF LAKE BED RECLAMATION IS REDUCED BY 10m WIDTH AND 40% OF THE AREA COMPARED TO OPTION 1.
- NO LANDSCAPE BAYS ALLOWS UNINTERRUPTED DINGHY RIGGING AREAS ALLOWING THE CLUB TO ATTRACT MAJOR REGATTAS.

DISADVANTAGES

- INVOLVES PARTIAL RECLAMATION OF THE LAKE BED.
- MINOR ADDITIONAL VISUAL IMPACT.



SUMMARY

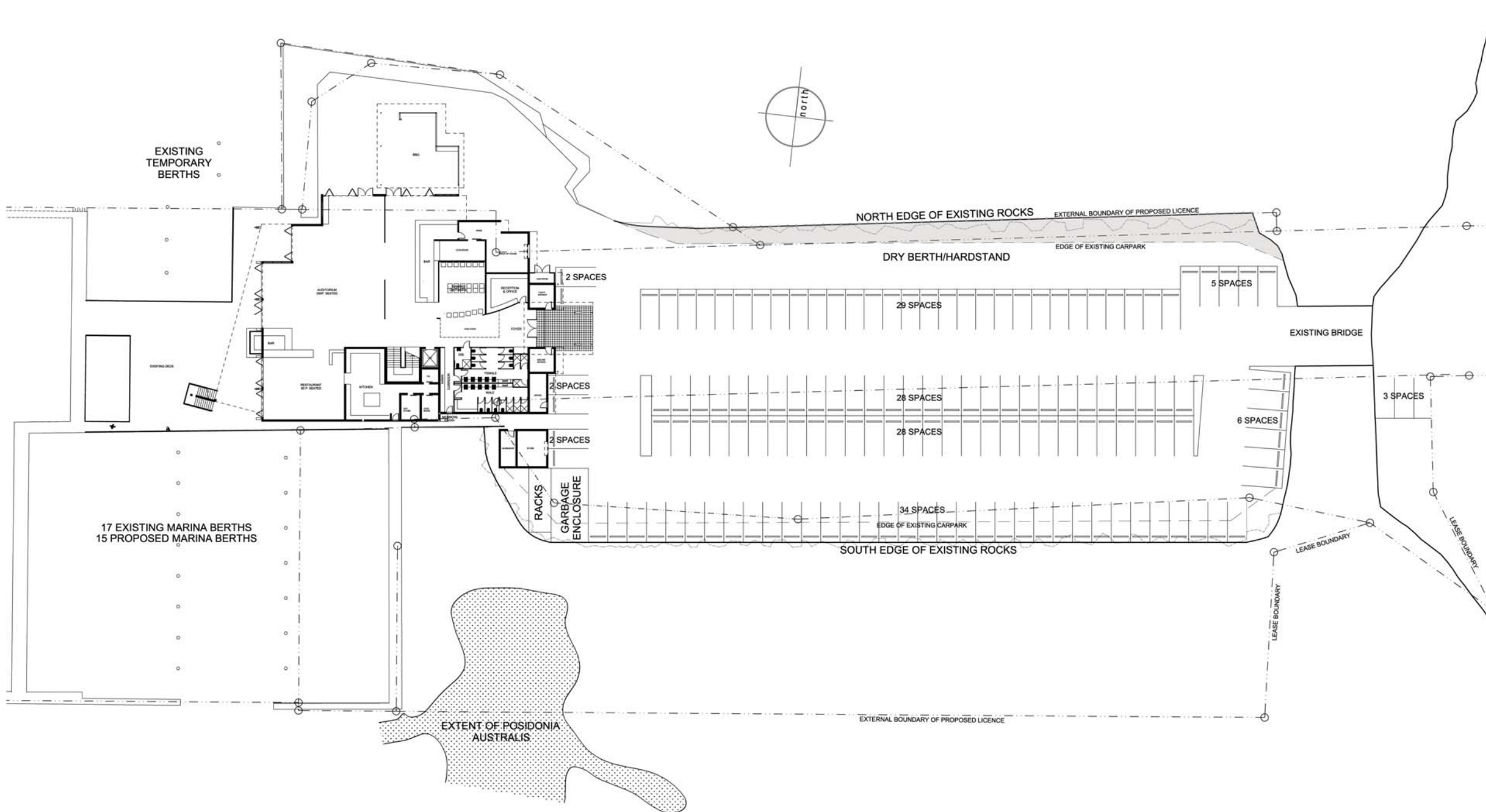
- THIS OPTION SEEKS TO PROVIDE AS MANY CAR PARKING SPACES AS POSSIBLE WITHIN THE EXISTING LEASED AREA AND MINIMISING ANY VISUAL IMPACT ON THE LAKE.
- THIS OPTION TAKES INTO ACCOUNT THE EXISTING 'HISTORICAL DEFICIENCY'.
- THE CAR PARKING 'HISTORICAL DEFICIENCY' IS 7 CAR SPACES.
- THE NUMBER OF CAR SPACES REQUIRED IS 148.
- THE NUMBER OF CAR SPACES PROVIDED IS 135.
- THIS REPRESENTS A SHORTFALL OF 13 CAR SPACES.
- NO ALLOWANCE FOR LANDSCAPE BAYS.
- WET BERTH GENERATION RATE USED IS 0.4 CAR SPACES PER BERTH (AUSTRALIAN STANDARD GENERATION RANGE IS 0.3 TO 0.6 CAR SPACES PER BERTH).

ADVANTAGES

- NO RECLAMATION OF THE LAKE BED IS REQUIRED.
- NO LANDSCAPED BAYS ALLOWS UNINTERRUPTED DINGHY RIGGING AREAS ALLOWING THE CLUB TO ATTRACT MAJOR REGATTAS.

DISADVANTAGES

- THIS OPTION PROVIDES A SHORTFALL OF 13 CAR PARKING SPACES.



SUMMARY

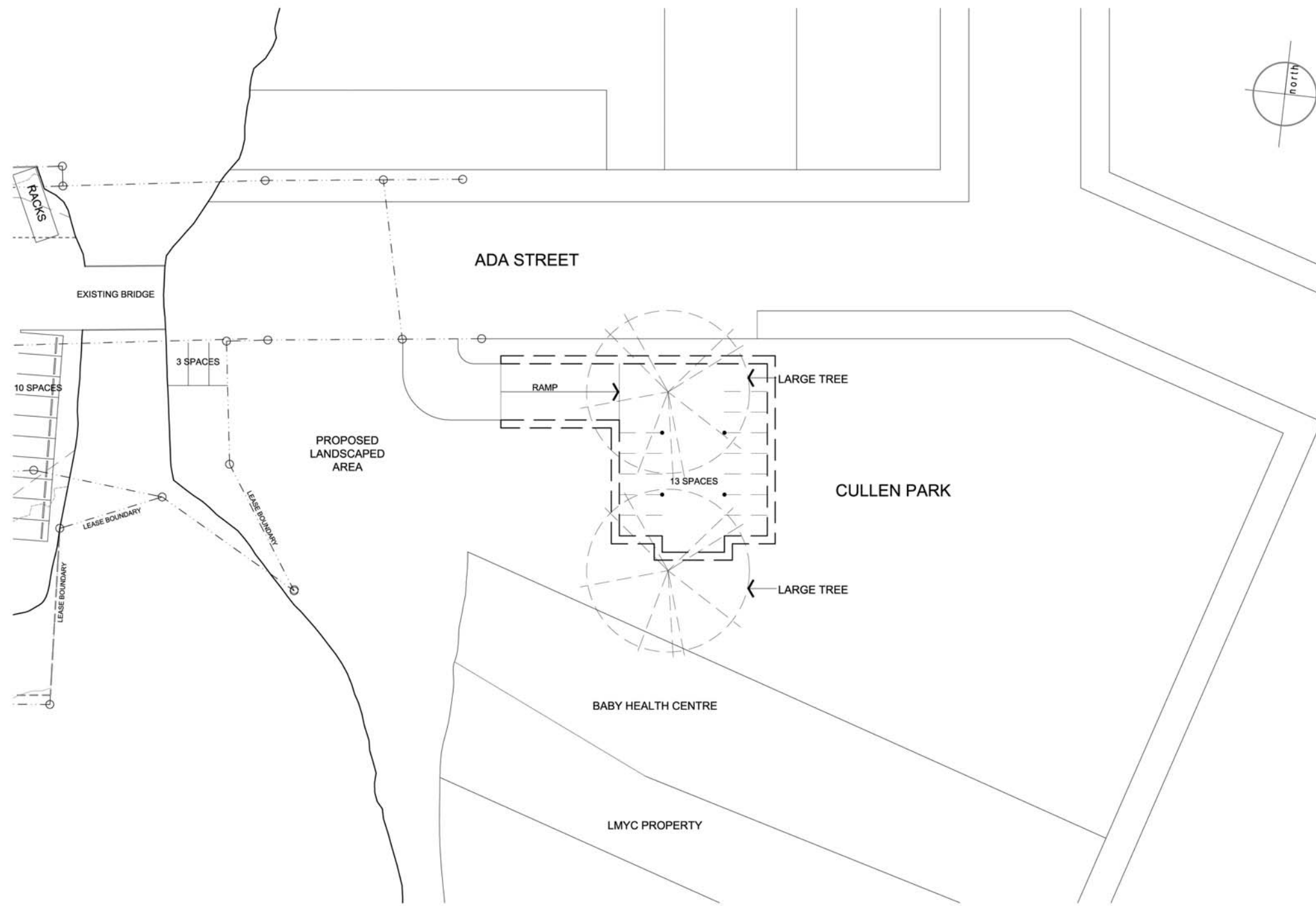
- THIS OPTION IS SIMILAR TO OPTION 3 HOWEVER IT MOVES THE CLUB BUILDING WEST BY 1.5m AND REDUCES THE BUILDING DEPTH BY 1m. THIS PROVIDES 4 EXTRA CAR PARKING SPACES AND REDUCES THE CAR PARKING NEED BY 4 SPACES DUE TO THE DECREASED FLOOR AREA OF THE CLUB.
- THE CAR PARKING 'HISTORICAL DEFICIENCY' OF 7 SPACES IS UTILISED.
- THE NUMBER OF CAR PARKING SPACES REQUIRED IS 144.
- THE NUMBER OF CAR PARKING SPACES PROVIDED IS 139.
- THIS REPRESENTS A SHORTFALL OF 5 CAR PARKING SPACES.
- NO ALLOWANCE FOR LANDSCAPED BAYS.
- WET BERTH GENERATION RATE USED IS 0.45 CAR SPACES PER BERTH (AUSTRALIAN STANDARD GENERATION RANGE IS 0.3 TO 0.6 CAR SPACES PER BERTH).

ADVANTAGES

- NO RECLAMATION OF THE LAKE BED IS REQUIRED.
- NO LANDSCAPED BAYS ALLOWS UNINTERRUPTED DINGHY RIGGING AREAS ALLOWING THE CLUB TO ATTRACT MAJOR REGATTAS.

DISADVANTAGES

- THIS OPTION PROVIDES A SHORTFALL OF 5 CAR PARKING SPACES.
- THIS OPTION REDUCES THE FLOOR AREA OF THE CLUB AND DECK AREA THEREBY REDUCING AMENITY AND THE ABILITY TO GENERATE INCOME.



SUMMARY

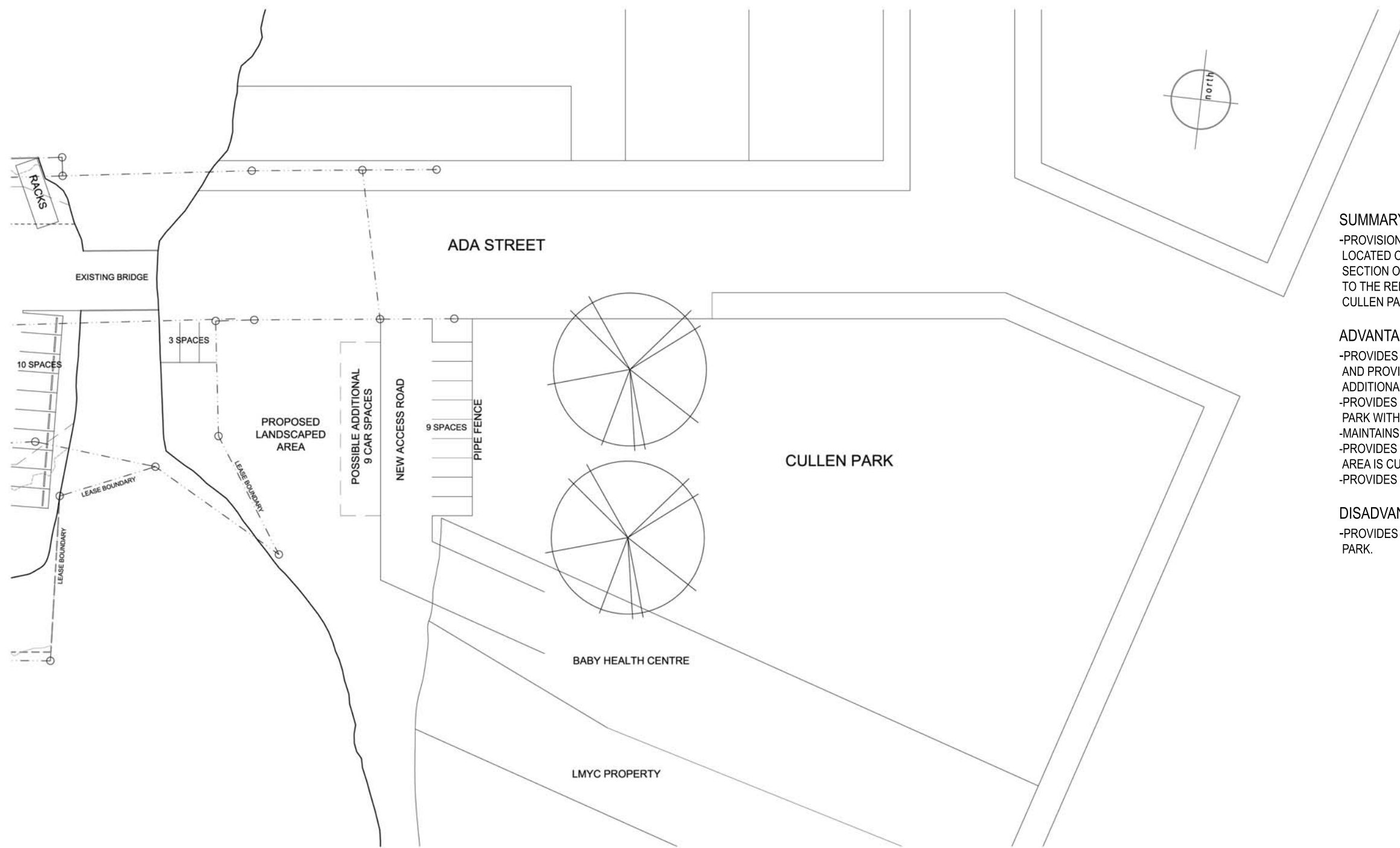
-PROVISION OF AN UNDERGROUND CAR PARK UNDER CULLEN PARK CONTAINING 13 SPACES. THIS IS THE SHORTFALL FOR CAR PARK OPTION 3.

ADVANTAGES

-PROVIDES THE CAR PARK SHORTFALL FOR CAR PARK-OPTION 3.
 -PROVIDES CAR PARKING IN CULLEN PARK WITH LITTLE DISRUPTION TO PARK USERS (HOWEVER CULLEN PARK IS INFREQUENTLY USED).

DISADVANTAGES

-WILL COST IN THE RANGE OF \$750 000 TO \$1MILLION
 -REQUIRES THE REMOVAL OF TWO VERY MATURE ANGOPHORA EUCALYPTS IN CULLEN PARK.
 -PROVIDES A SECURITY RISK TO USERS DAY AND NIGHT.
 -REQUIRES A LOT OF COST AND ENVIRONMENTAL DAMAGE TO CULLEN PARK FOR LITTLE GAIN. EXTRA PARKING IS REQUIRED FOR A FEW HOURS FOR A FEW DAYS OF THE YEAR WHEN THERE ARE SAILING EVENTS. THE REST OF THE TIME THIS CAR PARK WILL BE NOT USED. IT IS ESTIMATED THAT THIS CAR PARK WILL BE UTILISED ONLY 5% OF THE YEAR.
 -UNLIKELY TO BE USED BY VISITORS TO CULLEN PARK DUE TO LOCATION, SECURITY ISSUES AND AVAILABILITY OF OTHER SIMPLER GROUND LEVEL PARKING OPTIONS WHEN SAILING EVENTS ARE NOT PROGRAMMED.
 -PROVIDES THE LEGAL COMPLEXITY OF LEASING PART OF CULLEN PARK.



SUMMARY

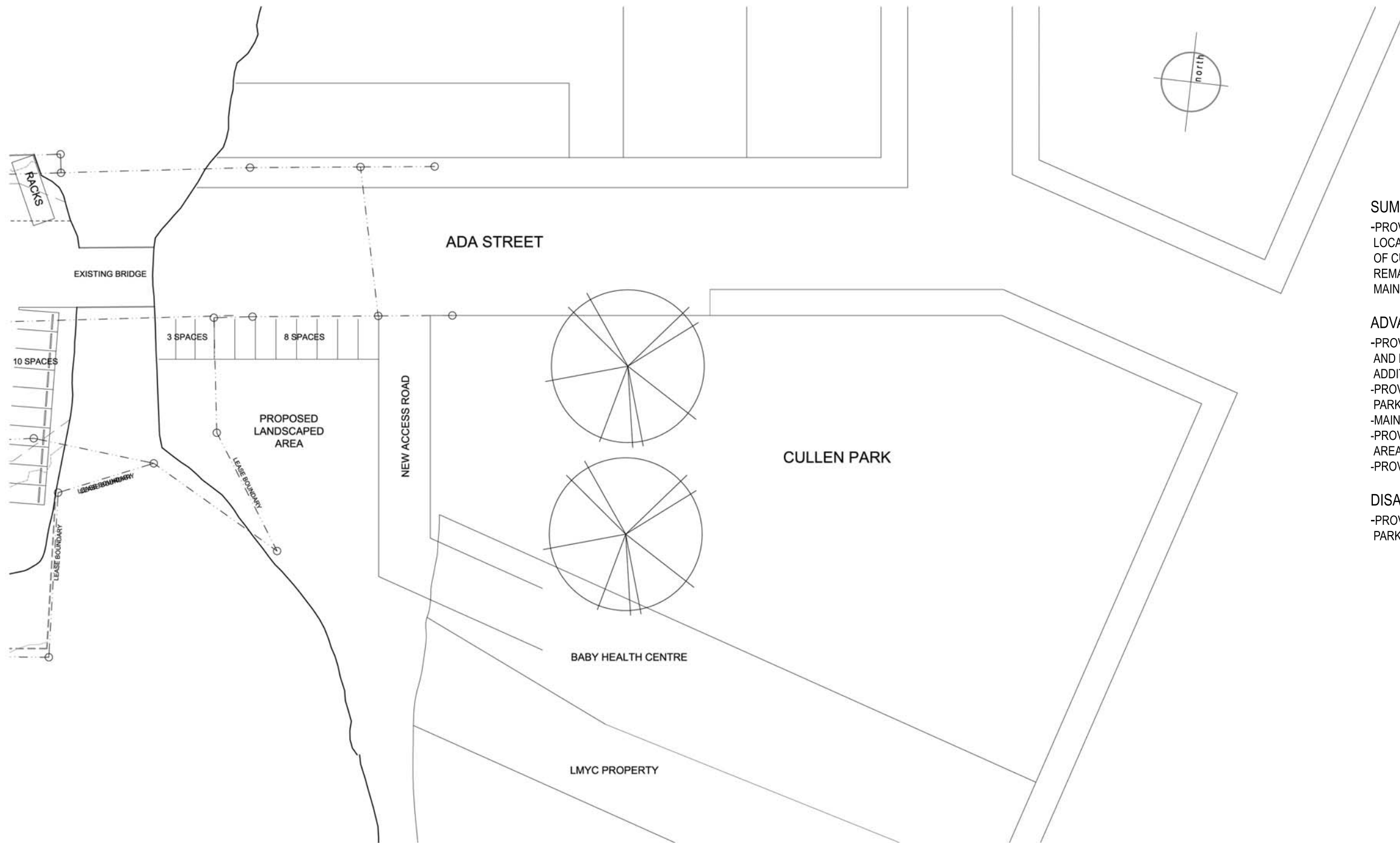
-PROVISION OF UP TO 9 GROUND LEVEL CAR PARKING SPACES LOCATED ON THE EASTERN SIDE OF THE EXISTING GRAVEL SECTION OF CULLEN PARK. THIS OPTION PROVIDES LANDSCAPING TO THE REMAINDER OF THE EXISTING GRAVEL SECTION OF CULLEN PARK.

ADVANTAGES

- PROVIDES THE CAR PARK SHORTFALL FOR CAR PARK-OPTION 4 AND PROVIDES THE OPTION TO PROVIDE UP TO 13 SPACES ADDITIONAL TO THOSE REQUIRED.
- PROVIDES CAR PARKING IN CULLEN PARK FOR VISITORS TO THE PARK WITH LITTLE DISRUPTION TO THE PARK.
- MAINTAINS ACCESS TO THE BABY HEALTH CENTRE.
- PROVIDES A LANDSCAPED FORESHORE FOR PUBLIC USE (THIS AREA IS CURRENTLY GRAVEL).
- PROVIDES NO ENVIRONMENTAL DAMAGE TO CULLEN PARK.

DISADVANTAGES

- PROVIDES THE LEGAL COMPLEXITY OF LEASING PART OF CULLEN PARK.



SUMMARY

-PROVISION OF UP TO 8 GROUND LEVEL CAR PARKING SPACES LOCATED OFF ADA STREET OVER THE EXISTING GRAVEL SECTION OF CULLEN PARK. THIS OPTION PROVIDES LANDSCAPING TO THE REMAINDER OF THE EXISTING GRAVEL SECTION OF CULLEN PARK MAINTAINS ACCESS TO THE BABY HEALTH CENTRE.

ADVANTAGES

- PROVIDES THE CAR PARK SHORTFALL FOR CAR PARK-OPTION 4 AND PROVIDES THE OPTION TO PROVIDE UP TO 13 SPACES ADDITIONAL TO THOSE REQUIRED.
- PROVIDES CAR PARKING IN CULLEN PARK FOR VISITORS TO THE PARK WITH LITTLE DISRUPTION TO THE PARK.
- MAINTAINS ACCESS TO THE BABY HEALTH CENTRE.
- PROVIDES A LANDSCAPED FORESHORE FOR PUBLIC USE (THIS AREA IS CURRENTLY GRAVEL).
- PROVIDES NO ENVIRONMENTAL DAMAGE TO CULLEN PARK.

DISADVANTAGES

- PROVIDES THE LEGAL COMPLEXITY OF LEASING PART OF CULLEN PARK.



17 February 2009 – Lake Macquarie Estuary and Coastal Management Committee

Date of consultation	17 February 2009
Purpose of the consultation	To brief the Committee about the project and to ensure issues raised by the Committee are incorporated into the design development process and specialist reports, prior to lodgement of the Project Application with Department of Planning.
Who consulted with	The Lake Macquarie Estuary and Coastal Management Committee.
Consultation method	Presentation
Summary of outcome	<p>Peter Johnson presented an overview of the proposed development. Dr Dan Roberts presented an overview of the marine ecology issues and the specialist studies to be undertaken.</p> <p>The issues raised by members of the Committee included the following:</p> <ul style="list-style-type: none"> ➤ Further reclamation of the lake would be a concern to the Committee. It was explained that this was not occurring. ➤ Designing a building to be adapted for future sea level rise is a good idea and there are various design options that could be considered. ➤ The design needs to consider view impacts & visual amenity for foreshore residents. ➤ The Club could consider moving all of the infrastructure (excluding the marina) onto Cullen Park. It was explained that this would not address water depth issues for moored yachts and would also remove community land which is unlikely to be supported by the Council or community. There is also not enough adjoining community land that could accommodate the club and parking required. ➤ The sandy beds of the Lake are also ecologically important therefore it is not always necessary to replace sandy beds with seagrasses. It was explained that due to the water depth below the proposed marina (which is deep and therefore does not support seagrasses), not much of the existing sandy bed would be lost. ➤ There should be a management plan to remove swing moorings and ensure no new moorings are provided once removed. It was explained that this was a matter for NSW Maritime and the Lake Macquarie Mooring Management Plan. However, LMYC would be surrendering around 4 swing moorings as part of the marina extension and these moorings would not be replaced. ➤ Seagrass friendly moorings should be considered as an option for any





of the Club swing moorings that will remain after the development. It was explained that the Club would be considering such options.

- Seagrass rack is an issue along the foreshore and impacts on water quality. It was explained that this would be addressed in the studies and recommendations made accordingly.
- Water density testing may need to be done as this may be an issue affecting the movement of water flows through the marina geometry with consequent impacts on ecology. It was explained that water density was not really an issue for marine ecology as light is the main issue affecting marine vegetation. Furthermore, hydrodynamics would be addressed, as would water quality.
- Dr Brian Williams (Committee Member and Hydrodynamic Consultant for the LMYC) stated that no great change in hydrodynamics is expected. There is likely to be a reduction in wave action and wave penetration but this should not be major and there would be no major change to existing currents.
- Staging of development needs to be made clear to ensure marina supply does not exceed demand.

Any differences between the depths of the seagrasses at the proposed marina site and the reference sites to be sampled, should be explained in the reports.



17 March 2009 – DECC

<p>Date of consultation</p>	<p>17 March 2009</p>
<p>Purpose of the consultation</p>	<p>To brief the Department of Environment and Climate Change (“DECC”) about the project and to ensure the project meets the requirements set out by DECC in their letter to the Department of Planning (“DOP”) dated 1 September 2008. The last meeting with DECC was held on 12 May 2008 and the scheme at that stage included filling of the lake to provide additional car parking to the south of the existing car park. Since this time, filling of the lake has been deleted from the proposal.</p>
<p>Who consulted with</p>	<p>Mr Peter Hughes - Senior Operations Officer, North East Branch, Environment Protection and Regulation Division, DECC.</p>
<p>Consultation method</p>	<p>Meeting</p>
<p>Summary of outcome</p>	<p>Peter Johnson presented an overview of the proposed development. The scheme no longer includes any filling of the lake. The existing car park will not be disturbed but will be extended (by around 2m) over the northern and southern existing rock walls in a cantilevered fashion.</p> <p>New piles would need to be driven into the lake bed to support this car park extension. The gravel car park adjoining the Lake at Cullen Park will be sealed and the riparian foreshore rehabilitated. This will reduce stormwater runoff and allow better use of this space for car parking and recreation (eg. new walking path). The marina extension has not changed from the last meeting and will extend westwards from the existing marina. The club house redevelopment has also not changed and will continue to comprise the replacement of the existing 2 storey building with a new 2 storey building. DECC raised the following:</p> <ul style="list-style-type: none"> ☞ Although DECC is responsible for sea level rise issues, there is no new policy in dealing with this matter. The EA should address the implications of sea level rise and it will then be up to the consent authority (DOP) to make the decision. ☞ The adaptable approach of the Club (ie. to raise the floor level over time as required, rather than erecting a higher building at the outset) is supported by DECC. ☞ DECC advised that if there is no change in land use and/or the land/water is not to be disturbed, then no contamination reporting is required. The only area of potential disturbance where there is a change of use is the lake bed beneath the proposed marina. Only if the method of construction (ie. pile driving) will disturb the lake, does any sediment testing need to be done. ☞ There are no other parts of the site that are going to be disturbed, therefore no testing of the existing marina, existing car park or Cullen Park is required. The removal of any hazardous materials when the Club is demolished can be dealt with as a condition of consent.





18 March 2009 – Lake Macquarie Aquatic Services Committee

Date of consultation	18 March 2009
Purpose of the consultation.	To brief the committee about the project and ensure that issues raised were incorporated into the design development process and specialist reports.
Who consulted with	Lake Macquarie Aquatic Services Committee
Consultation method	Meeting
Summary of outcome	<ul style="list-style-type: none"> ☞ Lake Macquarie yacht Club is consistent with the existing uses of the lake. ☞ Seagrass does not appear to be adversely affected and may improve beneath the marina. ☞ The development has incorporated improved car parking. ☞ Cullen Park will be improved and the foreshore improvements to this area are supported. ☞ Suggest that the new informal car parking at Cullen Park be grass 'crete' and not hard surface due to its infrequent use. This would also improve amenity. ☞ Provision of car parking to comply with council requirements. It is acknowledged that on sailing days (in particular Saturday regattas) there is a parking shortage. Shuttle bus will continue to operate on a more regular basis.





Bio Analysis

Date of consultation	Consultation with DPI Fisheries over a period of 3 years.
Purpose of the consultation	Scoping of issues associated with seagrass management as part of the expansion of the marina. Specifically looking at ways to minimise damage to seagrass and associated habitat and development of a seagrass management plan and compensatory measures.
Who consulted with	Scott Carter, Senior Conservation Manager, DPI- face to face meetings, emails and telephone conversations.
Consultation method	Ongoing meetings, email discussions/forums, phone conversations.
Summary of outcome	DPI Fisheries have given in principle support for the expansion of the marina bays and provided significant input into developing the seagrass management plan in line with their policy of no net loss of seagrass





Insite Heritage

<p>Date of consultation</p>	<p>Notifications to government departments. Lake Macquarie City Council land Council and TO groups undertaken 4 December 2008</p> <p>Site visit conducted with ADTOAC and ADTOAC on 19 January 2009</p>
<p>Purpose of the consultation</p>	<p>Aboriginal Heritage Assessment</p>
<p>Who consulted with</p>	<p>Written notifications were sent to those parties identified by the DECC guidelines which included LMCC, Bahtahbah LALC, DECC, Native Title Services and the Register of Aboriginal Owners on 4 December 2008.</p> <p>The site survey was conducted on the 19 January 2009 with ATOAC and ADTOAC. Bahtahbah LALC had previously visited the site with LMYC members and was familiar with the area. Michael Green (BLALC) suggested that a review of the draft report would be sufficient at this time.</p> <p>April – June 2009 responses received from BLALC, ADTOAC and ADTAC</p>
<p>Consultation method</p>	<p>Written advice and site meetings. Supply of draft report to stakeholders.</p>
<p>Summary of outcome</p>	<p>A draft report was supplied to the three stakeholder groups and their comments addressed in the report. In general the stakeholders do not have any objections to the development provided mitigation measures such as monitoring of the excavation of the car park are carried out.</p>





Northrop Consulting Engineers

Date of consultation	28 and 30 April 2009
Purpose of the consultation	Formal Application for Developer Services Information, Preliminary Servicing Advice. To investigate adequacy of existing water and sewer services for the site, and identify any upgrades likely to be required for the proposed redevelopment. Also to ascertain if recycled water (dual water mains) will be required for the redeveloped site
Who consulted with	Hunter Water Corporation - Malcolm Withers and Brett Lewis.
Consultation method	Phone, email and written advice.
Summary of outcome	HWC advised water and sewer facilities are adequate for the existing development. Recycled water is not proposed for this area.

Date of consultation	28 April and 11 May 2009
Purpose of the consultation	To investigate adequacy of existing electricity services for the site, and identify any upgrades likely to be required for the proposed redevelopment.
Who consulted with	Energy Australia – Kevin Smith
Consultation method	Phone, email and letter.
Summary of outcome	Written response from Energy Australia is pending. Based on telephone discussions, expected outcome is that existing services are adequate for existing development. If service demands are found to be significantly higher for proposed development (unlikely) upgrade to service may be required





Date of consultation	28 April – 14 May 2009
Purpose of the consultation	To investigate adequacy of existing telecommunications services for the site, and identify any upgrades likely to be required for the proposed redevelopment
Who consulted with	Telstra - Mark Melville and Bruce Batten
Consultation method	Phone, email and written advice.
Summary of outcome	Telstra advised that existing services are adequate for present requirements. If services are altered significantly for the proposed redevelopment (unlikely) upgrade or relocation of services may be required.

Date of consultation	28 April 2009
Purpose of the consultation	To investigate adequacy of existing gas services for the site, and identify any upgrades likely to be required for the proposed redevelopment.
Who consulted with	Jemena - Tracey Endean and Tom Percival
Consultation method	Phone and email.
Summary of outcome	Jemena advised existing services are adequate for the site. If services are altered significantly for the proposed redevelopment (unlikely) change of service size and/or metering may be required.





19 May 2009

Network and Technology
Forecasting and Area Planning

6/317 Hunter Street, NEWCASTLE, 2300
LOCKED BAG 16, HAMILTON DC, 2303

Angus Brien
323 Charlestown Rd, Charlestown, NSW, 2290
P.O. Box 180 Charlestown, NSW, 2290
Phone : 02 49431777

Telephone (02) 49858420
Facsimile (02) 49249212

Bruce.v.batten@team.telstra.com

Re: Development of Lake Macquarie Yatch Club

Dear Angus,

Based on the provided information relating to the proposed development at Lake Maccquarie Yatch Club, a review was undertaken of the area and nearby telecommunications infrastructure.

Telstra maintains existing network throughout the land marked for development. The existing plant is adequate for present requirements but may require upgrade or relocation depending on new service requirements. Telstra has no objection to the change of use of this land.

The technology and services provided would be determined closer to the time of development commencement, depending on Telstra deployment policy and any negotiations based on a commercial agreement.

Telstra will require the protection or relocation of its telecommunications infrastructure that may be impacted by activities on this site. To minimise risk of liability due to any damage, the Telstra 1100 Inquiry number should be contacted to obtain location of Telstra plant before commencement of construction work.

Further discussions regarding details for network expansion are strongly encouraged once detailed planning for the development is in progress. To inform Telstra of likely commencement of this development, you are requested to register this development on the Telstra Smart Community website: <http://www.telstrasmartcommunity.com>

Please note that Telstra reserves the right to change its decision in relation to network deployment within the development without prior notice.

Yours faithfully,

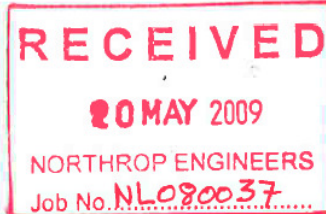
A handwritten signature in black ink, appearing to read "Bruce Batten".

Bruce Batten
Area Planner





18 May 2009



Ref:2009-438

Lake Macquarie Yacht Club
C/- Northrop Consulting Engineers
P O Box 180
Charlestown NSW 2290

Dear Sir/Madam

RE INDICATIVE REQUIREMENTS FOR PROPOSED DEVELOPMENT

Hunter Water's Indicative Requirements for the provision of water and sewerage facilities to the replacement of existing Yacht Club (13 WC's, 1105m²), Restaurant (90 seats, 192m²) & extension of Marina (141 berths) at Lots 973, 974 & 975 DP 755233, 9 Ada Street, Belmont are as follows:

As the development is subject to approval by Local Council, any information at this point is indicative only and maybe subject to significant change prior to your development proceeding.

These indicative requirements are not commitments by Hunter Water. Once approval has been granted and the decision is made to proceed with the development application you will need to lodge an Application under Section 49 with Hunter Water.

On receipt of the Section 49 Application Hunter Water will forward a **Notice of Formal Requirements**. You will need to comply with each of the requirements for the issue of a Section 50 compliance certificate.

Hunter Water's Indicative Requirements provide general information on water and sewer issues relevant to the proposed development. The information provided is based on Hunter Water's knowledge of its system performance and other potential development in the area at the present time. As you will appreciate there could be significant change by the time the development proceeds to the lodging of a Development Application and therefore these indicative requirements maybe different to the Notice of Formal Requirements provided in the future.

Hunter Water's requirements have been based on the understanding that the proposed development replaces an existing club facility (no additional loadings) however increases the number of "Wet Berths" to 141 from the existing 77. Please advise should this not be the case.

Hunter Water's Indicative Requirements for the provision of water and sewerage facilities to the replacement of existing Yacht Club (13 WC's, 1105m²), Restaurant (90 seats, 192m²) & extension of Marina (141 berths) at Lots 973, 974 & 975 DP 755233, 9 Ada Street, Belmont are as follows:





application for a Trade Waste Permit and pay the prescribed fees. The discharge of trade waste to the sewer will not be permitted without a permit authorising that discharge; and

2. You will be required to submit an application for a hydraulic design assessment of internal water and sewerage services for this development, including rainwater tanks and any greywater systems. If you are unsure please **contact Hunter Water's Hydraulic Consultant on 49799713**. (Refer to the attached guide).
3. Water and sewer facilities are adequate for the existing development.
4. As the proposed development will connect to Corporation sewer mains by way of a pump system, Hunter Water cannot comment on the adequacy of the existing water and sewer services for the development until receipt of the abovementioned "Hydraulics Application" with details of pump flow rates etc for the 64 additional "wet births".
5. Recycled water is not proposed for this area
6. Hunter Water will require a copy of your Council approval & DA conditions.

These indicative requirements are not commitments by Hunter Water and maybe subject to significant change prior to this development proceeding.

Yours faithfully

Brett Lewis
Manager Sales and Business Development

Enquiries:	Peter Hull
Tel:	1300 657 657
Fax:	(02) 4979-9711
Your Ref:	NL080037





From: Percival, Thomas [mailto:Thomas.Percival@jemena.com.au]
Sent: Friday, 1 May 2009 12:22 PM
To: Angus Brien
Subject: FW: Gas Supply to Lake Macquarie Yacht Club.

Angus

These statements are valid providing the gas load for the new club does not exceed the capacity of the existing gas service or metering arrangements currently in place. Your hydraulic consultants can determine the future load and should any changes to the service size or metering be required you should consult with the clubs retailer.

Regards Tom

Tom Percival

Field Manager

Jemena

36 Mitchell Rd Cardiff NSW 2285

| M: 0402 059 739 | F:(02) 4956 9834

E: thomas.percival@jemena.com.au | W:www.jemena.com.au

From: Angus Brien [mailto:abrien@northrop.com.au]
Sent: Tuesday, 28 April 2009 1:57 PM
To: Endean, Tracey
Cc: Shelley Wilson
Subject: Gas Supply to Lake Macquarie Yacht Club.

Hi Tracey,

RE: Development of Lake Macquarie Yacht Club, Belmont

I write to confirm the outcomes of our discussions earlier today. As discussed, the existing clubhouse is to be demolished and replaced with a clubhouse very similar in operational nature. It is envisaged that little change in gas consumption will eventuate. For our discussion, I understand that;

- A 210 kPa 50mm gas service exists in Ada St, with a 32mm branch extending to the yacht club.
- This existing infrastructure will be ample to supply the new development.
- No upgrades of Jemena infrastructure are necessary as a result of the new development.

Please confirm the validity of these statements. Thank you for your assistance.

Kind regards,



Angus Brien

Graduate Civil Engineer

Northrop Consulting Engineers Pty Ltd

T: 02 4943 1777

F: 02 4943 1577

M: 0413 358 531

323 Charlestown Road Charlestown NSW 2290

P.O. Box 180 Charlestown NSW 2290

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Please consider the environment before printing this e-mail





Insite Social and Economic Planning

Date of consultation	4 February 2009
Purpose of the consultation	To identify the social and economic impacts arising from the development to establish how matters can be addressed as part of the design process and ongoing management of the Lake Macquarie Yacht Club
Who consulted with	Economic Development Manager LMCC - Graeme Hooper
Consultation method	Meeting. Review of site plans.
Summary of outcome	No issues identified with the redevelopment of the yacht club. The redevelopment is not seen to have an adverse economic impact and would be a positive contribution to the area as destination point for many visitors. The redevelopment of the LMYC was not found to be in conflict with strategic directions for the area

Date of consultation	4 February 2009
Purpose of the consultation	To identify the social and economic impacts arising from the development to establish how matters can be addressed as part of the design process and ongoing management of the Lake Macquarie Yacht Club.
Who consulted with	Belmont Main Street Coordinator Main Street Coordinator - Jenny Barrie
Consultation method	Meeting. Review of site plans.
Summary of outcome	<p>No issues identified with the redevelopment of the yacht club. The redevelopment is not seen to have an adverse economic impact and would be a positive contribution to the area as destination point for many visitors.</p> <p>The addition and improvement of car parking was seen as positive as issues are experienced across the CBD area due to compact nature of the retail area.</p> <p>The upgrade of the LMYC is positive given that a strategic role of the main Street Coordinator has been to explore avenues for beatification and general upkeep of the area.</p> <p>The redevelopment of the LMYC was not found to be in conflict with strategic directions for the area.</p>





Date of consultation	3 February 2009
Purpose of the consultation	To establish if demand for marina berths at Lake Macquarie and to identify the impact on water users as a result of the development.
Who consulted with	NSW WaterWays Regional Manager - Charlie Dunkley
Consultation method	Meeting. Review of site plans.
Summary of outcome	<p>The demand for marina berths and moorings would need to consider the cumulative impacts and specific reference was made to Trinity Point.</p> <p>Resource documentation was provided which included boat registration data, previous demand studies etc.</p> <p>Impact on water users was discussed and no specific issue identified. Final review and identification of navigation markers made once the design development plans are complete.</p>

Date of consultation	22 March 2009
Purpose of the consultation	To identify the current demand and likely impact of additional function and conference facilities would have to existing facilities.
Who consulted with	Newcastle Conference Bureau - Ruth Appleby
Consultation method	Phone conversation.
Summary of outcome	<p>The Lake Macquarie LGA was not a destination point for conferences. The main areas for conferences in the Lower Hunter are the vineyards area and Port Stephens. Newcastle CBD is a destination point also but mainly for meetings.</p> <p>It was understood the lake Macquarie services local demand for functions which may include weddings etc. There was no adverse impact identified on conference / function facilities.</p>





Date of consultation	27 January 2009
Purpose of the consultation	To identify the social and economic impacts arising from the development to establish how matters can be addressed as part of the design process and ongoing management of the Lake Macquarie Yacht Club.
Who consulted with	Marks Point Marina - Brendt Holcroft
Consultation method	Meeting.
Summary of outcome	<p>The LMYC would maintain its 90% sail and 10% cruiser ratio. While this is current practice the increase in the marina would mean an increase in cruiser berthing. It was expected that there would be some loss to LMYC however it would be expected that the vacancy would be filled.</p> <p>Marks Point Marina has a cooperative relationship and sponsorship arrangement with LMYC and it was hoped that this would continue.</p>

Date of consultation	27 January 2009
Purpose of the consultation	To identify the social and economic impacts arising from the development to establish how matters can be addressed as part of the design process and ongoing management of the Lake Macquarie Yacht Club.
Who consulted with	BIAS Boat Warehouse (Belmont) - Store Manager
Consultation method	Meeting.
Summary of outcome	<p>BIAS does not necessarily service sailing boats but does see an increase in trade from the yacht club when regattas are held.</p> <p>There was no adverse economic impact identified however car parking was identified as an issue and any increase in car parking was seen to be positive.</p>





Date of consultation	29 January 2009
Purpose of the consultation	To identify the social and economic impacts arising from the development to establish how matters can be addressed as part of the design process and ongoing management of the Lake Macquarie Yacht Club.
Who consulted with	Coulin Trim (Manager)
Consultation method	Phone conversation.
Summary of outcome	There was no adverse trade impact identified from the redevelopment of the LMYC. An increase in concentration of yachts would potentially increase business.

Date of consultation	20 February 2009
Purpose of the consultation	To identify the social and economic impacts arising from the development to establish how matters can be addressed as part of the design process and ongoing management of the Lake Macquarie Yacht Club.
Who consulted with	Gunya Hotel - Jason Hetherington
Consultation method	Meeting. Review of site plans.
Summary of outcome	<p>There was no adverse impact due to size or scale of the redevelopment. It was identified that both venues catered for different patrons so no negative impact in trade was identified. It was stated that the increase in competition would be positive.</p> <p>The main impact related to car parking, in particular on a Saturday afternoon. The Gunya has had to monitor their car park to prevent people from the yacht club parking in this area.</p>





Date of consultation	20 February 2009
Purpose of the consultation	To undertake risk audit and CPTED report of the LMYC and proposed redevelopment.
Who consulted with	Community Safety Officer Lake Macquarie Local Area Command - Snr Constable Whitehead
Consultation method	Meeting and site visit. Review of site plans.
Summary of outcome	<p>The level of risk for crime and anti social behaviour has been assessed as low. The redevelopment of the site is not considered to increase opportunities for crime or antisocial behaviour. A number of strategies were discussed an incorporated into the CPTED report. These relate to:</p> <ul style="list-style-type: none"> ☞ Application of graffiti resistant paint ☞ A regular 'walk through' will continue to monitor the area ☞ A 'lock it or lose' it campaign be introduced to the carpark and marina areas. ☞ Adequate lighting across the carpark and marina to be installed and operated after hours. ☞ Ensure that taxis and a courtesy bus are made available to patrons <p>These strategies will complement existing strategies which include:</p> <ul style="list-style-type: none"> ☞ The Responsible Service of Alcohol; ☞ Monitoring of patrons entering and exiting the facility at all times when the club is open; ☞ Employment of external security contractors at special events and functions; ☞ Security of the marina and car park areas including lighting of these areas; ☞ Ongoing monitoring of the site by staff; and ☞ Practice to report and act on any incidents such as vandalism etc.





Date of consultation	20 February – 20 March 2009
Purpose of the consultation	<p>To identify the social and economic impacts arising from the development to establish how matters can be addressed as part of the design process and ongoing management of the Lake Macquarie Yacht Club.</p> <p>Consultations with immediate surrounding residents also explored issues relating to anti-social and nuisance behaviour and comments have been incorporated into the CPTED report.</p>
Who consulted with	Various residents Ada Street; Walter Street; Pacific Highway; Bellevue Road.
Consultation method	Face to face meetings. Review of site plans.
Summary of outcome	<p>Car parking and traffic: This has been an ongoing issue and is an issue generally across the Belmont community, in particular relating to the business precinct. It should also be noted that some residents reported that the issue of traffic was 'part and parcel' of the area and brought with it some vibrancy and character to the area.</p> <p>Visual impact: The LMYC facility is part of the visual landscape of the area. The size and location of the club house itself did not identify any visual impacts other than some comments regarding its aesthetic design which are basically a matter of taste. There were some concerns raised regarding the visual impact arising from the extension of the marina. This issue was specifically related to properties on Andersons Hill (Bellevue Road) which face north.</p> <p>Lake Macquarie Water Health: There were some general concerns about the health of the Lake in the Belmont Bay area. Residents expressed concerns that the past development of the car park (and subsequent infill of the Lake) has resulted in water flow issues and silting of the Belmont Bay area. General comments raised related to better maintenance of the small channel between Ada Street and the car park. The fact that there was no further infill of the lake was generally seen as a positive factor.</p>





Correspondence and Letters of Support

Correspondence and letters of support have been received from the following:

- ☞ NSW Maritime
- ☞ NSW Department of Planning.
- ☞ The Office of The Lake Macquarie and Catchment Coordinator.
- ☞ Belmont Chamber of Commerce (two letters).
- ☞ Newcastle Port Stephens Sector marine Area Command.
- ☞ The Royal Prince Alfred yacht Club.
- ☞ Lake Macquarie Tourism Association.
- ☞ NSW Police, Lake Macquarie Local Area Command.
- ☞ Newcastle and Port Stephens Game Fish Club.
- ☞ Public Interest Test
- ☞ Business Case





NSW MARITIME

RECEIVED
28 APR 2008

BY: 

24 April 2008

Mr David Humphris
De Witt Consulting Pty Ltd
PO Box 850
CHARLESTOWN NSW 2290

5/14/08
2:48:11

Dear Mr Humphris

**RE: PROPOSED REDEVELOPMENT AND MARINA EXTENSION, LAKE
MACQUARIE YACHT CLUB, ADA STREET, BELMONT.**

Thankyou for your letter of 14 April 2008 regarding the proposed redevelopment and marina extension at Lake Macquarie Yacht Club.

Please be advised that NSW Maritime has reviewed the preliminary concept for the proposed development at the Yacht Club as presented in your proposal and wishes to advise that in principle support for the proposal is granted.

NSW Maritime looks forward to receiving the final proposal for approval.

Should you have any further inquiries or wish to discuss this matter further please contact me on 4962 8517.

Yours sincerely



Graeme Dunlavy
A/Regional Manager
Hunter Inland

NSW MARITIME

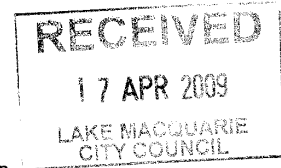
8 Cowper Street South Carrington NSW 2294
PO Box 653 Newcastle NSW 2300

T 02 4962 8500 F 02 4962 8528 www.maritime.nsw.gov.au





NSW GOVERNMENT
Department of Planning



Contact: Thomas Mithen
Phone: 02 9228 6443
Fax: 02 9228 6540
E-mail: thomas.mithen@planning.nsw.gov.au

Our ref: 08_0045

Mr Greg Field
Chief Development Engineer
Lake Macquarie City Council
Box 1906
Hunter Region Mail Centre
NSW 2310

Dear Mr Field,

Subject: Lake Macquarie Yacht Club Redevelopment (MP08_0045)

I refer to your letter dated 24 March 2009, regarding the redevelopment of the Lake Macquarie Yacht Club.

The Director-General Requirements (DGR's) have identified sea level rise as a key issue which must be addressed in the proponent's Environmental Assessment (EA).

As a general recommendation, proponents should consult with Council during the preparation of the EA or preferably earlier during site selection and project formulation.

I note your concerns with the proposed adaptive design which would involve raising the floor level in response to future changes in sea level.

In that regard Council has an advisory role in the Part 3A process and your comments regarding sea level rise will be considered in the Department's assessment of the project.

When there are opposing views on a particular issue, we prefer if the proponent resolves it prior to lodging their EA. However, you have indicated that several meetings have been held to date with no agreed outcome on this issue.

In the interest of progressing the application, the Department will seek advice on sea level rise from the Department of Environment and Climate Change and consider the merits of an adaptive design as part of the detailed assessment of the application.

Council will also have the opportunity to provide comments on sea level rise and any other issues to the Department once the EA is placed on public exhibition.

If you have any queries regarding the above matter, please contact Tom Mithen on 9228 6443 or email thomas.mithen@planning.nsw.gov.au

Yours sincerely



15/04/2009

Heather Warton
Director
Coastal Assessments





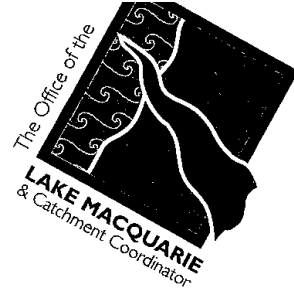
JJ Ext 357
LM&CC Ref: F2004/11049

18 March 2009

Lake Macquarie Yacht Club
C/O de Witt Consulting
P.O.Box 850
CHARLESTOWN NSW 2290

RECEIVED
19 MAR 2009

BY:.....



Box 1906, Hunter Region
Mail Centre NSW 2310

Tel: (02) 4921 0230
Fax: (02) 4958 7257

Dear Mr Humphris

SUBJECT: REDEVELOPMENT AND MARINA EXTENSION - LAKE MACQUARIE
YACHT CLUB

Thank you for the invitation for both my office and the Lake Macquarie Project Management Committee to comment on the subject proposal. It is understood that this was suggested as a requirement from the Director General of Planning for the proposed development.

The main function of the Lake Macquarie Project Management Committee and the Office of the Lake Macquarie & Catchment Coordinator is to implement the Lake Macquarie Improvement Project on behalf of the State Government, Lake Macquarie City Council and Wyong Shire Council. Commenting on development applications and day to day lake management issues are outside the primary aims of the Project.

For this reason the Committee has adopted a general approach of declining to comment on development proposals. The fact that we have declined to make a comment however should not be interpreted as endorsement or otherwise of the proposal.

Yours faithfully

JEFF JANSSON
LAKE MACQUARIE & CATCHMENT CO-ORDINATOR





Belmont Chamber of Commerce
P.O. Box 296, BELMONT NSW 2280

25 September 2007

Mr K. McLeod
General Manager
Lake Macquarie Yacht Club
PO Box 150
BELMONT NSW 2280

Dear Ken,

Re Lake Macquarie Yacht Club – Re-development

The Lake Macquarie Yacht Club is an important and historic site in Belmont. The Yacht Club plays a strategic tourism role in Lake Macquarie. The ideal location of the Yacht Club as part of the Belmont foreshore offers spectacular views for visitors, residents and members.

The redevelopment will offer newer facilities and the marina will be in demand for sailing vessels.

The chamber endorses the re-development as it offers a venue for seminars, functions, with tourism and sporting opportunities for attracting investment into the Belmont area.

The community of Belmont is looking forward to new facilities and the Yacht Club is a key stakeholder in the economic development and community of Belmont.

Yours sincerely,

Susanne Price

Susanne Price
President



TELEPHONE: 9997 1022
FAX: 9997 8620



THE ROYAL PRINCE ALFRED YACHT CLUB
P.O. BOX 99
NEWPORT BEACH, N.S.W. 2106

PLEASE ADDRESS ALL
CORRESPONDENCE TO
THE GENERAL MANAGER

MITALA STREET
NEWPORT
ABN 50 506 904 724

Corro IN

26 February 2007

**The Manager
Lake Macquarie Yacht Club
Ada Street
BELMONT NSW 2280.**

Dear Sir

Re: Development Application

We acknowledge receipt of your letter in respect to the proposed Development Application to Council seeking permission to expand the current facilities of your Club in the form of extra marina berths, Clubhouse area and additional car parking.

The Cruising body within The Royal Prince Alfred Yacht Club strongly supports your application, which will vastly enhance your Club's ability to attract new members. Allowing all members to continue to fully utilise the wonderful expanse of inland waterway that you have in Lake Macquarie.

Over the Christmas/New Year period, RPAYC had some thirty yachts visit Lake Macquarie.

Although the cruise in itself was a success, our members were somewhat disappointed in respect to the general lack of marina facilities around the lake. In particular the facilities available at your Club, mainly in respect to safe marina berths for visiting boats and visitor car parking. All of which, play a significant role in ensuring the viability and success of your Club and the promotion of your wonderful waterway for the boating public. Without these extra facilities maintaining a level of service to both members and visitors to the area will become increasingly difficult.

A draft of this letter was tabled at a recent Flag Officers' meeting and they were unanimous in their support of your Development Application.

**Yours sincerely
THE ROYAL PRINCE ALFRED YACHT CLUB**

**Angus Gordon
Commodore**

"HOME OF THE ADMIRAL'S CUP"





27 May 2008

Lake Macquarie Yacht Club
Ada Street
Belmont NSW 2280

Dear Mr Stephen Jones

**RE: PROPOSED REDEVELOPMENT OF MARINA EXTENTION WHICH
INCLUDES AN EVACUATION FACILITY, LAKE MACQUARIE YACHT
CLUB, ADA STREET, BELMONT.**

Thank you for your correspondence regarding the proposed redevelopment and marina extensions at Lake Macquarie Yacht Club which includes an evacuation facility.

Newcastle Water Police Sector – Marine Area Command has viewed the preliminary concept of the evacuation facility which is incorporated in the redevelopment proposal of the Lake Macquarie Yacht Club and as such supports the project in principle.

Yours sincerely



Tony Hogg
Coordinator
Newcastle/Port Stephens Sector
Marine Area Command
27 May 2008





16 October 2007

Mr K McLeod
General Manager
Lake Macquarie Yacht Club
PO Box 150
Belmont NSW 2280

Steve Jones

Dear Mr McLeod

RE: LAKE MACQUARIE YACHT CLUB - RE-DEVELOPMENT

The Lake Macquarie Yacht club has fulfilled a vital role for the sailing community of Lake Macquarie and for visiting yacht owners for many decades. As well as the obvious facility for the handling and housing of yachts in a secure and stable environment, the club has provided an infrastructure with facilities for the social needs of the community and visitors to the City, in an outstanding location.

With the building reaching a point after 70 years of not being practical to maintain, this proposed re-development offers the opportunity to completely up-grade and modernise in line with current community, tourism and yachting needs.

Tourism to Lake Macquarie relies on great facilities such as these to bring visitors into the area and this has a flow on effect to business generally and assists with jobs and further growth and prosperity to the region.

The Tourism Association has great pleasure in supporting this application to upgrade the Yacht Club with the proposed re-development.

Yours sincerely

Robert Kemmis
Lake Macquarie Tourism Chairman

Telephone: 02

Lake Macquarie Tourism Association

PO Box 3014, Blacksmiths 2281

Facsimile: 02 4972 1487 Email: tourism@lakemac.nsw.gov.au





STEVE - FOR YOUR FILE
Ken.



Belmont Chamber of Commerce
P.O. Box 296 Belmont NSW 2280
Ph: 49 455079 M. 0411 222 429

17 July 2007

Mr Ken McLeod
Lake Macquarie Yacht Club
P.O. Box 150
BELMONT NSW 2280

Dear Ken,

Re: Cullen Park and Lake Macquarie/Belmont jetty areas - dredging

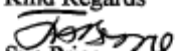
At the Belmont Chamber of Commerce meeting held in June, members agreed to write to the Lake Macquarie Yacht Club Board of executives to give support for the future development of the Lake Macquarie Yacht club and in regards to the re-development and possible use of the Cullen Park area for additional car parking.

Currently Cullen Park is not used safely for the community due to people parking around it. The chamber would like to see a safer use in the future for both the community and the development for additional car parking.

The other topic for discussion is the lack of dredging near the Belmont Jetty, which is preventing tourism trade by access on a ferry to Belmont Jetty and we are concerned of the lack of dredging by council and further impacts on yachting and tourism trade on the Lake, near the jetty and in the two yacht club areas.

The Chamber's Town Coordinator Jenny Barrie met with Robert Coombs MP today to further discuss State Government assistance for financial support to council to proceed with dredging in the area, as Lake Macquarie City Council do not have sufficient funds allocated in the 2007/2008 budget to improve the situation. Could you please advise the chamber if there are any issues relating to dredging at the Lake Macquarie Yacht Club? We look forward to further discussions on both these topics.

Kind Regards

Pe. 
Sue Price
President





NSW Police Force
www.police.nsw.gov.au

08 May, 2008.

Mr. Stephen Jones
Lake Macquarie Yacht Club

Dear Mr. Jones

I refer to our recent telephone conversation and your subsequent correspondence.

May I take this opportunity to thank you for advising us of your proposed redevelopment of the Marina at Ada Street, Belmont.

I note with interest that your design includes an evacuation point for marine based emergencies, being a facility that is certainly lacking on that waterway at the present time. I thank you and your committee for thinking beyond your own needs in this regard.

Taking all the material provided into account I can confirm my verbal assertions that Lake Macquarie Police can indicate 'In Principle' support for the development.

In providing the support I would urge you to seek design input from all the Emergency Services in developing the final plans.

Yours Sincerely

Kim Sorensen
Chief Inspector

Lake Macquarie Local Area Command

95 Main Road, Boolaroo, N.S.W. 2284

Telephone 02 4942 9940 Facsimile 02 4942 9943 ENet 71940 EFax 71943 TTY 9211 3776 (Hearing/Speech Impaired)

ABN 43 408 613 180





Newcastle & Port Stephens Game Fish Club Ltd.

A.C.N. 060 390 516 A.B.N. 25 292 918 920

DAVID LITCHFIELD

PRESIDENT

2nd May 2008

LMYC Development Committee

Ada Street

BELMONT NSW 2280

ATT: Mr. Stephen Jones

RE: YOUR CLUB'S PROPOSED DEVELOPMENT

Dear Stephen

Our club is excited that you are proposing to expand your facilities. When this happens we will be able to send more boats to Lake Macquarie.

Our club is the largest game fishing club in Australia and has about 100 boats in our register.

For years our club's boats have had great difficulty in obtaining moorings in Lake Macquarie. This especially occurs during our interclub competitions with Lake Macquarie Game Fishing Club.

Additional parking is another problem we experience as our boats usually spend at least 1 night at their mooring. At these times we need car access for our personnel coming and going from our boats.

We wish you every success with your application.

Yours faithfully



David Litchfield

President

2 BULLECOURT ST. SHOAL BAY 2315

PHONE: 4981 1459 (Clubhouse) • PHONE: 4981 0021 (Office) • FAX: 4981 0051

WEBSITE: www.npsgfc.com • EMAIL: gamefish@nelsonbay.com





Public Interest Test

PUBLIC INTEREST TEST

LAKE MACQUARIE YACHT CLUB (LMYC)

Fostering Business Efficiency & Competition

Proposed capital improvements – will tenders be called or quotes obtained?

Yes, tenders from qualified licensed and proven contractors.

Does the existing use compete with other similar businesses/clubs?

Yes. Club activities compete with Belmont 16 Skiff Club, Belmont Golf Club, and Belmont Sportsman Club.

Marina activities compete with RMYC, Wangi Workers Club, Gwandalan Bowling Club, Toronto, Marks Point Marina and Marmong Cove Marina.

In attracting clientele to the site, does this have an impact in creating other competition for surrounding businesses, for example overnight accommodation, suppliers to the business?

The extension of the marina will increase the business activity and competition for berths at LMYC and commercial marinas including Marks Point Marina, Marmong Cove Marina and RMYC Toronto.

The redevelopment of the club will increase dining and bar capacity and provide increased competition for local business including Gunya Hotel, Squids Ink, Belmont 16' Skiff Club, Local Hotels and Milanos at Pelican.

The new marina and club house will provide access to boating activities and to dining and bar facilities for persons with a physical disability. There will also be an elevator to the second level of the building. This will set a higher commercial benchmark in the area.

How can competition with the “flow-on” industries promote business efficiency within the operation and those of others?

Flow-on industries include charter boat operations, hosting of national and international sailing and yachting events, conduct of business and sporting seminars and conventions and weddings etc. There will





also be flow-on to tourism and holiday destination on Lake Macquarie for boaters and particularly Sydney-based boating clubs (see comment immediately below).

Competition will extend into the Newcastle and Lower Hunter region for receptions and functions.

Expansion of Employment or Prevention of Unemployment in Efficient Industries or Employment Growth in Particular Regions

Does the business encourage tourism?

Yes, the marina is a base for voyaging yachts cruising the NSW coast and pleasure craft touring and holidaying on the waters of Lake Macquarie. The recent dredging of Swansea Channel entrance to the sea will now enable cruising and yacht clubs to conduct cruises/rallies to the lake using the club as a base as we are near the Belmont Commercial Centre. This activity is expected to be particularly popular during school holidays. Due to previous inadequate safe depth in the channel this was formerly unavailable to yacht clubs, i.e. the Squadron Cruise.

Does the business compete with similar facilities in the area?

Yes, with other marinas, restaurants, and other boat brokers and function/reception centres. The marina has 3 sub-tenants each of which compete with similar businesses at the northern end of the lake.

What type and numbers of tradespeople will be engaged to construct the improvements (onsite) including consultants?

Stage 1 – Marina extension and Extension to Car park and piping under

Engineering, financial and accounting, planning, ecological, surveying, legal and marine advisors (7)

Architect/project manager (1)

Carpenters (2)

Jetty contractors (5)

Crane and trucking (4)

Electricians (2)

Plumbing (1)

Stage 2 – Demolition of clubhouse and construction of new club facility

Engineering, planning, architectural, financial and accounting, ecological, surveying, legal and marine (7)

Architect (1)

Excavator (3)





Demolisher (3)

Builder and staff (7)

Plumber and drainer (3)

Earth mover (3)

Carpenter (4)

Crane and trucking (4)

Constructors (7)

Electrician (3).

How many people does the business currently employ?

The marina, club and 3 subtenants currently employ a total of 18 Full Time Equivalent (FTE) persons. There will be an increase of 4 (FTE) and 3 part time staff as a result of the project after completion

Do other local businesses benefit from the business?

Yes, suppliers of food, beverages, cleaning services, security services, chandlery, sail makers, plumbing and electrical, repairs and maintenance service providers, taxi's, public transport, restaurants and tourist accommodation. Having larger facilities we can bid for larger conferences and regattas, providing larger benefit to the local community.

What flow-on does the business currently generate?

Not presently ascertainable

Do you operate in conjunction with other businesses to supply "package" deals?

Yes.

Saltwater Grill restaurant, Events of Elegance, Flower Palace and Prestige Party Hire

In getting this proposal up and running, what tradespersons and consultants did/will you use?

Architect, financial accountant, lawyer, engineer, quantity surveyor, town planner and various environmental consultants.

Will this proposal assist in preventing unemployment/assisting employment?

Yes, it will provide an estimated direct increase in employment of 4 FTE jobs and 3 part time jobs.

Indirectly it is likely to result in\$ (preliminary estimate) incremental business in the area.





Promotion of Industry Cost Savings Resulting in Contained or Lower Prices at all Levels in the Supply Chain

How does the existing business create competition thereby resulting in competitive pricing and lower prices at all levels in the supply chain

The existing marina business and 3 subtenancy businesses compete with 1 other club marina and 3 commercial marinas and their subtenancy businesses in the northern area of Lake Macquarie.

Are the employees all local?

The majority of the 18 FTE employees are local.

What are the social benefits of employing local people and how could this impact on cost savings within the supply chain?

The increase of 4 FTE employees and 3 part time jobs will be sourced locally and the incremental orders for food, beverage, entertainment and accommodation will be sourced locally or from the Newcastle area.

Are deliveries to your business obtained from local suppliers?

Yes

Promotion of Competition in Industry

How and in what industries does your business promote competition in (eg, suppliers of goods and services)?

Marina berthing of vessels, suppliers of food and beverages, security, trades, cleaning and accommodation.

Promotion of Equitable Dealings in the Market

How would you ensure equitable dealings in the market if you were to sublet the premises?

The restaurant, and function room and auditorium will be sublet for defined terms pursuant to EOI.

If you have tenants, how have your dealings ensured that they are considered equitable?

Most tenants have commercial leases and are sourced by tender or EOI or quotation

Assistance to Efficient Small Business

How will the improvements provide assistance to the tenants, if any?

Internal elevator access for clients and goods and movement of furniture in the new building; access to and from for persons with a physical disability; disability accessible toilets; pick-up and drop-off berths for guests and the public who may seek meals or services from tenants.





Does the business have any arrangements with other local businesses (such as ferry or water taxi operators, local accommodation suppliers) which support their business?

Package deals will be offered including accommodation with our function and conference facility. This will include the Saltwater Grill restaurant, Events of Elegance, Flower Palace and Prestige Party Hire.

Industrial harmony

Have there been any industrial accidents during the construction of any capital improvements in the past?

Nil, so far as we are aware.

Is the business a member of any industrial association (thereby observing the rules which govern such)?

Yes. Clubs NSW, Boating Industry Association of NSW and Marina Association of NSW. The business complies with various codes of conduct.

How will the business aim to prevent industrial disharmony?

By consulting sub-tenants before work commences and asking for their suggestions on the work flow to minimise problems and business disruptions. To engage them to work as a team through the works and by following agreed protocols.

Improvement in the Quality and Safety of Goods and Services and Expansion

Has/will the parking or access to the property been/be improved? Has safer and better use of the area been provided or is it planned?

LMYC is one of the few marinas that can accept boats on transport and unload the craft directly into the water.

The car park will be expanded from 93 spaces to 178 spaces.

The access to the car park will be improved with better surfacing, lighting, drainage and signposting. This will improve safety and risk management.

What environmental improvements have been carried out to improve the use of the Crown land, adjoining reserve or waterway?

A sewage pump out has been installed for our members and the general public.

A slop hopper will be installed to meet the needs of boaters with portable onboard toilets.

Increasing Marina pens will help to reduce the number of swing moorings, improving the sea grass beds.

LMYC is continually updating existing services.

Improved flushing and water flow along nearby shoreline by piping under the car park.

Reduction of swing moorings to improve sea grass quantity and quality.

The marina structure creates marine habitat for fish and sea grass growth.





Are all staff adequately trained in OH&S, First Aid, RSA etc which ultimately leads to the improvement in the quality of goods and services provided?

Staff are trained to the required standards for each area or activity of the club house and the marina.

Supply of Better Information to Consumers and Business to Permit Informed Choice in their Dealings

Has conspicuous signage been erected that alerts potential patrons to the facilities on offer?

Yes

What marketing strategies have been put in place to draw consumers to the marina and to the services offered?

LMYC advertises through the Lake Macquarie Tourist Centre and advertises services offered in local publications, the Club's website, electronic mail outs and from time to time in various Sailing Magazines.

LMYC intends to notify all yacht clubs and boating clubs of the new facilities and the improved and safer access to the waterway of Lake Macquarie for visiting vessels using the Swansea channel. The removal of the "dogleg" and the deepening of the channel is a significant safety initiative for visiting vessels.

What training has marina staff had to ensure consumers are well informed about the services on offer?

The new initiative will be managed by Our General Manager who has had 20 years marina management experience.

In house training is provided to all staff for each separate area, Marina, Restaurant, Bar, Boat Lift and Hardstand. This will be extended to the planned auditorium and meeting/function rooms.

Establishing Best Operator and Service to the Community

What experience do staff have in operating the marina and club business?

In house training is/.will be provided to all staff for each separate area; marina, restaurant, bar, gaming room, auditorium, boat lift and hardstand.

Are staff involved in any community groups/organisations?

Demonstrate how the marina operator is a leading or the best operator in the area

LMYC is seen as an innovator among boating and marina clubs in the Hunter area. LMYC was one of the first clubs to introduce sewage pump out and will be the first to introduce a slop hopper for sewage.

The club will be the first on Lake Macquarie to have disabled access to and from boats using a portable manual hoist similar to the design developed for Sailability.

LMYC will offer evacuation facilities in the event of a major community crisis or emergency.





How can you show that you are a responsible and a leading environmental manager for the area?

(see above)

What plans do you have that will result in the highest and best use of the site?

Constant updates and improvements resulting in the replacement of fixtures where necessary.

ESSENTIAL CRITERIA

Probity and Integrity

Details of CV of lessee/controller

The CV of the Club/Manager who has marina management experience, is attached on a confidential basis

Details of community organisations, charitable events that the lessee/controller has been involved with

Lake Macquarie City Council, Clean Up Australia Day, Australian Volunteer Coast Guard, And Royal Volunteer Coastal Patrol, Life Without Barriers, Lions International, Water Police, Try Sailing Day and other charitable events as called upon from time to time. Cost to Club \$ estimate only, but based on FTE staff labour times designated plus donated goods.

Show how the lessee/controller is aiming at achieving an equitable balance between the environment and their business interests

Stage 1 of the proposal funds the commencement of Stage 2.

Stage 1 will only proceed if the extension to the marina footprint can be achieved without causing an adverse impact on seagrass beds.

Stage 1 involves extension of the car park. That extension will also be designed to avoid an adverse impact on seagrass beds.

Stage 2 will only proceed if the extension to the Marina foot print can be achieved

Relationship between the Government and the Proponent

Has the lessee discharged all its liabilities to Federal, State and Local governments?

Yes

Does the lessee have any outstanding matters or issues with any levels of government?

No





Does the lessee consider that it has a good working relationship with various government departments as a result of past dealings?

The Lessee has a good relationship with EPA (DE & C), Lake Macquarie City Council, Belmont Police, NSW Maritime Authority, Water Police, NSW Department of Primary Industries, Liquor Administration Board and Licensing Police.

Disclosure and Transparency

Has the lessee made full disclosure to the Department of all factors relating to the current application?

Yes

Does the lessee have any connections with any staff of the Department of Lands or any other department whose consent may be required (i.e. those connections should be disclosed)?

LMYC and its directors have no conflicts of interest of which they are aware.

The Standing and Substance of the proponent

(Much of the information required in this section will reinforce that stated in the *Probity and Integrity* requirement)

Detail the experience in business of the lessee for each director and the current financial viability of the lessee

The Lessee's business is conducted by the Club/Marina Manager whose CV is attached. The Lessee has a long term lease and has always complied with the Lease terms and paid rent on time in full.

Any Rights, Intellectual Property and Protection of Confidentiality

The Lessee will need to advise the Department of rights to any intellectual property that the Lessee may have commissioned from consultants

Financial information will not be supplied to any parties other than department officers required to review the submission

PROJECT ASSESSMENT

Protection of Crown Lands and Department Interests

(When assessing a proposal on Crown land, the Department is always mindful of satisfying the "triple bottom line" requirement, i.e. social, financial and environmental considerations)





What environmental measures will the lessee take to protect the Crown's asset?

The marina extension and the car park extension will avoid having an adverse impact on seagrass beds. Piping under car park to allow flushing of the waterway will improve the water quality and protect the Crown asset.

Provide details of the lessee's previous economic/financial outcomes for the previous 3 years which will attest to the lessee's financial viability

(See LMYC Financial reports which forms part of this submission)

What commitments are made to social aspects of the proposal and how will that benefit the local community?

The Lessee is committed to providing a public pick-up/drop-off zone at the marina and access for disabled persons and emergency services support. Making the site available by arrangement in times of community crisis and emergency evacuation and accident emergencies.

Are there any independent reviews/reports on the Lessee's business/operation that support the continued use of the site?

Reports will be provided by

Local Area Command Police - on emergency access

Crosbie Warren Sinclair - on economic viability and need for longer period to amortise new investment.

Michael Chapman – on disabled access

Bio Analysis Pty Ltd – Sea grass survey

A Full Due Diligence

Is the lessee satisfied that the matter has been fully investigated and that the Lessee is aware of any constraints that the site may have?

Yes, from investigations by engineers (traffic and civil), marine ecologist, architect and town planner.

Security

(Department of Lands requires that where a Lessee is under an obligation to comply with conditions regarding the use and occupation of a site, a security against the non-performance of those conditions should be sought.

The prime purpose of the security is to ensure that there will be sufficient money available to undertake any necessary work on expiry/forfeiture/surrender of lease. In setting the amount, regard should be taken to the realistic cost of remedying any breach of the conditions.





In this section the Lessee needs to consider what the best form of security may be and what is a fair and reasonable amount to satisfy the above requirements.)

Because the Lessee

- (i) is a community sporting club
- (ii) has an excellent long term record for compliance with lease conditions and payment of rental
- (iii) is a not for profit entity
- (iv) will provide significant public and community benefits some of which are not otherwise available from government or industry

LMYC respectfully submits that the current level of security is adequate.

Risk Assessment

Have all risks been assessed in taking on a lease of this site?

Yes. LMYC has the benefit of long term occupancy and experience of leasing the site.

Is it considered that there is a lesser risk by granting a new lease as opposed to a new tenant, and if so why?

The existing tenant has an excellent track record of providing community, sporting, social and economic benefits in the area.

There would be an increased risk in introducing a new commercial tenant which would not be able to provide the level of community and sporting benefits due to the need to obtain a profit. LMYC is a not for profit entity.

Economic and Environmental Impacts

How is the business beneficial to the local community?

See elsewhere in this submission, but in short—

- (a) public pick-up/drop-off for boaters
- (b) short term casual berthing to boaters
- (c) emergency response and emergency evacuation provisions (bush fire, flood, sinking, explosion, collision)
- (d) disabled access to boats and to onshore facilities including toilets

How has it created competition in industries?

- (a) increased competition in the boat brokerage industry among 5 commercial and club marinas on Lake Macquarie
- (b) increased competition in local boat berthing industry
- (c) increased competition in the local café and restaurant industry
- (d) increased competition in the local reception and function room industry
- (e) increased competition in the local club industry





How has the business promoted employment?

The new club house and new marina will result in an increase of staffing of 4 FTE jobs and 3 part time jobs.

Environmental Impact

How has the lessee demonstrated it is a responsible environmental manager?

- (a) the marina was the first club marina on Lake Macquarie to install sewage pump out.
- (b) the club marina will be the first to install a slop hopper for sewage disposal from portable onboard toilets.
- (c) Design and construction techniques having little or no impact on environment.
- (d) Seagrass beds beneath the existing marina and to the north and south are healthy and growing.

How has/will the Lessee's environmental measure created beneficial social and environmental effects?

- (a) reduced waterways pollution from sewage from boats by providing sewage pump out and slop-hopper (*Note; a 2007 survey by BOA shows that 90% of boats using Lake Macquarie have a portable onboard toilet rather than a holding tank, thereby requiring slop-hopper facilities for disposal*)
- (b) acted as a benchmark and environmental pace-setter for the club marina industry on Lake Macquarie
- (c) improved flushing and water flow along nearby shoreline by piping under the car park
- (d) Reduction of swing moorings improve sea grass quality
- (e) Marina structure creates marine habitat for fish and sea grass growth

Best Practice and Development Benchmarks

Has/will the Lessee's development been carried out in accord with best practise benchmarks?

Wherever possible LMYC complies with ISO 9000 and requires its suppliers to comply with relevant industry standards

What is innovative about the development?

The Lessee's proposed development will mean that it will be the only club or commercial marina on Lake Macquarie which offers disability access from boats, disability accessible toilets and emergency access by arrangement and for medivac evacuation from the waterway and community evacuation via the waterway, sewerage pump out and slop hopper on secure marina facility.

Detail any uniqueness about the development

This development proposal will increase and enhance community benefit (public access to the waterway and medivac), business competition in the hospitality industry, recreational boating tourism and environmental protection.





What is the broad attraction of the development proposal?

- (a) increased community safety and access
- (b) increased access to the waterway for disabled persons
- (c) increased public access
- (d) improved risk management for emergency response services
- (e) reduced risk of potential environmental pollution

Is the development proposal environmentally sustainable?

Yes, see above

Value for Money

How is the Lessee obtaining "value for money" by leasing the site at a market rental?

Not applicable because the Lessee has an existing long term lease of the site.

How is the community getting "value for money" by the Department offering the Lessee a new lease?

The community is getting better value from a proposed extended term by achieving at the site

- (a) increased community safety
- (b) increased access to the waterway for disabled persons
- (c) increased public access
- (d) improved risk management for emergency response services
- (e) reduced risk of potential environmental pollution

Innovation

How has/will the lessee's development enhanced the site and surrounding areas?

- (a) improved parking, landscaping and services
- (b) improvements to shoreline water-flow by construction of pipes under car park
- (c) improved level of public access

What is innovative about the Lessee's development and use of the site?

- (a) integration with emergency services
- (b) access and facilities for disabled persons

What diverse functions has the Lessee incorporated in the development?

- (a) Café and restaurant for boaters and non-boaters
- (b) sewage pump out slop hopper for boats
- (c) community protection and emergency evacuation
- (d) improved water flow and flushing along nearby shoreline





Business Case

DRAFT 2

LAKE MACQUARIE YACHT CLUB, BELMONT, NSW

BUSINESS CASE

FOR 40 YEAR LEASE TERM AND 2 STAGE RE-DEVELOPMENT

STAGE 1 --- EXPANSION OF MARINA, EXPANSION OF RECLAIMED LAND FOR CARPARK,

STAGE 2 - - DEMOLITION OF CLUBHOUSE AND CONSTRUCTION OF NEW YACHT CLUB FACILITY

Need for Business Case

A Business Case is required where there is significant allocation or reallocation of resources (ie. on Crown land)

1. EXECUTIVE SUMMARY

1.1 Background

Lake Macquarie Yacht Club (LMYC) consists of Crown leases and licenses of wetland on which is erected car parking area (on reclaimed land), club house comprising licensed premises with bar, restaurant/bistro, meeting rooms, amenities, and 74 berth marina. LMYC currently supplies free permanent berthing to the Water Police and Coastguard this should continue with improved facilities for both.

The Crown leasehold has a 40 year term which expires 30 September 2038.

The Lessee has 3 subtenants including restaurant/bistro, boat brokerage, and sailing school.

There are 18 fulltime equivalent employees at the site.

The club currently has 1554 members (June 2007), 76 fully subscribed marina wet berths, 16 commercial swing moorings, mast hoist facilities, hard stand for 22 boats and parking for around 93 vehicles.

1.2 Compliance with Department of Lands Policy for Management of Crown Lands --- ECONOMIC

LMYC is committed to provide the best club marina facility in the Lake Macquarie area. The club seeks to

- (a) Improve facilities and amenities for members and the local community including new function rooms.
- (b) Improve emergency access to and from the waterway for the safety of the community including disabled hoist to get people on/off vessels.
- (c) Improve environmental conditions and compliance in the area.





- (d) Meet increased but unmet demand for visiting vessels and cruising facilities on Lake Macquarie, particularly from Sydney, Port Stephens and QLD based clubs and their members as well as touring yachts and fleets.
- (e) Encourage junior sailing.
- (f) Promote and utilise boat business arising from the increased patronage of the Club and its conference facilities.

LMYC supports Department of Lands *“A New Direction for NSW Coastal Communities”* and sustainable management of Crown land through the twin principles of *Redeveloping Ports along the NSW Coast* and *Enhancing Tourism and Recreational Opportunities*.

The NSW Government recently dredged the Swansea Channel entrance to maintain a safe and navigable port facility which enables visiting yachts and powerboats safer access to and from Lake Macquarie. The proposed 2 stage re-development (see Section 1.3) will derive further benefit from this government initiative through local economic growth, creation of jobs and encouragement of tourism and waterway recreation.

1.3 Capital Expenditure to Improve Site Asset

Stage 1

- (i) Expansion of marina by creation of 74 berths extended to the west of the current marina.
- (ii) Public pick-up/drop-off zone and free casual berthing during the day.
- (iii) Toilets, ramps and hoist for access to boats for persons with a disability.
- (iv) A dedicated emergency evacuation site.
- (v) Sewage pump out and slop hopper.
- (vi) Extension of car park – with new piping under existing and new which will improve water flow along the shore.
- (vii) Reducing existing marina capacity to accommodate catamaran style boats.

Stage 2

Demolition of the existing club house facility and construction of a new club house facility including

- (a) Two level club house with auditorium, function rooms and meeting rooms, restaurant/bistro, amenities, bar and gaming room with internal lift to 2nd level. This will provide disabled access throughout the Club.

1.4 In the opinion of Crosbie Warren Sinclair, Corner Pacific Highway and Warabrook Boulevard Warabrook, it will take 30 years to recoup the Capital Investment.





1.5 What the Lessee Seeks

The Lessee seeks a new lease term of 40 years.

Rent relief for the club house component whilst Stage 2 is under construction, but not to exceed 2 years.

1.6 Public Benefits Including Facility for Emergencies --- SOCIAL

The proposal incorporates new public benefits in the form of public pick-up and drop-off from boats, sewage pump out and slop hopper, public toilets and universal access for persons with a disability, elevator access within the new building and community emergency evacuation provision. These public benefits are incremental and not currently available in the local area.

Public benefits have been assessed, developed and quantified in consultation with input from representatives of:-

Boat Owners Association of NSW Inc

Marina Association of NSW

Boating Industry of NSW Ltd

The offshore emergency plan has been discussed with and forms the basis for a plan supported by:-

Lake Macquarie City Council

NSW Police including Water Police

NSW Rural Fire Service

NSW Maritime Authority

Marine Rescue Sub Committee

NSW Department of Primary Industries (Aquatic Habitat Protection Division)

1.7 Impact on Lessee's Income Stream and Revenue

The proposed new investment will increase the lease footprint and the revenue streams.

The increased income derived from the Stage 1 marina expansion will partly offset funding of Stage 2 and increased rental payable to Department of Lands.

Stages 1 & 2 will be partially funded by external bank borrowings.

1.8 Outline of Proposal

See 1.3 above.





1.9 Proposal Scope

Planned outcomes are

Enhanced accident and incident-free access to the waterway for persons with a disability.

Designated casual public berthing for toilet and food stops by the boating public.

Planned emergency evacuation exercises by arrangement.

Continue free permanent berthing for Water Police and Coastguard.

Timeframes

Marine Ecology Report – October 2007.

de Witt Consulting to write to Minister for Planning re who the consent Authority will be (September 2007).

Negotiate with the Department of Lands, Stakeholders, Residents, Government Agencies and Council up to the end of November 2007.

DA preparation and preparing submission to the Department of Lands for landowners consent and environmental impact (land assessment) – including assessment of project Costs - November 2007 – February 2008

Lodge DA – March 2008

DA Assessment (8 to 12 months) March 2008-March 2009

Stage 1 works commence – March 2009

Stage 2 works - TBA

2. THE CASE FOR CHANGE

2.1 LMYC has a waiting list of 46 for marina berths which is increasing rapidly with the possible expansion of the Marina now on display for comments from our Members. This in itself indicates that there is an immediate need for marina pens as most of the enquiries are from people on swing moorings. LMYC also frequently declines bookings for social functions due to inadequate capacity.

The proposal entails site improvements on Crown land for improving public access, delivering increased public benefits, emergency response and emergency evacuation opportunities, at no direct cost to government.

It is an innovative solution and the outcome of consultation with Lake Macquarie City Council, NSW Rural Fire Service, NSW Police, NSW Maritime Authority, NSW Water Police, NSW Department of Primary Industries and Marine Rescue Sub Committee has been positive. The solution is supported by these services.

There is no perceived or actual adverse impact on the environment.





There will be no impact on traffic except in case of an emergency invoked by designated government service.

There is a potential reduction in environmental risk arising from improved sewage disposal facilities which will be open to the public.

Water quality in the area will be improved by piping under the reclaimed land of the car park to link the waterway each side and to improve flow of seawater.

Reductions of swing moorings will improve sea grass growth.

2.2 Method of Analysis to assess Options to Address Problems

The Lessee analysed

(a) Do nothing option

- (i) Replace pilings under club house on an as-needed basis.
- (ii) Continue to provide no facility for casual public berthing.
- (iii) Continue with existing toilet facilities.
- (iv) Do not plan for public emergencies/react to requests by NSW Police and Rural Fire Service on as-needs basis.

(b) Minimum investment for compliance with legislation

- (i) Replace and upgrade substructure and pilings as per lease obligations.
- (ii) Convert toilet facilities to be accessible to persons with disabilities.

(c) Proposal as outlined

Neither (a) nor (b) meet the Lessee's objective of offering club and community marina facilities setting the highest standard on Lake Macquarie, and an attractive destination for visiting vessels, particularly from Sydney, QLD and other states.

Option (c) meets the Lessee's objective.

Each of (a), (b) and (c) meet the Lessee's obligations under the Lease.

2.3 Anticipated Benefits.

Immediate Benefits and Savings of the Proposal

Reduced maintenance and reduced downtime.

Improved access for members and the public and service providers.

Increased tourism.

Increased business to local service providers through functions and seminars conducted onsite at the auditorium and function rooms.

Emergency authorities can conduct evacuation simulations from site.





Improved facilities for hosting a wider range of regattas, with associated tourism and economic benefits.

Future

Improved community health/reduced health risk.

Improved community access to public waterway.

Improved community protection in event of major community crisis or emergency.

2.4 Known drawbacks

Increased Pedestrian Congestion at Marina and in Waterway Fairway Leading to Casual Public Berthing Area.

This will occur at peak use times on weekends and public holidays.

Congestion will be addressed by:

- (a) increased staffing.
- (b) staff training in management of pedestrian traffic.
- (c) improved direction signage.
- (d) increased monitoring of on water navigation in marina fairways.

Security Exposures and Risk Management.

This may cause security exposures at peak use times and at close of operating hours. Security issues may be addressed by

- (a) increased use of and reliance upon security services.
- (b) gating of marina arms not open to public use.
- (c) distribution of simple easy to follow literature explaining public access arrangements.





3. FINANCIAL, CAPITAL & SOCIAL COST

3.1 Financial Cost Summary

Feasibility Studies and Assessment Reports

Crosbie Warren Sinclair have accessed and reported that the period needed to amortise the new investment is (years), based on the following assumption.

- (a) De Witt Consulting to undertake Town Planning, Surveying and DA Project Management.
- (b) Michael Chapman, Maritime Consultant & Lawyer consultant on emergency/medivac and access for disabled persons.
- (c) EJE Architects (architecture, visual impact assessments).
- (d) Bio Analysis Pty Ltd – Marine Ecological Survey.
- (e) BJ Bradley & Associates – Traffic and Parking Impact Assessment

TOTAL \$60,000

Capital Costs

Stage 1

- New pilings
- New pontoons
- New ramps
- Environmental (sewage pump out and slop hopper)
- Gates to separate public and private arms of marina?
- Services (water, power, sewerage)
- Security Services
- Contract Management
- Extension to car park
- Piping under car park for better water flow and flushing
- SUB TOTAL \$ (preliminary estimate)

Stage 2

- Staged demolition of club house





Construction of new club house facility and amenities

SUB TOTAL \$ (preliminary estimate)

Implementation Cost

Staging costs for relocation and berthing

Staging costs for car park

SUB TOTAL \$ (preliminary estimate)

Whole of Life Ownership Costs

Training of staff for emergency response procedures and alternative berthing.

Increased staffing to monitor and supervise increased public and visiting vessel use and access.

Security services to monitor and control public and visiting vessel use and increased risk of theft and vandalism.

Cost of finance.

TOTAL \$ pa in year 1 (preliminary estimate)

Accountant's Report on Indicative Lease Term

Key assumptions will include

Revenue growth from marina.

Revenue growth from clubhouse and sub-tenants and hiring of function rooms.

Earnings before interest, tax, depreciation, and amortisation margin.

Assumed CPI.

Weighted average cost of capital.

Capital expenditure and timing.

Tax expense (rate).

Investment will be fully amortised over the lease term.

Selected valuation methodology (DCF).

Future cash flows based on business plan with nominal after tax cash flows.

Future cash flows.

Rental stream to Department of Lands based on % of gross revenue (8%).





3.2 Social & Environmental Costs

No significant costs.

Perceived reduction in privacy and security for member berth owners due to increased public and visiting vessel access.

No environmental costs due to environmental improvements. Increased public benefit and social amenity.





3.3 External funding arrangements

The funding will be sourced from private sector banking institutions.

4. PROPOSED SCOPE

4.1 The scope of the proposal will be within the existing leasehold side boundaries. CHECK THIS

There will be no change to the permitted activities in the Lease.

The layout of the marina constructed in a way to facilitate improved public access and casual berthing.

The car park will expand from 93 current to 178 spaces.

The number and size of berths available will increase from 76 to 148.

4.2 Implementation Plan

External Communication and Issues Management

Identification of stakeholders and community groups through consultation with Belmont Chamber of Commerce, Lake Macquarie City Council, members and residents.

The Lessee will meet with existing clients and marina tenants, informing them of operations. There will be open and collaborative consultation. Pile driving or noise emitting operations will be within controlled hours discussed and agreed with residents. All construction work will be in accordance with the Construction Management Plan approved by Lake Macquarie City Council.

Marketing

The success of that part of the proposal related to improved public access, public casual berthing and access for disabled persons and access to toilet facilities is dependent on public and customer awareness. This is intended to be marketed or communicated by

- (a) signage highlighting public casual berthing and accessible toilets for persons with disabilities.
- (b) articles in boating journals and local newspapers.
- (c) communication with government departments and participation in emergency response exercises by arrangement.
- (d) Information provided on the Club's website and electronic mail outs.

Quality Management

The contracts for Stage 1 and Stage 2 and all subcontracts and other major capital items will require compliance with quality assurance standards such as ISO2000, as applicable.

Procurement Strategy

Quotes will be called for and bids will be assessed on product performance, compliance with standards and recent works.





Post-proposal Management

The new initiative will be managed by Our General Manager who has had 20 years marina management experience.

5. ASSESSMENT CRITERIA

5.1 Conformity with Legislation, Policies and Strategies

The site improvements will comply with the Federal Disability Discrimination Act. This will make the site one of the few water access sites on Lake Macquarie to comply, and perhaps the only compliant site which also has a manual hoist for lifting persons from wheelchair to boat and vice versa.

The site will be the only site available for emergency access managed by NSW Police for emergency evacuation, such as for bushfires and other community emergencies, having pivotal access to main roads, and level parking, and near to public hospital services.

5.2 Cost Benefit Analysis/Whole of government approach

Inquiries of Council reveal that there is inadequate funding to meet the above community and emergency needs or to convert existing facilities. Thus the better and more viable option is to adopt a whole of government approach and offer leasehold incentives for private enterprise to provide and manage the facilities to meet community needs which are available by arrangement in emergency situations and which provide disabled access at no direct cost to government.

5.3 Risk Analysis and Risk Management

Current Scenario

(a) ENVIRONMENTAL Risk

Currently water flow and flushing is inhibited by reclaimed land on which the car park is sited.

Currently the public is unable to access slop hopper facilities for portable toilet waste disposal in the area.

Currently there are sea grass beds to the north and south of the existing marina.

(b) PUBLIC risk

Currently there are no emergency evacuation arrangements or procedures to or from the waterway using private facilities.

Currently the club house building is unable, due to age and design, to comply with contemporary fire regulations.

Currently the club house does not have an elevator, although it is of two levels.





Proposed Scenario

The proposal will alleviate environmental public risk and reliance upon public facilities at no cost to government-

ENVIRONMENTAL Risk Management

Piping under the reclamation will encourage water flow along the shore.

The public will be able to access a slop hopper facility at the club.

The marina and car park extension will be clear of the sea grass beds.

PUBLIC Risk Management

Emergency evacuation arrangements and annual drills will be available at the new facility.

The new club house facility will be fully compliant with fire, safety and disability access requirements.

M.Chapman 08/06/07 #1

